

THE HISTORY OF THE SARDOBAS; ON THE EXAMPLE OF THE BUKHARA KHANATE

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ИСТОРИЯ САРДОБ: НА ПРИМЕРЕ БУХАРСКОГО ХАНСТВА

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SARDOBALAR TARIXI: BUXORO XONLIGI MISOLIDA

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Annotation: In the context of accelerating globalization on a global scale, water usage and management, which significantly affect the ecological situation of countries worldwide, remain pressing issues, along with the need to address water scarcity based on existing resources. This article discusses the history of sardobas (water reservoirs) located in the Bukhara Khanate.

Key words: Central Asia, hydrotechnical structures, middle ages, caravan routes, history of cisterns, ponds and wells, socio-economic factors, Bukhara-Karshi caravan route, caravan routes, architectural solutions, technological innovations, lower basin of Syrdarya, historical-typological analysis, Amudarya midstream.

Аннотация: В условиях ускоряющейся глобализации в мировом масштабе актуальной проблемой остается использование воды и водных ресурсов, серьезно влияющих на экологическое состояние стран мира, а также устранение дефицита воды исходя из имеющихся возможностей. В данной статье рассказывается об истории сардоб, расположенных в Бухарском ханстве.

Ключевые слова: Средняя Азия, гидротехническое строительство, средняя девятка, караванная дорога, история цистерн, ручьев и колодцев, социально-экономические факторы, караванная дорога Бухара-Кариши, караванная дорога, архитектурное решение, технологические новации, нижний бассейн Сырдары, Среднее течение Амудары.

Annotatsiya: Jahon miqyosida jadallashib borayotgan globallashuv sharoitida dunyo mamlakatlarining ekologik holatiga jiddiy ta'sir etuvchi suv va suvdan foydalanish, mavjud imkoniyatlardan kelib chiqqan holatda suv tanqisligini bartaraf etish dolzarb masala bo'lib qolmoqda. Ushbu maqolada Buxoro xonligida joylashgan sardobalar tarixi haqida so'z boradi.

Kalit so'zlar: Markaziy Osiyo, gidrotexnik inshootlar, o'rta asrlar, karvon yo'llari, sardobalar tarixi, hovuzlar va quduqlar, ijtimoiy-iqtisodiy omillar, Buxoro-Qarshi karvon yo'li, karvon yo'llari yo'nalishlari, me'moriy yechimlar, texnologik yangiliklar, Sirdaryoning quyi havzasi, Amudaryoning o'rta oqimi.

INTRODUCTION (ВЕВЕДЕНИЕ/KIRISH).

The Bukharan Khanate was a large state that encompassed large areas of Central Asia, and trade relations played an important role in ensuring the mutual relations of various regions of the country. Trade, as an important branch of the economy, played a key role in ensuring stable socio-economic relations between different regions of the khanate, shaping a unified economic system with interconnectedness, and stimulating the production of goods for domestic and foreign markets [1]. Trade relations were carried out through caravan routes connecting the major cities and trading centers of the khanate, and the functioning of this system required the presence of appropriate infrastructure and roadside structures.

The majority of the khanate consisted of steppes and deserts, and establishing caravan routes through these territories was always a central focus of the central government. The Shaybanid and Ashtarkhanid rulers constructed numerous hydraulic structures - wells, pools, and sardobas (underground water reservoirs) - to provide water for trading caravans, travelers, and pack animals moving through the steppe and desert regions of the khanate. At this point, it is worth briefly discussing the history of these hydraulic structures that served to meet the need for drinking water in our hot climate region [2].

MATERIALS AND METHODS (ЛИТЕРАТУРА И МЕТОД/ADABIYOTLAR TAHLILI VA METODLAR). The majority of the region's population met their needs for fresh water by digging wells and using groundwater. The hot and dry climate characteristic of the region has required the construction of wells since ancient times. In the Karakum and Kyzylkum, as well as in other desert and steppe areas of the region, ancient wells have been used by local shepherds for centuries. The historical names of Uchkuduk, Kulkuduk, Juzkuduk, Tamdi, and other places in the Kyzylkum also point to this [3]. The discovery of wells in the Bronze Age settlements of the region was of great importance in determining the period of the emergence of this uncomplicated structure. In the steppes and deserts of the region with a dry and hot climate, wells without complex hydraulic structures have been the main means of providing drinking water for trade caravans, transportation vehicles, and livestock from ancient times to the present day [3].

DISCUSSION(ОБСУЖДЕНИЕ/МУХОКАМА)

Wells were built not only in desert areas, but also in settled agricultural oases, allowing for the use of fresh groundwater for drinking, and the emergence of this hydraulic structure corresponded to the process of population settlement and the development of settled agricultural culture. As a result of archaeological research, wells were discovered in many cities and fortified fortresses on the caravan route in the Middle Ages. Since the developed Middle Ages, a special department (divan) has been operating in all cities of the region, managing wells, pools, and closed pools (sardoba). In the Middle Ages, wells were also found in public buildings, caravanserais, and in the inner courtyards of bazaars in all cities of the region. In Bukhara, the capital of the Khanate, many large open pools and water sardoba were built to meet the population's need for drinking water [4].

The construction of cisterns expanded in the developed Middle Ages. The oldest sardoba that has come down to us is the one on the Karmana-Bukhara caravan road, Rabati Malik. The Arab geographer al-Muqaddasi wrote that there were covered pools with staircases in the city of Merv, one of the major administrative and economic centers of Khorasan. Renowned archaeologist M. Masson According to Masson's data, a sardoba existed in the 10th century in the Karshi steppe, along the Bukhara-Bezda trade route. Sardoba remains were also found on the caravan route from Merv to Khwarazm. Archaeological research has shown that there were two cisterns near the ruins of the 11th-12th-century caravanserai at the site of the Kaltepa monument, located on important routes of the caravan route from Nurata to the steppes in the north of the region. This and many other data indicate that in the Middle Ages, the construction of cisterns along major trading centers and important caravan routes was carried out on a large scale. [5]

RESULTS (РЕЗУЛЬТАТЫ/NATIJAR). It is important that, as a result of research conducted in the Ferghana Valley in recent years, information has been obtained that confirms the existence of cisterns in this area. In particular, some researchers provide information that there were 3 cisterns in the Ferghana Valley in the Middle Ages. [6] During our research on this topic, we were unable to collect accurate and reliable information about them.

Sardoba was also built during the reign of Amir Timur and the Timurids. The construction of these structures was carried out on a much wider scale, especially during the Shaybanid period. This is evidenced by the construction of sardoba on the roads leading from Jizzakh to the Syr Darya crossings, from Bukhara through Karshi to the Kerki and Kelif crossings in the middle reaches of the Amu Darya River. During the reign of the Shaybanid dynasty, numerous sardoba were built along important caravan routes passing through the steppe and desert regions of the khanate. The construction of these structures, which formed an important element of the communication system and survived to our time on the Bukhara-Karshi trade route, along the caravan routes leading from Karshi to the Kelif, Kerki and Burdolik crossings in the middle reaches of the Amu Darya, is associated with the name of the Shaybanid ruler Abdullah Khan II. The first major stop on the Bukhara-Karshi route, which formed the first part of the caravan route from Bukhara to Balkh, was the Karaulbazaar, where a large caravanserai (unfortunately, the caravanserai here has not survived to our time) was built by Abdullah Khan II at the end of the 16th century [4]. This structure was demolished in the 30s of the 20th century, without the permission of the organization dealing with the protection of historical monuments at that time, without notification, by the management of the Karavulbazar karakul farm) and there was a large sardoba, which is now called Gumbaz by the local population. The next stations, Kush Sardoba, which was destroyed in the 1880s, and Buzach, located 16 versts away from Karaulbazar, also had a rabat and a sardoba. According to sources, the next station, called "Qaqir," also had a rabat and a sardoba, which was built in the 17th century at the expense of a man named Zakir biy, who held the position of a table-maker in the palace of the Bukhara Khan, and the sardoba was built by Amir Nasrullo in the first half of the 19th century [7]. These two structures have not survived to our time. Researcher U. According to Mavlonov, their ruins are located in the Mubarek district.

CONCLUSION (ЗАКЛЮЧЕНИЕ/XULOSA).

According to researchers, the construction of cisterns in Mirzachul is connected to the construction activities of Amir Timur and Abdullah Khan II. Russian officer A.P. Khoroshkin and archaeologist M.E. Masson, who provided information about the

sardoba and rabat in this area, quoted an opinion known and popular among the local population that a thousand sardoba and a thousand rabat were built by Abdullah Khan II.

The hot climate of Central Asia and the need to provide water to large cities led to the construction of cisterns in cities. The fact that a sardoba was built by Abdullah Khan II in Karshi and by Subkhonkuli Khan in Bukhara is reflected in the sources. The sardoba built by Subhankuli Khan in Bukhara was located in the courtyard of the Dor-ul Shifa madrasah, and in addition to this sardoba, there were two more sardoba in Bukhara (within the mosque of Khalifa Khudoydod and the Eshon Imla mausoleum) and one around the city (in the Jewish cemetery near the Sallahan Gate). Unfortunately, they have not reached our time. Conducting research in this direction may lead to the acquisition of new information unknown to science in the future, further clarifying their role in the activities of the caravan road system in the region.

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