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- ¹ The author begins his study with a word to those who have misconstrued the thesis of his well-known study, *The Asian Trade Revolution of the Seventeenth Century* (Chicago, 1974): he never claimed that the maritime trade doomed Iran’s traditional overland trade in the 17th century. Having thus established his credentials as a legitimate researcher of overland trade, he examines the commercial link between Iran and India via Qandahar, following Van Santen’s observations about the existence of complementarity of the sea route from Surat to Bandar ‘Abbas and the overland trade between Agra and Isfahan. Trade along the route flourished in the second decade of the 17th century, invigorated by Šāh ‘Abbās’s deliberate policy to harm the Portuguese-

held island of Hormuz. A dearth of information makes it harder to follow later developments, though it is clear that the route became less frequented during and following the Safavid conquest of Qandahar in 1649.

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Thèmes : 4.2.1. Safavides et Qâjârs

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