

BQ3

COON:
CARAVAN

Coon

For the pilgrims who had money to spend, merchants who travelled with the caravan, like some of the butchers on train, set up their portable booths at each stop, creating a veritable daytime bazaar, since the caravan travelled at night by torchlight.

"The principal concern of the commander was water. At Medina he took on three days' supply, enough to get them to Wadi' l-Qura. Between that and the next station, al-Uzaila, was four days' march across part of the Najd Plateau. Here and at the next station, they took water from animal tanks, but at the fourth they found the tanks dry, and they drew it from wells. For at least a thousand fountains and an even larger number of animal tanks drain so much from a series of desert reservoirs must have created a critical local water shortage. Surely a political issue must have been raised."

Coon

(4)

much Common are the small Commercial Caravans, the ordinary Caravans on which most of the overland trade depends. These Caravans are still being conducted and could easily be studied. Such a Caravan consists of a small group of merchants with their goods, or a single merchant, his servants, and his goods, moving from one trading center to another. Very often plain travellers, pilgrims or otherwise, will attach themselves to a merchant Caravan or may form one of their own with guides & servants. "P. 336

Coon

(5)

The large commercial Caravan is usually made up of a number of small Caravans teamed together. Instead of electing one of their number as leader, they hire a professional shaiikh of Caravans, who makes all final decisions and to whom all members are responsible. . . . These shaiikhs receive payment in the form of a percentage of each merchant's profit for the trip. . . .

- a large caravan consists of
- b small caravans
- c shaiikh (professional) hired by small Caravans
- d percentage of each merchant's profit
is his payment

The notes being 10 a star
for the night of

The ~~is~~ not ^{the} ~~the~~ ^{on} ~~on~~ ^{high}
but one from ~~the~~ ^{the} ~~tidal~~ ^{night}
that ~~is~~ ^{is} ~~in~~ ^{on} the tidal night

Tankers

— Perhaps Lewis

— Orson J. Hall

— Mark Hill
W. D. W.

Wrecked

Arkare Station

the ~~is~~ ^{is} ~~in~~ ^{on} ~~the~~ ^{the} ~~tidal~~ ^{night}

the ~~is~~ ^{is} ~~in~~ ^{on} ~~the~~ ^{the} ~~tidal~~ ^{night}

Remember me to the
to the next business

Tattamire, Desert Road = CAMEL - PULLER (8)

The Communist ambition of a Camel-Puller is to own a few camels which he can take along with him, while still working for his old master. One of his most valuable friendships is that when he has put aside enough to buy a camel he can give it with his owner's caravan. The owner assigns him a load, but if he has not a full complement for his own camels. The Carriage-money for this load belongs to the man, w/o deduction; but if he owns more than 6 camels he ceases to receive wages, doing his share of the caravan work in return for his food & the convenience of tent, water-carrying camels + 20 or more. When he owns about a full complement he advances to a new status; he not only draws no wages, but he pays his former employer, of whom he has become a kind of independent partner, 20 tael tent money for each round trip, to cover the cost of his food & a share in the Commissioned Camels. P 112

LIEN-TZE

Tattamire, Desert Road (9)

With the Caravans goes a Clerk who is in charge of accounts, a first + second cook who are also responsible for finding water, the Caravan master who is in absolute authority while on the march - & in the event that the owner himself does not go - a supercargo who is in charge of settling accounts with Congress, buying new camels & merchandise for the return. P 113.

Supercargo

Caravan clerk!

Caravan master

Lattimore, Desert Road

(1)

An economic interest is bound up in this political interest. The caravan trade, which had by the end of the Middle Ages begun to suffer from the competition of trade by sea, came in the end to benefit by it. The trade was probably at its lowest ebb in the last decade before 1900. Then, with China coming from the Yan & Mohammedan rebellions, & foreign merchants acting w/ greater security & prosperity after the Boxer war, foreign trade began to take its full effect. It was no longer limited to the more precious cargoes, like tea & silk, but propelled by the demand for raw materials. The markets for wool & hides, fustic, & furs grew so rapidly that they could not be supplied by the parts of Manchuria & Mongolia nearest to the Chinese border. The demand was felt further & further away in the hinterland, & caravan owners grew rich in buying down produce from the most distant portions of Outer Mongolia, where unrest & the Boxer

Lattimore - Caravan Routes

(2)

The route he followed scarcely came into use but existence of ancient wells proved it had been in use in ancient times. Extremely arid route proves hardihood of caravan men. 500 He had 9 camels & they travelled by attaching themselves to other caravans. Travelled at night & grazed by day so that camels would not get lost while grazing. I stopped 1 well every 2 or three days - carried water in wooden butts - 2 on a camel. Average march 15-16 miles but forced marches sometimes of 30 miles.

border plateau. Competition increased when the
pressure of the Russian 'forward policy' began
to bear on Chinese Central Asia & the East,
until the Caravans were as busy, w/ Peking
impotent & China in political decay, as they
had ever been when Peking Commanded half the
world" C. 4-5

Fattening, Caravan Routes

(13)

"The men of the Caravans belong as unmistakably to their Calling (as ~~seems~~ ^{belong} to the sea. Perhaps 70% of them are Mongols the rest are Chinese of different northern & western stocks, from Shensi + Kansu & the Communities of Chinese settled in Turkestan. Almost all of these Chinese have slaves, more or less remote of Central Asian blood - whether Mongol or pre-Mongol... Whatever their origin may be, they are first and last men of a Calling. They belong to the Soluk routes. When they set out on a journey they put behind them every Association binding them to cities and tilled fields. They even hold loyalty associations which have almost a sacred force among the Chinese, such as their responsibilities as householders or heads of families: new sets of ties enter into daily life the desert suggests them to a new array of powers. Caravan men cannot slaughter & pill Camels for the shoot of the Camel will

Fattening, Desert Road

(12)

"In hiring Camels for the Mongolian Journey difficulties have often to be met after the contract has ^{been made} ~~been made~~. Because they must be settled somehow, a ~~broken~~ ^{broken} absolutely necessary... His chief responsibility is this ~~some attachment~~ of dispute which may come up after ~~the~~ he has written or spoken the Contract between the parties." P 24

Pol:

a Tank as function: BIKER

follow + haunt the other animals. If one of the sheep must
be entirely eaten or the soul of the sheep will become
a malevolent spirit etc. P. 102

Latham's, Desert Road

(3)

"Soviet influence effected a real change of front toward China in order to bind Mongolia economically to Russia, all Mongol debts to Chinese traders... were cancelled, & a prohibitive discrimination against Chinese trade was enforced. This led to the almost complete abandonment of the Great & Small Roads. Caravans carrying tea & cloth for sale in Mongolia itself have continued a part of the trade, it is true, for these things are staples in Mongolia - tea being almost a currency. The transit trade of Chinese Turkestan was, however, straightaway ruined. The Mongols at times refuse to let goods leave their country, & even business in general merchandise intended for sale in Mongolia has been made impossible. Sundry goods have never had a standard of value in Mongolia... The Mongol is a very capricious buyer. If a thing does not take his fancy he will not have it at half its value; if it does take his fancy, he will pay whatever he can afford. The profits to the Chinese on this class of trade used to

be reckoned in hundreds per Cent. . . " P. 46

Remembrance

Fattimore, Desert Road

(5)

Beside the monastery there is a group of TZE-HAO, the
 party of traders in a large room who live permanently in
 small Chinese houses. There Tze-hao sell spirits or
~~cloths~~ Cloth, boots, saddles, tobacco, tea or flour on the
 spot, in their 'reception rooms' where the Mongol is given
 a seat on the high sleeping-platform, tea to drink, a
 brass pipe to smoke, an embroidered bag of tobacco
 at his elbow, & friendly talk to him. They also own
 small Caravans, sometimes several Caravans, which carry
 their goods on a round among more distant encampments.
 Both buying & selling for silver are not uncommon, but
 the greater part of the trade is still by barter. The Mongol
 even more than the Chinese loves his silver, & the Chinese pay
 heavily on the Mongol's preference for giving twice over
 in goods or Cattle rather than cash down in silver. 11357

Fattimore, Desert Road

(6)

11 The hu-la-mao's are a recognized class among the
 Kwei-hua Caravans. In this one there were more than 200
 camels, owned in sixes & sevens and twenties by a number
 of men some of whom led their own camels, while others
 were represented by hired men. Each owner provided food for
 himself or his men, & paid in proportion for the main-
 tenance of the Caravan master, his pony & the camp dogs. The
 leader himself owned the tent, water shuttles & other gear, & the
 camels carrying them. In addition to contributing to
 his expenses & his salary of 150 for the round trip
 to Ku-chi ang-tze & back, the owners paid him a fee
 of 30 for each man living in the tent, to cover the
 hire of the Commissioned Camels. The leaders of such
 Come-over-Come-all Caravans are often among the most
 able on the road - men who have made a reputation
 for themselves through long years, & at last saved enough
 to set upon their own - but they are not the best
 Caravans by which to send goods. Though his Arab-

only is in most ways as absolute as that of any other Custom-
master, the leader is morally bound to consider the
interests not of one owner, but of a herd of travelling
Sowels. If one man's five Camels are worn out,
the other 200 or so must wait, if there is any
pasturage at all, to give them a chance to recover."

P. 61

Fathmire, Desert Road

Soo - che (8)

"Each man is in charge of a file of Camels called a lien. The full number of a lien is 18 Camels, - no man can be asked to look after more." P. 109.

Look

puller
L I E N (18)

"The standard wage of a Camel-filler is 2 silver taels a month; call it five shillings. This is not as much as the cost of his shoes & clothing, for he must have several pair of shoes each journey & buy a new suit & greatcoat of sheepskin each time he leaves Ku Ch'eng-tze. He works long for his wage then for the privilege of carrying goods."

There is not an exact rule about the amount a man can soo-che or take along; but usually he can carry as much as half a camel load up up up, & a full load on the homeward journey. Few traders have the capital to buy in such quantity, unless it be Cigarettes or Silk, tea, usually they trade in small things, ankle bands, mirrors, belts, Coloured fur cloak, lady jewelry, &

KU CH'ENG-TZE

TAEL = 1/2 crown

women's turbans; but often, if they are working for a
tea caravan, they put all their money in tea. The profit
is not so large as on a lucky speculation in fancy goods,
but there is less risk. As the ^{LIKIN} ~~like~~ men [tax Collectors
& Customs inspectors]... never bother about the odd half-
loads ^{Half-} loads of bedding rolls + Camel-pullers' ~~perquisites~~ ^{perquisites},
they trade not only Carriage free but ^{duty} duty free. In the
west they either factor for skins or wool or gold dust
or opium, or sell for Cash which they lay out in
buying the same kinds of things. "P" 111

BOD

Roalodreff:

Cafarans lithis

Rostovtzeff, Caravan Cities, trans. by D + T. T. Abbot Press
Oxford, Clarendon Press, 1932

"These ships & Caravans were laden with the goods which Bablyonia + Egypt lacked, goods which were daily becoming more of a necessity + less of a luxury to man. They carried stone + wood for the erection of temples, palaces, + cities, Copper for the mfg. of arms + of Agri + industrial implements; gold + silver, ivory, rare woods, precious stones, pearls, + incense for the deliriation of gods + men, scents + cosmetics ever known to the Oriental, or spices for use in Cookery in Spain & Cappadocia, on the Iranian plateau + in India, in southern & Central Africa such wares abounded + in exchange for them Civilized society sent her various new products, specimens of metalwork, esp. weapons of the Chariot + war, elaborate Coloured fabrics, glass beads, wine, dates, oil & fine bread were exported, the foodstuffs being especially acceptable to the

Caravan Cities.

(2)

"Business Conventions came into being, Trading sagacity was gradually acquired by those who had now become professional traders, + Civil & Commercial law gradually developed. These were first based upon Customs but at a later date written Clauses came into being + we find them in Bablyonia at the very dawn of Civilization, not only recorded in writing but even Codified..." as early as in the year 3000 B.C. there existed thousands of contracts + agreements of the most varied kind, written in the most ancient legal language that we know - Sumerian. The legal essence of, + formulas used in, these Contracts + agreements, which are evident to all who study such documents, remained almost unchanged from the days of Sargon to the time when first Darius, later, Roman law fertilized the Near East." P. 9.

half-stowed Behouin of the Desert. Soon a similar inter-
course arose betw. Civilized ~~and~~ Countries, for it was
impossible for them to avoid an exchange of their most
valent products. Thus Babilonia would send her
best novelties to Egypt & Egypt hers to Babilonia; India...

P 6-7,

Caravan Cities

(3)

Other nations took one Commercial Legal Code viz. Assyria + Hittites

"The Cappadocian documents have led to light numerous facts of interest regarding the organization & development of Caravan trade... most of the documents formed the archives of important trading + banking houses. These firms equipped & financed the large Caravans, generally composed of Caravans, which travelled south + south-west" P 10

"One of the great achievements of the Sumerian-Babylonian Culture in the realm of Trade took place at this time... the third millennium B.C. This was the introduction of a metal unit of exchange which was partly created by + partly responsible for, an amazing development in the standard of individual life & an ever-growing complexity in the life of civilized humanity. This metal unit ~~of~~ ^{of} metal circulated ~~in~~ (over)

Caravan Cities

(4)

"The text of foreign Commerce & of the gradual consolidation of Caravan trade in the Sumerian & Persian empires has not yet been written... It is, however, clearly evident that Assyria played an immense role in its development. We know that there existed in Assyria several itineraries not only for the army but also for ^{traders} merchants. These itineraries were probably shown upon maps, for maps of a very early date - but pre-Assyrian & Assyrian - have survived to our day, & it was undoubtedly such maps that formed the basis of the Greek science of Cartography." P 16

was the direct predecessor of Coincided Currency, which made
its first appearance 2000 years later in the 7th Cent. BC,
in Asia Minor & in Greece. The early unit was based
upon the silver 'mina', ^{the} its subdivisions into
'stetels'. This innovation was partly the work of pri-
vate merchants ... partly that of the state."

P. 11

In other cases an
abundance of means
~~was~~ ^{was} for the
demand, the
means the
difficulties of choice...

BQ3
Latham 009

V. 101
leaf 10. 142

Latham, Owen, "Caravan Routes of Inner Asia"
The Geographical Journal Vol. LXXII, No. 6, Dec. 1928, pp.
497-531. R. G. S. London 1929.

Of the two great routes from China, into Central Asia,
the only practical land routes in ancient times, between
China & the West, one goes up from Central China to the
edge of the desert & then crosses into Chinese Turkestan
up touching Mongolia at Aih; the other goes from ^{North}
China through the central, northern & western territories
of Mongolia. As it goes west it offers a choice of questions.
One lies through Shianwutai (97°-47°) and
Kobdo (92°-40°) with approaches to Siberia at Chuguchak
or Altai. One goes to Kuchangtze (88°-43°),
later Dzungaria, or northern Chinese Turkestan. This
latter division of the route is known as the Great
Mongolian Road. From Kuchangtze, access can be had
to the inner basin of Chinese Turkestan, or trade
and the caravan can continue to the north to the
Tien Shan, entering Siberia either at Chuguchak or