



## History of the Development of Geoeconomic Thinking of Owners in Uzbekistan

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**Annotation:** In the article the author considers the example of the Great silk road the history and originality of the formation and development of geo-economic thinking of the owners from a historical point of view.

**Keywords:** propertied, geo-economics, geo-economic thinking, the silk road, commerce.

When researching geo-economic thinking as a form of socio-philosophical thinking emerging anew at the beginning of the 21st century, it is necessary to pay attention to the fact that its genesis goes back to the depths of modern times. We can see this in the trade and communication relations that took place in the history of the Uzbek people spanning several thousand years, and in the economic culture and way of thinking formed on this basis.

One of the important historical roots and philosophical bases in the formation of the geo-economic thinking of Uzbek landowners is the centuries-old experience of our ancestors in establishing relations with other peoples.

In fact, historical scientists dealing with this issue study ancient communication and trade routes according to the level of their formation - local, regional, transregional, depending on their role in life: internal and external communication and trade routes. [1: 67-68].

The history of economic relations shows that there have been a number of communication and trade routes of local, regional, and transregional importance in Central Asia since ancient times. For example, "Steppe Road", which has transregional importance and was formed in II-I millennia BC, started from the mountainous Altai region through Central Asia, passing through the Urals, Don steppes and the borders of the Black Sea, Iran, He went to Mesopotamia, Arabia, North Africa.

In the early stages of human society, such ancient communication and trade routes met socio-economic needs such as food, clothing, moving from one place to another, and mastering advanced practices and technologies in the field of economic management. it can be assumed that it was caused by attempts to satisfy. Later, as a result of profound changes in society, communication and trade routes covered a wider area, and along these routes, caravanserais with service, guarding, rest, and treatment facilities were built. began to comb.

These places served to get acquainted with goods, technology, trading methods, and exchange experience. As a result, these communication and trade routes went beyond the borders of one country and gained transregional importance. One such ancient communication and trade route is the Great Silk Road.

Merchants and owners engaged in trade through the Great Silk Road were cultured, well-versed in the science of calculation, well-versed in economic knowledge, dignified, and familiar with the



languages and customs of other nations. Because at that time the terms merchant and ambassador were close to each other. That is, the merchants performed both embassies and engaged in trade. Merchants and owners, as fate would have it, bring cultural news from the countries they visited, they carry expensive manuscripts from one country to another. They wrote down in their side notebooks about the prices in the countries where they took their goods, the types of products that are widely grown, the general economic situation, and the market demand. Therefore, merchants and owners are rightfully called the founders of the science of "economic geography". Of course, a merchant owner would be willing to go to great lengths to sell his product at a higher price. Because as their geo-economic thinking gradually develops, they aim to sell their goods not only in the domestic markets of the country, but also in the markets of other countries and thereby get more profit.

Traders are divided into two types depending on the scope of their activities: internal and external traders. According to the sources, people are informed that they can engage in foreign trade only after turning 16 years old. The reason is that until this age, it is assumed that he should trade in local markets or become an apprentice to merchants, get acquainted with market relations, trade culture and laws, and enrich his economic knowledge and thinking. When we talk about the reputation of a merchant in the past, we can cite dozens of examples from history.

Arab traveler and writer, author of "Notes on the Volga Journey" Ahmad ibn Fadlan Muqtadir's ambassadors go to the Bulgarian state not only as a secretary, but also as a merchant. In 1671, the emir of Bukhara sent Abdulaziz Khan Mullofor (Mulla Farrukh) as an ambassador to the Russian Tsar Alexei Mikhailovich. Mulla Farrukh was also engaged in trade while serving as an ambassador in Russia [2: 82].

It is also known that Mahmud Yalavoch, who was a big merchant in the Khorezmshah state during the Mongol invasion, came to Muhammad Khorezmshah as an ambassador on behalf of Genghis Khan [3: 36]. Or, it is known from history that a merchant from Bukhara named Saidkul went to China 3 times on behalf of the Russian government and played an important role in Russian-Chinese diplomacy and trade relations [4: 83]. Otabek Yusufbek Khoji, the main character of Abdulla Qadiri's novel "Bygone Days" written in the 19th century, is also a representative of the owner and merchant class, and is a worthy example in intelligence, knowledge, spiritual maturity and philanthropy. has been

The above information shows that the owners of our country served not only as merchants, but also to improve diplomatic relations between the two countries, and that their not only economic, but also political knowledge was at a high level.

Of course, in order to cover the expenses of merchants going to distant lands and hiring troops to protect themselves and their caravans from various dangers on the roads, they formed large and small groups (associations and companies) who work in association. Such groups were led by large owners and merchants who had high experience in their intelligence, entrepreneurship and trade. Trade caravans of that period can be divided into three groups depending on the number of working animals in it: the first group consisted of small trade caravans with 20-50 working animals such as camels, horses, donkeys, and mules, and the second group consisted of 50 to 300 animals. there were medium-sized caravans of laden camels, and such caravans mostly went to countries at a closer distance. The third group went to distant countries with loads of 500 to 1000, sometimes even 3000 working animals in caravans. According to historical data, a Bukhara owner and merchant named Mirhalim returned from India to Bukhara with indigo (a rare plant used for dyeing) in a caravan of 1,000 camels.[5: 12]



The above information indicates that the owners tried to join small, medium or large trade caravans based on their trading skills, the size of their goods, and other needs.

The fate of the Great Silk Road was different in different eras, which had both positive and negative effects on the activities of owners and merchants, on the economic and political life of the country. The control of the Great Silk Road was in the hands of the Sogds in the 2nd-7th centuries, and by the middle of the 8th century, the Western part of the "Silk Road" was under the control of the Arabs. In the 8th century, Genghis Khan controlled all the branches of the Silk Road. Then Timur and the Timurids took control of the Silk Road.

It is known that in order to maintain trade and diplomatic relations between countries, as well as to create relief for merchants, caravanserais built on the side of the road at a distance of one day's journey (every 25-30 km) contribute to the development of trade and the geo-economic thinking of the owners. gained special importance in its rise. In these caravansaries, merchants and owners from different places had a rest and talked about the economic and cultural situation in their countries. Especially in the shops of the caravanserais, trade activities are hot till dawn. Of course, on the banks of the Silk Road, there are private caravansary owned by the government, that is, built by the ruling branch or dynasties in the area where the caravanserai is located, or owned by certain owners with permission from the government. There were many caravanserais in Kokan, the capital of the Kokan Khanate. V.V. Vel'yaminov-Zernov reported that in the middle of the 19th century there were 9 caravansary in Kokan, while A.P. Khoroskhin, who was in the capital in the 70s of the 19th century, said that there are 10 caravansary in the city, one of them is in Zakatsaray. left information that there are Russian merchants, and in another there are merchants who trade in cotton. Also, according to the information of the unknown author, in the 70s of the XIX century, 15 large and several small caravanserais were operating in Kok. Tashkent was one of the ancient, political, economic, cultural and educational centers of Central Asia located on the Great Silk Road. Since the city is located in an important geographical position - on the trade route with Eastern and Western countries, hundreds of trade caravans came here every year. V. Vereshchagin, a Russian artist who took part in the conquest of Tashkent, wrote, "None of the cities of the East that I have seen can be compared to the Tashkent bazaar in terms of size. Although the shops are small, there are countless. It is difficult to say whether there is anyone in Tashkent who does not work as a shopkeeper? As for trade in general, Tashkent has no rival. It is located on the main trade route of Central Asia, and it is a city where caravans passing from Bukhara and Kogan to Russia and vice versa stop." [5: 25]

According to Academician A. Muhammadjonov, Poykent-Buyuk existed as a caravanserai (8th-10th century) on the Silk Road. Poykent was not called "merchant city" or "copper city" for nothing. There were 30 ravats around Poykent. "Ravat-Konoq" means "Stopping Place". Kyzilravot, Shuravat, Khairavot clans were once a caravanserai. So, it is no exaggeration to say that merchants from every country had their own caravanserai. Also, in the middle of the 19th century, as a result of Russian and other European traders' desire for Tashkent markets, as a result of cooperation with local merchants and owners, the Eskijova market became more crowded. As a result, various trading firms build their offices and stores in this market. For example, the local firm of the merchant Yaushevs on Mahsido'zluk street and the building built for the office of the gas company of Emil Sindel, who worked with them. The building was later popularly known as "Sindel House". It can be seen that the cooperation of foreign merchants with local merchants had a positive effect on the development of the geo-economic thinking of the owners of both sides.

Central Asia flourished during the period of intense trade through the Great Silk Road, great success was achieved in the field of economy, science, culture and, of course, the development of geo-economic thinking.



A few years later, the Great Silk Road lost its importance as an international trade route. There are different views on this issue:

1. The opening of a cheap and convenient sea route from Europe to China and India due to great geographical discoveries since the 14th century;
2. With the conquest of Kazan and Astrakhan by the Russian king Ivan the Terrible (1552, 1556), the roads to Central Asia were cut off;
3. After the conquest of the khanates of Yorkent (1465-1759) and Jung'or (1635-1755) in East Turkestan during the establishment of the Chin dynasty in China, the trade relations between East Turkestan and West Turkestan were damaged. shown.
4. There are also opinions that with the opening of the Suez Canal in Egypt in 1869, trade through the Great Silk Road stopped. The fact that this canal, connecting the Red Sea and the Mediterranean Sea, opened a convenient trade route from Europe to the East did not leave any need for caravan routes.

The conquest of Central Asia by Czarist Russia, especially the destruction of private property by the Bolsheviks, led to the extinction of the Great Silk Road, its several thousand-year-old foci of geo-economic thought. However, no matter how valid or invalid the above arguments are, the Silk Road has not completely lost its importance. No matter how difficult it was to reach the destination with caravans by land, traditional trade continued in one way or another despite the changing times.

The reconstruction that began in 1978 in Chinese society accelerated the process of realizing the need for the peoples living on the territory of the Silk Road.

After Uzbekistan gained independence, the leader of our country paid special attention to the task of restoring the Great Silk Road. The reason for this is: 1) comprehensive development of economic, spiritual and cultural relations with neighboring independent countries; 2) effective use of the country's export and import potential; 3) Bringing Uzbekistan directly to sea communications; 4) launch the closest road connecting Europe with the vast Pacific Ocean and South-East Asian regions; 5) there is a need to solve the growing inter-national and inter-state problems in the region with the help of economic relations.

The Great Silk Road, which operated until the 16th century AD, became of great importance in the history of the large-scale mutual cultural and economic relations between the peoples of the East and the West and the development of the geo-economic thinking of the owners. It served as a basis for mutual cooperation, exchange and enrichment of cultures, peace and development of ancient peoples who communicated through this road. The development of the "Great Silk Road" program by UNESCO became the direction for the scientific and cultural activities of more than 30 leading countries in Eurasia until the year 2000. Scientific expeditions were also organized in the territories of our republic. As a result, many historical and cultural monuments were studied, ancient roads and directions were identified, and our national and spiritual wealth and traditions were studied. The main task of the "Great Silk Road-Communication Road" program, in which a large number of researchers are participating, is to promote the fraternity of peoples, mutual understanding of this road, which established and developed economic and cultural relations between the peoples of the East and the West. was to turn it into a way of cooperation and sincere communication.

Based on the logic of the above-mentioned ideas, the following conclusions can be drawn about the historical role of the Great Silk Road in the formation of geo-economic thinking: firstly, this road served as a factor that ensured the access to foreign markets for the sale of products produced in the region. 'tagged; secondly, in this way, the owners were aware of the news in the economy of other countries, united with other owners located in a certain geographical area based on common



interests, and created unique regional economic spaces; thirdly, this road served not only as an economic factor, but also as a cultural link between Eastern and Western nations, that is, a factor connecting civilizations; fourthly, the economic, political-legal, spiritual-cultural relations on this road together prepared the ground for the geo-economic thinking of the owners to emerge and grow year by year.

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