

## RESUMOS

**Os Três Mosqueteiros Marítimos Vistos pelos Chineses**

Na época dos Descobrimentos Marítimos, Portugal, Espanha e Holanda constituíram três potências marítimas. Foram os pioneiros nas relações Europa-China e as suas sucessivas vindas ao Extremo Oriente representam importantes eventos na História Moderna, do Mundo e da China. Portugal foi o pioneiro dos pioneiros. Com a conquista portuguesa da Malaca em 1511, os lusos começaram a navegar em direcção da China. Em 1513, Jorge Álvares chegou a Tamão, no delta do rio da Pérola. Em 1517, Tomé Pires, o primeiro embaixador português, desembarcou na cidade de Cantão, encetando as relações oficiais com a China Ming. A partir de 1553, com o assentamento da paz entre Wang Bo e Leonel de Sousa, os portugueses passaram a frequentar Macau, onde, desde 1557, se fixaram com o conhecimento das

autoridades máximas de Pequim e aí criaram um importante empório do “comércio da China” e ponto da irradiação do Catolicismo em todo o Extremo Oriente. Com a circum-navegação de Fernão de Magalhães, os espanhóis descobriram as Filipinas em 1521 e, após várias tentativas, ocuparam-nas em 1576, convertendo-as numa plataforma do comércio com a China. Manila chegou a ser um dos pontos, de partida ou escala, na rota trans-Pacífico da seda que culminava na mediterrânica Sevilha. Com a extinção da Casa de Flandres, os holandeses, proibidos pelos Hasburgos de se abastecerem de especiarias em Lisboa, já sob a coroa dualista, viram-se obrigados a sair ao mar no encalço dos ibéricos, numa luta verdadeiramente planetária com portugueses e os espanhóis. Os “três mosqueteiros marítimos” saíram do Velho Mundo e reencontraram-se na China. Os portugueses foram inicialmente

conhecidos por *fulangji* e os espanhóis receberam o nome de *lūsōng*. Os holandeses, pelas suas características fisionómicas, muito diferentes das dos ibéricos, foram baptizados de “bárbaros de pêlos ruivos” ou “bárbaros ruivos.” Tal como os primeiros europeus registaram as suas impressões sobre a China, criando algumas imagens do Império do Meio, os chineses confiaram aos seus pincéis as primeiras informações sobre os novos elementos do seu “sistema tributário”, criando algumas “figuras” na memória colectiva chinesa. A presença dos “Três Mosqueteiros Marítimos” na China teve um grande impacto na mentalidade chinesa, até então caracterizada pelo seu sinocentrismo, tendo provocado mudanças graduais no conceito chinês do Mundo e enriquecendo o imaginário colectivo chinês sobre o exótico. [Autores: Jin Guo Ping e Wu Zhiliang, pp. 154-173]

## ABSTRACTS

**The “Santa Catarina Incident” of 1603: Dutch Freebooting, the Portuguese *Estado da Índia* and Intra-Asian Trade at the Dawn of the 17<sup>th</sup> Century**

The article revisits the “*Santa Catarina* incident”, the famous episode of the first Portuguese ship captured by the Dutch in Asian waters, placing it within the broader context of Luso-Dutch rivalry in the Malay world, particularly the Straits of Singapore and Malacca. Through a careful analysis of European sources, the author assesses the broader consequences of this event and the ensuing international implications. After 1603, the VOC directors and the regents of the Dutch Republic were alerted to how profitable the policy of freebooting and despoiling the enemy could be, while the Portuguese authorities of the *Estado da Índia* became aware of their vulnerability in the face of geographical constraints. There is also a discussion of the legal defence of

the Dutch interests as presented by Hugo Grotius, the Dutch jurist who has frequently been upheld as the “father of modern international law”. What becomes very transparent in the course of the present account is how important the Macao merchants really were to the *Estado da Índia*, how far their networks of trade spanned deep into Southeast Asia, and how, despite suffering a number of severe setbacks as a result of VOC freebooting activities, they managed to recuperate from these blows with amazing agility and perseverance. [Author: Peter Borschberg, pp. 12-25]

**Macao, Manila and the Dutch**

The purpose of this paper is to assess the impact the Dutch had on the South China Sea in the first half of the 17<sup>th</sup> century. On their arrival in Asia, the Dutch soon targeted the Middle Kingdom as one of their main objectives. Thus, they

consistently antagonized the only two Euro-Asian port-cities which had steady relationships with China, namely Macao and Manila. Meanwhile, interactions between Europeans and Asians prior to the arrival of the Dutch should be considered as part of a larger framework of commercial and maritime trends in this Asian region. [Author: Rui Manuel Loureiro, pp. 26-34]

**The Jesuits and the Arrival of Protestants in Japan**

This article analyzes how the Jesuits reacted to the arrival of English and Dutch merchants in Japan. The appearance of the first Dutch merchant adventurers occurred as the Jesuits were trying to adapt to the political changes linked to Tokugawa's rise to power, and were involved in a struggle for the hegemony of the Catholic missions over friars from Manila. The Portuguese religious orders tried to neutralize the Batavian mariners, but the emerging

## ABSTRACTS

Shogunate recognized in the newcomers a people with enormous potential capable of helping the new rulers of Japan to finally breach the monopoly of Iberian merchants and missionaries.

The founding of Dutch and English factories in Hirado, in 1609 and 1613 respectively, made the situation more difficult for the Jesuits. The first Protestants to visit Nagasaki faced hostility from Japanese Catholics. However in 1614, Tokugawa, with the connivance of the Protestants, outlawed Christianity. The Protestants perceived these persecutions primarily as a blow against Catholicism, which they also hated.

Due to the rivalry that persisted between ecclesiastics from Macao and those from Manila during the forty-year period in the 1600s when Japan gradually became more isolated, not all the missionaries fully understood the decisive role played by the Dutch in the process of removing Iberian influence from the Japanese market.

[Author: João Paulo Oliveira e Costa, pp. 35-47]

### **Merchants as Diplomats: Embassies as an Illustration of European-Asian Relations**

The article focuses on a subject that has been little studied hitherto: diplomatic relations between Dutchmen and Asian rulers in the early modern time. The question discussed is whether the Dutch acquired a position in the Asian systems of diplomatic relations, and if so, exactly what was it? Taking into account that the basis for the present-day diplomatic system was formed in Europe in the 17<sup>th</sup> century, a comparison will be made of the early Western system to diplomatic relations in Asia.

The main conclusion is that as long as European-Asian contact was restricted mainly to trade, i.e. until the second half of the 19<sup>th</sup> century, the Dutch were able to manage with the use of agents and incidental embassies. But once the Dutch gained territorial and political power, they conducted themselves as an Asian power, as can be seen in Ceylon and the Indonesian archipelago. The Asians and Europeans were well matched when it came to maintaining their own standing. Both parties knew all too well that status

not only reflected existing power, but also could be used to gain or increase it.

[Author: Jurrien van Goor, pp. 48-64]

### **Commitments and Subservience: Relationships between Macao and China (2<sup>nd</sup> half of the 17<sup>th</sup> Century)**

The fall of the Ming dynasty in the 17<sup>th</sup> century and the subsequent civil wars, fought in several provinces by figures who considered themselves to be the last ramparts of Ming within the Empire, were reflected in Macao, a Portuguese territory established on mainland China since 1557. The small port city was administered by Portuguese, most of whom were of mixed race. Far away from the viceroy in Goa and further away still from the Portuguese Crown, Macao had to fight to guarantee its continued existence using strategies, some spontaneous and others planned. Thus, the payment of bribes to the mandarins of the White House and Canton was a constant feature. In a more prudent fashion, ambassadorial missions by Manuel de Saldanha (1668-1670) and Bento Pereira de Faria (1678) were organized to sensitize the Chinese emperor to the importance of reopening external trade, the only justification for the Portuguese presence in China, and prohibited by the imperial decree of 1662. [Author: Anabela Nunes Monteiro, pp. 65-81]

### **The Chinese, Dutch and Castilians in Taiwan (1624-1684)**

During the 17<sup>th</sup> century, Taiwan became a major strategic Asian enclave. It also became the stage on which disputes and rivalries between the Chinese, Dutch and Iberians were played out. Between 1624 and 1662 the Dutch settled in southwest Taiwan, while the Castilians fortified their position in northern Taiwan between 1626 and 1642. Chinese mercantile communities had already been frequenting the west coast of Taiwan for decades. Several external historical processes converged on the complex conjuncture that is analyzed here. Firstly, the dynastic union between Portugal and Castille, initiated in 1580, the revolt in the Netherlands and the subsequent spread of

this conflict to the Asian region, and the founding of the Tokugawa shogunate in 1603, led to an increase in the flow of Japanese silver throughout Eastern Asia, breaking the Portuguese monopoly as intermediary in the trade between Japan and China. Secondly, the dynastic change in China resulting from the Manchu invasion of 1644, transformed Taiwan into a redoubt of Ming resistance, giving historical importance to the illegal Chinese mercantile communities of the South China Sea. As a result of these processes, Taiwan ended up being fully integrated into the sphere of the Chinese empire.

[Author: Manel Ollé i Rodríguez, pp. 82-98]

### **Pêro Vaz de Siqueira, Merchant and Shipbuilder in the South China Sea**

Pêro Vaz de Siqueira, native of Macao, was the son of Gonçalo de Siqueira e Sousa, a Captain and, between 1644-47, ambassador to the Japanese court, on which occasion he accompanied his father to Japan.

A nobleman and knight, he served in the *Estado de Índia's* fleet between 1657 and 1669. Later, he went to Macao where he settled and married Dona Maria de Noronha, who belonged to a rich, socially prominent merchant family. In 1684, the Viceroy of India, D. Francisco de Távora, 1<sup>st</sup> Count of Alvor, sent him as the emissary of Macao to Siam but he failed to obtain support from the Siamese king, Phra Narai.

On his return to Macao, as the owner of the *Rosário* and the *S. Paulo*, he continued to develop his business making voyages to Manila, Siam and so on, also discharging the duties of alderman in Macao's *Leal Senado*.

In 1699 there were only 24 "homens-bons", or counselors, in Macao, of whom only fifteen were active. There were a mere five ship-owners including Pêro Vaz de Siqueira and his sister-in-law, D. Catarina de Noronha.

Pêro Vaz de Siqueira was Captain-General of Macao from 1698 to 1699 and for a second time between 1702 to 1703.

[Author: Leonor Diaz de Seabra, pp. 99-113]

## RESUMOS

**Dutch Trade and Navigation in the South China Sea during the 17<sup>th</sup> Century**

During the 17<sup>th</sup> century everywhere around the South China Sea, the Dutch were able to find Chinese merchants willing to sell them silk and porcelain, but on their conditions and at their prices. Therefore, once they had gained access to the pepper markets and the Moluccan spices, direct trade with China became the main objective of the Dutch East India Company. However, Chinese pirates and the authorities were always able to keep the Company at arm's length. For a short while the door fell ajar via the Dutch colony of Formosa, with the silver trade of Japan functioning as the key. After these two were lost, Dutch maritime support to the Qing in their efforts to suppress piracy gave them some hope, but the few embassies sent to the court in Beijing were unable to establish a solid trading relationship. By the end of the 17<sup>th</sup> century the Dutch were more or less where they had started, with Chinese shipping prevailing in the South China Sea, now with tea as the most desirable commodity being brought to Batavia in Chinese vessels. Thirty years later quality considerations led the Company to join the other European companies in establishing a factory at Canton.

[Author: Ernst van Veen, pp. 114-135]

**Country Trade and Chinese Alum: Raw Material Supply and Demand in Asia's Textile Production in the 17<sup>th</sup> and 18<sup>th</sup> Centuries**

This paper discusses the nature of inter-Asian maritime trade in the 17<sup>th</sup> and 18<sup>th</sup> centuries. It presents a case study of Chinese alum that surveys, primarily, the economic and technological factors for the inclusion of this commodity in country trade. This is accomplished by briefly examining: 1) the nature of country trade; 2) the commoditization and regionalization of Asian goods in general and Chinese goods and alum in particular; and 3) Chinese supply and Indian demand. Using Dutch and Portuguese archival sources and pertinent secondary materials, "Country Trade and Chinese Alum" identifies the specific Indian port city market demand for

Chinese alum. It concludes with a brief discussion of the importance of country trade and commercial and cultural exchange on imperial projects in the 17<sup>th</sup> and 18<sup>th</sup> centuries.

[Author: George Bryan Souza, pp. 136-153]

**The 'Three Musketeers' as Seen by the Chinese**

During the period of the Maritime Discoveries, Portugal, Spain and Holland were three great sea powers. Of these pioneers in European-Chinese relations, whose successive journeys to the Far East represented significant milestones in modern world and Chinese history, Portugal was the most outstanding member. With the Portuguese conquest of Malacca in 1511, the Portuguese began sailing towards China. In 1513, Jorge Álvares arrived at Tamão, in the Pearl River Delta. In 1517, Tomé Pires, the first Portuguese ambassador to go to China, disembarked in the city of Canton, opening up official relations with Ming China. From 1553 onwards, when the peace treaty was signed between Wang Bo and Leonel de Sousa, the Portuguese began to frequent Macao, and from 1557 onwards, to settle there with the knowledge of the highest authorities in Peking, transforming it into an important emporium of the "China Trade" and a centre for spreading Catholicism throughout the Far East. With Fernão de Magalhães' circumnavigation of the globe, the Spanish discovered the Philippines in 1521, and conquered them in 1576, in order to use them as a springboard for trade with, and attempted military conquest of, China. Manila came to be one of the departure points or ports of call on the trans-Pacific silk route that would lead to the Mediterranean and Seville. With the demise of the House of Flanders, the Dutch, who had been forbidden by the Hapsburgs from procuring spices in Lisbon, which was already under Spanish rule, were forced to set sail on the heels of the Iberians, in a truly planetary battle with the Portuguese and Spanish. The "three maritime musketeers" left the Old World and met again in China. While the Portuguese were originally known as Fulangji, the Spanish were given the name of Lüsung. The Dutch, because of their

characteristic features that were so different from the Iberians, were baptized "Red skinned Barbarians" or "Red Barbarians". Just as the first Europeans registered their impressions about China by creating a number of images of the Middle Empire, the Chinese entrusted to their brushes the first information on the new elements in the Chinese "tributary system", creating certain "figures" of them in collective Chinese memory. The presence of the "Three Maritime Musketeers" in China made a huge impact on the Chinese mentality, which had been characterised by Sino-centrism, engendering gradual changes in the Chinese concept of the world and enriching the collective Chinese ideal of the exotic.

[Authors: Jin Guo Ping and Wu Zhiliang, pp. 154-173]