

ECO 2210Y

Topic No. 31: Northern Commerce, in the Baltic and North Seas: The Hanseatic League and the Rise of the Dutch Commercial Empire, 1350 - 1600:

General: The Baltic and North Sea Commerce: the Hanse, England, and the Dutch

1. John H. Munro, 'Patterns of Trade, Money, and Credit,' in T. A. Brady, H. O. Oberman, and J. D. Tracy, eds., Handbook of European History, 1400-1600: Late Middle Ages, Renaissance and Reformation, Vol. I: Structures and Assertions (Leiden: E.J. Brill, 1994), pp. 147-95.
2. Ralph Davis, The Rise of the Atlantic Economies (1973), Chapters 2 and 11.
3. Michael Postan, 'The Trade of Medieval Europe: the North: The Age of Contraction,' Cambridge Economic History, Vol. II, 2nd rev edn. (Cambridge, 1987), pp. 266-305. See also his 'Economic and Political Relations of England and the Hanse from 1400 to 1475,' in E. Power and M. Postan, eds., Studies in English Trade in the Fifteenth Century (1933), pp. 91-153
4. Philippe Dollinger, The German Hanse (1964; English edn. 1970), chapters 9-10 (pp. 186-259). To be skim read; and chapters 12-13, pp. 281-329.
5. T. H. Lloyd, England and the German Hanse, 1157 - 1611: A Study of Their Trade and Commercial Diplomacy (Cambridge:1991), chapters 4-5, pp. 173-292. Challenges Postan.
6. T.S. Jansma, 'Philippe la Bon et la guerre hollando-wende, 1438-1441,' Revue du Nord, 42 (1960), 5-18.
7. M. Malowist, 'L'expansion économique des Hollandais dans le bassin de la Baltique aux XIVe et XVe siècles,' in Croissance et regression en Europe, XIVe-XVIIe siècles (1972), pp. 91-138.

The Herring Fisheries and Shipbuilding

8. Richard Unger, 'The Netherlands Herring Fishery in the Late Middle Ages: The False Legend of Willem Beukelszoon of Biervliet,' Viator, 9 (1978), 335-56; and his 'Dutch Herring, Technology, and International Trade in the Seventeenth Century,' Journal of Economic History, 40 (1980), 253-79. Republished in Richard W. Unger, Ships and Shipping in the North Sea and Atlantic, 1400 - 1800, Variorum Collected Series CS 601 (Aldershot and Brookfield, Vt., Ashgate, 1997).
9. Richard Unger, 'Dutch Ship Design in the Fifteenth and Sixteenth Centuries,' Viator, 4 (1973), 387-412. See also: Richard Unger, 'Dutch Shipbuilding and International Competition in the Golden Age,' History Today, 31 (April 1981), 16-21; Richard Unger, 'Dutch Design Specialization and Building Methods in the Seventeenth Century,' in Carl O. Cederlund, ed., Postmedieval Boat and Ship Archaeology (Oxford: British Archeological Reports, 1985), pp. 153-64; Richard Unger, 'The Fluit: Specialist Cargo Vessels, 1500 - 1650,' in The Ship, Vol. III: Cogs, Caravels and Galleons (London: Conway Maritime Press, 1994), pp. 115-30. Richard W. Unger, Ships and Shipping in the

North Sea and Atlantic, 1400 - 1800, Variorum Collected Series CS 601 (Aldershot and Brookfield, Vt., Ashgate, 1997).

10. Violet Barbour, 'Dutch and English Merchant Shipping in the Seventeenth Century,' Economic History Review, 2 (1930); reprinted in E. M. Carus-Wilson, ed., Essays in Economic History, Vol. I (1952), pp. 227-53.

Other Studies on The Rise of the Dutch Commercial Empire

11. Jan De Vries and Ad Van der Woude, First Modern Economy: Growth, Decline, and Perseverance of the Dutch Economy, 1500 - 1815 (Cambridge, 1996). See the review article: Arthur Van Riel, 'Rethinking the Economic History of the Dutch Republic: The Rise and Decline of Economic Modernity Before the Advent of Industrialized Growth,' Journal of Economic History, 56:1 (March 1996), 223-29.
12. Jan De Vries, 'On the Modernity of the Dutch Republic,' Journal of Economic History, 33 (1973), 191-202; and H.P.H. Jansen, 'Holland's Advance,' Acta Historiae Neerlandicae, 10 (1978), 1-19.
13. Wim Blockmans, 'The Economic Expansion of Holland and Zeeland in the Fourteenth-Sixteenth Centuries,' in Erik Aerts, Brigitte Henau, Paul Janssens, and Raymond Van Uytven, eds., Studia Historica Oeconomica: Liber Amicorum Herman Van der Wee (Leuven, 1993), pp. 41-58.
14. J.A. Van Houtte, An Economic History of the Low Countries, 800-1800 (London, 1977), Part III: 'The Golden Age of Antwerp and Amsterdam, 1400-1670,' pp. 123-226.
15. Jan De Vries, 'The Population and Economy of the Preindustrial Netherlands,' The Journal of Interdisciplinary History, 15 (Spring 1985), 661 - 82.
16. Jonathan I. Israel, Dutch Primacy in World Trade, 1585 - 1740 (1989).
17. Maurice Aymard, ed., Dutch Capitalism and World Capitalism (1982). Essays by Slicher-Van Bath, Klein, Wallerstein, Jeannin.
18. Ivo Schöffer, 'Did Holland's Golden Age Coincide with a Period of Crisis?' Acta Historiae Neerlandica, 1 (1966), pp. 82-107; reprinted in Geoffrey Parker and L.M. Smith, eds., The General Crisis of the Seventeenth Century (London, 1978), pp. 83-109.
19. James D. Tracy, ed., The Rise of Merchant Empires: Long-Distance Trade in the Early Modern World, 1350 - 1750 (Cambridge and New York: Cambridge University Press, 1990). Essays by Steensgaard, Bruijn, Neal.

QUESTIONS:

1. What was the importance of the Baltic to the Dutch and West European economies: Why had the German Hanse dominated Baltic and North Sea commerce; and how did the Dutch gain control over the Baltic trades, at the expense of both the German Hanse and the English?

2. What role did herring play in the commerce of both the Hanseatic League and the Dutch? How did the Dutch gain control over the herring fisheries and trade?
3. How and why did the Dutch gain supremacy in shipbuilding and shipping? What role did the Baltic trades and the herring fisheries play in enabling the Dutch to gain supremacy in both northern shipping and shipbuilding? What technological advances did the Dutch contribute?
4. Why and how did Dutch create an overseas maritime empire in the 17th century: in the East and West Indies, Africa, and North America? Why did the Dutch not have the same comparative advantages in shipping in these regions, and also in the Mediterranean zone?
5. What other, internal factors played major roles in the Rise of the Dutch?