

DIALECTICAL INTERPRETATION OF THE EXISTENCE OF INTERSTATE COMMON SEAS

RAMATOV Jumaniyoz Sultanovich.

Professor of Tashkent State Transport University.

UMAROVA Rozigul

*Associate Professors of the Department of Social Sciences,
Tashkent State Transport University*



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ABSTRACT

In the article, it is emphasized that today's geographical situation was different before, the current view of nature will not remain like this forever, everything in the world is constantly changing and moving based on the principles of dialectics, nothing and events cannot remain unchanged in one state, this process applies to everything.

Key words: *dialectic, change, principle, sea, ship, analogy.*

АННОТАЦИЯ

В статье подчеркивается, что сегодняшнее географическое положение раньше было иным, сегодняшний взгляд на природу не останется таким навсегда, все в мире постоянно меняется и движется на основе принципов диалектики, и ничто и события не могут оставаться неизменными. одной стране, этот процесс распространяется на все.

Ключевые слова: *диалектика, изменение, принцип, море, корабль, аналогия.*

INTRODUCTION

In ancient times, the Phoenicians were the people who achieved the first successes in the field of shipping and sea routes. "Phoenicia is an ancient state that existed in a part of the territory of the present-day Lebanon and Syria"¹ бўлган. Sailors of this country opened sea routes across the Mediterranean Sea. In their ships, they reached the British Isles in the northern direction through the Strait of Gibraltar, and in the southern direction they reached the Indian Ocean through the Red Sea. There is also information that Phoenician sailors were in contact with the eastern regions, including the countries of Central Asia. True, some who heard this idea may exclaim, "It can't be." They can be understood. Because the distance between the lands where the ancient Phoenician state existed and Central Asia is very long, and

¹ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

these regions are not connected with each other by waterways. So, how did the ships of the Phoenician sailors sail to Central Asia? Or, on the contrary, how the ships of the Central Asian sailors can get to Phoenicia, which is located on the shores of the Mediterranean Sea.

DISCUSSION AND RESULTS

In fact, in today's geographical location of rivers and seas, it is not possible. However, today's geographical situation was not like this from the beginning. The way nature looks today will not stay like this forever. According to the principles of dialectics, everything in the world is in constant change and movement. Nothing and event cannot remain unchanged. This process applies to everything. There is only one difference - it's a matter of time. Days, hours and minutes can be enough for some things and events to change. For example, on May 31, 2020 at 00:22 Tashkent time, the "Falcon 9" rocket launched into space by the US company "SpaceX" managed to enter the earth's orbit in a few minutes. It is a well-known fact in agriculture that a seed sown in the ground germinates in a matter of days, and many such changes occur before our eyes. But there are also changes that will take years, centuries, thousands, and even millions of years to change. These include the change of land relief, the emergence of new continents, oceans and seas, and the growth of mountains, the creation of rivers, the change of their beds, and others. If we think in this sense, there is a great possibility that sea and river routes connecting Phoenicia and Central Asia existed several thousand years ago. As a proof of our opinion, we quote the following historical source: "Many Greek authors also wrote that India was a river route to Central Asia and from there to the Caucasus and the Black Sea. This road went along the Indus, Kunduz Darya or Balkhob, and then through Amudarya and Uzboy to the Caspian Sea. One more thing. Scientists have scientific hypotheses that the Aral Sea and the Caspian Sea were connected to each other in ancient times. At that time, the water in the river, especially the Amudarya and Syrdarya waters, was much higher than now. Then, the location of riverbeds and tributaries was also very different from what it is today. For example, the Amudarya flows in place of the city of Kat where our great predecessor, the world-renowned encyclopedist Abu Raykhan Beruni was born, the dried up valleys of the Zarafshan River, etc. Ultimately, all of this serves to scientifically substantiate our conclusions, which we stated above, that the territories of Central Asia were connected with the countries of the world through rivers and sea routes in ancient times. Thus, as the land relief, location of the seas, river beds and tributaries change over the years, the idea that our country was connected with the world's sea routes through waterways in the past does

not disappear. If we approach this issue from a dialectical point of view, the possibilities of explaining the issue scientifically will expand². The presence of an international sea route in Central Asia in ancient times indicates that shipbuilding was also developed here. After all, sea transport cannot be imagined without ships. Already, strong and durable ships were needed to travel long distances and transport heavy cargo. In turn, intelligence, knowledge and skill were needed to make such ships. It can be said that such talent and ability have existed in the blood of Central Asians since time immemorial. According to the information, "the first image of a ship in Central Asia is reflected in the pictures on the rocks of Beshtobe, 20 km from Nukus... S.P. According to Tolstov, the date of the shape of the ship depicted on the statue in Beshto'be is calculated from the 3rd to the beginning of the 1st millennium BC, which corresponds to the Bronze Age... This is a Phoenician ship. It was mainly a merchant ship and is depicted in the reliefs of the palace of Saragon II from the 8th century BC. Like the ship depicted on the Beshtobe rock, it has one sail and one mast, and the mast is held by two ropes, one tied to the nose and one to the tail³. Here is a scientific proof for you: how to explain the fact that the same ship was painted in two locations very far (about 6 thousand km) from each other. How can people who are so far away from each other and lived no less than three thousand years ago, draw the same thing in such a similar way. Then, the image of the ships is a complex drawing. It is impossible to draw it, in this way, with such precision. The only way to make these ships look like this is to draw them facing away. So, these ships were equally present in both locations. We make a logical conclusion: the presence of the same ship in two places far from each other means that these ships are sailing between these areas. So, the conclusion is that in ancient times, Central Asia had international sea routes with the countries of the world⁴.

Amudarya and Syrdarya, two central rivers of Central Asia, served as important communication routes in international and domestic trade. Many boats and ships sailed on these rivers. Boats transported merchants, tourists and their goods from one side of the river to the other. We have all heard the name of Clavijo, a Spanish traveler who traveled to Central Asia in the early 1400s. It is known that Clavijo, who traveled for years, visited many countries and met their kings. In particular, he was in

² Бахриддин Лутфуллаевич Салимов, Толмасбек Анвар Ўғли Шодмонов, Улуғбек Жетқербай Ўғли Уразбаев (2022). МАМЛАКАТНИНГ БАҲҚАРОП ТАРАҚҚИЁТИНИ ТАЪМИНЛАБ БЕРИШДА ЙЎЛЛАРНИНГ ТУТГАН ЎРНИ. Academic research in educational sciences, 3 (11), 309-314.

³ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

⁴ Бахриддин Лутфуллаевич Салимов, Толмасбек Анвар Ўғли Шодмонов, Улуғбек Жетқербай Ўғли Уразбаев (2022). МАМЛАКАТНИНГ БАҲҚАРОП ТАРАҚҚИЁТИНИ ТАЪМИНЛАБ БЕРИШДА ЙЎЛЛАРНИНГ ТУТГАН ЎРНИ. Academic research in educational sciences, 3 (11), 309-314.

the reception of Amir Temur, who was considered the unequaled ruler of that world. Claviho wrote down a lot of information about the social and economic situation of the Central Asian region. In particular, in his works, he spoke about river communication routes.

CONCLUSION

Claviho said, "At that time, boats sailed on the Amudarya, transporting people from one shore to another, and it was considered necessary to have a special label or decree that allowed to sail to transport people⁵. Two important conclusions can be drawn from this record of Claviho, who was in Central Asia during the reign of Amir Temur: first, there were boats serving people, especially merchants and tourists, on the Amudarya, and they transferred people from one coast to another on cruises; secondly, it was necessary to have a special label or decree to do this work, that is, a license in modern language. Six hundred years ago, when the feudal system was at its peak, it was one of the most important innovations to organize public services. It is not an easy task to carry people through the parties. Not everyone is allowed to do it because this work has its own responsibilities and responsibilities. This is also a manifestation of Amir Temur's wise policy in managing the state and society.

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⁵ Салимов Б.Л. Ижтимоий муносабатларнинг коммуникация ва транспорт тизими билан детерминистик боғлиқлигининг гносеологик таҳлили. Фалсафа фанлари доктори диссертацияси. Ўзбекистон Миллий университети. Тошкент. 2022, 224 б.

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