



Ustrushona's Road Structures on the Great Silk Road

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Abstract: *This article contains the author's thoughts and comments on the fact that the Jizzakh oasis has been one of the cradles of ancient civilization and culture, its convenient geographical location and nature, rabod, caravanserai and cisterns located in the oasis.*

Keywords: *Ustrushona, Zominsuv, Sangzor, Yogochli sardoba, Mirzachul, Syrdarya, Rabot, Samarkhand, Bukhara, Marv.*

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From time immemorial, mankind has established cooperation with the people of other regions in the fields of trade, culture and economy. As a result of this relationship, different peoples were in constant communication with each other through the exchange of goods and then trade. The establishment and development of permanent links between different regions was directly related to the solution of trade caravan routes, couriers, tourists, members of embassy missions and passengers in general, and the construction of facilities related to this process [2.291].

The work in this direction includes the construction of roadside facilities, the appointment of officials responsible for road safety, the installation of security guards, the establishment of embassy missions along the trade routes, the provision of couriers with food and vehicles, ambassadors to distant lands, trade caravans. the presence of special armed groups of guards, the service of guides, the establishment of special customs at the borders and the introduction of customs duties on trade [2.291-292].

In the countries of Central Asia located at the crossroads of the Great Silk Road, in particular, in Ustrushna, various buildings such as Rabot, Caravanserai, Sardoba and others were built from roadside structures. Trade caravans passed from Sogdiana to the Chach oasis and the Fergana valley through the territory of the region, which was called Ustrushona in the early Middle Ages. Ustrushona is referred to in Chinese sources as Tsao (Suyshu) and Shudaydushana, Suyduyshana (Tanshu) in this period [8.297-325], through which Sogdiana's relations with China were also established [6.44].

It is bordered on the north by Chach, on the east by Fergana, on the west by Sogdian historical and cultural lands. Archaeological research has shown that rivers such as Sangzor and Zominsuv, in the relatively limited basins of dozens of streams and springs in the Turkestan ridges, have established sedentary farming and nomadic pastoral culture in the Mirzachul and Kyzylkum steppes since at least the Early Iron Age. Due to the convenient location of the oasis and the presence of livestock, agriculture, handicrafts related to production, it had its place in the trading system.

Chronicles and works written by Chinese authors also note that Ustrushna played an important role in the trading system. In particular, in the VI-VII centuries, the Chinese geographer Pei Jui's "Description and Map of Western Countries" mentions three routes of the Great Silk Road from Dunhuang to the Mediterranean. The most important of these routes is the central route, the territory of which passes through the territory of the province. Central route: Turfan - Karashar - Kuchu - Pamir mountain pass - Ustrushna - Samarkand - Bukhara - Marv - Iran - Mediterranean [4. 79].

Like most cities in Central Asia, the cities of Ustrushna can be seen to have been formed along trade routes, particularly along the great trade routes such as the Great Silk Road. At that time, rabots were located in the stops of intercity roads. It is known that rabot or caravanserais were built where the trade caravan stopped, trade intensified, and later markets were formed. [6.346-347]

In the Ustrushan region, more attention was paid to rural areas than to cities, in particular, to the appearance of castles, fortresses, and fortresses, which in most cases were surrounded by defensive walls. For this reason, medieval authors called Ustrushona "a country with 400 fortresses" [1, p. 39]. This information is given in the 16th-century Boburnoma as follows: "Because of the Mongols and Uzbeks (Shaybanid march) in those provinces, there was not a single village without a fortress" [7, p. 64]. The rabots had strong defensive walls, corners and wall centers with military duties and towers. [9, B. 88]. According to al-Istahri, one of the medieval authors, the ruler of Ustrushna, Hayday al-Afshin, built the Hudaysar rabati in the 9th century, 1-2 miles from the city of Dizak. The uniqueness of this area in terms of prosperity and well-being is recorded by the historian [3, 20].

There is a lot of information in the sources about the groups of guard soldiers who are responsible for ensuring the safety of the caravans. In particular, Ibn Hovkal informs that many rabods were built in Dijak (Jizzakh city), where Samarkand residents kept a group of guards [3, p. 22-23]. This indicates that the region plays an important role in domestic and international trade.

By the Middle Ages, there was no need for rabots, and caravanserais were gradually built in their place. Caravanserais are mainly central roads connecting certain cities, states, regions in the eastern countries, built along the route of transit networks and outlets of these roads, from which caravans were used as a place to stop and spend the night. The design of the caravanserais was usually of the same appearance, with four strong walls, i.e. a courtyard in the middle, surrounded by one- and two-story chambers around the courtyard, a fortification in the form of a military tower [9.88]. According to sources, no more than 10 caravanserais operated near the central cities of Ustrushan during this period. In particular, based on archeological research around Jizzakh and Zaamin, Sarboztepa near the village of Karakoyli, Kokrvat in the south of Uchtepa, Gishttepa in the village of Galakuduk, Qurghontepa in the village of Ravot, Turtkultepa in the north of the village of Gulba, Rabbit in the town of Akbulak, Machitlit in the village of Hasangip The caravanserais of Ahmad Raboti and Katwondiz regularly served trade caravans [9.92].

Trade caravans from the Great Silk Road passed through the steppes and deserts of the Ustrushna region. In this case, the problem of water supply to the caravan members was solved through the Sardobas built in the oasis. The cisterns are domed basins built mainly in the desert areas of trade and caravan routes, in areas where drinking water is scarce, and are located at a certain distance depending on the terrain.

The distance between the cisterns was the same so that the caravans could travel to their destinations at the appointed time. At the moment Of the cisterns in Central Asia, 44 are in good conditionreached us. 3 of them are Yogochli, Mirzarabad, Yakka sardobas between Jizzakh and Syrdarya. One of them is the now fully preserved Yogochli sardoba, located 35 km north of Jizzakh. The wooden cistern is located in the desert area of the oasis and has a hemispherical shape from the outside. In addition, Mirzarabod sardoba and Yakka sardoba are recorded in the desert

area, 25 km to the north. The Yogochli and Mirzarabad sardobas located between Jizzakh and Syrdarya were filled with snow and rain water in autumn and spring, and the Yakka sardoba was filled with artificial irrigation from the Syrdarya [5.353-356]. From the 12th century onwards, wells were dug near caravanserais on trade routes and filled with water. Snow, rain, and spring water were brought to them through wells. It was surrounded by a wall to prevent water contamination, and then covered. By the time of the Timurids, cisterns built near caravanserais had been renovated to further develop trade. It is said that the sardobas built between Jizzakh and Syrdarya played an important role in the development of trade culture and the sardobas were one of the architectural structures defining the ancient caravan routes [5. 353-356].

In conclusion, the buildings that served the trade caravans have existed in the Ustrushna region since ancient times, and the oasis has always had trade and cultural ties with neighboring regions. The territories were interconnected by caravan routes, which led to the widespread development of trade around the world, the formation of ancient rabats, caravanserais, cisterns, which were built along the caravan routes with the genius of our ancestors . Wealthy traders and officials were involved in the development and operation of roadside facilities. The cities had many markets, shops, rastas, workshops. Due to the need to supply good and quality goods to the markets, production, i.e. handicrafts, developed rapidly [6.346-347].

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