Development of Trade in the Seventeenth Century

Gujarat and Northwestern India

In northwestern India, one of the major features of this period was the growth in the entrepôt character of Surat and a consequent devaluation of other ports in the neighbourhood to a position of its satellites and feeder ports. Thus ports of varying degrees of importance such as Diu, Broach, Chaul, Dabhol and others declined in their participation in oceanic trade, losing much of this to Surat. This was the result of a number of factors such as the decline of the Portuguese, the entry into the trade of the English and the Dutch, deliberate Mughal policy of the development of Surat as an outstanding emporium, and the further growth of the trade from western India to west Asia as a major phenomenon of this period. These factors operated at various times and had major effects on Indian Ocean trade and should be considered in detail.

Surat's role as the major port of outlet for oceanic trade in this region meant that the major export commodities, cotton piece-goods and indigo, had to be brought into Surat from neighbouring ports. Thus Surat became the chief wholesale market for textiles. This is seen in the failure of attempts by European traders to establish factories in neighbouring ports such as Broach. Similarly, in respect of import goods, Surat was the chief distributing point for such goods along the coast and into the interior. It played a similar role for the re-export of goods not produced in this region. The chief among these was pepper which came to Surat along the west coast from Canara and Malabar where a few Surat merchants had control of the market. Of similar nature was the role played by Surat as a redistributing point for southeast Asian goods, spices and tin but this was a role that was to decline after the 1620's for reasons to be noted later.

The decline of Portuguese seapower in the western Indian Ocean and the gradual loss of many of their settlements along the west coast of India gave an initial fillip to Indian trade. Ports under Indian jurisdiction whose trade had paid protection costs and customs dues to the Portuguese were now freed of these costs. This liberation of Indian trade had its effects in an increase in the volume of trade to the Persian Gulf and southern Arabia. In
the Persian Gulf, Indian ships sailed to Hormuz, and sailing direct to Hormuz ports was a real possibility. When the Portuguese took Hormuz in 1507, the Gujarati-Gulf link was completely destroyed, and Hormuz grew and became the chief trading port of Beluchistan. An important link developed with the Persian Gulf, which continued to exist until the end of the sixteenth century.

In the course of its rise as an entrepôt of the area, Surat developed as a port of call for vessels sailing from Arabia to India. The city of Surat, with its strategic location on the Arabian Sea, became a major hub of trade and commerce, attracting traders from various parts of the world. The city was known for its vibrant marketplaces, where goods from different regions were exchanged. Surat's prosperity was closely linked to its role as a major entrepôt, facilitating trade between India and the wider world.

Surat's growth was also facilitated by the presence of a number of European trading companies, including the Dutch, the English, and the French. These companies established trading houses in Surat and played a significant role in the city's economic development. The European traders introduced new goods and technologies, which further stimulated trade and economic growth. Surat's port became a key node in the trans-Asian trade routes, connecting the Indian subcontinent with the wider world.

In conclusion, Surat's rise as a major entrepôt was a result of its strategic location, favorable political conditions, and the presence of European traders. The city's significance in the history of trade and commerce cannot be overstated, as it served as a vital link in the maritime trade networks of the late sixteenth and seventeenth centuries.
The Seventh Century

The Second World War and its aftermath have thrown into sharp relief the fact that the English language has been the central language of the world for the past several centuries. This is due both to the historical and cultural significance of the English language, as well as to the fact that English is the language of science, technology, and international trade. The English language has also been the language of the English-speaking countries, which have dominated the world in the modern era. Despite the fact that English is not the native language of the majority of the world's population, it is the language of the world. The English language has been the medium of communication for the majority of the world's population for over a century, and it is likely to remain the dominant language of the world for the foreseeable future.

In the 1990s, the English language became the language of the world. In the 2000s, it became the language of the internet. In the 2010s, it became the language of the world. The English language has been the medium of communication for the majority of the world's population for over a century, and it is likely to remain the dominant language of the world for the foreseeable future.
Maldive Islands

Bengal were said to be of western Indian origin. Bengal started growing from mid-seventeenth century, many of the merchants of Bengal. When the seaborne trade of Bengal was restarted and brought to Bengal, many regions were brought to Bengal. In return, goods of Bikaner, Patna, Bihar, and Bengal were taken to Surat. Later direct links were formed between Surat and Bengal. Through this link western Indian and western Bengal goods were brought to Mysore and from there, Coromandel and Bengal were brought to Mysore. Through this link western Indian and western Bengal were connected with the east coast of India. Surat had a strong trading connection with Malabar, ports of Vizagapatam and to the south the Vindurias, and the Indian Ocean. (114)