

**Eco. 201Y1: Economic History of Later Medieval and Early Modern Europe**

**Topic No. 12: The Rise of the Dutch Commercial Empire, ca. 1360 - ca. 1580**

**A. 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.
4. Philippe Dollinger, The German Hanse (1964; English edn. 1970), pp. 186-259, 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. 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.

**B. The Herring Fisheries and Shipbuilding:**

1. 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. Reprinted in R. W. Unger, Ships and Shipping in the North Sea and Atlantic, 1400 - 1800 (1997).
2. 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 Cederlund, ed., Postmedieval Boat and Ship Archaeology (Oxford, 1985), pp. 153-64; Richard Unger, 'The Fluit: Specialist Cargo Vessels, 1500 - 1650,' in The Ship, Vol. III: Cogs, Caravels and Galleons (London, 1994), pp. 115-30. Reprinted in R. W. Unger, Ships and Shipping in the North Sea and Atlantic, 1400 - 1800 (1997).
3. 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.

**C. Other Studies on The Rise of the Dutch Commercial Empire:**

1. 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.
2. H.P.H. Jansen, 'Holland's Advance,' Acta Historiae Neerlandicae, 10 (1978), 1-19.
3. 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.
4. 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.
  5. Maurice Aymard, ed. Dutch Capitalism and World Capitalism (1982). Essays by Slicher-Van Bath, Klein, Wallerstein, Jeannin.
  6. Herman Van der Wee, The Low Countries in the Early Modern World, translated by Lisabeth Fackelman (London, Variorum, 1993). Collected essays.
  7. James D. Tracy, ed., The Rise of Merchant Empires: Long-Distance Trade in the Early Modern World, 1350 - 1750 (Cambridge, 1990). Essays by Steensgaard, Bruijn, Neal.
  8. Jan De Vries, 'The Population and Economy of the Preindustrial Netherlands,' The Journal of Interdisciplinary History, 15 (Spring 1985), 661 - 82.
  9. Jan De Vries and Ad Van der Woude, The First Modern Economy: Success, Failure, and Perseverance of the Dutch Economy, 1500 - 1815 (Cambridge and New York: Cambridge University Press, 1997).
  10. Jonathan I. Israel, Dutch Primacy in World Trade, 1585 - 1740 (1989).

### **QUESTIONS:**

1. What were the chief factors responsible for the rise of the Dutch commercial empire? Internal or external?
2. What role did herring fisheries play in the rise of Dutch commercial and shipping power? How did the Dutch wrest control of the herring fisheries and trades from the German Hanse? Why did the herring spawning grounds evidently shift from Scania in the Baltic to the North Sea?
3. What was the importance of the Baltic to the Dutch and West European economies: how did the Dutch gain control over the Baltic trades?
4. How and why did the Dutch gain supremacy in shipbuilding and shipping?
5. How important was agriculture in the growth of the Dutch economy and in Dutch urbanization?
6. How did the Dutch become involved in the European spice trade -- and with what consequences?
7. How and why did both commercial and financial power in northern Europe shift from Antwerp to Amsterdam during the 16th century?
8. What role did the Revolt of the Low Countries (1568 - 1609) against Spanish rule play in establishing Dutch commercial hegemony from the later 15th century? What economic factors played a role in that revolt?
9. What role did the textile industries play in the growth of the Dutch economy and its overseas trade, from the late 14th to mid-16th centuries?