

Historical Inspiration of the Rise and fall of the Silk Road

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Abstract—Gansu is one of the main parts of the silk road through the territory, while the other part is the central Asia and west Asia of the Soviet union. In the prosperous period of the silk road, no matter it is inside or outside the country, its development in politics, economy and culture are basically the same, but in the several hundred years of the silk road decline, gansu lags far behind central Asia in economy. The rise and fall of the silk road in history has given us too much historical inspiration. The party central committee proposed the construction of the silk road economic belt, which is not only a strategic development vision but also a practical one. At the same time, it also conforms to the new trend of international exchanges and cooperation in today's international economic globalization.

Index Terms—The silk road, Open up, historical enlightenment.

Starting from xi 'an, China's shaanxi province, the silk road runs through the hexi corridor, traversing the north and south of tianshan mountain. Then, it cruises through the desolate desert, winding between the rugged mountain roads, with camels as tools and white bones as signposts, and stretches westward until it reaches west Asia and Europe. This very long, long and difficult road is the world famous silk road. After nearly a thousand years of brilliance, the silk road quietly retreated from the stage of history. However, the years of wind and rain, the age of illusion, has failed to erase its supply and role. Today, after six or seven centuries of silence on this ancient road, the central government formally proposed to revitalize the silk road, so that the silk road has a second life.

The land transportation from China to central Asia, west Asia, southwest Asia and even Europe is collectively known as the silk road. The so-called southern silk road refers to the yongchang road from yongchang county (now 50 li north of baoshan) to India and then to Persia, daqin and other places. And tubo road from chang 'an (present xi 'an) to India via tubo. The northern silk road is the traditional silk road in people's mind, namely the northern silk road (hereinafter referred to as the silk road).

I. THE HISTORIC ROUTE OF THE SILK ROAD

In the han and tang dynasties, the economic and cultural development and the military strength were so strong that there were few equals in the world at that time. At the same time, han and tang were the most open and connected period in Chinese history. At that time, a road started from chang 'an, leading to central Asia, South Asia, west Asia and Europe. It has played a great role in building the friendship between people of all countries, communicating business and trade, and promoting economic and cultural exchanges.

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Because of the large amount of silk exported at that time, which was unique to China and most favored by the west, europeans later called this road the "silk road".

The fact that Chinese silk was exported so early and so long in history is quite disproportionate to the fact that it was named after the silk road. It was not until 1877 that silk road, as a cultural term and geographical concept, was proposed by the German scholar richthofen, and has been used ever since [1].

Today, if we want to compare one by one, or draw an accurate map, it is not possible. We can only outline the historical route of the silk road according to historical records and archaeological findings.

In the western han dynasty, the silk road had two main lines, the south road and the north road. Its north road starts from yumenguan, west of dunhuang, and goes west along the southern foot of the tianshan mountain range, passing by che shi qian wang ting (now turfan), yan qi (now yan qi), qi qi (now kuche), and arrives at shule (now kashi). Then, we crossed the green mountains, passed through dawan (now fergana) and kangju (now samarkand), and followed the MWR (now hu river, now amu river) to the northwest, and arrived at choe (the Caspian sea and the aral sea north). Or from the city of gushan (samarkand) in the county of kangju, to the city of pantu (near damkam, Iran) in the rest of the country, through the moose.

The south road starts from dunhuang via yangguan and goes west along the north foothill of kunlun. It runs through shanshan (gululan, now ruqiang), yu tian (now hetian) and sha che (now sha che) and arrives at shule and joins the north road. After two meetings, or from shule to the southwest, to the big moon (Cuba ketria, the early eastern han dynasty changed to expensive frost); Or from shule through sha cha westward to puri (now tashkurgan), and then over the green mountains, through shumai (now wakhana mountain in Afghanistan), to the city of LAN (balkh, north waziristan in Afghanistan). From here to mulu (now Soviet ma lei), and once again joined the north road, arrived at vanda.

After the meeting of the north and south, the two roads crossed the whole territory of saban and reached the western towns of taisifeng and seleucia (southeast of present-day Baghdad, Iraq). Thus the eastern capital of the Roman empire (atacia, Turkey); Or from seleucia to the west of the Euphrates, via palmyra to the Roman empire on the Mediterranean coastal port of sidon, tyre.

During The Three Kingdoms period, the silk road had a new development. Not only in the west of the liangling plateau continue to travel westward, but also in the western han dynasty north and south two roads in the northern tianshan mountains in addition to a new road, known as north road or north new road. In the han dynasty, the south road was called the south road, while the north road was renamed the middle road. As a matter of fact, the northern and southern routes of the han dynasty were all in the south

of tianshan mountain.

Beixin says yumenguan northwest line, avoid bailong heap of desert and along the tianshan mountain west, the five ship (near hami), gaochang (turpan), in yanqi and qiuci meet with han north road, and then the tianshan mountain by car division six (wu zhuang six division at the back of the car or mountain), along the west to the ili river, the sun, comfortable housing, I CAI, to Rome in the field of the Caspian sea coast. This line is easy to walk and shorten the distance. Especially when the sassanian dynasty of Persia (AD 226-651) controlled the silk trade, the opening of the northern new road gave Rome new access to a large amount of Chinese silk.

As for the overall route, there are many branches of the silk road, which have been discussed many times by scholars.

II. THE OPENING OF THE SILK ROAD AND ITS RISE AND FALL

When the western han dynasty was founded, it was a compromise with xiongnu who lived on the mobei Mongolian plateau. Under the reign of emperor wudi and the reign of emperor wudi, the state Treasury was full, and the national strength was strong. Thus, with the move of zhang xi, the curtain on the large-scale silk trade was lifted. After the opening of the western domain by zhang sai, the relations between central Asia and the western regions have become increasingly close. In addition to political factors, economic exchanges were also active during this period. It was zhang sai who opened up the western region that alfalfa, walnuts, carrots, pomegranates, watermelon, pineapple, sesame, broad beans, peas, safflower, turmeric and glass, precious stones and spices were introduced to the mainland successively, while silk and other things in the central plains also flowed to the west continuously.

To protect this line, the western han dynasty set up four counties in hexi, and later set up the western regions to protect the capital.

The running end of Chinese silk was the Roman empire. During the eastern han dynasty, the silk road developed again due to the struggle between Rome and rest. This is, the eastern han dynasty has clearly known from the rest of the peace to daqin (lixuan) sea and land road situation. From rest in the west, to the mouth of the west river, the Persian gulf by water to daqin, this is the sea road; The Mediterranean coast of the Roman empire can be reached from tasifeng on the western road of benzo in, northwestern sejuncia, or westward. Take a detour east of the Caspian sea to the northern shore of the Caspian sea, and westward into the territories along the black sea coast of the Roman empire. In addition, during the eastern han dynasty and the emperor's reign, India had passed through the western regions to China on many occasions. It was 159 AD before the diversion from the sea. Like the western han government, the eastern han set up the western regions to protect the government or the western regions to manage the part of the silk road [3].

During The Three Kingdoms period, beixin road was opened. From then until the reunification of the sui dynasty, the communication of the silk road did not break down, despite the long period of division and dismemberment that

rendered the dynasty of the central plains powerless. If the eastern jin dynasty shi faxian and northern wei emissary song yun went west, some of the routes were new.

In sui dynasty, the three routes were different from the previous ones, and the descendants who went to the western region often followed them.

The management of the frontier in the tang dynasty, compared with the han dynasty, was "less than east and west." In the western region of the tang dynasty, xi 'an, beijing, etc. were successively set up to protect the capital and jijimi 36 states. In this period, the activities of Chinese and foreign businessmen on the silk road reached a climax. The unearthed tang sanxin porcelain vividly shows the hustle and bustle of Chinese and western merchants on the silk road. The poetry and notes of the ancient people also sing and record the flourishing and interesting local customs along the ancient road.

In the 9th to 13th centuries, China was divided and divided at the end of the tang dynasty, followed by the melee of five dynasties and ten kingdoms and the later confrontation between song, liao, xia and jin. The silk road was relatively calm.

In the early 13th century, the establishment of the Latin empire, the supporters of the empire, the great Venetian merchants gradually controlled the Caspian coastal trade to the east [2]. They established the port of tana (now azov, the Soviet union) at the mouth of the sudon river as an important base for trafficking in Chinese silk and medicinal materials. Since then, most business travel by land from the port of tana, through the north and east of the Caspian sea, and then by the north tianshan road to Beijing and hangzhou. The port of tana became a new starting point at the western end of the silk road. At the same time, Mongolia rose. After the western expedition of genghis khan, the way to Europe was smooth and unimpeded. Diplomatic envoys from China and the west traveled through the northern silk road in the seventh century. In this way, the once - declining silk road has flourished again.

After the unification of the Arabian peninsula, it struggled to expand outward. When its soldiers pointed to the east, it clashed with the tang empire. In 751, the tang army suffered a crushing defeat. Since then, due to the chaos of anshi and the separation of the towns, the tang dynasty was no longer able to operate in the western regions, and central Asia became an Arab sphere of influence. It is easy to say that the traffic junction of the silk road was broken.

In fact, almost as soon as the land road opened up, the sea road was opened up. History: "since the south - south barrier plug xuwen, hepu ship in May..... Li added gold mixed before.....", indicating that merchants shipped golden silk from China to southeast and south Asian countries. After the three countries, China's economic and political center of gravity gradually moved south and east, maritime traffic developed rapidly. By the end of the eighth century, there will be seven commercial roads, of which three are on land and three are on land. The silk road from xi 'an to the western regions is just one of them [4].

In the tang and song dynasties, the sea road traffic had developed, such as quanzhou, guangzhou is at that time dagang. Overland silk road is replaced by maritime traffic. Although Mongolia ze, but just a flash in the pan, with the

15 th and 16 th century from Europe to the discovery of a new route, the silk road gradually became a historical relic.

III. HISTORICAL ENLIGHTENMENT OF THE DECLINE OF THE SILK ROAD

The silk road is a link connecting central Asia, a bridge to spread friendship, a crucible of world civilization and a busy thoroughfare for trade. The silk road has existed for thousands of years. Today, when we are engaged in the development and construction of the western region, we will review this history and get the following enlightenment.

First, openness leads to progress, while closure leads to backwardness. Through the silk road, westerners learned the art of paper making and printing, and obtained the fine silk and porcelain from China. China absorbed a lot of western music dance art and painting and modeling. Gansu just at the point of sino-foreign cultural exchanges, the traffic links between China and the west of the hole, so - called near - water floor first get month, a variety of cultures here left a deep imprint. Buddhism was first introduced into Russia through the silk road around the Christian era, followed by zoroastrianism, nestorianism, manichaeism and Islam. After Buddhism was introduced into China, it added new contents to the art of painting and sculpture, and created unique buddhist art. The mogao grottoes in dunhuang are the art treasures of Buddhism.

The more extensive the exchange of material production and spiritual culture in various countries and regions, the more people can start new research from a higher starting point and achieve greater results more quickly. Engels once pointed out that: "whether the productivity produced in a certain place, especially the invention, is lost in the future development depends on the development of communication. When communication is confined to the immediate vicinity, every invention in every place must begin anew. The development of the silk road proves this point repeatedly. The silk road is a vivid example of the great efforts made by the Chinese people and the people of western countries to break the closed-door policy, learn from each other's strong points and develop friendship.

In ancient times, China was always at the forefront of the development of the world. After entering the qingming dynasty, China fell behind the west. It is obvious that the policy of isolation in the qing dynasty led to China's backwardness, which also hindered the socio-economic development of gansu province.

Second, internal unity and development to a certain degree of social economy is the prerequisite for the implementation of opening to the outside. The development of the silk road reflected the situation of China at that time. The han, tang, and yuan dynasties were the period of China's unification and higher level of social and economic development. The southern and northern dynasties, the five dynasties and ten states, and the song, liao, xia and jin dynasties were relatively undeveloped stages of the silk road. We can see from it that it is impossible to open to the outside world without internal unity. And if it does not develop to a certain degree of social economy, opening to the outside world will not achieve good results.

Third, both China and western countries have a strong desire and demand to communicate with each other [5]. According to the documents, the road to the western region was difficult to walk, and there were many evil wind and

miasma. Not only to cross the mountains and mountains, but also across the desert, either to die in a storm, or to die of hunger and thirst, so that the bones of a camel or a pedestrian became a perfect symbol of recognition. Even under such conditions, the relationship between the two parties is always on the rise. In this respect, the religious and the merchant's performance is particularly outstanding

Fourth, poor traffic conditions and backward means of transport are an important reason for its ultimate decline. Compared with sea and land transportation, land silk road has such features as long and difficult route, large time consuming, high risk, small traffic volume, serious toll stripping along the way. At that time, the caravan transport is horse and camel, and to provide protection, the cost of high, it is imaginable. This is also one of the important reasons for the overland silk road to replace land and sea transport.

IV. OPPORTUNITIES TO REVITALIZE THE SILK ROAD

Since the third plenary session of the eleventh central committee, the social and economic development of gansu has made brilliant achievements. But, on the other hand, compared with the coastal areas and interior areas of China, which are neighboring central Asian countries, gansu is far behind them [6].

In September 2013, in his speech at nazarbayev university in kazakhstan and address to the 13th meeting of the council of heads of state of the Shanghai cooperation organization (SCO), xi systematically expounded China's strategic idea of "silk road economic belt", which attracted extensive attention from both domestic and international communities. The silk road economic belt proposed by the two speeches and the 21st century maritime silk road proposed by xi Jinping during his visit to Indonesia the next month have become an important part of China's foreign economic strategy. "One Belt And One Road" was not only included in the decision of the CPC central committee on several major issues concerning comprehensively deepening reform adopted at the third plenary session of the 18th CPC central committee, but also became a "top-level design" that Chinese leaders spare no efforts to promote personally.[7].

From first proposing the silk road economy to October 2014, 11 of xi's and li's 13 trips abroad involved the promotion and expectation of "One Belt And One Road". Such an intensive presentation of a foreign cooperation initiative by the two leaders to the world is rare in the history of China's international cooperation. This means that One Belt And One Road is not a short-term cooperation project or a regional plan for China's "westward development", but an important part of China's foreign strategy.

As soon as the concept of the silk road economic belt was put forward, relevant provinces and municipalities in China responded positively to it. Many of them regarded this diplomatic strategy as a major opportunity to accelerate their own economic and social development, and actively included it in the goals of local governance. However, the government has yet to disclose the domestic scope of the silk road economic belt plan. It is believed that the symposium between the national development and reform commission and the ministry of foreign affairs ended the dispute over the scope of the provinces under the silk road

economic belt, among which five provinces in the northwest and four in the southwest involved the silk road economic belt and five in the east involved the maritime silk road [8].

We can judge the attitudes and expectations of the province and city on this strategy from the statements related to the silk road economic belt in the 2014 local government work report. In particular, the local government work report in 2014, shaanxi province puts forward "build a new starting point of the silk road economic belt, to accelerate the development of the construction of inland open highland", put forward in xinjiang "closely around the construction of the silk road economic belt core promote all-directional opening", gansu province puts forward "the silk road economic belt segment construction in gansu province as the pinnacle of open to the west,... To make gansu a golden section of the silk road economic belt ", ningxia put forward "the strategic fulcrum of building ningxia into the silk road economic belt". The government reports of chongqing, qinghai, yunnan, sichuan and other western provinces and cities that participated in the symposium on promoting the silk road economic belt and maritime silk road construction also responded positively to the silk road economic belt strategy and included it in the key work arrangement of the government in 2014.

The party central committee proposed the construction of "One Belt And One Road" economic belt in the new international environment, which brought the opportunity for gansu's social and economic development. Gansu is a multi-ethnic region. In the history, gansu has a large number of ethnic minorities. In the course of the trade of Chinese and western silk, various ethnic minorities have made their own contributions to the silk road. Similarly, today's construction is a matter of national unity and common development.

There are still many favorable conditions for the realization of the overall strategic goal, and the political situation of stability and unity is a reliable guarantee. It has rich mineral resources and great potential for development: it has a considerable economic and social foundation for future development; With the support of the state and the support and cooperation of the provinces and cities; It has the advantage of all-round opening. To vigorously develop gansu's economy, we must fully seize the opportunity to revitalize the silk road.

V. CONCLUSION

As mentioned before, the Silk Road has become a historical relic, which is of great practical and important historical significance to the construction of the silk road economic belt.

First, the historical prosperity of the Silk Road shows that gansu is not an isolated and closed inland region, on the contrary, in ancient times, it was a channel of communication between China and foreign countries. Even in today's advanced and developed transportation tools, gansu's superior geographical position is still difficult for other provinces. The long silk road has existed for thousands of years. We can learn from its vicissitudes and learn from its vicissitudes so as to revitalize it.

Second, from the development history of gansu, when the silk road was flourishing, the social and economic

development was also relatively fast, while when the silk road was depressed, the social and economic development was relatively slow. That is to say, the rise and fall of the silk road is related to the social and economic development of gansu province. To revitalize the silk road means to open up to the outside world at a better level and promote social and economic development at a deeper level. In terms of the degree and conditions of opening to the outside world, there is no doubt that ancient times could not be compared to today. Since there is such a flourishing silk road in history, it is necessary for us to carry forward it.

Third, the revitalization of the silk road and the development strategy of coastal areas are in essence consistent with each other, and they can be echoed from east to west. In this way, gansu can receive as much information and feedback as possible from the eastern region, and learn from the experience and lessons of the eastern region in opening to the outside world. It can be said that to some extent, this will make gansu's social and economic development on a shortcut.

Fourth, gansu's social and economic development has a certain foundation. Before the liberation, the industry of gansu was almost blank. Over the past 60 years, a certain scale was formed in the light textile industry, oil and its processing industry and food industry. On the other hand, gansu's stable political situation and the unity and cooperation of all ethnic groups provide a guarantee to revitalize the silk road.

Fifth, the silk road is an international road. Without the cooperation of all countries, the silk road would have little impact on the economic development along the routes. The countries in central Asia, Pakistan and western Asia that passed through the silk road all have the aspiration and requirement to revitalize the silk road and strengthen international exchanges and cooperation.

Gansu is a vast region with a long history of the silk road. At the same time, gansu is also one of the provinces with the richest natural resources in China and one of the provinces with the longest silk road. From the perspective of the whole country and from the perspective of gansu, the significance of revitalizing the silk road is both huge and profound.

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