

Portuguese Trade In Asia Under The Habsburgs 1580 1640

A year after her father has left home for good, fifth-grader DeDe helps her mother cope with the realities of life after divorce.

In 1511, a Portuguese expedition under the command of Afonso de Albuquerque arrived on the shores of Malacca, taking control of the prosperous Malayan port-city after a swift military campaign. Portugal, a peripheral but then technologically advanced country in southwestern Europe since the latter fifteenth century, had been in the process of establishing solid outposts all along Asia's litoral in order to participate in the most active and profitable maritime trading routes of the day. As it turned out, the Portuguese presence and influence in the Malayan Peninsula and elsewhere in continental and insular Asia expanded far beyond the sphere of commerce and extended over time well into the twenty-first century. Five hundred years later, a conference held in Singapore brought together a large group of scholars from widely different national, academic and disciplinary contexts, to analyse and discuss the intricate consequences of Portuguese interactions in Asia over the longue duree. The result of these discussions is a stimulating set of case studies that, as a rule, combine original archival and/or field research with innovative historiographical perspectives. Luso-Asian communities, real and imagined, and Luso-Asian heritage, material and symbolic, are studied with depth and insight. The range of thematic, chronological and geographic areas covered in these proceeding is truly remarkable, showing not only the extraordinary relevance of revisiting Luso-Asian interactions in the longer term, but also the surprising dynamism within an area of studies which seemed on the verge of exhaustion. After all, archives from all over the world, from Rio de Janeiro to London, from Lisbon to Rome, and from Goa to Macao, might still hold some secrets on the subject of Luso-Asian relations, when duly explored by resourceful scholars.

-- Rui M. Loureiro, Centro de Historia de Alem-Mar, Lisbon.

Under the Song, Yuan and Ming dynasties, China's maritime trade went through several stages of rapid expansion. This concerns both activities initiated by the central government and private seafaring: Chinese ships would sail to ports in Southeast Asia and the Indian Ocean, and foreign merchants would come to China, often declaring themselves as tribute envoys. In the early 16th century, the Portuguese made contact with the Middle Kingdom, leading to the foundation of Macao in the 1550s. The present volume, the third collection by Roderich Ptak, explores important structural features related to China's maritime ventures and Luso-Chinese relations. It also discusses the perception of maritime space in late medieval Chinese texts and the importance of trade routes, especially the so-called eastern route from Fujian via Luzon to the Sulu 'zone'. The third section presents different 'key' regions as seen through Chinese eyes: Hainan, the coral island in the South China Sea, Barus on Sumatra, and finally Wang Dayuan's chapters on the Kerala coast.

Chapters on Malacca, Tugu (Java), Larantuka (Flores) and Singapore.

In this work Neils Steensgaard combines an analytical economic approach with detailed historic scholarship to provide an imaginative and important analysis of a central incident in modern world history. The event is the breaking of the Portuguese monopoly on Asian trade in the seventeenth century by English and Dutch mercantile interests. This change the author demonstrates, was not simply the triumph of the new powers over the old. Rather, the Dutch--English victory heralded a structural change in international trade: the triumph of entrepreneurial capitalism over the older economic mode of the "peddler-merchant." Professor Steensgaard's study is divided into two major parts. The first examines the economic and political structure of the seventeenth century institutions in the Near East, Portugal, England, and the Netherlands. The author demonstrates that the rise to preeminence of the English and Dutch East India Companies over the Portuguese "State of India" was the result of the superior economic and bureaucratic organization of the former. The eclipse of Portuguese power in general, the author argues, is best understood as an institutional failure--an inability to adapt to changing patterns and demands of economic life. The second part of Professor Steensgaard's study provides a detailed historical account of an important event in the fall of the Portuguese trading empire--the loss of the city of Hormuz in 1622. Hormuz, located at a strategic point at the entrance of the Persian Gulf, was a central port city on the Asian trade route. It fell to an English and Persian force. The author demonstrates why this event exemplifies the Portuguese institutional weaknesses that are discussed in the first part of the book.

This study of the Portuguese commercial empire in India during the Hapsburg years is the most serious attempt yet made to analyze the old Portuguese pepper trade--from the planting of orchards in the foothills of Malabar and Kanara to the unloading of spice-laden carracks in Lisbon. Equally significant, it is the first book to explain how and why the Portuguese were not able to modernize their trade system when faced with crisis conditions. The distress that confronted the Portuguese following the arrival of the Dutch and English, seen here as partly military but fundamentally economic and organizational, reached its decisive stage in the 1620s and early 1630s. The Portuguese attempted to combat the crisis by creating their own India Company. The story of that company and the reasons for its failure are thoroughly investigated as Disney looks at its antecedents, composition, activities, and weaknesses. The author has unearthed much new statistical material from widely scattered manuscript sources and in doing so sheds new light on related problems and issues, such as institutional relations between Spain and Portugal, the careers of individual merchants, and the nature and difficulties of viceregal government in Portuguese India.

This collection of 13 essays covers a range of topics concerning Portuguese, Dutch and Chinese merchants, and commodities and commerce in maritime Asia in the early modern period from c. 1585-1800. Written by a leading authority on global maritime economic history and the history of European expansion, each essay addresses a topic of fundamental importance to those researching early modern maritime trade in Asia, its nexus with European expansion, and its place in Asian and Global history. The essays are based on exhaustive research and careful analysis of diverse sets of archival materials found around the globe.

Following the fall of the Melaka Sultanate to the Portuguese in 1511, the sultanates of Johor and Aceh emerged as major trading centers alongside Portuguese Melaka. Each power represented wider global interests. Aceh had links with Gujerat, the Ottoman Empire and the Levant. Johor was a center for Javanese merchants and others involved with the Eastern spice trade. Melaka was part of the Estado da India, Portugal's trading empire that extended from Japan to Mozambique. Throughout the sixteenth century, a peculiar balance among the three powers became an important character of the political and economical life in the Straits of Melaka. The arrival of the Dutch in the early seventeenth century upset the balance and led to the decline of Portuguese Melaka. Making extensive use of contemporary Portuguese sources, Paulo Pinto uses geopolitical approach to analyze the financial, political, economic and military institutions that underlay this triangular arrangement, a system that persisted because no one power could achieve an undisputed hegemony. He also considers the position of post-conquest Melaka in the Malay World, where it remained a symbolic center of Malay civilization and a model of Malay political authority despite changes associated with Portuguese rule. In the process provides information on the social, political and genealogical circumstances of

the Johor and Aceh sultanates.

Zoltan Biedermanns book explores the Portuguese presence in Sri Lanka and South India with an emphasis on connections, interactions and adaptations. An introduction, six freshly revised case studies and an afterword provide historical insights into the making of Portuguese power in the region and point out new ways forward in the study of the subject. Themes explored include Portuguese diplomacy in Asia, the connected histories of Portugal, Sri Lanka and the Habsburg Empire, the importance of cartography for the development of Iberian ideas of conquest, the political mechanisms that allowed for the incorporation of Sri Lanka into the Catholic Monarchy of Philip II, and the remarkable resilience of elephant hunting and trading activities in Ceylon during the seventeenth and eighteenth centuries. A long chapter delves into the comparative urban histories of Portuguese and Dutch colonial ports in South Asia and reveals intriguing connections between colonialism, local identities and cosmopolitan attitudes. Taken together, the essays in this book question simplistic contrasts between Europe and Asia as well as between the Portuguese and the Dutch empires. The Portuguese in Sri Lanka and South Asia highlights the complex connections between the global and the local in early modern European-Asian interactions.

"The inquiry ends with the collapse of the Portuguese presence in Asia which began with the restoration of Portuguese independence and the fall of Malacca in 1641."--BOOK JACKET.

Featuring updates and revisions that reflect recent historiography, this new edition of *The Portuguese Empire in Asia 1500-1700* presents a comprehensive overview of Portuguese imperial history that considers Asian and European perspectives. Features an argument-driven history with a clear chronological structure. Considers the latest developments in English, French, and Portuguese historiography. Offers a balanced view in a divisive area of historical study. Includes updated Glossary and Guide to Further Reading.

Gale Researcher Guide for: *The Portuguese Encounter with the Malacca Sultanate* is selected from Gale's academic platform Gale Researcher. These study guides provide peer-reviewed articles that allow students early success in finding scholarly materials and to gain the confidence and vocabulary needed to pursue deeper research.

The volume "Revisiting Hormuz", gathers the proceedings of a Conference organized in March 2007 by the Calouste Gulbenkian Foundation, through its Centre Culturel Calouste Gulbenkian in Paris. The year 2007, exactly five centuries after the Portuguese first landed on the island of Hormuz, seemed to the scientific coordinators Rui Manuel Loureiro and Dejanirah Couto a very appropriate moment to bring together a large group of specialists that could establish the current state of the art in field of the history of Portuguese interactions with Hormuz and the Persian Gulf region. The chronological borders of the Conference, quite naturally, were extended to the early decades of the 17th century, to include the final departure of the Portuguese from Hormuz in 1622 and subsequent developments. Although the focus of the Paris Conference was supposed to be history, in any of its political, social, economic or cultural variants, the complex nature of Portuguese interactions with Hormuz and Safavid Persia, that spanned for more than a century, and also the existence of an important monumental heritage of Portuguese origin in the Gulf area, made the presence of art historians, architects, and archaeologists desirable.

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The Growth Of International Trade Between Europe, Usa And Asia Gave Rise To The Need For Loans To Finance It And Development Of Financial Arrangements Through Banking. The Emergence Of Fuggers As Important Industrialists, Merchants And Financiers Controlling Even The Elections To The Roman Empire Against The Backdrop Of Indo-Portuguese Trade During The Sixteenth Century Is A Case In Point. This Book Deals With Such Cases And The Maritime History Of Regions And Its Impact On Trade, Politics And Society.

"This book, the first of two volumes, is the outgrowth of an international, interdisciplinary conference entitled 'Portuguese and Luso-Asian legacies in Southeast Asia, 1511-2011' that was held in Singapore and Malacca on 28-30 September 2010"--P. [xv].

This work marks a sharp departure from the predominant Eurocentric emphasis in Indo Portuguese studies, on the sixteenth century Portuguese trade in the Carreira da India. Such an approach unjustly dismisses the subsequent centuries as periods of no commercial consequence to the Estado da India and Portugal and relegates to an unimportant level the significance of the privately operated intra Asian trade. The evidence gathered and their argument of this book challenges such prevailing stereotypes. Based on a wide range on archival sources in India, Portugal and England, this study unravels the existence of a thriving native operated country trade, in 'the splendid' and 'the trifling' that emanated from Portuguese India in the late eighteenth and early nineteenth centuries. It not only took advantage of the vulnerability displayed and the animation efforts undertaken by the Estado da India and the metropolis but also learned to function through 'crevices' under the growing British hegemony--

China's seaborne trade in the early modern period consisted of three sectors: government trade, tribute trade, and private trade. The first two were particularly active in the early 15th century, whereas private sea trade, both legal and illegal, was more dominant in later periods. The articles in the first part of this book mainly feature the early 15th century. They discuss structural issues and also deal with Cheng Ho's voyages into the Indian Ocean and the later accounts of this. The next part surveys the period dominated by private trade, with comparisons between the Chinese and the Portuguese trading systems. Part 3 discusses views of the 'Other', in this case Chinese views of maritime Asia. This involves detailed investigations of ethnographic accounts

and shows that much work hitherto taken at face value by historians, should be reinvestigated in the light of sino-centric ideas and traditional Chinese rhetoric.

Portuguese Asia, otherwise known as the Estado da Índia Oriental, has been far less studied than the Spanish empire in America, its counterpart in the Western hemisphere. It differed from that vast entity in that it was essentially a maritime trading operation held together by strategic territories, such as Goa, Ceylon, or Macau. For more than a century these afforded it control of much of the Indian Ocean. As Professor Winius shows, it was certainly the most peculiar and colourful operation that existed in the history of European expansion, even giving rise to a second, 'shadow' empire created by escapees and renegades from its royal administration. Some of these essays reflect on Portuguese involvement in other areas, notably the Atlantic, and the impact this had in the East, but their focus is on the Portuguese in South and Southeast Asia. They describe its nature and its rise and fall, from the first voyage of Vasco da Gama to its dismemberment by the Dutch in the mid-seventeenth century, and include studies on the jewel trade and on the Renaissance in Goa.

This book attempts to depict certain aspects of the Portuguese trade in East Asia in the 16th and 17th centuries, the so-called Namban trade, by analysing the activities of the merchants and Christian missionaries involved.

While the general outline of the history of Portuguese expansion in Asia is rather well-known, many areas that were hubs of trade and settlement have been only briefly studied. One of the most conspicuous of those is the Bay of Bengal, where the Portuguese had an important official and unofficial presence in the sixteenth and seventeenth centuries. The product of extensive research in Indian, Portuguese, and Netherland archives, this collection of essays is the first substantial treatment of the Portuguese presence in the Bay of Bengal. The work of an economic historian, the volume offers important insight into the nature of early modern European expansion and imperialism, urban history, and colonial social history.

Portuguese Trade in Asia Under the Habsburgs, 1580–1640 JHU Press

For more than four centuries, Macau was the centre of Portuguese trade and culture on the South China Coast. Until the founding of Hong Kong and the opening of other ports in the 1840s, it was also the main gateway to China for independent British merchants and their only place of permanent residence. Drawing extensively on Portuguese as well as British sources, *The British Presence in Macau* traces Anglo-Portuguese relations in South China from the first arrival of English trading ships in the 1630s to the establishment of factories at Canton, the beginnings of the opium trade, and the Macartney Embassy of 1793. The British and Portuguese—longstanding allies in the West—pursued more complex relations in the East, as trading interests clashed under a Chinese imperial system and as the British increasingly asserted their power as “a community in search of a colony”.

This fascinating history reassesses the consequences of Portugal's flourishing private trade with Asia, including increased tensions between the growing urban merchant class and the still-dominant landed aristocracy. James C. Boyajian shows how Portuguese-Asian commerce formed part of a global trading network that linked not only Europe and Asia but also—for the first time—Asia, West Africa, Brazil, and Spanish America. He also argues that, contrary to previous scholarly opinion, nearly half of the Portuguese-Asian trade was controlled by New Christians—descendants of Iberian Jews forcibly converted to Christianity in the 1490s.

This Book Examines, In Detail, The Portuguese Relations With The Indian States Along With Their Exports And Imports Of European And Asian Merchandises, With Goa On The Western Coast Of India As Its Commercial Headquarters For The Whole Portuguese Empire In The East, And, Finally To Portugal.

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In *The Portuguese Slave Trade in Early Modern Japan: Merchants, Jesuits and Japanese, Chinese, and Korean Slaves*, Lúcio de Sousa offers a study on the system of traffic of Japanese, Chinese, and Korean slaves from Japan, using the Portuguese mercantile networks; reconstructs the Japanese communities in the Habsburg Empire; and analyses the impact of the Japanese slave trade on the Iberian legislation produced in the 16th and first half of the 17th centuries.

Vasco da Gama's voyage to India in the late 15th Century opened up new economic and cultural horizons for the Portuguese. At the height of Portugal's maritime influence, it had created an oceanic state ranging from the Cape of Good Hope to China. While Portugal's direct political influence in Asia was comparatively short-lived, its linguistic influence remains. Here Shihan de Silva Jayasuriya charts the influences of the Portuguese in more than fifty Asian tongues, illustrating the extent of Lusitanian links. Luso-Asian influence became engrained in eastern cultures in more subtle ways than other European empires which followed, such as the Portuguese oral traditions in folk literature, now embedded in postcolonial Asian music and song. These Portuguese cultural legacies are a lasting reminder of an unexpected outcome of seaborne commerce.

The Central Purpose Of This Study Is To See What Role Did Cochin, The First Political Headquarters Of The Estado Da India Till 1530 And Later Their Commercial Capital, Play In Organizing The Maritime Trade Of India And How Its Trade Contributed To The Building Up Of The Universal Empire Of The Lusitanians. Asian Trade And Indo-European Trade Are Discussed In Detail Laying Emphasis On Merchants, Routes, Licences, Monopoly, Contrats, Trade Voyages And Smuggling.

In this original study of the Portuguese Empire in the East, the Estado da India, George Souza looks in detail at the activities of Macao. His aim is to enquire into the nature of Portuguese society in China and the South China Sea and explain why the political and economic activities of the Portuguese crown did not inhibit the growth of local entrepreneurial trade. He also examines the nature of Portuguese maritime trade in Asia and analyses the focal role of Macao as an adjunct to the Canton market. The operations of Portuguese private merchants, the so-called 'country traders', are described and tellingly assessed in the wider context of the economic development of China and Southeast Asia in the seventeenth and eighteenth centuries.

This book considers the background to the treatises, their content and significance, and what Grotius actually knew about Southeast Asian polities or Portuguese institutions of trade and diplomacy when he wrote them. --

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