CHAPTER-II

Economic Condition of the Subah:

The region under review had a very old zone of settlement. This Gangetic plain covered with extensive forests, pastures barren as well as agricultural land. De Laet informs us that there were extensive forests on the way Jaunpur to Allahabad, but with the time forests areas were cleared for agriculture purposes. This fertile area was also important for traders. The economy of the Subah depend on agricultural productions, industries and trade. There were two type of habitations rural and urban. Most of the population lived in villages their livelihood was depend on agricultural production. While urban depend on local industries a trade. The rural settlement was more or less self contained unit of habitation.

1. Agrarian production

The Subah was properly fertile used to produce numerous crops but they did not grow equally in whole region because agricultural efficiency differed area to area. There were two types of crops, spring harvest (Rabi) and autumn harvest (Kharif). The agricultural production was totally based on condition of climate rainfall, seed and soil.

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Autumn harvest of the Subah:

Sugar-can (Paunda), common sugar-can, Dark coloured rice (Shali Mushkin), common rice, Munj rice, Cotton. Pot herbs, sesame seed, moth (lentils) Mash, Mung, Jawar, Lahdarah, Lobiya, Kodaram, Kori, Shamakh, Gal, Arzan, Mandwah, Indigo, Hemp, Turiya, Turmeric, Kachalu, Kult, Hina, Wettermelous, Pan, Singhara, Ashar Cytisus cajan.  

Spring harvest of the Subah:

Wheat, cabul vetches, Indian Barley Green Barley and Adas, Sun flower, pappy, patheobs, Linseed, mustard, Arzen, peas (Mashang) carrots, onions, Fenugreek, Persian Muskmelons, Indian Ditto, cumin seed, coriander, kur rice, Agwan.

In every villages resident cultivators possessed their own land. While the lower section like; carpenters, barbers, washer men, potters etc. worked far the cultivators. The cultivator paid dues to whoever was in authority to collect from them. When life became intolerable, owing to the security or to the excessive demands left the village or either took land somewhere else and started life as robbers. Some times defined to pay their revenue without at least one fight.

3 Ibid., pp.80-81; H.R. Nevill, pp.34-36
4 Ibid., p.98.
5 W.H.Moreland, The revenue administration of the United Provinces, Delhi, 1984, p.29.
The following were the *Sarkars and Mahals* of the province in different periods:

1594 AD. 10 Sarkars 177 Mahals
1665 AD. 17 Sarkars 216 Parganas
1695 AD. 16 Sarkars 247 Mahals
1700 AD. 17 Sarkars 269 Mahals
1720 AD. 17 Sarkars 269 Mahals

The total area of measured land for the whole province rose from 39,68,018 *bighas* in 1594 to 1,97,03,984 *bighas* in 1720.7

<table>
<thead>
<tr>
<th>Sarkar</th>
<th>Mahal</th>
<th>Area in <em>Bighas</em></th>
<th>Rev. in Rs.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>1594 AD.</td>
<td>1720 AD.</td>
</tr>
<tr>
<td>Allahabad</td>
<td>11</td>
<td>573,311</td>
<td>15,53,607</td>
</tr>
<tr>
<td>Banaras</td>
<td>8</td>
<td>36,869</td>
<td>4,53,354</td>
</tr>
<tr>
<td>Jaunpur</td>
<td>41</td>
<td>8,70,265</td>
<td>54,51,119</td>
</tr>
<tr>
<td>Manikpur</td>
<td>14</td>
<td>6,66,222</td>
<td>21,01,324</td>
</tr>
<tr>
<td>Chunar</td>
<td>13</td>
<td>1,06,270</td>
<td>7,40,687</td>
</tr>
<tr>
<td>Kalinjar</td>
<td>11</td>
<td>5,08,273</td>
<td>43,38,324</td>
</tr>
<tr>
<td>Carah</td>
<td>9</td>
<td>3,41,170</td>
<td>13,57,817</td>
</tr>
<tr>
<td>Ghazipur</td>
<td>19</td>
<td>2,88,770</td>
<td>17,33,349</td>
</tr>
<tr>
<td>Kara</td>
<td>12</td>
<td>4,47,557</td>
<td>14,17,127</td>
</tr>
</tbody>
</table>

8 Ibid.
The total provincial revenue was:

<table>
<thead>
<tr>
<th>Year</th>
<th>Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>1594 AD.</td>
<td>Rs.53,10,695</td>
</tr>
<tr>
<td>1648 AD.</td>
<td>Rs.1,00,00,000</td>
</tr>
<tr>
<td>1654 AD.</td>
<td>Rs.1,31,97,029</td>
</tr>
<tr>
<td>1665 AD.</td>
<td>Rs.94,70,000</td>
</tr>
<tr>
<td>1695 AD.</td>
<td>Rs.94,01,525</td>
</tr>
<tr>
<td>1696 AD.</td>
<td>Rs.77,38,000</td>
</tr>
<tr>
<td>1700 AD.</td>
<td>Rs.1,05,33,673</td>
</tr>
<tr>
<td>1707 AD.</td>
<td>Rs.1,14,13,581^</td>
</tr>
</tbody>
</table>

Sarkar  
Saryughal (Dams)

Allahabad  
7,47,001 1½

Ghaziipur  
1,31,825

Banaras  
3,38,184

Jaunpur  
4,717,654

Manikpur  
8,446,173

Chunar  
1,09,065

Kalinjar  
580

Bhatkora  
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Kurah  
4,69,350

Kara  
1,498,862.\(^9\)

\(^9\) Ibid

2. The Industry, trade and commerce:

This vast Subahh had many industrial and commercial centers which were involved in production and trade. These centers almost grew up on the confluence of two rivers, on the highways, at a place of pilgrimage or in the vicinity of availability of raw materials. They were integrated with each other and were famous for their peculiar production. The local trade was mostly confined to the weekly *Hat* Bazaars like modern days in villages\(^\text{11}\). These villagers were self-sufficient to their basic needs of day to day life and consumption of goods for daily use in towns or cities were also fulfilled from such places. This was possible only by the help of local merchants, shopkeepers and agriculturists themselves.

The following commercial centers were famous for its peculiar production in all over India:

**Sarkar Allahabad:**

This city is situated on the confluence of the two rivers Ganga and Jamuna, a big trading and commercial waterways. W.H. Moreland says that European compare with London, Paris or Constantinople.\(^\text{12}\) The manufacturing of fine paper at Shahzadpur (near Allahabad) and Zafarabad


(Jaunpur) was quite common, iron mines were also found at Allahabad. Being situated at the confluence of Ganga and Jamuna, became an important centre of shipping industry. Here big boats were built.

**Sarkar Banaras:**

This holy city of Hindus has a religious fervor for pilgrimage or salvation place from ancient days till today. Here silk, cotton, super quality of embroidery work, and other commodities like copper pots, dishes articles, basins and numerous articles were manufactured. There was a street, called *Katra Resham* (Silk-Bazar). Silk cloth and *Kimkhawab* (Gold brocade), costly fabrics such as *Machivara Bafta* (A variety of cotton cloth). Turban, girdle *Aftaba, Chilamchi* even brassware exported to Murshidabad and from there Turkey, Persia, and Khusrasan.

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4. India of Aurangzeb-op.cit., p.XLVII.
Sarkar Jaunpur:

The local industries of Jaunpur were woolen carpets, cotton goods, turbans, girdles, Silken goods. The carpet were attractive in their finishing and design.\(^{21}\) A large number of sheeps were exported from Jaunpur.\(^{22}\) Pelsaert says that it was an important centre of cotton goods turban and girdles.\(^{23}\)

Sarkar Kalinjar:

This was famous for iron ores\(^{24}\) small bits of diamond found in this area.\(^{25}\)

Besides above these trading centers Jalalabad (a small town near Allahabad) Mau (then a small town near of Jaunpur), Kara, Ghazipur, Mirzapur were also important.\(^{26}\) These areas, among other thing, exported indigo, cotton, Sugar, raw cotton, Saltpeter, opium, diamonds, sat etc.\(^{27}\)

\(^{21}\) India of Aurangzeb \textit{op.cit.}, p.XLVII.
\(^{22}\) Thomas Twinning, \textit{Travel in India a Hundred Years Ago}, London-1893, p.327.
\(^{24}\) Ain-II, \textit{op.cit.}, pp.170-199.
\(^{25}\) India of Aurangzeb, \textit{op.cit.}, p.XIVII.
### Important Mint towns of Subah under Mughal:

<table>
<thead>
<tr>
<th>Akbar</th>
<th>Jahangir</th>
<th>Shahjahan</th>
<th>Aurangzeb</th>
</tr>
</thead>
<tbody>
<tr>
<td>Allahabad</td>
<td>C.S.</td>
<td>S.</td>
<td>G.S.C.</td>
</tr>
<tr>
<td>Banaras</td>
<td>C</td>
<td>C.</td>
<td>C.</td>
</tr>
<tr>
<td>Chunar</td>
<td>S.C.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jaunpur</td>
<td>G.S.C.</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Manikpur</td>
<td>C</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

The mint had two functions, mint of bullion and re-minting of old coins. The name of the place of mint is also engraved on the coins. The coins were theoretically commercial enterprises. The in charge of the mint is called *Darogha-i-Taksal.*

The movements of products from one place to another (local market to towns and cities) were carried out through land routs or water-ways. Besides the Imperial highways constructed by Sher Shah efficient transport system were laid out or maintained by the Mughals time to time in this region.

3. **Trade routes:**

**Land Routs:**

Whenever Emperor started on a journey, campaign or hunt, hundreds of sappers and laborers would be sent in advance by the department to

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28 M.P. Singh op.cit., pp.239-251.
repair and improve the road.²⁹ From several accounts it appears that there was no dearth of laborers. Zamindar had to recruit a number of laborers and other works to maintain the roads and to deal with any emergency in their areas.³⁰ There were some land routs which were used frequently by merchants and travelers are as follows:

1. Agra-Firozabad-Fatehabad-Allahabad-Banaras.³¹
2. Banaras-Ghazipur-Buxer-Rani Sagar-Patna.³²
3. Banaras-Bahadurpur-Sasseram-Arwal (Son river) Patna.³³
5. Agra-Firozabad-Shahzadpur-Fathpur-Allahabad-Jaunpur-Banaras-Patna.³⁵

Peter Mundy on his journey to Patna in 1632 met many carvans (Cafila) not far from Allahabad, near Rampur Apohi. He saw one going to Agra with (14000) fourteen thousand oxen laden with grain. Its member,

³⁰ Pelsaert, op.cit., p.61.
³¹ India of Aurangzeb op.cit., p.CX
³² Ibid., CIX.
³³ Ibid., CXI.
³⁴ Ibid., CXI
carried their house-holds along with them. The means of transport included, bullock carts, horses, mules Dolis or litters and palanquins. (Palki). These were very useful in transporting goods and men in caravans. Elephants could be used only by the very rich and heavy goods. The traditional two-wheeled bullock-carts was the most common carriage used both for passengers and goods. Bulky goods (grain) were carried by Banjaras with pack-oxen. They were the main supplier of grain and other commodities area to area specially to royal camp.

The Principle roads linking every towns or cities and strategic places of Subah lived with shady trees and punctuated with Serais or Dharamshalas. Served the purpose of postal service. These imperial highways were posted foot runners or horsemen who carried the imperial dispatches from place to place regular and efficiently.

Kos Minars:

To compute the distance, Kos Minars or milestones were in use before the Mughals but it was systematically organized under them. In

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37 Ain-I, op. cit., pp.146,157; Tavernier-I, pp.37,38.
38 Tavernier-I, p.34.
39 William Crook, Tribes and castes of North Western provinces and Oudh, Calcutta-1896, pp.149-150.
40 Tavernier-I, p.233.
1619, Jahangir ordered the erection of *Kos Minar* at intervals of two miles on the rout from Agra to Bengal.\(^41\) Bernier also saw them during Aurangzeb’s reign.\(^42\)

**Water Ways:**

A large volume of trade was carried on by rivers between Agra and Allahabad, Benaras, Kara-Manikpur- to Bengal (Murshidabad). It was easier and cheaper to send commodities by river than land. Akbar systematically organized river born trade and were large number of boats start to constructed to carry both passengers and goods of the government order.\(^43\) Peter Mundy, saw great barges of three four or five hundred tons each, playing between Agra Etawah Allahabad Patna and Dacca. These beautiful made boat belong to nobles and carried their goods and families.\(^44\) Large ships were built in Allahabad from here sailed by river to the coastal region.\(^45\)

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\(^44\) Mundy-II, op.cit., p.18.

\(^45\) Naqvi op.cit., p.184; Twining op.cit., p.156; Ain-I, op.cit., p.268,290.
Bridges:

Bridges were built temporarily or fixed wherever rivers intersected the roads. Mughals were familiar with pantoons. Babar used a pantoon bridge to cross the Ganges near Qannauj on Feb. 27, 1528 AD. His son Humayon is credited many innovations including moveable bridge made of several boats joint together with iron nails. Camels and horses as well as men were able to cross rivers on such bridges.

Akbar, while returning to Agra from Jaunpur, camped on the banks of Ganges at Manikpur. He ordered to officers to make boat bridge to cross the river and this was done in a day. During the campaign and Imperial tour Zamindars and local officers supplied boats to the Mir-i-Bahr. Beside above these facilities Mughals also built stone bridges in some places. Munim Khan, in 1569 A.D./979 A.H. built a stone bridge called Pul Gulazar over the Sai river. Near Sikrara village Tehsil Jaunpur. Consisting of 18 feet and 8 arches second one is also in Jaunpur, over the Gomti river by Munim Khan in 795 AH.

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47 Khwandamir, Qanun-i-Humayoni, Calcutta-1940, pp.63-64.
48 Ain-II, op.cit., p.399.
50 Ibid., p.185.
Sarais (Rest houses):

A number of Sarais or rest houses were constructed along with trade routes as well as in big villages or towns wherever possible. It was regarded as an act of public welfare. Generally, these were constructed by the princes, nobles, eminent men or rich men considering to be an important duty. These were in two kinds first consisting 50-60 thatched huts enclosed within walls and the second for richer sections. The latter were located in big towns and were fortified, consisting spacious rooms, halls, Verandahs and provision shops inside. Bhatiyaras (a class of inn keeper) were caretaker of the Sarais. Manucci says that the routes between Agra and Dacca were much frequented and full of villages and Sarais each accommodating about 800-1000 men besides horses, camels and carts, and the food was good and cheap. Bernier was critical of Indian Sarais, declaring them no better than large and barns. Where hundred of human beings mingled with horses mules and camels. They were too hot in summer too cold in winter. After the sun set, the gate was closed and at six o’clock in the morning a watchman cried in loud voice gives three

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51 Ain-II, op.cit., p.44.
53 Ibid., p.67.
54 Bernier, op.cit., p.233.
warnings to the travelers to look after his own things, belongings before opening the gates.\textsuperscript{55}

\textit{Sarais} had played an important part in trade, and commerce as well as such communal way of life made \textit{Sarais} more acceptable. A number of \textit{Sarais} were scattered in important commercial places and highway of the Subah.

1. Serai Syed Razi (Benaras).\textsuperscript{56}
2. Sudraza Ki Sarai (Badurpur).\textsuperscript{57}
3. Mohan Ki Sarai\textsuperscript{58} (8 miles away to Badurpur)
4. Aga Ki Sarai (Near Arwal/Son river 9 Kos from Patna).\textsuperscript{59}
5. Sadu Sarai (Jhusi-Sydabad Allahabad)
7. Baboo Sarai 10 Kos Banaras.\textsuperscript{60}

\textbf{Dangers:}

The long journey was full of dangers. People formed a group or attached with \textit{Karvans} (Kafila) for their protection. These \textit{Carvans} had their own guards for the protection of robbers and bandits. The \textit{Carvans} were most of the time confronted with the problem of safety on the

\textsuperscript{55} Storia I, op. cit., p.67.
\textsuperscript{56} India of Aurangzeb, op.cit., p.CIX.
\textsuperscript{57} Ibid., p.CX.
\textsuperscript{58} Ibid.
\textsuperscript{59} Ibid.
\textsuperscript{60} Ibid., p.CXI.
highways. Provincial governors, district officials, Zamindars, Kotwals here the responsibility to guarding the roads, and look after the comfort and safety of the travelers. If the robbery was happened on highways or in towns the concerned officials have to investigate the matter. They have power to detained all the people of the house of suspect and had severely beaten, usually guilty party confessed the crime. In case offenders were not traced, the officials have to make up the lose of the plundered person.

When Banarsi Das Jain started a new business and was enroot to Patna faced a group of robbers who considered him pious and religious men offered assistance and showed the way.

The most of the business or trade run with the help of Banjara tribe; a traveled tribe in medieval India. They owned bullocks, bullock-carts, cows, horses camel and lived in tents, moved with their live stocks. They comprised both Hindu and Muslims. They had the reputation of being extremely reliable and honest businessmen. They had its own chief.

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63 Ain-I, op.cit., p.44.
64 Banarsidas op.cit., p.225. हय आरूढ चीघरी दक इस, आयो साय और नर बीसए पदा 423. 425.
65 W.Crook, op.cit., pp.149-150.