



RESEARCH ARTICLE

INFORMATION HISTORY AND HERITAGE OF SILK ROAD AND TRAVEL BETWEEN CHINA TO PAKISTAN ALONG KARAKORAM HIGHWAY (KKH) SILK ROAD

Shakela Naz and *Yu Wenjie

History College, Nanjing University, 163 Avenue, Xianlin, China

ARTICLE INFO

Article History:

Received 20th June, 2018
Received in revised form
17th July, 2018
Accepted 12th August, 2018
Published online 30th September, 2018

Keywords:

Advantages and Disadvantages,
China-Pakistan Silk Road,
Visit expenses.

ABSTRACT

The aim of the study to evaluate the China-Pakistan Silk Road, visit expenses and advantages and disadvantages of the Silk Road. In 2016 we take the Z40 train from Nanjing to Turpan there two option of the site one is sleeper site and other is sating site. The sleeper site rent was 580 yuan per person and sating site 348 yuan per person. We take sleeper site from Nanjing to Turpan and one night stay in a hotel, which rent 200 yuan per night. Second day Turpan to Kashgar there available two trains one is K1661 and T9517. But in T9517 have no sleeper site. Then we take K1661 train 281 yuan per parson sleeper site. After the train we take bus60 yuan per person and after the bus we take taxi to Taskurgan. After the Taskurgan take a bus to Khunjerab 250 yuan per person and from Thunjerab to Hunza, Gilgit and Chilas have two option highest coach and taxi. Highest coach rent Rs: 150 and taxi Rs:1500 per person, we take highest coach to Hunza, Gilgit and Chilas and take one night stay in Eagles nest hotel room rent Rs: 2000. After the Hunza, Gilgit and Chilas take a highest coach to Islamabad and visit Islamabad. After Islamabad take highest coach to Peshawar and visit to Peshawar and take one night stay in hotel room rant Rs: 2000. After Peshawar take highest coach to my hometown Bannu. It was concluded that the rout was so safe, joyful and cheaper.

Copyright © 2018, Shakela Naz and Yu Wenjie. This is an open access article distributed under the Creative Commons Attribution License, which permits unrestrictive use, distribution and reproduction in any medium, provided the original work is properly cited.

INTRODUCTION

The Silk way or Silk highway or Silk road was a primeval network of traffic routes that were for centuries middle to cultural, educational and civilizing relations originally through regions of Eurasia connecting the East and West and stretching from the Korean peninsula and Japan to the Mediterranean Sea. The Silk Road idea refers to air nautical, earthy and sea routes between Asia and Europe (Mahnaz, 1989). The overland plain route stretching from first to last the Eurasian steppe is measured the ancestor to Silk Road. While the word is up to date change, the silk road derives its name from the lucrative trade in silk carried out along its length, beginning during the Hen dynasty (207 BCE – 220 CE). The Han dynasty prolonged Central Asian parts of the skill route approximately 114 BCE, largely from first to last missions and explorations of the Chinese imperial messenger (Boulnois, 2005). The Chinese took a great importance in the security of their skill products and extended the Great Wall of China to make sure the security of the skill road (Bentley 1993; Xinru, 2010). The Silk Road is very essential for the development of the civilizations of China, the Goguryeo kingdom (Korea), Japan, the Indian subcontinent, Persia, Europe, the Horn of Africa and Arabia, opportunity long-distance supporting and financial relations among the civilizations (Bentley, 1993; Xinru, 2010).

*Corresponding author: Yu Wenjie,
History College, Nanjing University, 163 Avenue, Xianlin, China.

Though silk most crucial skill point exported from China, a lot of other supplies were traded, as well as share religions, syncretic philosophies, and different technology. However, numerous diseases and their treatment approaches were also exchange though this rote in various nations. In addition to financial trade, the Silk Road was a direction for cultural trade among the civilizations along its network (Bentley 1993). The most important traders at some stage in antiquity incorporated the Chinese, Arabs, Indian, Somalis, Syrians, Jews, Persians, Greeks, Romans, Georgians, Armenians, Bactrians, Turkmens, and (from the 5th to the 8th century) the Sogdians (Hansen and Valerie, 2012) see Fig 1.

History of China and Pakistan Silk Road: The new silk road of China and Pakistan is also known as friendship highway or national Highway or Karakorum Highway. It was constructed by the governments of Pakistan and China in 1959 and was opened to public in 1979. On this highway about 200 Chinese workers and 810 Pakistani workers lost their lives (Li, 2013), mostly in landslides and waterfall, while construction the highway. During the highway construction 140 Chinese workers who died (Boulnois, 2005; Li, 2013). The direction of Friendship Highway one of the many paths of the ancient silk road. This friendship highway is 1300km in Pakistan which spreads from Hasan Abdal in Punjab province of Pakistan the Khunjerab pass in Gilgit Baltistan, where it crosses into China and becomes China National Highway 314.

The highway connects the Pakistani provinces of Punjab, Khyber Pakhtunkhwa and Gilgit-Baltistan with China's Xinjiang Uyghur Autonomous Region. The highway is fashionable for tourist magnetism and is one of the highest smooth road in the world, passing through the Karakorum mountain at the range of 36°51'00N75°25'40E an altitude of 15466ft (Mahnaz, 1989; Saeed, 2015). On the Pakistan side, the friendship highway was built by the frontier works organization (FWO). The highway of China and Pakistan link with Gilgit Baltistan province to primeval Silk Road. The highway approximately 1300Kms from Kashgar to Xinjiang province of China is link to Abbottabad, Pakistan. In addition, the highway in southwest from Abbottabad in form of the (N-35) highway linked with the Grand Trunk Road (N-5) at Hasan Abdal, Pakistan. The China and Pakistan highway was cuts from first to last the conflict zone between the Eurasian and Indian plates. Where China, Pakistan, Tajikistan and Afghanistan get nearer surrounded by 250Kms of each other. Due to the highway basically the very sensitive state of the Kashmir conflict between India and Pakistan.

On 30 June 2006, the memo was accepting between Pakistan and China. This Highway contract give to the State owned Assets Supervision and Administration Commission (SASAC) to restructure and improve the Karakoram Highway. According to SASAC the highway size will be increased from 10 to 30 meters and also upgrade the highway designed to particularly provide somewhere to stay, heavy loaded vehicles and extreme weather conditions. The main important of the Karakoram highway to link the Sothern port of the Gwadar in Balochistan through the Chinese aided Gwadar Dalbandin railway which extends to Rawalpindi. On 4 January 2010, the highway was closed in the Hunza Valley because the traffic of the China excepts by small boats. An important of earthquake 15 Kms upstream from Hunza's capital of Karimabad created the potentially unbalanced Attabad Lake, which reached 22 Kms in length and over 100 meters in depth by the first week of June 2010 when it finally began flowing over the earthquake dam. The earthquake destroyed various part of villages and killed many inhabitants. The subsequent lake displaced thousands and flooded over 20 kilometers (12 mi) of the KKH counting the 310 meters long bridge 4Kms south of Gulmit (Khan *et al.*, 2015). It is highly questionable whether the lake, which reached 27 Kms in length in 2011, will drain. Goods from and to further north are transported over the lake by small vessels, to be reloaded onto trucks at the other end (Saeed, 2015). In July 2012, Pakistan began constructing a revised route around the lake at a higher elevation with five new tunnels, with a total length of 7.12 km, and two new bridges. The work was contracted out to the China Road & Bridge Corporation (CRBC) and was completed the Karakoram Highway Realignment in September 2015 (Khan *et al.*, 2015).

Travel between China-Pak along Karakoram Highway (KKH) Silk Road: The N-35 or National Highway 35, known more popularly as the Karakoram Highway and China-Pakistan Friendship Highway, is a 1300 km national highway in Pakistan which extends from Hasan Abdal in Punjab province of Pakistan to the Khunjerab Pass in Gilgit-Baltistan, where it crosses into China and becomes China National Highway 314. The highway connects the Pakistani provinces of Punjab, Khyber Pakhtunkhwa and Gilgit-Baltistan with China's Xinjiang Uyghur Autonomous Region. The highway is a

popular tourist attraction, and is one of the highest paved roads in the world, passing through the Karakoram mountain range, at 36°51'00"N 75°25'40"E / 36.85000°N 75.42778°E / 36.85000; 75.42778 an elevation of 4,693 meters (15,397 ft). Due to its high elevation and the difficult conditions in which it was constructed, it is referred to as the Eighth Wonder of the World. The highway is also a part of the Asian Highway AH4 (see Fig 2).

China section

Day 1 Nanjing South railway station to Turpan: Start from Nanjing south railway station can take a train to Turpan. In Turpan pay a visit to the Ancient City of Jiaohe, the world's largest, oldest and best-preserved earthen city built over 2,000 years ago. The next stop is the Karez Well, which is a famous underground irrigation system used to bring water from highland for daily use and crop irrigation. Then Sugong Pagoda, the largest pagoda in Xinjiang. It was built in a shape of cylinder and decreases upwards in size. Grapes garden of turpan should must be visited and (Fig. 3) In Aksu one night stay at local hotel and next day go straight to Kashgar.

Day 2 Aksu to Kashgar: Driving south-west from Aksu, you could arrive in Kashgar, the west most city in Xinjiang, located near the border with Kyrgyzstan, Tajikistan, Afghanistan, and Pakistan. With a population of over 500,000, Kashgar had a rich history of over 2,000 years and served as a trading post and strategically important city on the Silk Road between China, the Middle East, and Europe. You can stay at a local hotel see Fig. 4, 5. Here you can visit Id Kah Mosque, the Abakh Khoja Tomb and the famous market. As the largest mosque of Xinjiang, the Id Kah Mosque is an ancient Islam architecture complex of strong ethnic flavor and religious color see Fig. 6. The Abakh Khoja Tomb is a typical Islam ancient tomb group. The marvelous and splendid main part of the tomb is located in its east part, which is one of the largest and most delicate tombs in Xinjiang. In the market, where Xinjiang Uygur folk customs have been most fully reflected, you will find many local products, handicrafts, daily necessities, vegetables and fruits and so on. Kashgar is a place where delicacies from all over the world get together. Local delicacies like Roast Whole Lamb, Doner Kebab, Polao eaten with fingers will all make your mouths water. And the restaurants in Kashgar will provide you the chance to have a taste of various delicious foods.

Day 3 Kashgar to Karakul Lake to Tashkurgan: You will travel to visit the Karakul Lake and the ruins of Stone City. The scenery of the Karakul Lake is very attractive. You will see a kingdom of white color: the towering and my serious Pamir mountain, which is covered by white snow; the water reflecting it and thus in the white color too. The Stone City was famous for its location at the junction of the middle route and southern route of the ancient Silk Road. Here, you could enjoy the view of the ruined city, the surrounding snow-covered mountains, grasslands, rivers and even the flavor of national traits of the Tajik people. After that, you will travel to Tashkurgan. Tashkurgan is small beautiful and last border city. Here you can visit the old fort and meadows see Fig. 7.

Day 4 Tashkurgan to Khunjerab: In Tashkurgan go early morning to the immigration and custom exit office. Get the Bus ticket, which will carry you to the Sost (Pakistan border), via Khunjerab Pass, which connects Pakistan and China.

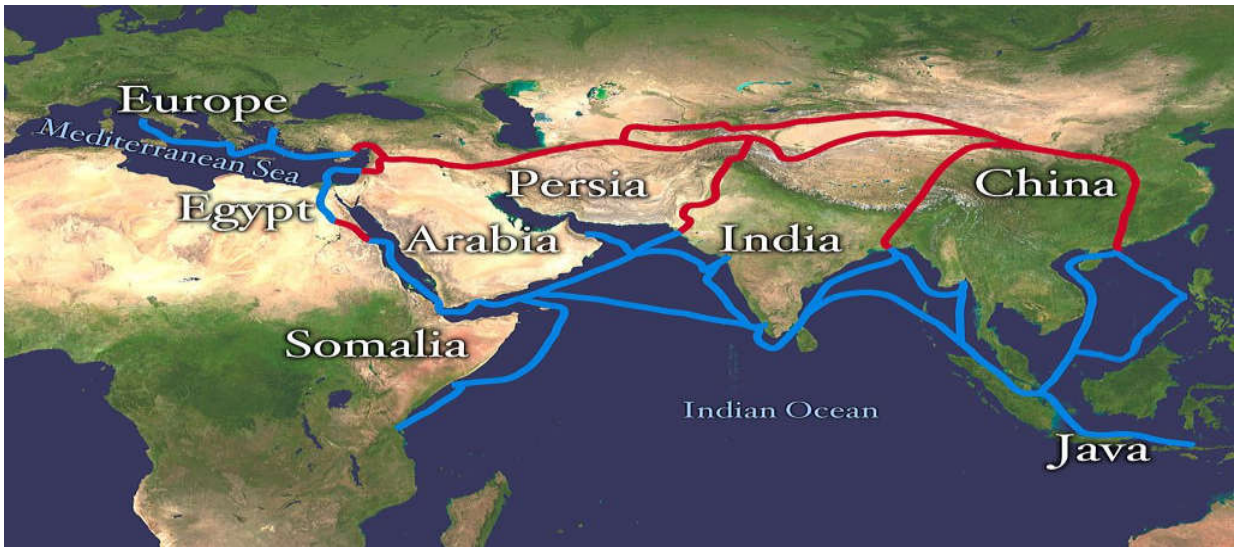


Fig. 1. Map of the Silk Road



Fig. 2. Old China-Pak along Karakoram Highway (KKH) Silk Road



Fig 3. Turpan



Fig 5. 6. City on the Silk Road and Middle East, and Europe hotel in Kashgar



Fig. 6: Id Kah Mosque in Kashgar

From Swat from immigration you can travel to Karim Abad, Gulmit upper valley of Hunzaor can go directly to Gilgit to check in at the local hotel. If time permits, you can visit in the sights of the Karakorums, one of the Greater Ranges of Asia which spans the borders between Pakistan, India and China; the Borit Lake, a highland lake with beautiful scenery and have a village walk to experience the local customs see Fig 8.

Day 5 Pakistani section: Hunzais one of the most special and scenic parts of Pakistan. As you arrived to Karimabad, the peak Rakaposhi (7788m) dominates the skyline to the east. From Hunza valley, Panoramic views of Diran Peak 7266m, Spantik peak 7027m, Ultar-II 7388m, Golden peak and lady finger peak 6000m) could also be seen. The people there belong to the Ismaili and Shia sect of Islam. You can visit ancient forts in Karimabad. At that evening can drive by 4x4 jeep to Hopar village (Nagar Valley) on opposite side of River Hunza for a glacier walk on the Hopar Glacier. The valleys of Hunza and Nagar are some of the most beautiful valleys in the Northern parts of Pakistan. During the stay in Hunza you can also visit an old village Ganesh. The general belief however, is that the original inhabitants of this village are descendant of soldiers of Alexander the Great. The Baltit Fort, once the palace of the Hunza King. Located on a high place, you could have a full view of the snow-covered mountains, the Hunza valley, and the Nagyr valley by ascending it.

Day 6 Hunza, Gilgit and Chilas: Driving to Gilgit and on arrival of city tour of Gilgit and Kargah. A visit to Gilgit and its market will give you an opportunity to become acquainted with mountain people. A visit to a school in the community and the home of a Gilgit on enables the visitor to appreciate their hospitality and simplicity. Situated 15 km southwest of Gilgit is Kargah, a small valley with several large rock carvings of Lord Buddha. It is unknown exactly when the carvings were completed, but the workmanship is definitely that of a talented master. It is likely that a trade route linking Southern China with the neighboring countries once ran through this region. Further down, the valley narrows and through it flows the Kargah Nullah (stream) that has an abundant supply of fish.

Following the downstream course of River Indus, we will drive to Chilas with photo stops at the confluence of River Indus and Gilgit. Our next stop will be at the unique point where three mountain ranges, Karakoram, Himalayas and Hindu Kush meet, Nanga Parbat viewpoint offers breathtaking panorama on behind. We will also stop at Chilas rocks with ancient graffiti's on it before reaching at Chilas. On arrival transfer to hotel. Overnight at hotel see Fig 11.

Day 7 Chilas to Islamabad: Morning drive to Islamabad with many photo stops, enroute. We will also stop at Shatial to see the Rock Carvings before driving further to Islamabad via Besham and Abbottabad see Fig 12, 13. The drive to Islamabad is full of scenery and the culture on the way is so enchanting that you cannot come out of it until you stop at your hotel in Islamabad Overnight at hotel.

Day 8 Depart Islamabad: Morning Rawalpindi/Islamabad city tour. Driving past the classical older buildings of Rawalpindi you suddenly arrive at the modern, well planned streets of Islamabad. Your tour commences with a visit to the

Institute of Folk Heritage, a small ethnological museum displaying numerous costumes and artifacts from all over Pakistan. Next stop is the Shakerparian Gardens, which give a magnificent view of Islamabad before driving past various modern government buildings, graceful with a touch of Islamic design and architecture. Turning off the main road, you drive into old Islamabad where Saidpur Village still survives amid the modern planning. In Islamabad is the world's largest mosque, named after the late King Faisal of Saudi Arabia. The mosque also houses an Islamic University specializing in Islamic Philosophy and Law see Fig 14, 15. After the trip I will go to home town Bannu, Khyber see Fig 16.

Visit expenses: Visit expenses of this route are tabulated in Table 1. We take the Z40 train from Nanjing to Turpan there two options of the site one is sleeper site and other is sitting site. The sleeper site rent was 580 yuan per person and sitting site 348 yuan per person. We take sleeper site from Nanjing to Turpan and one night stay in hotel, hotel room rent 200 yuan per night. Second day Turpan to Kashgar there available two train one is K1661 and T9517. But in T9517 have no sleeper site. Then we take K1661 train 281 yuan per person sleeper site. After the train we take bus 60 yuan per person and after the bus we take taxi to Taskurgan. After the Taskurgan take a bus to Khunjerab 250 yuan per person and from Thunjerab to Hunza, Gilgit and Chilas have two options highest coach and taxi. Highest coach rent Rs: 150 (10 yuan) and taxi Rs: 1500 (100 yuan) per person, we take highest coach to Hunza, Gilgit and Chilas and take one night stay in Eagles nest hotel room rent Rs: 2000 (132 yuan). After the Hunza, Gilgit and Chilas take a highest coach to Islamabad and visit Islamabad. After Islamabad take highest coach to Peshawar and visit to Peshawar and take one night stay in hotel room rent Rs: 2000 (132 yuan). After Peshawar take highest coach to my hometown Bannu.

Advantages and Disadvantages of the Silk Road: The Silk Road was a deal road that was used by various merchants between 200 B.C. to 260 C.E. It became recognized as the Silk Road because the result that was most traded on it is silk from China. Actually, silk became so significant to the financial system of China that they kept the development of how to create silk a secret. The Silk Road started the idea of globalization. The Silk Road has various advantages, however, it also has several disadvantages. One of the advantages of the Silk Road is that it can connect the world. It created a heavily used trade route that linked Central Asia, the Mediterranean, China, Pakistan and Japan. This connectedness permissible for the exchange of ideas and technologies. For example, as traveling traders went around the world, they became protected to many diseases. The second advantage of the Silk Road is its financial impact on many countries. As the Silk Road grew, more people started working as merchants and their financial condition got better and new jobs were created. One example of this is in China. As Chinese Silk Road well-liked among the world, more Chinese people started working in the silk industry. Actually, the popularity of Silk Road started creating jobs for most Chinese. People that didn't have jobs could now work in the silk industry. Another advantage of Silk Road also helped the spread of religions. Before the Silk Road, Buddhism was in trouble of dying out. However, the Silk Road helped in the spread of Buddhism, which saved the religion from dying out.



Fig. 7. Beauty of the Tashkurgan is last boarder city China-Pakistan Silk Road



Fig 9, 10. Khunjerab the borders between Pakistan andChina



Fig 11. The valley of Hunza, Gilgit and Chilas city



Fig 12. Hunza, Gilgit and Chilas to Islamabad



Fig 13. Chilas to Islamabad



Fig. 14. Islamic University and Peshawar University

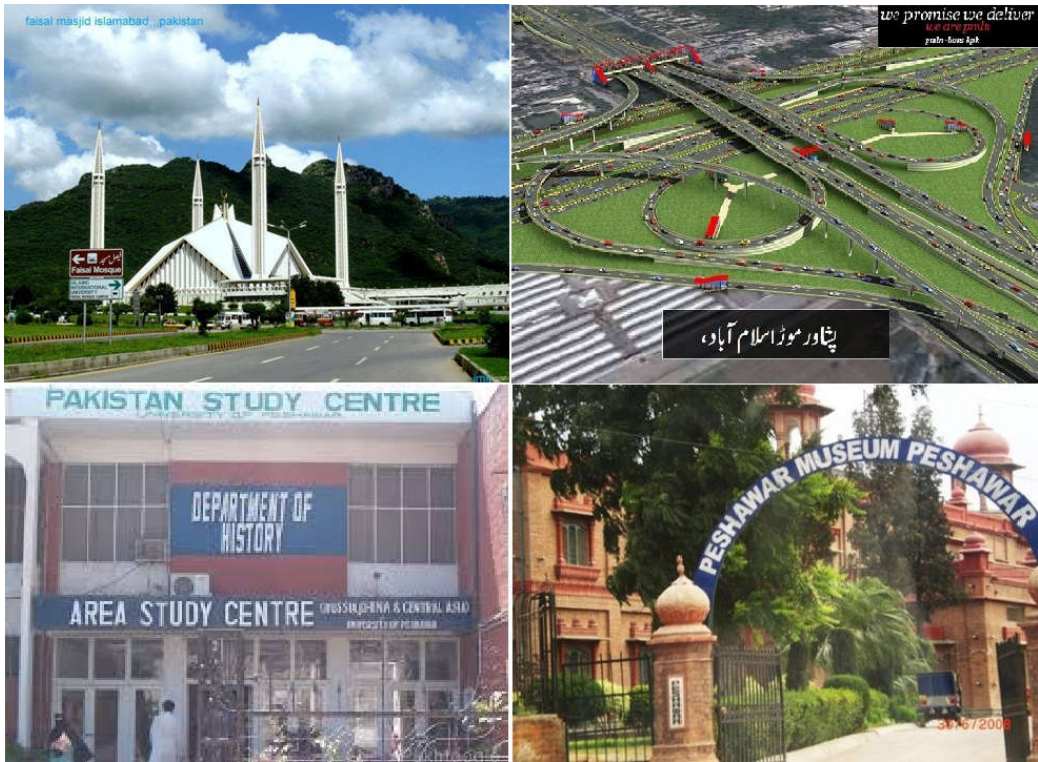


Fig. 15. King Faisal mosque, Highway of Islamabad, Pakistan study centre and Peshawar museum



Fig 16. My home town Bannu

Table 1. China-Pakistan Silk Road visit expenses.

Name of place		Train		Bas		Taxi	Hotel
		Sleeper site	Sating site	Bas	Highest coach		
Nanjing	Turpan	580¥ (Z40)	348¥ (Z40)	----	----	----	200¥
Turpan	Kashgar	281¥ (K1661)	164¥ (T9517)	350¥	----	----	200¥
Kashgar	Tashkurgan	---	---	60¥		120¥	----
Tashkurgan	Khunjerab	---	---	250¥	----	----	----
Khunjerab	Hunza/Gilgit /Chilas	---	---		Rs: 150	Rs:1500(100 ¥)	Rs: 2000 (132¥)
Hunza/Gilgit /Chilas	Islamabad	---	---		Rs: 150	Rs:1500 (100¥)	Rs:3000 (200¥)
Islamabad	Peshawar	---	---		Rs: 1500	Rs:12000(80 0¥)	Rs:2000 (132¥)
Peshawar	Bannu	---	---		Rs:500	Rs: 3000 (200¥)	Rs:1000 (72¥)

Z40; Train name: K1661; Train name: ¥; Chinese Yuan (RMB); Rs: Pakistani ropes.

I consider the biggest disadvantage to the Silk Road is the spread of diseases. Measles, small pox, and, most importantly, the bubonic plague spread because of the Silk Road. The bubonic plague became known as the Black Death because of how many people died because of it. In fact, the bubonic plague killed off half of Europe and even killed $\frac{3}{4}$ of England. In the video, John Green called the bubonic plague the biggest killer in the history of man. I agree. Globalization and interconnectedness may have started in the time of the Silk Road, but it took off greatly during the last few years. I believe that globalization is good because the world comes closer together and people realize that there are fewer differences between cultures than they thought. It allows people to be closer together, and, just maybe, lessens wars between different cultures.

A disadvantage to that same connectedness that it might be bad for small or developing countries. More developed countries might act like bullies to the less developed countries. For example, most movies are made in Hollywood, and there is no real chance for any country to even come close to the success that Hollywood has in regards to movies and shows. For future a special attention is needed for silk road from all over world and specially the countries which are connected through silk road. Governments should pay special attention towards the further development of silk road, it would open new doors for peoples and nation for trade, communication, cultural, and will erase unemployment from this regions.

Conclusion

It was concluded that the rout was so safe, joyful and cheaper and further effort is needed to Travel Islamabad-Gwadar Port to evaluate these routs safe, joyful and cheaper.

Acknowledgments: This Travel between China to Pakistan along Karakoram Highway Silk Road.

Disclosure statement: The authors confirm that there is no Conflict of Interests.

- Bentley, J. 1993. Old world encounters: Cross-cultural contacts and exchanges in pre-modern times Oxford University Press, USA.
- Borderlands of Asia (First ed.). Cornell University Press. p. 191.
- Boulnois, L. 2005. Silk Road: Monks, Warriors & Merchants. Hong Kong: Odyssey Books. p. 66. ISBN 962-217-721-2 completed so far remaining to be completed by Sep 25 this year. Pamir Times Archived from the original on 27 June 2015.
- Foreign Ministry Spokesperson Hong Lei's Regular Press Conference on April 20, 2015,
- Friendship (Speech). fmprc.gov.cn. Retrieved 2017-02-02. Near the city of Gilgit, there is a Chinese cemetery where over 140 Chinese workers who lost their lives in the construction of the Pakistani section of the Karakorum Highway (KKH) are buried.
- Hansen, V. 2012. The Silk Road. OUP US. p.218. ISBN 9780195159318.
- Jerry Bentley, 1993. Old World Encounters: Cross-Cultural Contacts and Exchanges in Pre-Modern Times (New York: Oxford University Press, 32.
- Khan, A., Khan, Z. A. 2015. KKH Re-Alignment 94% work on the project
- Li, K. 2013. Making New Progress in Gowing China-Pakistan All-Weather.
- Mahnaz, Z. I. 1989. Roads and Rivals: The Political Uses of Access in the Ministry of Foreign Affairs of the People's Republic of China, http://www.fmprc.gov.cn/mfa_eng/xwfw_665399/s2510_665401/t1256093.shtml. Retrieved 2016-07-22. Jewish merchants have left only a few traces on the Silk Road.
- Saeed, S. 2015. "China's Xi Jinping Launches Investment Deal in Pakistan", The Wall Street Journal, April 20, 2015. <http://www.wsj.com/articles/chinas-xi-jinping-set-to-launch-investment-deal-in-pakistan-1429533767>.
- Xinru, L. (2010). The Silk Road in World History (New York: Oxford University Press, 2010),
