

**S. 6. 4. – GLOBAL COMMERCIAL NETWORKS IN THE EARLY MODERN ERA**  
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(Uppsala University)

## *“The Basques and the route to Flanders from the Mediterranean peninsular ports of the Crown of Aragon (1470-1500)”*

INAZIO CONDE (Universidad de Cantabria)

### **Abstract**

This paper aims to examine, using some documents from the Archives of Valencia and Barcelona, a long distance route linking the Mediterranean ports to Flanders. Although Venetians had developed their own system known as *mude*, there were —as we try to illustrate here— other ways to provide food commodities to Northern markets. We especially focus on the role of Cantabrian ship masters at the end of 15th century, whose ships were chartered by Italian, Valencian or Barcelonean merchants. These masters, whether they are from the Basque Country or from Cantabria, spent long stays in the Mediterranean area, not only transporting salt or wool between the Iberian Peninsula, Italy and the Mediterranean islands, but also establishing a Mediterranean-Atlantic connexion. One of the most valuable sources to measure and quantify this trade is by analyzing the freights —where the quantity and the nature of the cargo is specified— in addition to prices, conditions, deadlines and stops of the route. This will allow us to answer some of the unknown facts concerning this trade, such as who the main charterers were, even if the main goal is to determine which ports they frequented in the route to Flanders.

### **Keywords**

Biscayan, trade, Middle ages, Mediterranean, Flanders

### **Biography**

Graduated in History at the “Universidad de Cantabria”, including an Erasmus stay in Paul Valéry III- Montpellier and a collaboration in the “Departamento de Ciencias Históricas”- , he completed the Master “Del Mediterráneo al Atlántico. La Construcción de Europa entre el mundo antiguo y medieval”. He is currently working on a doctoral thesis studying the Mediterranean-Atlantic trade in the Late Middle Ages and the role of Cantabrian ships and masters in Valencia and Barcelona in 15th century. As well as receiving a FPU (University staff training grant) at the Universidad de Cantabria, he also takes part in the research group called “La gobernanza de los puertos atlánticos en la Edad Media”, specialized in maritime and economic history. In 2019, he has also participated in 2019 Lleida Medieval Meeting with a paper entitled “Los consulados castellanos en la Corona de Aragón. Un estado de la cuestión”, as well as in the Atelier doctoral of San Gimignano in 2018 and in the Nájera Interna.

## *The Malacca-Okinawa Trading Networks during the Portuguese Period*

**DAYA WIJAYA** (CITCEM, University of Porto, Portugal & History Department, State University of Malang, Indonesia)

### **Abstract**

Using Eurasian sources, this study will analyze the Asian reconfiguration after the Portuguese invasion of Malacca in 1511, seen from Malacca and Okinawa as the transit ports for Asian merchants from the Indian Ocean to the South China Sea and vice versa. Both seaports experienced reciprocal profits during the 15th-century Chinese world order, but the Portuguese invasion had disturbed and expelled the Malays from Malacca (Souza, 1968), forcing the Okinawans to alternate their regular trade. Hence, the Portuguese extended their commercial networks continually and succeeded to establish the triangle of Malacca, Macau, and Nagasaki (Boxer, 1963; 1986; 1991; 1993). Thus, they limited the Okinawan trading world by joining their commercial route to Patani and Luzon (Smith, 1968; Sakamaki, 1963). This study will specifically explore the Malacca and Okinawa trading networks by identifying the seaports' networks reconfiguration (by conquest, diplomacy, privateering) and the business circuits (flows of goods, trade routes, and mercantile activity including prices and volumes of goods), as theorized by Pinto (2016). This study also considers various factors determining commercial stability in the South China Sea, for instance, geo-economic, political, and logistical changes.

### **Keywords**

Ryukyu Kingdom, seaports networks, business circuits, tributary trade

### **Biography**

Daya Negri Wijaya. Gained his BA in History Education at State University of Malang, Indonesia (2011), his second BA in English Literature at Brawijaya University, Indonesia (2016), and MA in History at The University of Sunderland, United Kingdom (2013). He is a lecturer in History Department, State University of Malang (2014-...). His responsibility is to teach European History and Intellectual History. Recently, he is pursuing his Ph.D. in History at the University of Porto, Portugal, where he is trying to understand the essence of colonial history and taking "Portuguese Malacca and Asian Trading Networks" as his dissertation topic. His research interest is on colonial history. He can be contacted at [dayawijaya15@yahoo.com](mailto:dayawijaya15@yahoo.com) or [daya.negri.fis@um.ac.id](mailto:daya.negri.fis@um.ac.id).

# *Maritime Supplies of Horses and the Exercise of State Power in the Mughal Empire during the Seventeenth Century*

AASIM KHWAJA (Jawaharlal Nehru University)

## **Abstract**

In the seventeenth century, the maritime trade across the entire arc of the Indian Ocean underwent great expansion, abetted by two unrelated developments: the march of the Mughals to Gujarat and arrival of different European trading companies. They reconfigured the pre-existing situation and presaged the dawn of a new era. In this context, the present article by focussing on one of the most vital strategic assets of the time, the horses, seeks to serve as a corrective to the tendency to articulate the Mughals as a primarily land-driven power which, by and large, remained inert to maritime developments. It is argued that the centrality of ensuring steady supplies of horses for discharging critical functions of the state ensured sustained interests of the Mughal authorities to exhaust different channels of horse delivery. But, as the recurrent conflagrations along the western and north-western borders of the empire kept the situation in a state of precariousness and precluded optimal utilisation of overland routes for requisite deliveries of horses, the maritime channels presented themselves as an obvious alternative and in course of time emerged as cords that bound the exercise of state power by the Mughals, creation of trade opportunities and the developments in the maritime space.

## **Keywords**

Mughals, Horses, European, Trade, Maritime

## **Biography**

I am a PhD scholar at the Centre for Historical Studies, Jawaharlal Nehru University, New Delhi, India. I obtained my Master's Degree in Medieval History from the same institution in 2013, securing highest grades over the four semesters. I followed it up by submitting my M.Phil. dissertation on the 'Asian Empires and the Politics of Trade in the Western Indian Ocean Region during the Sixteenth and Seventeenth Centuries' in 2015. Presently, my doctoral research deals with an examination of the maritime policies of the Mughal Empire and the determination of the extent to which the Mughals responded to maritime challenges and opportunities. In this context, I am pleased to note that one of my articles titled, 'Mughals and the "Maritime Dynamic": A Study of the Mughal engagement along the Maritime Frontier in Gujarat, c. 1572-1759' has been accepted for publication in the forthcoming issue of the International Journal of Maritime History ( Vol. 31, No. 2, May 2019).