Taxis in the Works of the Linguistic Research Schools

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ANNOTATION

The study of taxis as a linguistic phenomenon began with the American linguists L. Bloomfield and B. Whorf [Bloomfield 1946], [Whorf 1946]. While studying material from Algonquian and Hopi, the morphologically rich North American Indian languages, the authors encountered a verb class that had not been considered anywhere else until now. Around the same time, G. Reichenbach [Reichenbach 1947] proposed a relative time model describing the semantics of the pluperfect or past tense. This model includes, in addition to the moment of speech and the moment of the situation, a third point - the reference time, which is an intermediate link between the first two components. The concept of taxi was elaborated in the studies of structuralists and further developed in the works of St. Petersburg typological school and foreign cognitive linguistics. Below we will look at each of these areas separately.

KEYWORDS: *predicative complex, antecedent, subsequent, simultaneity, functional grammar, semantic function.*

Taxis in the works of the Prague school. The beginning of the study of taxis was initiated by the leading linguist of the Prague Linguistic School, R. O. Jacobson, who proposed to call this category "order", which is still known as "Shifters, 14 verbal categories and the Russian verb" [Jacobson 1957, Jakobson 1972] describes this category as follows:

There is no specific (standard) name for this category; Terms such as "relative time" designate only one of its types. Bloomfield's term 'order', or rather his Greek term 'taxis' ('tilis'), seems most appropriate. Taxis describe a reported fact in relation to another reported fact and without regard to the reported fact. So, in the Nivkh language, firstly, there are three types of independent taxis... and, secondly, subordinate taxis that express different types of relationships to the independent verb - simultaneity, superiority, interruption, concessive relationship, etc. [Yakobson, 1972:101]

The key to such a view of taxis is that the category of taxis describes the relationship of certain events to each other, and at the same time, it can describe not only time, but also condition and so on. Initially, in the works of researchers in the structuralist paradigm, along with the categories of time, category and modality, taxis interpreted simultaneity, priority and sequence as a verb category that reflects the chronological relationship of a certain pair of situations and is represented by three main meanings. Will be done. This concept is presented, for example, in the works of L. Tenier and I. A. Melchuk [Tenier 1988], [Melchuk 1998]. L. Tenier, discussing the interaction of the infinitive with verb categories in the work "Osnovakh strukturnogo sintaktisa" [Tenier 1988: 446] expresses the opinion that the infinitive is "neutral or does not belong to the concept of time." word", i.e. the present infinitive, does not exist in the past or future tense, but is distinguished within another closely related category, which the author calls the category of "time sequence" (sécution). This category, Tenier's according to him, "reflects the order of processes" and "determines whether a particular process proceeds, follows, or accompanies another," which corresponds to taxis in the narrow sense. Romanesque and Along with the Germanic superlative infinitives (French avoir vu, German gesehen haben "to see", lit. "to be seen") and the Latin infinitive (capturum esse "to take"), this group also includes the relative tense contrast in Latin infecte and perfecte, as well as the expression of the

French future with the past tense.In I. A. Melchuk's Kurse obshchey morfologii (Melchuk 1998), the category of taxis is named under the name of "relative tense", which is defined as follows riffs:

Relative time category - this category describes the temporal localization of an F1n fact in relation to another described F2n fact that is independently mentioned through time. [Melchuk 1998: 68]

Similar to Tenier's representation of the sequential process through time, in Melchuk's understanding, relative time describes the interposition of situations only through the appearance of time, and in this, coming at the same time, coming before and coming after; also distinguishes a separate version of the taxi function. Melchuk also hypothesizes that there are some general trends, according to which the three categories are rarely expressed simultaneously in the world's languages, and often the case of co-occurrence and co-occurrence is more common, and it is observed that the future tense is represented by a grammatical structure. Speaking about the relationship between the categories of relative and absolute time, Melchuk notes that there is no clear boundary between them, and absolute time can also be used to reflect the chronological sequence of actions in language.

Taxis in the works of Petersburg typological school. Further discussion of the taxic category in theoretical linguistics is intensively studied by representatives of St. Petersburg typological school V.P. Nedyalkov [Nedyalkov, Otaina 1988], AV Bondarko [Bondarko 1987], [Bondarko 1999] in their functional-semantic theories. AL Malchukov [Malchukov 2001], [Malchukov 2012] and V. S. Khrakovskiy [Khrakovskiy 2001], [Khrakovskiy 2003], [Khrakovskiy 2009]. The main features of the category of taxis are summarized in the monograph [Plungyan 2011: 271-273].

A.V.Bondarko in the third chapter of the monograph "Teoriya funktsionalnoy grammatiki" entitled "Taxis" [Bondarko 1987] proposes a new understanding of the taxis not as a grammatical category, but as a functional-semantic field (FSM) in a broader sense, along with tense and aspectuality. The author defines taxi as follows: "A polypredicative complex expressed in a statement is a temporal relationship between actions in an integral period (in the broadest sense, including taking into account the mutual relations of predicates) containing the values of all the components of the complex."

Regarding the structure of the field of taxis, according to Bondarko, the core of this field can come at the same time and be expressed at different times (priority and sequence). It is the characteristic given to this category by I. A. Mel'chuk and L. Tenier. The relationship of cause, purpose, conditional clauses, as well as tense adaptation, "elements of modality" and the expression of its features are shown in a rather shallow periphery. The least attention paid to the taxi category by the author is in the characteristics given to it. According to the scientist, it is observed that this relationship is expressed almost exclusively through gerund constructions, and in fact, it is not a combination of two independent actions, but describes the characteristic of the same action being expressed in different ways. It also includes the constructions of interpretation semantics, the interpretation of some action by the speaker (1.1.2).

1.1.1. She entertained us, making fun of various ladies rather angrily ... (M. Beketova) [Bondarko 1987: 236]

1.1.2. Katya made the mistake of leaving town. [ibid.]

The definition proposed by V. S. Khrakovskiy in the introduction to the collection of monographs on taxis and its representation [Khrakovskiy 2009] is more oriented to the syntactic relationship:

Cases P1 and P2 are represented by verb forms that form a taxic pair as prototypes. One of the forms of this pair - syntactically subordinate - indicates a situation P1 directed in relation to the situation P2, the other - supporting (prototypically independent) - indicates a situation P2, which temporarily serves as a reference point of the situation P1 .. [Khrakovsky 2009: 21-22]

One of the distinctive features of his approach is both syntactic (classification of time) and semantic (classification of meanings) interpretation, as well as, as an example, the semantic and grammatical combination of all sentences in the world's languages, which is distinguished by a detailed explanation of its components.

The central place in the process of theoretical research is the classification of taxis, proposed by A. L. Malchukov in [Malchukov 2001] on the materials of the Tungus-Manchu languages, and then developed in detail by Khrakovskii. Malchukov and Khrakovskiy propose a fractional system, which differs according to the narrow/broad coverage, partial/full representation of time according to the relation of communication, instead of dividing time into three parts: arrival at the same time, before arrival, and after arrival (more details (see Section 1.2.1 for details). .

However, it should be noted that in the constructions with the semantics of the time relation, the taxis relationship, which is understood in the narrow sense as the order relationship between situations, is in the first place, while in the logical correlation constructions (conditional, causal, concessive, etc.), the taxis semantics is based on this is postulated for the construction, and is considered secondary. According to the scientist, the constructions of the first type are considered unimportant constructions, and the constructions of the second type are called the main taxis.

From a formal point of view, the author considers all four possible combinations of finite and infinitive forms to be supportive and dependent, as shown in Table 1 below.

Table 1. Classification of taxi structures depending on the syntactic status of the form in the work [Khrakovsky 2009: 22].

	Dependent form	Independent form	
1.	Infinitive Form	Finitive form	+
2.	Infinitive Form	Infinitive Form	(+)
3.	Finitive form	Finitive form	+
4.	Finitive form	Infinitive Form	(+)

The author also classifies the formal means by which taxi relations are established: conjunctions, predicative, adverbial, infinitive, etc. Considering all the aspects of Hrakovsky's theory of taxis that we have covered, this approach is the most detailed and multifactorial of all the approaches in this review.

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