



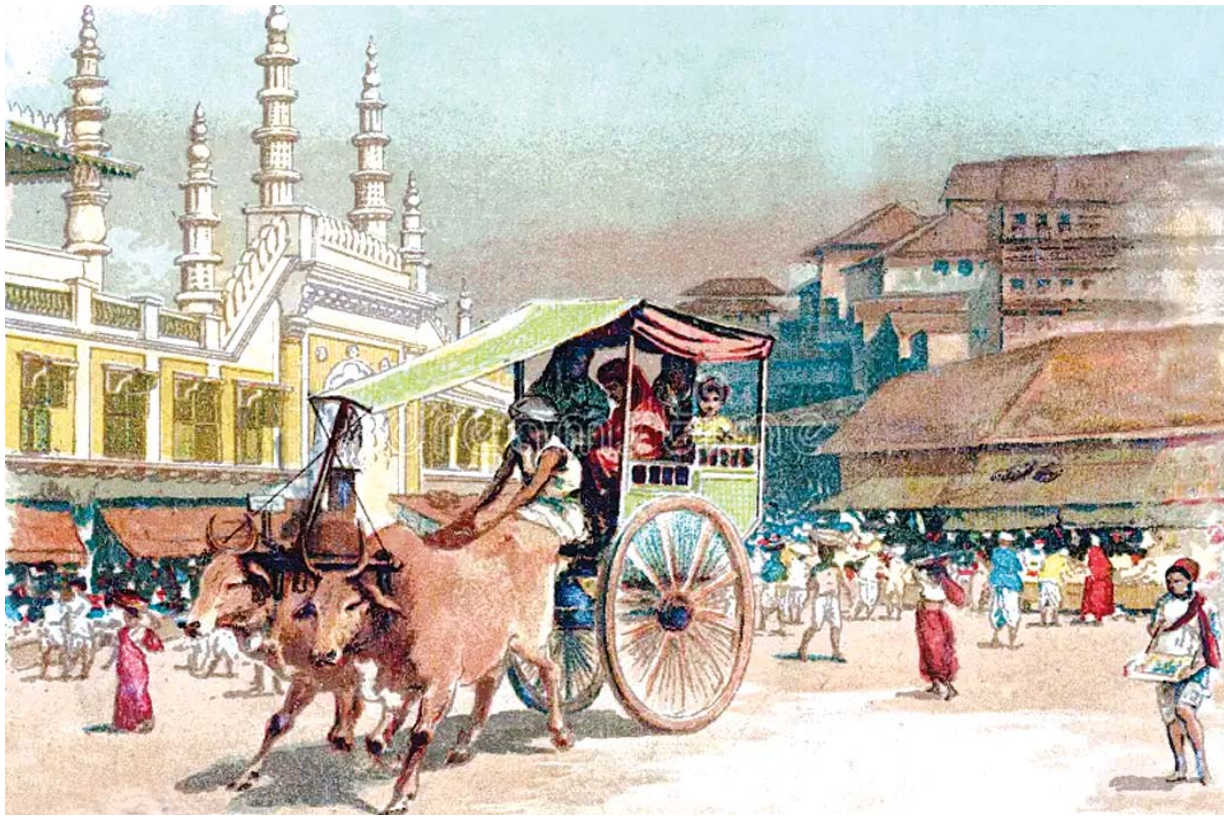
National Chocolate Milkshake Day

ational Chocolate Milkshake Day celebrates one of the most delicious and refreshing sweet treats loved by people of all ages. A chocolate milkshake is typically made by blending chocolate ice cream with milk and chocolate syrup to create a rich, creamy, and smooth drink. This special day is a perfect opportunity to enjoy a classic chocolate milkshake with friends and family. People can also get creative by adding whipped cream, chocolate chips, sprinkles, or a cherry on top. Whether enjoyed as a dessert, snack, or refreshing drink, a chocolate milkshake is a simple pleasure that brings sweetness and happiness to any day.

#FREE

The Baker Who Pretended to Be Heartless

For 44 years, his father had been secretly giving away bread. He knew the children. He knew their families. He knew which mothers struggled to afford food



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Today, a traffic jam means cars, horns and impatient drivers. But in Mughal India, a traffic jam could mean something entirely different. It could mean thousands of oxen standing nose-to-nose on a narrow road, unable to move, while rival caravans waited for one another to give way.

The Mughal economy depended heavily on an extraordinary network of long-distance transporters. Among the most important were the Banjaras, nomadic trading communities who moved enormous quantities of grain, salt and other goods across the subcontinent.

Their caravans could be immense.

The French traveller Jean-Baptiste Tavernier, who travelled through India in the seventeenth century, described caravans containing 10,000 or even 12,000 oxen, carrying rice, grain and salt from regions where they were abundant to places where they were needed.

He remarked that when such caravans encountered one another on narrow roads, travelers could be forced to wait for days until the animals had passed.

In 1614, Thomas Roe, ambassador of King James I of England to the Mughal court, travelled the road between Agra and Lahore and described it as one of the great works and wonders of the world.

Roe was not a man given to easy admiration of things he encountered in Asia. He was a representative of a rising imperial power,

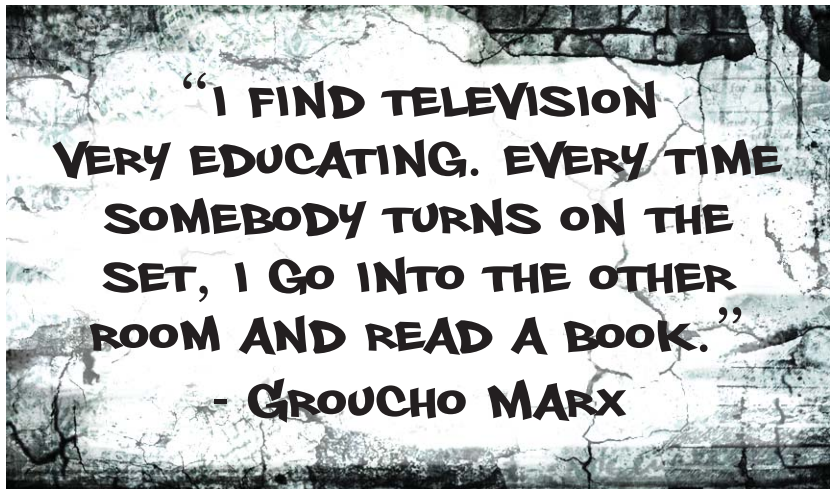
accustomed to dismissing what he saw around him. His description of the Mughal highway was neither diplomatic flattery nor orientalist fantasy. It was an assessment.

The road he travelled was paved, tree-lined, furnished with wayside inns at regular intervals, marked with distance pillars at every two kilometres, and maintained by a state apparatus that employed hundreds of thousands of people across its operation. It connected Kabul in the northwest to the port of Sonargaon in Bengal, a continuous route of over 2,600 kilometres through the heart of one of the largest empires on earth.

That road, and the communication network built around it, was not incidental to Mughal power. It was the physical backbone of everything the empire did: governing



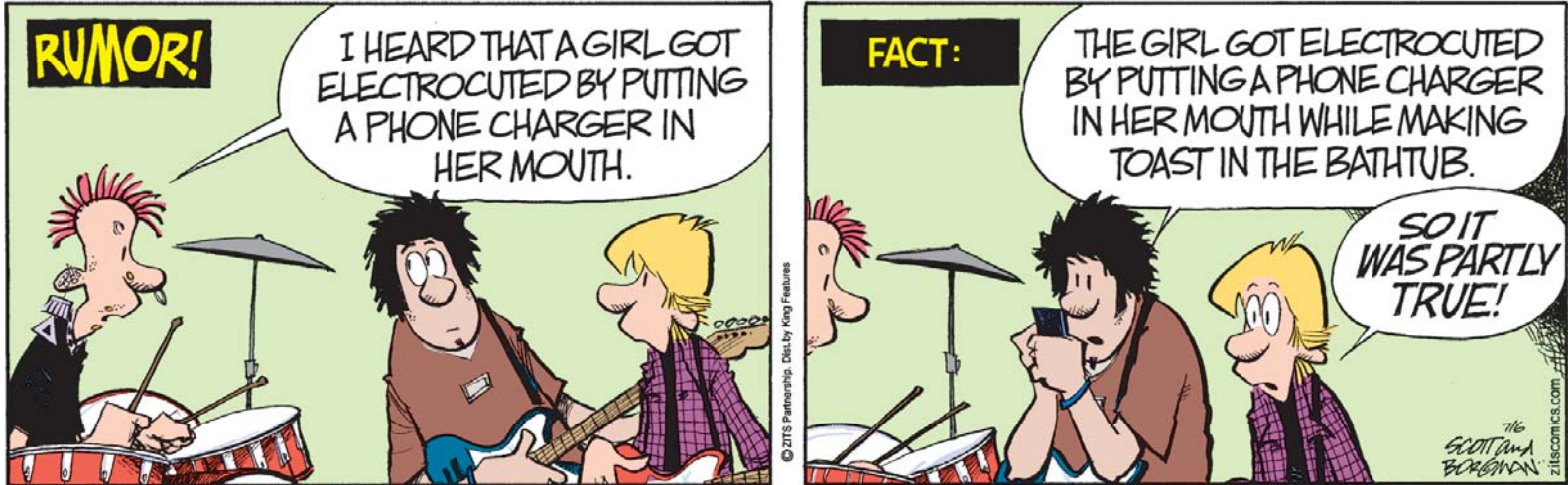
THE WALL



BABY BLUES



ZITS



Traffic Jam In The Mughal Empire

PART:1

The roads themselves could be remarkably inconvenient. Much of the countryside was intensely cultivated, with fields bordered by ditches and irrigation tanks. A huge caravan could not simply pull over onto the side of the road. When two enormous streams of animals met, neither could easily turn around. The result was an early form of gridlock. Except this, gridlock involved thousands of animals carrying the food on which entire regions depended.



#TRAFFIC JAMS



The commercial life of the sarais was dense. Contemporary European accounts describe sarais as medieval melting-pots, serving as meeting points for traders, craftsmen, adventurers, barbers, washermen, tailors, musicians, astrologers, and many others, brimming with business from merchants, pilgrims, and state officials as the money economy expanded in the sixteenth and seventeenth centuries.

When the British occupied the region, communities like the Banjaras were labeled as criminals.

It was known that the British wanted to put tax on the manufacture and transportation of salt. This could have been one of the reasons why the British decided to criminalise the Banjaras, to intercept the trade and make profit as usual.

The Banjaras moved in groups with laden oxen, who were beast of burden and an essential oxidizer with minimum requirement of water and fodder. The moving caravans were called Tanda.

Interestingly, in the north India, there is large number of villages and few towns with name of Tanda; and all these are located near some river or a water source.

To be continued...

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When competing groups refused to yield, a dispute over the road could become a physical confrontation. A logistical problem could turn into a violent clash between caravan groups.

This tells us something important about the Banjaras.

They were not merely wandering traders passing through the landscape.

They were part of the economic infrastructure of the Mughal Empire.

Their mobility connected agricultural regions to towns, cities, markets and armies. Grain had to move from places where harvests were plentiful to places where food was scarce. Salt had to travel across enormous distances. Armies and

measurements for the calculation of distances in tax assessments, military logistics planning, and postal timing estimates.

The road was not merely a surface to travel on. It was a managed corridor. State officials were responsible for its maintenance within their jurisdictions. Nobles and mansabdars were sometimes directed to fund sarai construction along their assigned territories as a form of public service obligation, an extension of the same logic that tied military service and administrative function to imperial rank.

The sarai, the roadside caravanserai, deserves detailed examination because it was far more than a simple rest stop. It was a multipurpose institution that combined hospitality, commerce, postal function, intelligence gathering, and architectural statement within a single complex.

A standard Mughal sarai was an enclosed courtyard structure with rooms for travelers arranged along the interior walls. The Akbari Sarai in Lahore, built in 1637 under Shah Jahan, measured approximately 243 by 186 metres, an area of over 12 acres, with 180 individual cells arranged around a central courtyard, each furnished with a veranda and a common passage.

The complex included a bazaar, a resident physician, a bakery providing bread to those who could not afford to pay, and a well. It also served as a dak chowki, a postal relay station, where government correspondence was processed and forwarded.

This combination of functions was deliberate. The sarais were not private commercial enterprises. They were state infrastructure serving multiple administrative purposes simultaneously. Akbar

intervals along the road, were constructed systematically along the entire route during the Mughal period.

These conical, octagonally based markers guided travelers through the entire stretch of the empire's road system. They also served administrative purposes: they established standardised

substantial. Under Jahangir, a decree required that all sarais be built of burnt brick and stone, replacing earlier earthen and timber construction, and broad-leaved trees were planted between Lahore and Agra, with bridges constructed over all water bodies along the highways. The kos minars, stone distance markers placed at regular kos

Under Mughal rule, the great road was renamed the *Badshahi Sadak*, the King's Road. Its management became an explicit instrument of imperial governance, and the Mughals approached it with the same systematic thinking they applied to revenue extraction and military organisation.

The road network expanded significantly beyond the central trunk route. Under Akbar, secondary highways connected the major provincial capitals to each other and to the trunk road: routes linking Agra to Surat in the southwest, Agra to Patna and Dhaka in the east, Agra to Kabul in the northwest. The empire's road system was not a single artery but a branching network, with the *Badshahi Sadak* as its spine and secondary roads connecting the empire's key administrative and commercial nodes.

Physical improvements were

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