

style of Islamic architecture under the Gujarat sultans.

**Khambāyat's** importance as an entrepôt in the Indian Ocean trading network continued well into the early tenth/sixteenth century, despite the increasing Portuguese control of access to the ports of the Gulf of **Khambāyat**. Around the time of the conquest of Gujarat by the Mughals in the late tenth/sixteenth century, however, **Khambāyat's** role as the pre-eminent port of western India was slowly taken over by Surat, further south. While Mughals favoured Surat for its better and safer connections to North India, the gradual silting up of the Gulf of **Khambāyat** and its shifting banks and high tides also made access difficult for large ships. As it slowly became a feeder port to Surat for cotton textiles and indigo, several European powers, including the English, established trading stations in **Khambāyat** in the eleventh/seventeenth century. The control of **Khambāyat's** productive hinterland often brought the nawab of **Khambāyat**, the Marathas (**Marāt'hās**), and the English into intense political conflict in the eighteenth and nineteenth centuries, even as **Khambāyat** played an increasingly less important role as a transit port.

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## Khandesh

**Khandesh** (**Khāndesh**, lit., the country of the **Khāns**) is located in the north-western Deccan plateau, surrounded by the Satpura hills and the Narmada river on the north and the Satmala and Ajanta ranges to its south and drained by the Tapti river and its many tributaries. Legends associate it with the Hindu epics *Rāmāyaṇa* and *Mahābhārata*, and the scattered remains of rock-cut temples indicate Buddhist patronage during the early centuries C.E. The area was ruled by Rājput dynasties before the Khaljī sultans (r. 689–720/1290–1320) of Delhi reduced it to tributary status towards the end of the seventh/thirteenth century. Their successors, the Tughluqs (r. 720–815/1320–1412),