



World History Association

WORLD HISTORY ASSOCIATION SYMPOSIUM



“Port Cities in World History”

March 26-28, 2014

HOSTED BY



Universitat
Pompeu Fabra
Barcelona

IUHJV
Institut Universitari d'Història
Jaume Vicens i Vives

SYMPOSIUM SCHEDULE OVERVIEW

WEDNESDAY, MARCH 26, 2014

9:00 am – 2:30 pm	Free optional walking tour of Modernism ending at Sagrada Família with option to continue by metro to MNAC. Meeting place: Ohla Hotel Barcelona, Via Laietana 49, Metro Red Linea L1, Stop Urquinaona
10:00 pm – 6:00 pm	Free to visit Museu Nacional d'Art de Catalunya (MNAC)
5:00 pm	Registration: Museu Nacional d'Art de Catalunya (MNAC) Cupola
6:00 pm	Welcome Remarks
6:15 pm	Keynote Address
7:15 pm	Light Opening Reception
8:15 pm	Optional Casual No-Host Dinner Nearby Tapas Restaurant

THURSDAY, MARCH 27, 2014

9:00 am – 10:30 am	Panel Session A
10:30 am – 11:00 am	Break
11:00 am – 12:30 pm	Panel Session B
12:30 pm – 1:45 pm	Lunch (Cafeteria in edifici Roger de Llúria will be open. Other nearby options available in the area surrounding the campus.)
1:45 pm – 3:15 pm	Panel Session C
3:15 pm – 3:45 pm	Break
3:45 pm – 5:15 pm	Panel Session D
5:30 pm	Optional Free Guided Tour: Centre Cívic Born, followed by an Optional Casual No-Host Dinner (location TBD), Meet at Registration Desk

FRIDAY, MARCH 28, 2014

9:00 am – 10:30 am	Panel Session E
10:30 am – 11:00 am	Break
11:00 am – 12:30 pm	Panel Session F
12:30 pm – 1:45 pm	Lunch
1:45 pm – 3:15 pm	Panel Session G
3:30 pm – 4:30 pm	Brief Concluding Remarks & Refreshments Jaume I Auditorium
4:30 pm	Optional Free Barcelona Old Town City Guided Walking Tour followed by Optional Casual No-Host Dinner (location to be TBD) Meet in front of Jaume I Auditorium

ACKNOWLEDGMENTS

Our sincere thanks for the many people who put great effort into making this symposium a success, especially those at Universitat Pompeu Fabra:

Joaquim Albareda
Marició Janué

*With special thanks to
The Program Committee, Barcelona Symposium*

Rubén Carrillo	Mariona Lloret
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and

Winston Welch, Executive Director, World History Association
Jacqueline Wah, Symposium Coordinator, World History Association
Richard Romer
Angelica Junior

And the many others who contributed to the success of this symposium

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COMPUTER WIFI ACCESS CODE

Network: event@upf / Password: pompeufb

ADDITIONAL INFORMATION ABOUT BARCELONA

Cultural Activities Schedule: guia.bcn.cat/guia-barcelona.html?idma=en
Transportation: www.tmb.cat/en/home
Palau de la Música Catalana: www.palaumusica.cat/en

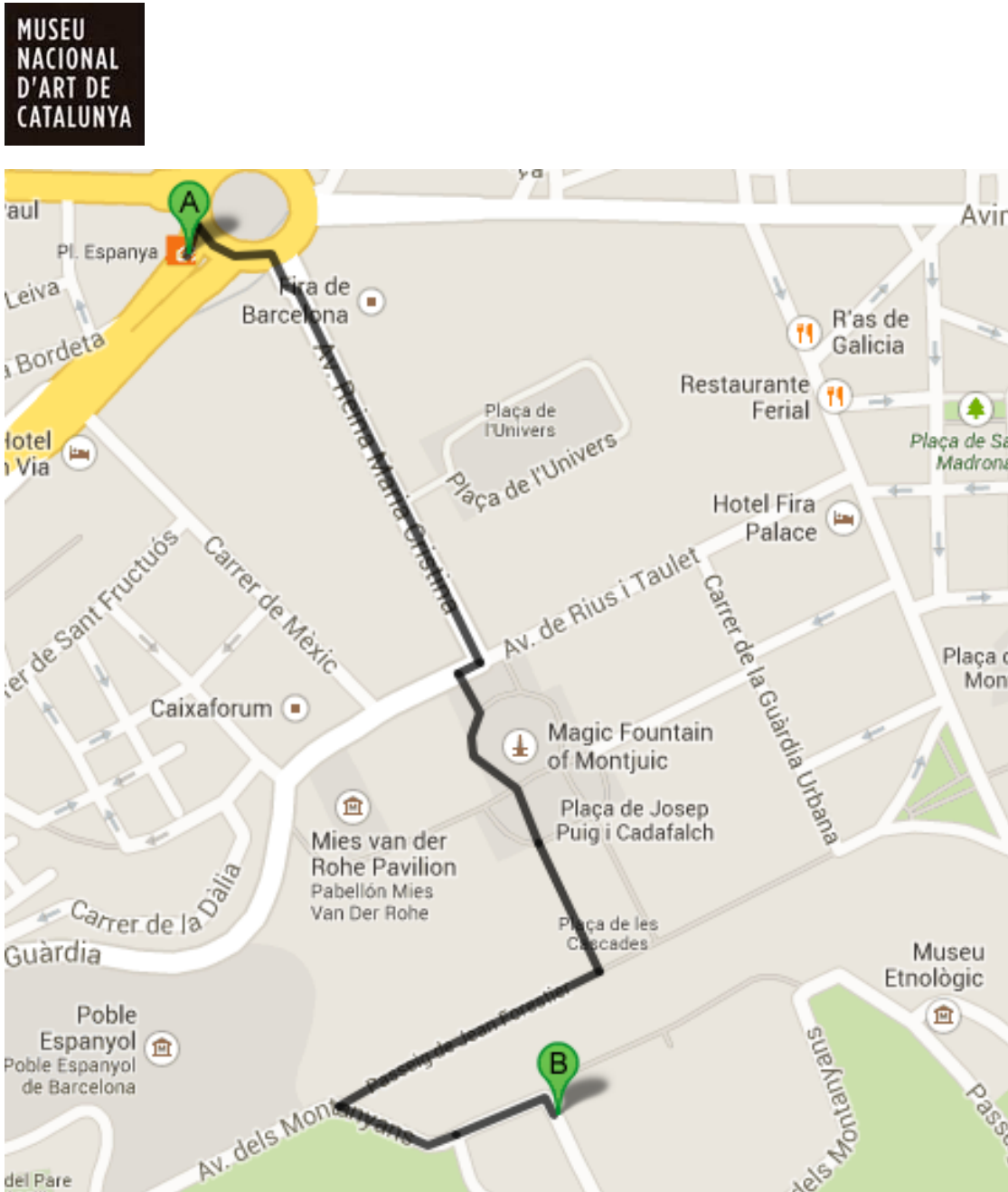
VENUE ADDRESSES & MAPS

Opening Reception: March 26th

Museu Nacional d'Art de Catalunya, Palau Nacional, Parc de Montjuïc, Barcelona

Nearest metro stop: Plaça Espanya (Red Line-L1 or Green Line-L3), then a 10 minute walk (on map "A" is metro, "B" is museum).

For more information visit: www.museunacional.cat



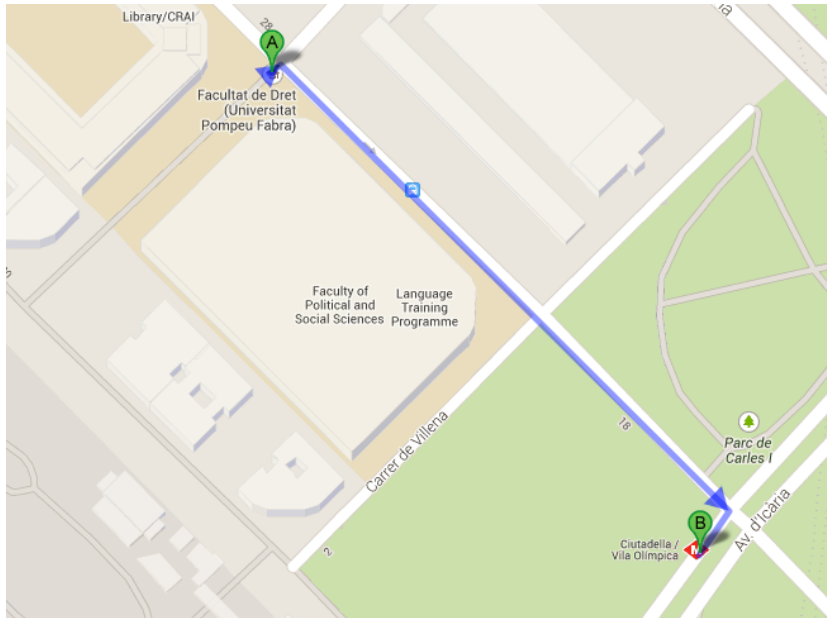
Symposium Venue
March 27th & 28th

Universitat Pompeu Fabra - Ciutadella Campus, Edifici Jaume I [see map below]
Ramon Trias Fargas, 25-27, 08005 Barcelona, Spain - Phone: (+34) 93 542 20 00

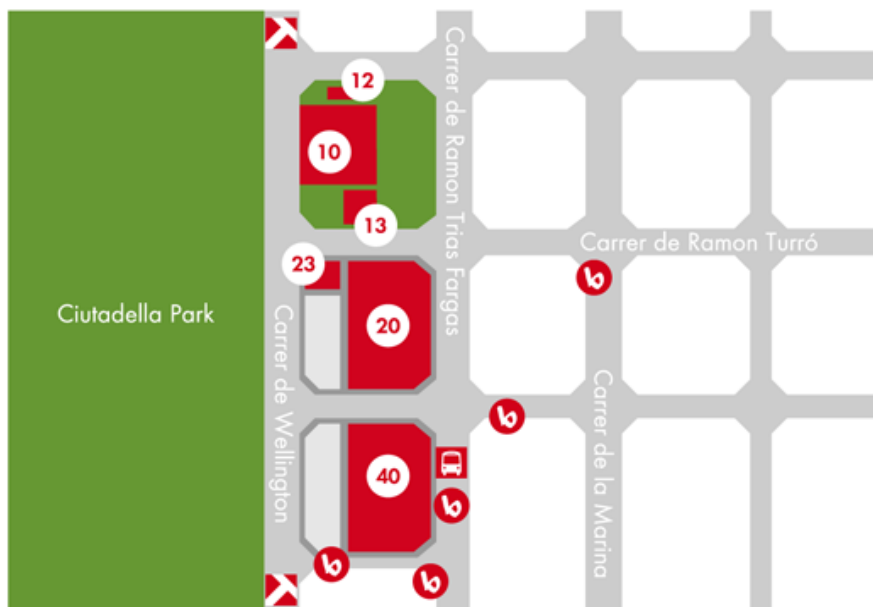
METRO Yellow Line L- 4 Ciutadella/ Vila Olímpica Station

TRAM Lines T4, T5 Wellington and Ciutadella/ Vila Olímpica Station

“B” is Ciutadella/ Vila Olímpica Station; “A” is the Universitat Pompeu Fabra entrance



Edifici Jaume I, site of the symposium, is building # 20 on map below. Sessions in Sala (Room) Calsamiglia are in edifici Roger de Llúria, building # 40 on map below—informational signs will be posted at the UPF entrance between # 20 and # 40



SYMPOSIUM PROGRAM

WEDNESDAY, MARCH 26, 2014

REGISTRATION | OPENING | KEYNOTE ADDRESS | LIGHT RECEPTION

Museu Nacional d'Art de Catalunya (MNAC) 3rd Floor* [see page 4 for map]

Free Admission* - Museu Nacional d'Art de Catalunya (MNAC) | 10:00 am - 6:00 pm

Symposium Registration Opens | 5:00 pm | Registration Desk at Museum Cupola

Opening Welcome Remarks | 6:00 pm | Museum Cupola

Winston Welch, WHA Executive Director

Alfred J. Andrea, WHA Past President

Marc Jason Gilbert, WHA Immediate Past President

Marició Janué, Universitat Pompeu Fabra History Professor & and Director of Institut Universitari d'Història Jaume Vicens Vives, UPF

Stephen Jacobson, UPF History Professor & and Coordinator of the *Master in World History Program* at Institut Universitari d'Història Jaume Vicens Vives, Universitat Pompeu Fabra

Keynote Address | 6:15 pm

"On the Waterfront: What Constitutes a 'Port City' in Historical Perspective?"
Enric Ucelay-Da Cal, Universitat Pompeu Fabra

Introduced by Mariona Lloret, Universitat Pompeu Fabra

Light Reception | 7:15 pm

Optional No-Host Casual Dinner | 8:15 pm

After the Welcoming Reception, if you desire, join others on a short walk to a nearby moderately-priced casual tapas restaurant around Plaça Espanya.

*WHA Symposium attendees and those with Guest Passes may visit the museum at no charge on March 26, 2014—please notify ticket desk that you are with the WHA Barcelona Symposium to receive free museum entrance.

THURSDAY, MARCH 27, 2014 | PANEL SESSION A | 9:00 am – 10:30 am

A-1: NAPOLEON'S IMPACT OF INVASION AND BLOCKADES ON TWO PORTS | ROOM 20.051

Chair: Robert L. Dupont, University of New Orleans

"MARITIME TRADE AT THE PORT OF CADIZ DURING THE NAPOLEONIC BLOCKADE: 1810-1812"

Luis López Molina, Cádiz University UCA

In the 18th century, the Port of Cádiz was the most important port in Spain and one of the most significant in the world. Cádiz began the 19th century as it ended the previous one, only reducing its importance insofar as Spain's world power was decreasing. Its success continued despite its facilities, which could be summarised as insufficient and even, at times, precarious, in relation to the large flow of merchandise which moved through it. The Port of Cadiz became significant due to its strategic location between the two key trade routes of the time, the Mediterranean and the Americas, and not because of the docks, or how easy it was to unload the merchandise that arrived there.

While this negative factor could be seen as a qualitative limitation to accessing the Port of Cadiz at that time, the services it offered made up for the drawbacks. The city boasted long distance trade facilities: brokers, commercial banking, maritime insurance, strong relationships with other large ports, consulates, etc. All of these factors meant that not only was it a port centre for product redistribution, but also an agent for the distribution of commercial capital, for credit and for market information, which provided a wide range of services, supplies and re-exportation of cargo.

"THE IMPORTANCE OF CYPRUS PORTS DURING THE FRENCH INVASION OF EGYPT (1798-1802)"

Güven Dinc, Akdeniz University

Cyprus is an island in the eastern Mediterranean that has occupied a crucial historical, geographical and geopolitical position in all the wars that have taken place in the eastern Mediterranean. This aspect of the island has been experienced during the process of Napoleon's invasion of the Egypt at 1798 as well. The island, which was a part of Ottoman State at that time, played an essential role for Ottoman allies Russia's and England's expansion of their movement, during the invasion of Egypt. During the war, the need for food, water, and many other demands of the Russian, and especially British navy, were met via Cypriot port cities. Through this, the Ottoman State was able to deal with France in complete cooperation with its allies. This paper, selecting the Ottoman archive documents and France's Cyprus Consulate's correspondences (CCC) as the baseline, will explore the active role Cyprus port cities played at the time of France's invasion of Egypt.

A-2: CRIME AND LAWLESSNESS IN PORT CITIES | ROOM 20.053

Chair: Celia Marín Vega, Universitat Politècnica de Catalunya

“DEATH SHOCK IN CANTON PORT: TWO INFAMOUS CRIMINAL CORPSES AND THE DISCOURSE OF CHINESE LEGAL DESPOTISM”

Sogchuan Chen, Nanyang Technological University

In the more than three centuries of maritime interaction in the port of Canton, only one British person (a sailor of the *Lady Hughes*) was executed — in 1784, by strangulation — after being subject to Chinese law. In another case, the Italian sailor Francis Terranova, working on an American ship, the *Emily*, was executed by strangulation in 1821. These two cases, of a total of four Europeans executed in China before 1839, were repeatedly cited by British merchants in their arguments against the Chinese legal system in English newspapers and journals published in Canton in the 1830s. From there, the two cases found their way into newspapers and pamphlets published in London that advocated war against China, before such a war was eventually launched in 1839. The two cases from then on featured prominently in the history of China-U.S. and China-Europe relations in general, and in the legal history of Canton in particular. Their deaths became the centrepiece of a narrative of Chinese legal despotism. There were in total twenty-one cases in this period that fell into the same category in terms of the crime — that is, Chinese killed by foreign sailors. Because of the focus on these two, very little was said about others. This paper puts the two cases back into this historical context and examines their circulation, how and why they alone became infamous, and in whose interests historiography has kept their deaths ‘alive’ and out of context.

“VENUS AND SAILOR. THE RED LIGHT DISTRICT OF BARCELONA”

Celia Marín Vega, Universitat Politècnica de Catalunya

In an article published in 1935 at “L’Esquella de la Torratxa” — the most famous satirical publication of the end of the 19th Century and the beginning of the 20th in Barcelona — a comparison between the quarters of La Barceloneta and the so called “Barrio Chino” is established in a non-pretentious way but very efficiently. Barrio Chino, directly translated as “China Town,” is the name of the red light district of Barcelona. The Barceloneta and Barrio Chino neighborhoods occupy opposite sides of the port of the city, one opposite to the other. However, this opposition is not just geographical but indeed more related to the character of the people and the place. Where La Barceloneta is the fishermen’s quarter, Barrio Chino is for the sailors who “in the need of land got spoilt.” Barcelona’s Barrio Chino is a China Town without Chinese people, but with all the particularities that the red light district of San Francisco and New York had as they were depicted in magazines and movies in the 1920s and 1930s. There smuggling, drugs and all kind of prostitution evolved around an expatriated and exiled population of sailors. During the First World War, Barcelona’s port was the only Free Zone in the Mediterranean, affecting the future of the quarter. In the 1930s, the district had the highest population density in Europe, housing a complex compendium of immigrants, exiles, factory workers, anarchists, criminals on the run, female and male prostitutes, and the poor in general. Life in the quarter gave rise to multiple novels, articles and paintings, which created a layered image of the low city.

**A-3: OF SEAPORTS AND THE SACRED: RELIGIOUS EXCHANGES IN ASIAN PORT CITIES
| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)**

Chair and Discussant: Tom Taylor, Seattle University

“JOINED IN MINDS, JOINED THROUGH WATERS: TRANQUEBAR AS A GLOBAL PROTESTANT MISSION SITE”

Edward E. Andrews, Providence College

On New Year’s Eve in 1717, a clergyman in Boston named Cotton Mather sat down to draft a letter to a friend who was far, far away. The intended recipient was a man named Bartholomew Ziegenbalg, famed among Protestant missionaries for his evangelical successes among Indians. Ziegenbalg was a missionary to Indians, but he was not working among the Algonquian Indians of New England, the Iroquois of New York, or any indigenous groups in the Americas. Instead, Ziegenbalg – Cotton Mather’s pen pal – was a missionary to Indians in a seaside town called Tranquebar in India. Ziegenbalg was a German Lutheran and Mather a zealous Puritan (perhaps most famous for his role in the Salem Witch Trials). But, in spite of their doctrinal differences, Mather’s letter struck an ecumenical, catholic tone, explaining that he and his colleague were “Joyned in our Minds, tho’ parted by the Waters; One Soul, tho’ not one Soyl, Uniting of Us.” Interestingly, those very waters that Mather said divided them carried books, letters, and news about Tranquebar to other Protestants throughout the globe, including Mather himself. Mather was even sent a copy of a New Testament printed in Tamil, one of the first textual products of the newly fashioned printing press in Tranquebar.

In researching my first book, *Native Apostles: Black and Indian Missionaries in the British Atlantic World* (Harvard 2013), I was struck by how often missionaries in the Americas discussed, invoked, or fantasized about Protestant evangelical activities in Asia, particularly India, and specifically Tranquebar. Tranquebar was a Danish colony populated by Indian settlers, manned by German Lutherans, bankrolled by Anglican philanthropists, and supported by Puritan Americans like Mather. This paper is therefore a slice of my larger project, as it considers the crucial role that Tranquebar played in forging these conversations between Protestant evangelicals in India, Europe, and the Americas.

“CANTON, MALACCA, GOSPORT, AND THE BIRTH OF CHINESE PROTESTANT CHRISTIANITY: AN HISTORICO-RELIGIOUS CONNECTION BETWEEN BRITISH AND ASIAN PORT CITIES”

Christopher A. Daily, School of Oriental and African Studies, University of London

When Robert Morrison, the first Protestant missionary deployed to China, arrived at the port of Canton in 1807, he was informed that there existed a Qing dynasty edict declaring Christian missionaries illegal. Nevertheless, Morrison decided to remain, befriending sympathetic American merchants and hiding in the attic of their warehouse in the government-controlled trading area of Canton. Operating secretly, he eventually mastered the Chinese language, produced the first Chinese Bible, and converted the first generation of Chinese Protestants. Although Chinese Protestantism had a humble beginning, today it claims over seventy million adherents and is one of the largest Christian traditions in the world.

This paper will demonstrate how the success of Morrison’s mission – and the foundation of Chinese Protestantism – depended upon three port cities: Gosport, Canton, and Malacca. Prior to his deployment, Morrison, originally from Newcastle-upon-Tyne, lived and studied in Gosport, a British seaport, where he immersed himself in a community of evangelicals and completed a missionary

training course. For Morrison, evangelical Gosport became the model religious community. He hoped to build a replica of this community in Canton, but, given the legal restrictions, he discovered that would be impossible. He then requested the deployment of another Gosport-trained missionary, which came in the form of William Milne, a Scotsman. Upon arriving in Canton, Milne was instructed by Morrison to remove to Dutch Malacca, which had already embraced the Protestant Dutch Reformed Church and was therefore a welcoming environment.

In Malacca, Milne built the replica of Gosport. Morrison remained in Canton, studying Chinese and (secretly) translating evangelical texts. His converts he sent to Malacca, where they studied the Gosport experience with Milne before returning to Canton. Both missionaries confronted Buddhist, Daoist, and Confucian groups living in the ports, and they syncretized their Gosport-inspired beliefs with these institutions to produce a unique Christian movement. The end result was the merging of the port city cultures into the distinctly Chinese, deeply evangelical Protestant Christianity that thrives in China today.

BREAK | 10:30 am – 11:00 am | Sponsored by



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THURSDAY, MARCH 27, 2014 | PANEL SESSION B | 11:00 am – 12:30 pm

**B-1: PIRACY, COMMERCE, AND MIGRATION
| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)**

Chair: Dolors Folch, Universitat Pompeu Fabra

“FIGHTING FOR PROFIT: KOXINGA AIMS OVER MANILA”

Anna Busquets, Universitat Oberta de Catalunya

During the Ming-Qing transition, China plunged into a state of constant struggle between the different factions vying for imperial power, both in the maritime context and on the mainland. The Zheng family – first Zheng Zhilong, and then his son Zheng Chenggong – were able to impose their law on the sea through controlling the pre-existing commercial networks in Chinese seas. The control that the Zheng had over the Fujian area and Fujianese trade influenced Zheng Chenggong’s decision to assert control over both the small settlement of Taiwan and the Philippine islands, two important enclaves in the commercial networks in the Chinese sea. In the case of the Spanish Philippines, the relations were articulated under embassy forms. In 1656, the Spanish Governor Manrique de Lara sent an ambassador to China with the aim of restoring commerce between Zheng’s people and the Spaniards in the Philippines. Some years later, it was Zheng Chenggong (Koxinga) who sent an ambassador asking the Spaniards to pay him tribute and to submit to his rule. The messenger for his intentions was a

Dominican, Victorio Riccio, who was living in Xiamen, at that time the epicentre of the Zheng Empire. Although the Spanish authorities in Manila tried to handle the situation by claiming that the ambassador sought merely commercial objectives, the Chinese who had arrived in the Philippines accompanying father Riccio very soon highlighted the real purpose of the mission. The news spread like wildfire, resulting in the Chinese population of the city being attacked by the Spaniards. Immediately afterwards, on 25 May 1662, amid scenes of utter panic and total confusion, the Chinese in the commercial center of Manila rose up. This paper explores the direct interactions between Zheng Chenggong and the Spaniards of Manila, and the economic and social effects that these interactions had on the Spanish government and on Spaniards and Chinese who were living there.

"PORT-CITIES AS PIRATE HAVENS IN THE WESTERN INDIAN OCEAN"

Ravi Arvind Palat, State University of New York at Binghamton

The recent resurgence of pirate activity in the Arabian Sea evokes memories of pirate activities in these waters before the arrival of Europeans in the wake of Vasco da Gama. Contrary to reigning orthodoxies that have characterized trade in the Indian Ocean before the arrival of the Portuguese fleets as peaceful, recent studies have shown that maritime violence was not unfamiliar to these waters and that the Portuguese may have adapted existing practices. Thus, the tax they sought to impose on Indian Ocean shipping, the *cartaze*, may have been derived from the Arabic *qirtas*, also referring to a tax on shipping. However, unlike in Europe, piracy appears to have been a politically coordinated strategy, with some castes in Malabar taking on piracy as a seasonal occupation in collaboration with rulers of port-cities. This challenges notions of pirates as outlaws and calls for a new theorization of the role of maritime violence. This paper studies the relationship between pirates and port-cities in the Persian Gulf and on the Malabar Coast between 1450 and 1600. It charts the patterns of maritime violence and port-cities in the Arabian Sea before the arrival of the Portuguese, and shows how existing patterns of maritime violence were impacted by the attempts by the Portuguese to impose a tax on Indian Ocean shipping.

The focus will be on small port cities such as Thane and Cranganore on India's Malabar coast and Makran and Qays (Kish in Persian) on the Persian Gulf, rather than on major ports such as Calicut, which had no need to resort to violence to channel maritime traffic to its harbour. The importance of the sea-route to convey gold and silver and good quality horses, essential for war, also gave the small ports a strong bargaining position against large agrarian empires on which they were dependent.

"THE MEMORY OF PIRATES AND CORSIARS IN PALAMÓS' POPULAR CULTURE"

Ignasi Gubert i Roure, Universitat Pompeu Fabra

From the 12th to the 18th century pirates and corsairs from multiple Mediterranean origins attacked Catalan port cities. The small port village of Palamós, located in the north coast of Catalonia, suffered attacks from pirates' and corsairs' ships which were seeking wealth and captives. Of these, the best known is the Barbary pirate Barbarroja's (Redbeard) corsair attack in 1543, which devastated the village and murdered many of its citizens. Inevitably, centuries of attacks have left their mark in the small village of Palamós, shaping its history, architecture and culture forever. Framing and contextualizing pirates and corsairs in the Mediterranean Sea from a Catalan perspective, this paper explores how six centuries of contacts with pirates and corsairs through Palamós' port have shaped Palamós' popular culture. Through stories, legends, tales, songs and festivities I will explain the memory and the image that we currently have of centuries of contact between pirates and corsairs and Palamós citizens.

**B-2: THE WORLD AND THE CITY OF LONDON: THE THAMES PORT AND THE ENGLISH EMPIRE,
C. 1550-1650 | ROOM 20.053**

Chair: Edmond E. Smith, University of Cambridge

Panel Abstract: Over the course of the period that this panel will consider, London shifted from a city supported by a largely agricultural society centred on the Court at Westminster to a city supporting societies that owed their livelihoods to the Thames port. The shift within the city has been well documented by historians, but the role of the port city of London regarding the earliest period of English activity in globalisation still requires considerable analysis. In world history, English trade and empire have been a major topic of historical study, but the focus has usually been on expansion, on how the English acted overseas, and affected other regions of the world. More recently, historians have been asking how this interaction affected England, most obviously through cultural impact. There is more to be done however, particularly in the fields of social, economic, and political history, and in uniting the two dimensions of expansion “outwards” and impact “inwards.” With this in mind, our panel will explore the multifaceted development of London in the early modern period – and ask the fundamental question: where does the Thames port stand in world history? To approach this topic, each of our papers will explore one facet of London during this period.

“THE GOVERNANCE OF THE EAST INDIA COMPANY AT HOME AND ABROAD”

Edmond E. Smith, University of Cambridge

Included in this paper is a discussion of the impact of global interaction on the City of London’s government, and how this government was then replicated and expanded beyond the port. It will explore the relationships of investors, scholars and traders on either side of the Thames Port, and examine how this network developed from the City of London and around the globe. By doing so, the City of London deployed its resources to develop global trading activities built on the principles and custom of City governance.

“LABOUR, LAW AND EMPIRE IN THE PORT CITY: LONDON'S SEAFARING COMMUNITY AND THE DEVELOPMENT OF MARITIME LAW DURING THE 17th CENTURY”

Richard Blakemore, University of Exeter

This paper will examine how the Thames port shaped London as a city, and its global impact. First discussing how overseas trade drove the growth of London's eastern suburbs, and determined their social and physical geography, I will then move on to maritime law as a field of interaction between London and the wider world. Following recent scholarship arguing that jurisdictional expansion was a key element of empire, I will consider how the development of English maritime trade extended the High Court of Admiralty's jurisdiction over an ever-greater geography, with lawsuits from across the world being judged in this London courtroom.

“MERCHANT COMMUNITIES, TRADE, AND THE DEVELOPMENT OF MARINE INSURANCE”

Adrian Leonard, University of Cambridge

Marine insurance was developed in the early fourteenth century in the Italian trading ports of the Commercial Revolution, where its major institutional characteristics were perfected. Insurance practice quickly spread to the important ports of north-west Europe, including London. It was brought by 'Lombard' merchants, who employed the financial instrument to fix and minimise the costs of the inevitable perils of seaborne commerce. This allowed individuals to trade with less capital than such perils prudently demanded. The paper proposed will explore the ways in which the close-knit yet multinational merchant community developed the customs and conventions of marine insurance, and how they evolved alongside the development of trade. It will show how their transactional mechanisms ensured that these rules were widely followed within national environments whose judicial structures were ill-equipped to deal with disputes, due to a knowledge gap which Francis Bacon said existed “because our Courts have not the knowledge of [insurers’] Terms, neither can they tell what to say upon their Causes which be secret in their Science.” The paper considers the extraordinary continuity of insurance-contract language around the world over centuries, the cooperative, constructive approach merchants took to dispute resolution, and shows how merchant custom, rather than the laws of the land, prevailed to make marine insurance efficient and effective, thereby greasing the cogs of commerce to underwrite the explosion of trade which was emerging as the world entered the age of sail.

B-3: COLONIALISM AND THE TRANSFORMATION OF URBAN SPACES IN PORT CITIES | ROOM 20.055

Chair: Elizabeth LaCouture, Colby College

“AT HOME IN THE WORLD IN 20th CENTURY TIANJIN, CHINA”

Elizabeth LaCouture, Colby College

What did a port city look like from the inside out? Through the architecture of housing and the interior design of homes in 20th century Tianjin, China, this paper introduces how Chinese people experienced the power and politics of a colonial-capitalist port city through everyday life. Tianjin became a port city in 1860 after the second Opium War and was home to nine different foreign concessions, more than any other Chinese city. By the 1920s residents of Tianjin could visit an Italian piazza, a French department store, a Japanese Shinto shrine or a British garden city simply by taking a walk, and they designed their houses and homes to reflect their lives at the center of multiple foreign empires.

Examining the practices of designing house and home in 20th century Tianjin, this paper argues that as Chinese people navigated the multiple politics of style in treaty-port Tianjin, they formed ideas about China’s place in the world and their own social position within the city. Urban planning and architecture made the abstract politics of Tianjin’s multiple foreign empires concrete, with imperial-era courtyard buildings in the old Chinese city co-existing alongside Japanese modern, French Beaux-Arts, and Georgian British. Thus, Tianjin urbanites experienced the politics of multiple foreign empires every day. These multiple politics of style, however, also created gaps in which Chinese people could create their own modern style and, indeed, form their own self-understandings on and for the global stage.

“RETHINKING BARCELONA: ECONOMY, POLITICS AND URBAN CHANGE IN GLOBAL HISTORICAL PERSPECTIVE”

Gennadi Kneper, Universitat Pompeu Fabra

One of the most remarkable features of Barcelona throughout history has been its highly developed ability to adapt to changing political and economic circumstances. At least from the beginning of the 19th century this adaption was strongly connected to the architectural and urbanistic development of the city.

Most recently, the Olympic Games of 1992 have been used to further Barcelona’s adaption to changing political and economic circumstances through rearrangement of its urban space. As Edgar Illas points out in his study *Thinking Barcelona*, this recent conversion into a global city was supposed to “bring economic development, but also fulfill public needs of the people.” As a matter of fact, this is not only true for the Olympic transformation, but also for earlier stages of Barcelona’s urban development. The construction of the city expansion beginning in the 1850s, highlighted by the World Expositions in 1888 and 1929, was not only a large-scale urbanistic project, but also a political enterprise and a business matter that was supposed to foster Barcelona’s rank as Spain’s leading city and ensure the privileged economic position of its elites who envisaged to use their recently acquired wealth for political purpose.

This paper will analyse some key features and events of this early step of Barcelona’s globalization, focusing on the period between 1888 and 1929, when the city became rich through foreign trade and domestic industry, and tried to line up with the metropolises such as Paris, London and New York not only in economic but also in cultural fields, creating an outstanding architecture in a unique urban space. It will be shown that Barcelona’s connection to the world economy through its port, its stock exchange and its energetic industrial activity, and to the international culture through its modernisme art style and the resurgence of Catalan literature were all pieces of the same big mosaic that made up the city’s entrance to the global stage in the late 19th century.

“THE PORT OF BARCELONA (1760-1840): PLACE AND SPACE IN THE SOCIAL HISTORY OF MARITIME COMMERCE AND CARGO HANDLING”

Brendan J. von Briesen, Universitat de Barcelona

This paper looks at the Port of Barcelona during the period of 1760-1840 through the optics of place and space – those areas relevant to the tasks of loading, unloading, and transporting maritime cargo. While discussing both concepts, I differentiate space from place, as the former is based on abstract, socio-cultural perceptions with connoted importance; whereas place denotes the actual, physical features which could be specified. I briefly discuss the importance of space to the history labour history. I then look at the natural and constructed features of the port area, both geographic and hydrographic; then, I discuss some of the principal buildings and urban spaces, which were vital to maritime commerce and cargo handling. The conclusions of this paper are based on justifying and demonstrating the importance of the concept of workspace to labour history.

LUNCH | 12:30 pm – 1:45 pm

THURSDAY, MARCH 27, 2014 | PANEL SESSION C | 1:45 pm – 3:15 pm

C-1: EXPLORATION, TRADE and COLONIALISM IN THE PORTS OF AFRICA | ROOM 20.051

Chair: Michael Harrigan, University of Warwick

“THE END OF THE ATLANTIC SLAVE TRADE AND THE FRENCH CONQUEST OF CASAMANCE: A VIEW FROM THE PORTS OF CARABANE AND SÉJU”

Eric García Moral, Universitat Pompeu Fabra

After the Treaty of Paris in 1814, France agreed to limit the slave trade to their colonies and abolish it over the next five years. This paper aims to show the relationship between the end of the Atlantic slave trade and the beginning of the French colonial conquest of Casamance, in southeast Senegal. This relationship can be observed in the change of attitude of the Gorée merchants, who until then based their activity in the slave trade and thereafter sought new solutions and started to see the southern zones as a land of commercial opportunities in the new setting of legal trade. This attitude materialized in the creation of the *comptoirs* of the Carabane Island, at the mouth of the river Casamance, and at Séju (Sédhiou), further inland. From these commercial ports the first steps of the French conquest in Casamance deployed during the second half of 19th century. In this region the French found resistance marked by the new political realities that the end of the slave trade produced. For instance, the animistic Soninké, who had been a slave-supplying people, found themselves weakened and surrounded by a hostile population, which in turn found in Islam the ideal mechanism to get rid of the animistic predator domain. To this shift in the balance of power, the element of the struggle between the English and the Portuguese for control over trade in the area must be added. Through the analysis of the history of the ports of Carabane and Séju this paper will demonstrate the direct relationship between the end of the Atlantic slave trade and French penetration in Casamance.

“THE MARITIME LANDSCAPE OF KILWA KISIWANI AND ITS REGION, TANZANIA 11th TO 15th CENTURY A.D.”

Edward Pollard, British Institute in Eastern Africa

Kilwa is one of a number of formerly thriving stone towns of the East African Swahili coast. The peak of Kilwa's commercial and political power was reached in the 13th to 15th centuries, although the earliest settlement dates back at least to the 8th to 10th centuries. The stone towns developed extensive maritime trading links north to the Arabian Peninsula and east to India and China. East African coastal archaeological research has traditionally concentrated on these stone towns. In contrast, this study adopts a maritime cultural landscape approach by examining Kilwa in its wider setting towards the peak of its economic success. Using archaeological evidence derived from coastal and inter-tidal survey and excavation, it identifies the environmental advantages of Kilwa's estuarine location and resources that are exploited by a series of settlements providing marine produce and construction materials. The maritime approaches to the town also provide the context for a cultural display of religious allegiance and power through the symbolism of conspicuously-sited mosques and a more perplexing series of causeways. Knowledge of the wider integrated coastal environment is seen as key to understanding the culture and economy of the region.

**C-2: THE TRANSFORMATION OF MIDDLE EASTERN PORTS
| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)**

Chair: Howard Dooley, Western Michigan University

“THE BASRA PORT DURING THE 19th CENTURY, THE GATE OF THE INTERNATIONAL TRADE BETWEEN THE EAST AND WEST”

Sinan Marufoglu, Qatar University

Basra Port was a part of the Ottoman Empire from the first half of the 16th century until World War I. During the 16th century, the Ottomans used this port to expel the Portuguese from the Basra Gulf. The Basra Port became one of the Dutch and British main trade centers in the Persian Gulf during the 17th and 18th centuries. After the reestablishment of Ottoman central authority in the Iraqi provinces between 1831-1850, international trade via the Basra Port began to increase. European currencies were used in the daily exchanges in addition to Ottoman currencies, especially in the Basra province during the 19th century. The main risk facing the international trade via the Basra Port in the Iraqi Provinces was the attacks of the nomadic Kurdish and Arab tribes in the region. They were attacking the villages, trade caravans and ships in the Tigris and Euphrates rivers, looting the goods and money of the local and foreign traders. In this paper, we will discuss the role of the Basra Port as one of the international trade points between the East and the West and the impact of this trade on economic life in Basra and other Iraqi provinces during the 19th century.

“PORT SAID, EGYPT: CANAL GATEWAY TO GLOBAL CITY”

Howard Dooley, Western Michigan University

On a sandy strip on Egypt’s northeast coast there arose in the later 19th century one of the great port cities of the world. Port Said began as the construction camp from which the Suez Canal was excavated from north to south through the Isthmus of Suez. Erected from scratch, it became gateway to the world’s greatest engineering marvel when it opened in 1869. Port Said developed into a cosmopolitan city population that serviced 300,000 visitors a year as ships from the farthest seas converged on the great terminus of the first great era of globalization.

Rudyard Kipling introduced Port Said into literature as a universal rendezvous, a great door of the world where if you wait long enough you will meet those you have known and can study all the peoples of East and West. Port Said, he said, marked the precise division between East and West. Kipling transformed a utilitarian waterway into a romantic highway and endowed it with a mystic aura.

This paper will analyze the past, present, and future of Port Said. Beginning with its origins as a European city exported to the Middle East, laid out as a checkerboard, it will discuss its function as gateway to the canal, and the spaces and distinctive buildings developed to serve it. The texture of life in a cosmopolitan community will be recalled, and how after 1956 it transformed into a very Egyptian city. Port Said’s role on the frontline of the Suez Crisis and Arab-Israeli wars will be recounted, and developments since the canal reopened with the city designated a free-trade zone. A special focus will be its distinctive architecture, and struggle to preserve a threatened heritage. How has Port Said coped with today’s globalization, with competition from oil pipelines and Panama? What does the future hold for Port Said, which shares with Istanbul the distinction of linking two seas and straddles two continents?

“THE RISE AND FALL OF HAIFA AS A MEDITERRANEAN PORT CITY”

Yossi Ben-Artzi, University of Haifa, Israel

Haifa evolved from the mid-19th century on as a typical Mediterranean anchorage and port town. After hundreds of years in the shadow of Acre on the other side of the bay, Haifa began to capitalize on its natural advantages: deeper anchoring water, wider bay, long seashore and, most significantly, the continental corridor to the Jordan rift and up the desert toward the Persian Gulf. As the Suez Canal opened, Palestine became a frequent destination of travelers and the superpower states, and modern long steam ships arrived at the bay. Haifa reaped the benefits of all of these changes, and came to be regarded as the “Future Town of Palestine.” Indeed, between 1904-1914, after the Hejaz Railway connected the Mediterranean and the Levant region, Haifa’s population quintupled and it became the main economic center in the north of the country, far overtaking Acre, and attracted thousands of settlers from many ethnic groups. During the British Mandate period a modern harbor and hinterland were constructed, making Haifa the largest port on the eastern Mediterranean shores. This made Haifa a typical Mediterranean harbor town with some 130,000 residents in 1948, 52 % Jews, 48% Arabs, including Muslims and many Christian congregations. An international atmosphere was created by the port activity and by European agents, the British administration, world religion centers like the Bahai’s shrine, and more. The city was developed along the seashore, first in the typical Kasba pattern of the old part and later by modern neighborhoods and modern buildings designed by local and Europeans architects. This paper will present both historical aspects of the process and current plans which put in danger the Mediterranean characteristics of Haifa.

C-3: PORTS REIMAGINED: GEO-SPATIAL DEVELOPMENT, TECHNOLOGICAL IMPACTS, AND ENVISIONED TRAJECTORIES | ROOM 20.055

Chair: Rubén Carrillo, IN3 · Universitat Oberta de Catalunya

“HISTORIES, NETWORKS AND PORT CITY DEVELOPMENT: TOWARDS AN EVOLUTIONARY APPROACH”

Wouter Jacobs, University of Antwerp,
& César Ducruet, National Centre for Scientific Research (CNRS, France)

The dynamic relationship between ports and cities has long constituted a rich object of study for historians, geographers and economists alike. More recently, port and urban development have become considered as distinct processes, such as in studies of employment impacts and waterfront redevelopment, in a context of rapid spatial-economic and technological changes. Although this is both theoretically supported and analytically tractable, it detracts attention from the vectors or links through which each system (ports and cities) exerts influence on the other. Hence, in this paper we call attention to the co-evolutionary relationship between port functions and the wider urban economic spaces in which they are embedded. Building upon evolutionary economic geography thinking, we address a framework to enrich existing port-city – and wider, urban-regional – analysis. Based upon preliminary data on global vessel movements in 1890, 1925, 1961 and 2004 we identify some macro-geographical patterns. The main goal is to compare the individual trajectories of port cities, to reveal certain similarities in terms of centrality and dominance in shipping networks, and to confront the results with more in-depth examination of local dynamics.

“PORT CITY NETWORKS SINCE THE 19th CENTURY”

Carola Hein, Bryn Mawr College

Port cities have long been cosmopolitan and cultural centers, places of knowledge transfer and of economic, social and cultural innovation. Their urban environment is the result of specific local constellations of actors, of their relation to the foreland and the hinterland, as well as of global transformation. This paper examines the modern period starting with the late 19th century, when European nations and port cities, such as London, dominated and controlled global harbours including Calcutta. Using select case studies, this chapter examines how technological, political, economic, and social changes and differences affected the growth or decay of specific port cities and how individual cities, such as New York, San Francisco, Yokohama or Hong Kong, Canton and Shanghai have situated themselves on the global map. It further studies the period since the 1960s, when extensive globalization and containerization spurred governments to both transform and revitalize former inner-city ports and construct new deep harbours. The recent boom in waterfront regeneration has generated yet another change in the relationship between port and city: Cruise ship tourism has recreated a link between historic ports, urban centers and waterfront regeneration projects in many historic cities and is driving waterfront regeneration and development in other cities across the globe. In conclusion, the paper demonstrates that the global inter-connectedness of port cities allows us to study how local initiatives and global transformations mutually constitute each other.

BREAK | 3:15 pm – 3:45 pm | Sponsored by



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THURSDAY, MARCH 27, 2014 | PANEL SESSION D | 3:45 pm – 5:15 pm

D-1: THE PORTS OF RUSSIA AND THE NORTH SEA IN THE 18th CENTURY | ROOM 20.051

Chair: Núria Sallés Vilaseca, Universitat Pompeu Fabra

“PORT CITIES AS INFORMATION CENTERS: THE CASE OF DUTCH AND HANSEATIC PORTS IN THE CONSTRUCTION OF RELIABLE INFORMATION NETWORKS, 1715-1719”

Núria Sallés Vilaseca, Universitat Pompeu Fabra

In the beginning of the 18th century, a port was not just an open gate for commercial goods. The most successful ones became also bustling centers, entrances for foreign people, strange manners and distant news, which transformed them into advantaged centers of information. Port cities displayed a more transversal society, a distinct political thought arising from economical interest and, more often than not,

a strong reluctance to submit to the wishes of distant political capital cities. In this paper, we explore the ability of Dutch and Hanseatic towns to arise as centers of diplomatic information thanks mainly to their ports and the easier, faster communication they ensured, but also the lower degree of control they are subjected to. We will do so by focusing on the struggle for information control and the creation of public opinion between the Spanish diplomatic structure and the Imperial diplomatic structure in the years following the peace of Utrecht and Rastadt. Whilst the Spanish king and the Emperor remained officially at war, and the countries concerned with the “European balance of powers” were compelled to take sides, Dutch and Hanseatic ports tried to maintain an appearance of neutrality, essential to their commercial policies and their versatility, but also to their prestige.

“FISH AND SHIPS - PORTS AND FISHERIES IN THE KERCH STRAIT, LATE 18th - 19th CENTURY”

Alexei Kraikovski, European University at St. Petersburg

The paper is a part of the research sponsored by Thales Black Sea project. It will discuss the history of interrelations between fishermen and port authorities in the strait between the Black and the Azov Seas. The shipping in this area has been quite active since the ancient time and in the 19th century, when the Azov Sea region became one of the world leading grain production centers, the strait became one of the busiest points of the Black Sea basin. On the other hand Azov Sea is known as the world’s most productive water in terms of fish biomass per cubic meter. As a result, fishermen producing sturgeon and caviar, not to mention less valuable fish, were also quite influential actors in the area. The sources provide a lot of data on the interrelations and conflicts between the fishermen, the merchants and the governmental authorities. I will demonstrate that every group of actors had its own interests and also used different mechanisms to achieve its goals. For instance, the merchants were predominantly Greeks and used the opportunities provided by that community. On the other hand, the fishermen of the Eastern coast of the strait were Cossacks (a specific military estate of the Russian society), and they tried to get support from the central government as a reward for their military service. The paper will present and discuss the interconnections between the catches and the shipping in the area.

D-2: CARIBBEAN PORTS IN THE UNITED STATES

| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)

Chair: Mariona Lloret, Universitat Pompeu Fabra

“BRIDGE OF HEMISPHERIC COMMAND, HELMSMAN OF THE CARIBBEAN: NEW YORK CITY, 1890s-1920s”

Kelvin A. Santiago-Valles, Binghamton University-SUNY

Like any other important port city within historical capitalism, New York City was a spatial link shaping relations between one of the world’s core countries and the global periphery: a vital spatial terrain where people, commodities, and ideas intersected. This paper examines how New York joined additional late 19th and early 20th century port cities catalyzing the mechanization of conventional goods and the industrialization of warfare. It was the Belle Époque of British global hegemony, when such port cities shifted from being regional trade centers to turning into global sites of traffic, transport, and unequal exchange. As New York City expanded to become a world-class banking center, transnational business hub, and emergent world city, it also grew to accommodate the new steam-driven maritime technology

and to densely house and socially regulate the massive influx of a casualized, multi ethno-racial workforce. I illustrate the latter function in terms of the migrant labor from the Caribbean and the U.S. South. Yet New York's relationship to the Caribbean Basin at that time made that port city a major player as a transshipment point for materiel and financial investments sent to secure the socio-economic transformation of the region into the "American Mediterranean," which I illustrate via New York's role in capturing Puerto Rico and integrating it into the U.S. economy. Similar to other port cities, then, New York City took the lead in that era's globalization processes by being a pivotal intermediary between the (neo)colonial hinterlands and the rest of the imperial metropole.

"THE PORT OF NEW ORLEANS IN THE 19th CENTURY WORLD SYSTEM"

Robert L. Dupont, University of New Orleans

From modest beginnings as a colonial outpost, New Orleans grew to play a crucial part in the world economy, most notably during the 19th century. This paper traces the development of the colony, the economic changes of the late 18th century, the rapid growth of the city and its port during the pre-Civil War period, the port's recovery after the Civil War, and the decline of the city in the 20th century.

New Orleans owed its existence and later commercial prominence to the Mississippi River and its successful exploitation after the adoption of the steamboat. The confluence of political, economic and technological developments made the first half of the 19th century the "golden age" of New Orleans, largely due to the emerging world system of trade and industrial activity. By the height of the cotton boom, the New Orleans port ranked among the world's busiest facilities. The disruptions of the U.S. Civil War and its aftermath diminished but did not destroy the prominence of the port. In the latter half of the 19th century, the port was a crucial point of entry for numerous immigrant groups that transformed New Orleans from its French/African/Anglo roots to a diverse mix of peoples and cultures. In the 20th century, the port (and its city) entered a period of slow decline as changes in transportation technology and world markets favored other localities. But the port continues to play an important role in the world economy.

The paper provides a brief survey of the rise, prominence and decline of the New Orleans port and the effects of its economic activity upon social and political changes within the city. It emphasizes technology, economics, demographics and politics as crucial determinants in the life of New Orleans as a port city.

"THE PORT OF NEW ORLEANS: AN UNDERSTUDIED DOOR TO LATIN AMERICA"

Mariona Lloret, Universitat Pompeu Fabra

The port of New Orleans was historically a crucial space of social, cultural, economic and political exchange. Its strategic location, in the meeting point of the Mississippi River and the Gulf of Mexico, made the city undeniably relevant to world trade. From its foundation in 1718 by French colonists, followed by Spanish rule, and finally its purchase from France by the United States in 1803, the importance of the port has been studied in relation to its connection to European countries or to the United States. In contrast, New Orleans' links to its Southern neighbors has been relatively undeveloped by historians, in spite of its close ties to Latin America and the Caribbean. Its diverse culture was shaped in part through Caribbean influences. New Orleans also played a role in political developments to the South: for instance, it became a place of refuge for black Haitians after the revolution in Saint Domingue in 1791, as well as for several political Latin American exiles, such as Mexican Benito Juárez. Through its

port the city became an economic hub that influenced infrastructure projects in the region, such as the failed canal through the Isthmus of Tehuantepec in Mexico. New Orleans became the entrance point to the United States for companies such as the famous United Fruit Company. This paper aims to look at the connections between the “North” and the “South” of the American continent through the study of the port city of New Orleans as a place of encounter more than division between the two areas. Apart from meteorologists studying hurricanes, the Gulf of Mexico has rarely been analyzed as a single entity with common interaction and history. Using this case study as an example, this paper aims at introducing the Gulf as a space not determined by political frontiers but rather “water frontiers” defined by the interaction among its port cities. Ultimately, the paper will encourage the use of new units of analysis neglected by historiography.

D-3: PORTS IN SOUTH AND SOUTHEAST ASIA IN THE AGE OF IMPERIALISM | ROOM 20.055

Co-Chair: Ander Permanyer Ugartemendia, Universitat Pompeu Fabra

Co-Chair: Alfonso Colorado, Universitat Pompeu Fabra

“PORT CITIES, EMPIRES AND CULTURAL CONTACTS: A STUDY OF WESTERN OPERA IN SOUTHEASTERN ASIA IN THE 19th CENTURY”

Akiko Sugiyama, University of Macau

This paper examines aspects of world history and world culture in the 19th century. In particular, it explores the process of cultural contacts in selected Asian port cities by delving into the circulation and consumption of musical ideas, especially those related to Western (Italian) opera, as well as the logistics that facilitated such movements. Western opera, or a staged drama set to music and singing, started originally in Italy at the end of the 16th century, and was a global cultural phenomenon in the 19th century world. My research so far has documented the growing reach of Western opera, specifically Italian opera, in southeastern Asia, a region that remains relatively under-studied in the global study of Western opera. By the end of the 1860s, major colonial port cities of the Dutch, British, Portuguese and Spanish empires, such as Batavia, Singapore, Hong Kong, Macau and Manila, had played host to some of the early (if not the earliest) performances of Italian opera by traveling opera companies and individual musicians, as well as local amateur performers. What possibly explains this operatic expansion in southeastern Asia in the early-mid 19th century? What were some of the logistical factors that facilitated the circulation of the musicians and musical ideas in the region? What sort of local agency was involved in this process? Who were the audience, impresarios and financiers of the operatic events, and do we find any common patterns among the colonial port cities under study? Was the appeal of Western (Italian) opera a phenomenon specific to port cities of European empires, or do we find parallel tendencies in non-colonial port cities, such as Bangkok? By pursuing these inquiries, this paper explores the role of port cities in the process of cultural contacts and consumption in southeastern Asia in the 19th century.

“PORTS IN COLONIAL PHILIPPINES UNDER SPANISH AND AMERICAN ADMINISTRATION (1875-1935)”

Didac Cubeiro, Universitat Autònoma de Barcelona

Most trade and transport in the colonial Philippines was carried out by sea and along the coast. Under the new international conditions of trade (1875-1898), most ports in the Spanish Philippines did not allow the loading and unloading of big ships. Only the ports of Manila, Cebu and Iloilo were equipped for this purpose, but they were very limited and could not accommodate the commercial growth that was taking place. Simultaneously, a new production model was being developed, with a growing plantation economy in the interior thanks to exports and international trade. For that purpose, it was vital to have infrastructure, maintenance, loading, unloading and proper manufacture of ships for trade expansion. To implement this system, it was necessary to connect the rail to the port of Manila in order to establish the production-to-distribution channel to the sea. Under these premises, the Manila port expansion under the Spanish authorities began.

Despite technical difficulties, a lack of resources, and changes in the management team, the expansion was performed successfully and gave Manila an infrastructure to match the best ports of British India and the port of Hong Kong, which at that time maintained a very stable and growing trade with Manila. Later, between 1898 and 1935, the U.S. administration made an effort to sort and register the existing ports, providing them with basic infrastructure, with the number of ports open to traffic growing considerably under the American administration.

OPTIONAL FREE WALKING TOUR AND CASUAL NO-HOST DINNER | 5:30 pm

Visit Centre Cívic Born--archaeological site and museum of 1700s Barcelona.

Free entrance, followed by a break at the museum bar (drinks not included), and an optional no-host casual dinner | Dinner location TBA | Meet at Reception Desk

E-1: TRANSFORMATIONS IN COLONIAL SPANISH AMERICAN PORTS | ROOM 20.051

Chair: Mauricio Borrero, St. John's University

“SHIPS VERSUS ENGENHOS”

Oriol Regué Sendrós, Universitat Pompeu Fabra

In which way did the commercial activity of the port affect the Cuban agrarian region? Starting from this generic question this paper aims to analyze how the emergence of a metropolitan economic power in the port of La Habana, especially since the second third of the 19th century, altered the Cuban sugar system.

The duality between the Land, represented by the *Creoles hacendados* or landowners, and the Port, where peninsular emigrants made fortunes as traders, caused distortions in the economy of the Great Antille and undermined the material basis of the *Sacarocracia* (sugar aristocracy). This new situation set the Creoles aside from influence on the Spanish government, from which they had obtained privileges throughout the prior colonial period. Indeed, the divergence between the liberal processes of Creole elites and the peninsular politicians and bourgeoisie was manifested in the economic exploitation of the island. While the former wanted to continue under Spanish rule but exploit the island for their own benefit, the latter group wanted to use it for the economic development of the metropolis.

Thus, it is interesting to analyze how peninsular emigrants returned to their motherland with vast fortunes, which contributed to the industrial rise of some Spanish regions. But it is even more important to explore how they managed to subdue the Creole landowners under their economic control, although they had been accumulating capital for generations due to the profits of sugar. I believe both questions have the same answer: the opportunities offered by the Port to the peninsular traders were greater and better than the chances that the Land could provide the Creole elites.

“THE CITY OF SANTIAGO AND THE EXCEPTIONALISM OF EASTERN CUBA”

Marc McLeod, Seattle University

A strong sense of regional identity, one that has developed over time and remains strong to this day, distinguishes eastern Cuba from the rest of the island. Having served as a principal setting for the struggles to abolish slavery, overthrow Spanish colonialism, challenge U.S. imperialism, and forge social revolution, the province of Oriente is identified by the Cuban government as the “cradle of revolution.” Residents of the east take apparent pride in their local identity at the same time that they regret the economic and political predominance of western Cuba. Residents of Havana, meanwhile, complain about the alleged “backwardness” of the east along with the presence of “*palestinos*” (migrants from the eastern end of the island) in their city. Scholars have begun to focus on the unique features of eastern Cuba, especially during the contemporary period. This paper explores the historical origins of the region’s exceptionalism. By serving as a gateway to the wider world, the port city of Santiago de Cuba has played a critical role in the processes that set eastern Cuba apart from the rest of the island. This paper examines a number of these historical processes, including contraband trade and smuggling; political rebellion; slavery and resistance; the global sugar trade; international migration; and cultural exchange.

E-2: THE EAST ASIAN MEDITERRANEAN: FUJIAN PORTS, GUANGZHOU, MANILA, YOKOHAMA AND OTHER PORT CITIES OF THE REGION BETWEEN THE 17th AND 19th CENTURIES
| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)

Chair: Rainer F. Buschmann, California State University, Channel Islands

“THE ‘BEAUTIFUL ISLAND’ GOES GLOBAL: LOCAL, REGIONAL AND GLOBAL CONNECTIONS OF SAN SALVADOR AT JILONG, A CASTILIAN PORT ENCLAVE IN NORTHERN 17th CENTURY TAIWAN”

Manel Ollé, Universitat Pompeu Fabra

The Spanish, Dutch and Chinese historical presence in Taiwan entails establishing a dialogue between this evidence and different interpretive scenarios. The particular singularity of a colonial location is meaningful as far as it is projected against the background of potential different narratives, in which it can play a more or less central role between imperial diasporas, piracy and trade networks. A first fundamental analysis must examine the local sphere, interactions among different social groups involving the identification of domination and collaboration, the distribution of roles, their economic and mercantile dynamics, etc. A second level of analysis lies in producing a regional contextualization of this colonial location within the dynamics created by mercantile and imperialist rivalries, strategies for access to new markets, and taking up places in order to accomplish imperial expansion projects. In this scenario, rivalry between Castilians and Dutch is key, but the role of Chinese mercantile communities, their presence and ability to mediate and cooperate with colonizers, is also fundamental. Studying the connection between European colonizers and Chinese and Japanese mercantile networks can help us understand this historical process. This regional scenario has broader implications for the global conditions of Dutch and Castilian imperial strategies in Asia, within the context of the dualist monarchy and tensions between the mercantile communities of southern China and the imperial powers in the context of dynastic change.

“SILVER, OPIUM, AND PHILIPPINE PRODUCE. SPANISH INTERESTS BETWEEN GUANGZHOU AND MANILA (1787–1841)”

Ander Permanyer Ugartemendia, Universitat Pompeu Fabra

From 1787 to 1841 there was an established Spanish presence in foreign trade in Guangzhou, in what has been labeled the “Canton system.” This presence in Cantonese trade was backed by the Philippine Islands, which were the main base of Spanish (and European) presence in East Asia before the creation of Hong Kong. More specifically, this presence was related to the activities of the Royal Philippine Company, a privileged monopolist company, which tried to develop the Philippine economy and insert it into regional and international trade routes. This paper will show this company’s activities in China via the diaries of its first factor from 1787 to 1796, and also from its employees’ private activities, closely intermingled with British private interests, in the decades prior to the Opium War.

Apart from the products in which the Company and its employees dealt – silver, opium, and Philippine produce – this paper will emphasize the Philippine connection in Spanish activities in China. On one hand, it will describe the Company’s access to Latin American silver and Philippine produce via Manila. On the other, it will analyse Philippine financial backing in Spanish private activities, which were significantly focused in the opium trade. In addition, it will show how some financial procedures and institutions were introduced into Manila through the European and Spanish commercial community in

Guangzhou. All these multi-directional connections, in the context of a greater network, will be assessed as a part of what defined the East Asian Mediterranean.

“INTRA-ASIAN TRADE, THE STRUGGLE FOR INDEPENDENCE AND PAN-ASIANISM IDEOLOGY IN THE PORT CITIES OF EAST ASIA DURING THE SECOND HALF OF THE 19th CENTURY”

Guillermo Martínez-Taberner, Universitat Pompeu Fabra

The re-opening of Japan in the mid-19th century and its transformation during the Meiji period had regional implications linked to the intensification of the relationship between several East Asian port cities. During these decades, the opening of the Suez Canal in 1869 and other facts brought immense changes to the Philippine Islands that attracted international attention, including interest from Japanese and Chinese port cities. In the context of these relationships it is possible to highlight a historical process of strengthening links between Yokohama, Hong Kong, Manila and other East Asian port cities.

This paper examines this issue from a broad perspective. Firstly, the study of the commercial relationships between Manila, Yokohama and other port cities, through the Japanese and Spanish trade reports, shows a process of intensification of Philippine exports to Japan, primarily Philippine sugar, as a clear example of production for non-contiguous markets and “intra-Asian trade.” Secondly, the activities developed abroad by Filipino revolutionaries against Spanish colonial domination of the Philippine archipelago, especially in Hong Kong and later in Yokohama, is a clear example of the key role of the East Asian port cities as key meeting places for the encounters of Asian nationalists. This issue allows us to understand how these encounters kept alive the hope that Japan would become for the Philippines what the US was for the Spanish colony of Cuba. Finally, all these contacts were fuelled by pan-Asian ideology.

**E-3: POLITICS, NETWORKS, AND GLOBALIZATION IN THE EARLY MODERN MEDITERRANEAN
| ROOM 20.055**

Chair: Marcel A. Farinelli, Universitat Pompeu Fabra

“ALGHERO: FROM A COLONIAL PORT CITY TO A MEDITERRANEAN LINGUISTIC MINORITY”

Marcel A. Farinelli, Universitat Pompeu Fabra

The island of Sardinia is the second largest in the whole Mediterranean, and because of its location, it has always played an important strategic role. All thalassocracies that have tried to obtain control of the Western Mediterranean, and the routes between Europe and Africa, Iberian and Italian Peninsulas, have been forced to rule, more or less directly, this island. As a result, there have been several wars to establish commercial and military bases on its shores, from the Punic Wars to WWII. This situation has made Sardinia one of the first colonial spaces of Europe, an island in which thalassocracies have dominated the coast through the fortress-city, while the native population found itself obliged to retreat inwards. This has created a duality between the settlers’ urban culture, which reproduces institutions and social customs of the motherland, and the indigenous rural culture, which maintains particular features but often adapts elements introduced by the colonizers. This pattern is present in all external dominations, and can be better studied from a concrete example: Alghero. Located in a wide bay on the northwest of the island, the area has always welcomed settlers, and has been the subject of contention between maritime powers. Founded by the Genoese in the 12th century, it was repopulated exclusively

by Catalans starting in the 14th, and transformed into an impregnable fortress. A major port in the Northern Sardinia, Alghero is a colonial city, exclusively inhabited by Catalans. This feature made it a place virtually separated from the rest of Sardinia, and even today there is a Catalan-speaking community, which the Italian state has tried, especially during the fascist regime, to assimilate. The purpose of this paper is to follow the path of a community during the state building process that “created” Italy. The aim is also to explain how three different and simultaneous “national identifications” – Italian, Sardinian and Catalan – were possible in this colonial society.

“CAFÉ POLITICS IN MEDITERRANEAN PORT CITIES”

Sarah Eltabib, Adelphi University

As a beverage, coffee and tea can offer a simple, calming satisfaction. In the right atmosphere, it can create politicized spaces that fuel social and political change. In port cities across the Mediterranean where high commercial trading occurred, the cafés served as meeting spaces, as well as information hubs that on occasion ignited social change. In fact, port cities like Alexandria, Istanbul, and Algiers were undoubtedly gateway cities that not only traded goods but revolutionary information through the late 18th and early 19th centuries.

Commercial goods such as coffee and tea were only part of the trade. Information was traded on a daily basis; revolutionary information perhaps traded regularly. These port cities served as funneling centers, bringing outside enlightenment culture and foreign political philosophies to new realms. Discussing, and debating these ideas over a café special blend was only the start of a movement.

It is not surprising then, that cafés regularly visited by foreign businessmen and their entourages would be under surveillance by government officials, and even at times forced to close their doors. Coffeeshouses, and interchangeably teahouses, have served as politicized spaces since their advent. Despite being quite frequently “shut down” by the political leaders of the day, coffeeshouses served as meeting spaces for emerging movements and political uprisings throughout the region. The foreign-infested café culture created a cosmopolitan atmosphere in these port cities that would ignite an active political culture and test the limits of assembly rights. This paper will show that cafés in port cities were not only important to trade and commerce, but the café and the caffeinated beverages it sold encouraged political as well as intellectual exchanges that ignited social and political change through the region.

“BARCELONA, NAPLES AND SALONIKA: REVIEWING THE ETHNIC/CIVIC NATIONALISM HYPOTHESIS IN THREE MEDITERRANEAN PORT CITIES (1888-1915)”

Daniele Conversi, University of the Basque Country

Since its inception, the interdisciplinary study of nationalism has tended to adopt dichotomous approaches and rigid typologies. The opposition between 'civic' and 'ethnic' forms of nationalism (sometimes referred to, respectively, as 'Western' and 'Eastern') remains amongst the most recurrent. The comparative study of port cities reveals, however, how such oppositions conceals a much more complex reality.

This paper contrasts three port cities against the backdrop of their respective regions' nationalizing trends, considering how varying levels of opposition amongst these forces interacted with local politics:

Barcelona's heralded position as the capital of a territory characterized by early industrialization and dense flows of commercial interactions implied a specific relationship with its territory and culture, often encapsulated in a series of mythical constructs of Catalonia as a *terra de pas*. Local historians like Vicens i Vives elaborated on this pluralist conception, while the city tried to secure a hegemonic position within Spain -- particularly since the 1888 World Exposition.

Naples showed a more complex pattern of muted resistance to Italian nationalism, during a period of otherwise fervent nationalization culminating with the war on Libya (1911-12) and Italy's entrance into WW1 (1915). In contrast with the other two cities, industry underwent a phase of slow decline after Italian unification until the cessation of several productive activities in the 1880s. Naples' resistance was characterized by a 'mistrust of the state and a habit of taking justice into one's own hands' (Lupo). This impeded the articulation of a regionally-based political movement, yet resistance could be articulated in a host of pre-political forms, particularly through cultural resistance.

Salonika's dramatic history shows how the spread of rival nationalisms and the erasure of one of the richest plurinational contexts in the Mediterranean followed incipient industrialization. The city lied at the crossroads between competing militarizing forces, like the Bulgarian IMRO, Greek guerrillas and, since 1908, the Young Turks, which spread throughout Turkey originating from Salonika (Üngör). Each movement was strictly centred on an ethnically exclusivist political agenda, despite all of them tried to attract minorities through their 'secular' orientation (Mazower, Levene). Paradoxically, the peak of the city's modernization was reached under late Ottoman rule through new infrastructure: 1888 saw the establishment of a first urban tram service, a railway connection with Central Europe and various modern public buildings, while city walls were torn down.

All of these changed abruptly and irreversibly once nationalism, particularly Greek and Turkish nationalism, began to dismantle the multi-ethnic fabric of the Eastern Mediterranean and the Balkans as a whole. By 1915, Italy's entrance into WW1 and the Armenian genocide signaled the definitive end of an era of ethnic coexistence and religious pluralism, with the advent of radically centralizing nation-states.

E-4: INTERACTION AND MULTIETHNIC COMMUNITIES IN EARLY MODERN ASIAN PORTS | ROOM 20.057

Chair: Jonathan López-Vera, Universitat Pompeu Fabra

“EARLY MODERN GOA: NARRATIVE CROSSOVERS AND THE CONSUMPTION OF HISTORIES”

Michael Harrigan, University of Warwick

16th and 17th century Goa was a thriving cosmopolitan city in which Asian and European populations engaged in numerous forms of exchange. A variety of testimonies from travelers, adventurers and members of religious orders vividly recount the diverse interactions between newly-encountered populations within the *Estado da India*. Such accounts also testify to the coexistence of socioeconomic, religious and ethnic groups: to their maintenance of cohesion through traditions and rites, to the crossing of boundaries through *métissage* and adaptation, or to the conflicts either within the metropolis or with other Indian political entities. This paper will explore how early modern texts and images bear witness to the mechanisms by which the thriving port city facilitated cultural interactions,

but also channeled the tensions inherent in the coexistence of its peoples. A particular focus will be placed on the role of language, which might adapt to new circumstances through lexical transformations or innovations, or might be distilled into a lingua franca. This will lead to an exploration of the question of the transmission of narratives, or what might be called transferred histories. Through an analysis of the thematic preoccupations of narratives recounting intercultural interactions, this paper will discuss the currents by which diverse histories met, were manipulated or were consumed within a cultural environment at times rigid, at times displaying levels of porosity. Through this, it is intended to inspire a discussion on the potential of port cities as a site for dissemination of diverse narratives.

“DEJIMA ISLAND, THE GATEWAY BETWEEN JAPAN AND EUROPE IN THE 17th TO 19th CENTURIES”

Jonathan López-Vera, Universitat Pompeu Fabra

In 1638, the military government of Japan expelled the Portuguese from the country, after tolerating their presence since 1543. One year earlier, they had also expelled the Castilians, while the English had willingly left Japan in 1623. Thus ended nearly a century-long phase of contact between Europe and Japan, long-monopolized by Iberian Jesuits determined to bring Catholicism to Japan. But contact was not broken completely. The Dutch were allowed to continue trading with Japan, but only in the small artificial island of Dejima, in the bay of the southern city of Nagasaki, a space they would have to share with the Chinese, the only other country which maintained contact with Japan during the more than two hundred years it remained relatively isolated by choice from the rest of the world. Dejima became an important trading place, but also a channel of communication of ideas and information between Europe and Japan, which led to the creation of a discipline of study, *Rangaku* ("Dutch studies"), which allowed the Japanese to follow European technological and medical advances. In 1854, with the forced opening of the country, this unique communication channel was lost, and Japan re-discovered a world it had almost forgotten about, which had changed significantly since its last contact.

“SIAM’S TWO PORT CITIES BEFORE THAILAND: A COMPARATIVE STUDY OF AYUTTHAYA AND BANGKOK”

Keerati Chenpitayaton, New School for Social Research, New York

Conventional scholarship conceives and constructs sharp distinctions between Ayutthaya and Bangkok. As the two capitals of Siam that belong to the two successive periods of Thai history within the same trajectory of nation-state formation, Ayutthaya and Bangkok were characteristically polarized in numerous aspects. First, Ayutthaya was an “old” capital (1351-1767), while Bangkok was a “new” capital (1782-present). Second, Ayutthaya emerged as an inland agrarian kingdom, later reorienting itself toward the maritime world through trade, whereas both agriculture and trade were the foundations of Bangkok from the beginning. Third, the political and social institutions of Ayutthaya were highly volatile and “traditional” in contrast to those of Bangkok, which were more consolidated and “modern.” Such sharp distinctions make any comparative analysis unmanageable and fruitless.

Revisionist scholarship has emerged to narrow down the perceived gaps between the two cases, thus bringing out potentials for comparison. Both capitals are “port cities” in the Asian maritime world or world history. Although they emerged, developed, and reached their “golden ages” in different periods, both port cities shared overarching commonalities worthy of comparison. While each has been well researched as a separate case, they have never been scrutinized in the same study.

Responding to the current scholarship on port cities in the world history, this paper relies on a collection of historical studies below the surface of court politics and diplomatic affairs to examine both cases in a comparative study. Ayutthaya and Bangkok are comparable from cultural dimensions, rather than from the vantage point of high politics. The four points of comparison (from the macro to micro level) are: (1) cross-cultural exchange and syncretism, (2) Chinese community in each port city, (3) other foreign communities and (4) cosmopolitanism, civility, and elixirs of coexistence. In the spirit of Avner Greif, whose work compares Genoa and Venice, this paper is part of an ongoing book project on the institutions and path to modernity in Thailand.

“PEDDLERS AND PARTNERS: THE SKILLS OF THE FIRST MANILA SANGLEYS”

Dolors Folch, Universitat Pompeu Fabra

Immediately after their landing in the Philippines, both clerics and friars of the Castilian expedition took a strong interest in the lively dynamics of the Chinese merchants that approached the Philippines’ shores and stunned the newcomers with their ability to adjust their variegated offers to an increasingly pressing demand. Some of those *sangleys* provided the first coherent and comprehensive information about China that would reach Spain in this first decade. We can retrace the exact words of one of them, Canco, in the geography of the prestigious *Consejo de Indias’* cosmographer Juan López de Velasco. Others, like Sinsay, offered their quickly-acquired linguistic skills to blend the friar’s spiritual urgency to enter China with their own families’ more worldly interests. In those early years, the *sangleys* seem grouped around a small cluster of names, some of them distant relatives of powerful Fujian merchants, and all of them selling and buying an amazing variety of goods, not so dissimilar at the beginning from what they used to trade in those waters with Philippines and Burney’s. After the Limahon affair, when the Castilian capacity for repelling a pirate attack seemed to announce their permanence on those islands, the *sangleys* lent and borrowed goods and money to and from the Castilians, overtly mixing their commercial interests with those of the new colony.

BREAK | 10:30 am – 11:00 am | Sponsored by



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FRIDAY, MARCH 28, 2014 | PANEL SESSION F | 11:00 am – 12:30 pm

F-1: THE PORT-CITY OF MANILA AS THE SPANISH DOORWAY TO ASIA: PHILIPPINE TRADE AND DIPLOMACY AROUND THE CHINA SEAS IN THE 16th AND 17th CENTURIES
| SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)

Chair: Manel Ollé, Universitat Pompeu Fabra

“MANILA’S COUNTERPART: ASIA IN ACAPULCO AND ITS HINTERLAND, THE AMERICAN SIDE OF THE MANILA GALLEON TRADE (1573-1815)”

Rubén Carrillo, IN3·Universitat Oberta de Catalunya

New Spain played a pivotal role in the Spanish colonial efforts in Asia. The Philippines were administratively bound to the American viceroyalty, and the Manila Galleon trade was aided by Mexican human and material resources from the start. The port of Acapulco became the American terminus of the avenue of exchanges that came to be known as the Manila Galleon. This small community never developed into a thriving entrepôt that could match Manila, and only intermittently became a hub of global exchange when the ships hailing from Asia docked in its harbor. Despite its modest proportions, Acapulco became the first stable entryway to the Americas of Asian information, people, ideas and material culture. Mexico became a hub of information about Asia, with many works about the region compiled and/or published there, including Antonio de Morga’s *Sucesos de las Islas Filipinas* and Juan González de Mendoza’s *Historia de China*. Acapulco was also the entry point for Asians who settled in the area surrounding Acapulco along the Pacific coast of Mexico. Other migrants settled in the hamlets and villages on the road inland to Mexico City, in the vice-regal capital itself and in the city of Puebla de los Angeles. This paper aims at showing a comprehensive survey of the repercussions of the South China Sea trade in Acapulco and its hinterland with an emphasis on their demographic and intellectual expressions. The purpose is to provide a transpacific approach to the histories of either end of the Manila Galleon connection.

“MANILA AND THE CLOVE TRADE, 1571-1663”

Jean-Noël Sánchez, Strasbourg University

The first Asian project of Spain, the one that justified the travel of Fernão de Magalhaes in 1519, was focused on the spice trade. When the Spanish were installed in the Philippines in 1565, and particularly after they conquered Manila in 1571, the project mutated and became oriented towards the importation-exportation of Chinese products to Mexico. Nevertheless, after the advent of the union of the Iberian crown in 1580, and most of all after the installation of the Dutch in the region at the beginning of 17th century, the Spice Islands represented a critical military objective that led to their conquest in 1606. Apparently, Spain did not take advantage of this new position in terms of economic benefits. The success of Dutch Company on the one hand and the private interests of Spanish officials on the other made it impossible to renounce the spice trade. Consequently, a largely illegal trade of spices existed between Moluccas and Manila. The perspective of clove exploitation justified debates about the way Spain could assume the commerce of this key product. This paper describes this little-known history.

F-2: PORTS AS CONNECTORS IN WESTERN EUROPE | ROOM 20.053

Chair: Arnau Cobo i Vives, Universitat Pompeu Fabra

“THE SEA FACTOR IN A CHANGING SOCIETY: BARCELONA BETWEEN THE 17th AND 18th CENTURIES”

Arnau Cobo i Vives, Universitat Pompeu Fabra

To live in a port city – that is, in a city in permanent and direct touch with the sea – can be experienced as living halfway between two different universes, two different environments: the earth and the water, the “inside” and the “outside.” The sea becomes a non-space, but at the same time a social space, an immensity full of myths, beliefs, loyalties, trusts, expectations, possibilities, opportunities, exchanges, qualms, threats and fears; an attraction pole whose magnetism unavoidably deforms, adapts and transforms the people's notions, visions and perceptions. Thus the port city becomes the vortex where the “inside” and “outside” come together, the hinge that separates – and also connects – the land and the sea.

This paper seeks to start a debate around those dialectics, focusing on the city of Barcelona between the 17th and 18th centuries through its port, its foreigners (Dutch, Italian, English, and French), its political alliances and trading connections, and the dangers and threats that besieged – sometimes literally – the city via the sea. Further research in this vein may find new clues that allow us to broaden our current knowledge and understandings of the relationship between the modern city, its land, and its sea, and to determine the extent to which this relationship contributed to the transformations of Barcelona's and Catalonia's changing society in the 1690s and 1700s.

“CONNECTING OCEANS AND INTERIORS AS A RIVER PORT: THE MANY LIVES OF COLOGNE”

Robert Mark Spaulding, University of North Carolina, Wilmington

Cologne was located by the Romans at the highest point on the Rhine River navigable by ocean shipping and estuary traffic. In ancient, medieval, and early modern times Cologne served as the primary portal between the extensive hinterland of the Rhine basin and the North Sea, Atlantic, and global economies. Cologne reminds us that the important role of “inland ports” in material and cultural exchange should not be overlooked.

For the Romans the Rhone-Rhine artery served as an important link between the Mediterranean and the North Sea. Cologne was a major node in the transmission of Roman material culture to the north, including direct shipping routes to Britain. Cologne was also a frontier port serving as an important *pôle de savoir* between Romanized and “barbarian” Europe. In the medieval era, Cologne joined the Hanseatic League as the link between far northern regions of the North Sea and Baltic and France and Italy. In the early modern period Cologne's merchants used its unique geographic position to establish a monopoly on trade moving up the Rhine, controlling the distribution of sugar, coffee, tea, tobacco and other global commodities that flowed into western Germany, Alsace, and Switzerland. These monopoly privileges ended abruptly at the Congress of Vienna in 1815 and in the 19th century Cologne gradually lost its position as the Rhine's great port, replaced by Rotterdam. Ironically, Cologne used its long port-city heritage to re-invent itself after 1945 with a new image as a “world-open” city, representing itself as different from other German cities by being receptive to outside influences, including multi-culturalism and diversity. My paper uses archival sources from Cologne and its rival cities and published material to

explain these transformations. Cologne's unusual hybrid position as river port with direct ocean access should inspire some insightful comparisons with other port cities.

“PORT CITIES AND WORLD TRADE: BRITISH COMMERCIAL PRESENCE IN FRANCE, 1688-1713”

Siobhan Talbott, University of Manchester

During the early modern period, international trade was frequently undertaken within established networks of merchants, factors, and consumers based in port cities. These networks found support within the foreign societies in which they settled, as well as within their own expatriate communities in trading ports. One example that has been well-explored is the community of Scottish merchants trading in the Netherlands, whose success was enhanced by the support they received through the Scottish trading staple and from established Scottish kirks in the port cities of Rotterdam and Veere. A case study that has received less attention to date is the role played by society in early modern Franco-British trade, yet the support received by merchants in this arena was never more vital than in a period encompassing two major European wars in which both France and the British nations were involved. In France, as in the Netherlands, the society within the port cities in which merchants operated contributed directly to their success.

This paper examines the relationship between port city society and global commercial markets in the early modern period through a comparison of British trade and settlement in three French Atlantic coast ports: Bordeaux, La Rochelle and Nantes. In paying specific attention to regional, rather than national, trading patterns, two primary conclusions are drawn. First, though the national political contexts within which international commerce took place in the early modern period have rightfully been seen as important, their dominance of discussions of Franco-British trade has fostered conclusions that are contradicted by a regional, local approach prioritising the role of the networks and communities within which mercantile agents functioned. Second, there is a clear link between migration, settlement and society in port cities and the development and maintenance of commercial markets and trade routes. This paper asserts that focus on port cities and the people within them, not only the international trade that they produced, is essential to understanding early modern commerce.

F-3: (S)PORTS AND ART: REPRESENTATIONS AND CULTURAL EXPLORATIONS | ROOM 20.055

Chair: Marc Jason Gilbert, Hawaii Pacific University

“PORTS AND POWER: REPRESENTATIONS OF PORTS AS GLOBAL REACH IN WESTERN ART”

Marc Jason Gilbert, Hawaii Pacific University

Thomas Cole's famous five-canvas image, *The Course of Empire*, painted in 1833-36, offers a universal comment on “the natural changes of Landscape & those effected by man in his progress from Barbarism to Civilization, to Luxury, the Vicious state or state of destruction and to the state of Ruin & Desolation.” Each of its constituent images trace a change of state at the same seaport site; naturally enough given its title--few major empires or civilizations are without a seaborne dimension and those that do not, exploit a coastal feature of another kind, such as the African sahel. This paper surveys Western-produced images of ports and landings that address the rise and perceptions of forces of decline of the West's own global reach from the Columbian Exchange to the present.

“PORT CITIES AND THE GLOBAL DIFFUSION OF SPORTS: A COMPARATIVE EXPLORATION”

Mauricio Borrero, St. John's University

Five team sports with roots in Great Britain and the United States attained massive global popularity in the 19th and 20th centuries: soccer, cricket, rugby, baseball, and basketball. In an age of steamship travel, ocean ports served as main portals through which the new sports entered other cultures and sites for the first local athletic clubs.

This paper revisits the master narratives of diffusion and associativity that have seen the global expansion of these sports and the establishment of athletic clubs as projections of British and American commercial and military power and cultural values. Without rejecting these narratives, I aim to fine-tune them through a comparative approach that looks at roughly a dozen ports, which have received less attention from historians. Beyond the introduction of new ports of study and new sources (i.e. YMCA archives for basketball and baseball), I add several new interpretive angles to the topic. I am interested in “secondary diffusion,” where recipients of British and American sports themselves continued the process of diffusion. Therefore, I look at Havana’s role in the further diffusion of baseball in the Caribbean and the diffusion of rugby to various Polynesian islands. I will also focus on the numerous international tours in the early 20th century that accompanied the diffusion and associativity of these sports. Finally, I include a section on the pedagogical value of this topic to the teaching of world history.

LUNCH | 12:30 pm – 1:45 pm

FRIDAY, MARCH 28, 2014 | PANEL SESSION G | 1:45 pm – 3:15 pm

G-1: PORTS OF THE CLASSICAL MEDITERRANEAN | ROOM 20.051

Chair: Michael Shenefelt, New York University

“ASSOS: THE PORT CITY IN THE CLASSICAL AND HELLENISTIC PERIODS”

Dincer Savas Lenger, Akdeniz University

Assos, the ancient port city, is situated on the northwest end of Anatolia, in the south of the Troad and on the coast of Edremit Bay. Since the city’s founding by colonists from the island of Lesbos in the 7th century BCE, its secure and equipped harbour was an important shelter for the ships sailing north and south between the Mediterranean and the Marmara and Black Seas. Another point that makes Assos significant is the fact that it possessed the last harbour offering accommodation in its real sense before entering the Dardanelles. A series of cities established on the skirts of Mount Ida, to the north, also had access to the Aegean Sea and thus to the Mediterranean and Black Seas thanks to the port of Assos. Its geo-political position enabled it to prosper within a short period of time, reaching the climax of its prosperity in the 4th century BCE under the rule of Hermias of Atarneus. In the Hellenistic period, the structural improvement and the movements of urbanism carried out in the region, such as the Federation of Athena Ilias and the foundation of Antigoneia/Alexandria Troas by Synoikosmos, naturally

affected the city and thereby the activities of the harbour. The decline of coastline-dependent sailing as a result of developments in seafaring, and the existence of ever-improving Alexandria Troas in the region caused Assos to be included among the modest cities of Asia Minor in the Roman Period. Archeological and numismatic evidence unearthed during the scientific excavations conducted regularly between 1881-1883 and 1981-2013 help us see the situation of the city in the Classical, Hellenistic, and Roman Periods, its importance for the region to which it belonged, and its commercial and economic relations with the outside world.

“MARITIME TRADE AS A STIMULUS TO LOGIC IN CLASSICAL GREECE”

Michael Shenefelt, New York University & Heidi White, New York University

Formal deductive logic is a seemingly bookish discipline, but its birth was actually a response to social forces set in motion by maritime trade in the 5th and 4th centuries BCE. More generally, maritime trade has often built up large commercial classes during many historical periods, and the argumentative habits of these classes have frequently generated an audience for the study of logic. In this paper, we focus on maritime trade in the port city of classical Athens (served by its harbor at Piraeus) as a powerful precondition for the discovery and development of formal logic. Unlike other regions in the ancient world, classical Greece had a geography that favored small states, dominated by large urban crowds. The ease of navigating the Mediterranean Sea caused the commercial classes in the port cities of Greece to grow large, and the small size of these states – a consequence of the many mountains and islands of Greece – meant that these same commercial crowds ended up dominating the politics of the classical age. As a result, political questions were settled not in the palaces of kings or in small councils of nobles, but in mass meetings like the Athenian Assembly. The mechanics of these mass meetings put special emphasis on public argumentation. Logic emerged as a reaction to this unusual state of affairs – and to the political disasters that came with it.

These same commercial crowds ruled the simple democracy of Athens, but Athens’ defeat in its long war against Sparta, followed by the execution of Socrates, led to an intellectual reaction that culminated in the development of formal logic. Philosophers focused increasingly on the difference between rational argumentation and irrational argumentation, and this theme, first developed by Plato but later expanded by Aristotle, resulted in the world’s first known system of formal deductive logic.

We draw our argument from our recent book, *If A, Then B: How the World Discovered Logic* (Columbia University Press, 2013).

G-2: CONTROLLING MIGRATION AND DISEASE IN 19th CENTURY PORTS | ROOM 20.053

Chair: Alfred J. Andrea, University of Vermont

“PORTS CITIES AS FORTIFIERS OF AND LEAKS INTO NATIONAL BORDERS AND FRONTIER ZONES DURING THE AGE OF MASS MIGRATION”

Torsten Feys, Ghent University

This paper looks at the transformation of port cities from hubs for human migration to nodal points of control and restrictions on migratory movements during the age of mass migration (1880-1930). It focuses on the United States as the main receiving country and on the two principal maritime ports of entry, San Francisco on the Pacific coast and New York on the Atlantic. Existing historiography argues that the rise of the modern border system originated with the exclusion of Asian migration by white settler nations and later expanded to exclude other groups, and that this system subsequently spread globally. This paper will argue that two different border regimes established themselves on the Atlantic and the Pacific, underlining the need to localize “national” border enforcement. It stresses the often-forgotten maritime origins of modern border control, which later spread to land border points. Yet to what extent did these stations connect into a boundary with uniform implementation methods, and to what extent did local and regional regimes persist? Moreover, as Aristide Zolberg has noted, the system was also created to consolidate a world order as it set “the first stones of a global wall erected by the rich industrial states to protect themselves from the ‘invasion’ by the world’s poor” (Zolberg 1999, 73). In world system analysis, such frontier zones received growing attention, with today’s the Mexican-American border as the most iconic expression of this frontier. The role of port cities in this process will be examined both as fortifiers and as leaks of this global wall through the eyes of the passenger-shipping companies. It will be argued that these companies played a first-hand role in enacting, enforcing and evading these borders. The business perspective on border development gives a fresh look on the interplay between nationalization and globalization while at the same time highlighting the importance of the local.

“THE IMPLEMENTATION OF QUARANTINE ON THE OTTOMAN PORT CITIES IN THE SECOND HALF OF THE 19th CENTURY”

Fatma Simsek, Akdeniz University

One of the greatest concerns with the cosmopolitan structures of ports has been epidemics. In parallel with the development of the transportation engineering, the resulting faster spread of disease necessitated a number of new measures. One of the most effective and significant of these measures was quarantine, keeping people or goods from other ports in a preserved place against the risk of epidemic illnesses. We see the first examples of this application in Europe due to the plague. In Ottoman ports, especially in a period when the goods going and returning from Europe were varied and increased after the Treaty of Balta Limani, the quarantine was approached in a modern way. This paper will discuss the implementation of quarantine in İstanbul, which was one of the liveliest centers of the Ottoman trade, and compare it to that of the ports of Trabzon, İzmir, Antalya and Mersin. In this way, it provides an overall evaluation on the quarantine methods implemented in Ottoman State.

G-3: STRATEGIES OF CONSOLIDATION OF TRADE PORTS IN THE 20th CENTURY | ROOM 20.055

Chair: Jason Petrusis, Social Science Research Council

“HAMBURG ON THE HUDSON”

Dara Orenstein, The George Washington University

This paper will recount the early U.S. history of the ‘free zone’ – or what geographers and merchants of the early 20th century called “the zone concept.” A spatial form imported primarily from Germany, the ‘free zone’ was an extraterritorial enclave at a port of entry, a parcel of land classified in U.S. law as physically present but jurisdictionally absent, on U.S. soil but off U.S. customs territory. American merchants learned of it from trips to the Hamburg Free Zone, which they regarded as a marvel of urban planning and a model of global commerce. “The German customs officials had no more to say about what went on in the Hamburg Free Zone,” as an NYU professor wrote in 1922 of his visit a few years prior, “than they had to say about what went on in Long Island.” This paper will chronicle the campaign to install free zones in port cities such as New York, Miami and San Francisco, a movement that emerged in the 1890s and that culminated in the Foreign-Trade Zones Act of 1934. And it will discuss the economic imaginary at stake. By homing in on the construction of Zone 1 on Staten Island in 1936, it will explore how the zone concept signified not only frictionless commerce but also partial denationalization, or, the conviction that the former depended on the latter – indeed, it will show, the barbed wire fence that circled each zone served as a barrier to state agents as much as to thieves. Ultimately, this paper will argue, the ‘free zone’ that Germany inspired during the age of empire and that the United States authorized during the New Deal prefigured precisely the sort of imperial non-place that would come to typify free zones of the neoliberal era (now numbering in the thousands), and that would lend new meaning to the port city as a contact zone or a threshold of exchange.

“THE SITUATION OF THE ANTALYA AND ITS PORT AT THE BEGINNING OF THE 20th CENTURY”

Aydin Beden, Akdeniz University

Maritime transport and seaports that form a part of that trade have an important place in the history of world trade. Likewise, in today’s Turkish Republic, the most preferred method of importation and exportation is maritime trade. Turkey’s geographical position, surrounded on three sides by the Mediterranean Sea, which is accepted as one of the most important central seas of the world, is very influential in this tendency. Since the classical period and before, coastal cities of Anatolia and the development of the seaports within these cities have been directly related to the importance given by states to maritime trade. Antalya, being one of these cities, is a very significant port city for its history, geographical position and its commercial activities. During the various periods of the Ottoman State, the significance of the port of Antalya fluctuated widely. However, as domestic and international trade continued, the port began coming to life again in the 20th century and contributed to the city life in this regard.

After giving brief information about the city of Antalya and the historical development of the port, this paper will focus on the process of growth in the early 20th century, when the Ottoman State collapsed and the Turkish Republic was established. It will examine statistical information about domestic and international trade, the products traded, and the effects of the trade on the city of Antalya. Thus, it contributes to knowledge of the historical development of Antalya, a typical Mediterranean port city.

“MOVING WIGS THROUGH KAI TAK: TRADING A GLOBAL COMMODITY IN HONG KONG, 1962-1971”

Jason Petrus, Social Science Research Council

This paper examines how a global commodity network was forged in and through port city Hong Kong. In the 1960s, wigs became a billion-dollar global business – reaching from Indonesia to Italy and Islip, but centered in Hong Kong. Hong Kong was more than just a wig entrepôt: it was the world’s largest manufacturer (wigs were Hong Kong’s fourth largest export, employing 30,000) and a global nexus of expertise, attracting American wig “machers” and exporting wig consultants to India, Singapore, and South Korea. But above all, Hong Kong illustrates a paradox of 1960s globalization. While feted as a laissez-faire model, in fact Hong Kong created a rigorous regulatory regime, revealing that global “free” trade was built through government intervention. The issue was this: in 1965, Lyndon Johnson embargoed Communist “Asiatic” hair for wigs, hoping to deprive China of US cash by depriving the wig trade of Chinese hair. The embargo shuttered Hong Kong wig factories until colony officials created an inspection system that guaranteed its wigs were free from “red” hair. Thus, Hong Kong bureaucrats began to track hair from Indian and Indonesian anti-communist heads, to a newly constructed hair traffic inspection terminal in Kai Tak Airport (since wigs pioneered the air-cargo business), and onto global pates. Indeed, the wig inspections show how port cities like Hong Kong could only become free-trade hubs by aggressively tracking and regulating global goods – becoming record-keepers and referees for complex, transnational supply chains.

G-4: ROUNDTABLE: SO YOU ARE A STUDENT OF WORLD HISTORY?: A STUDENT-FOCUSED DISCUSSION ON METHODOLOGY, RESOURCES AND PUBLISHING OF GLOBAL APPROACHES TO HISTORY | SALA (ROOM) CALSAMIGLIA (BUILDING 40, ROGER DE LLÚRIA)

Chair: Rubén Carrillo, IN3·Universitat Oberta de Catalunya

Rubén Carrillo, IN3·Universitat Oberta de Catalunya

Mariona Lloret, Universitat Pompeu Fabra

Gennadi Kneper, Universitat Pompeu Fabra

Nicholas Russell, Tufts University

CONCLUDING REMARKS & REFRESHMENTS | 3:30 pm – 4:30 pm | Jaume I

Daniele Cozzoli, Universitat Pompeu Fabra

Rubén Carrillo, IN3·Universitat Oberta de Catalunya

Mariona Lloret, Universitat Pompeu Fabra

Winston Welch, Executive Director, World History Association

OPTIONAL FREE BARCELONA OLD TOWN CITY GUIDED WALKING TOUR & OPTIONAL NO-HOST CASUAL DINNER (LOCATION TBA)

| 4:30 pm | Meet at Registration Desk

NOTES

PRESENTER INDEX

listed by FAMILY/SURNAME, then Given Name

G-2	ANDREA Alfred J.	B-3	LA COUTURE Elizabeth
A-3	ANDREWS Edward	G-1	LENGER Dincer Savas
G-3	BEDEN Aydın	B-2	LEONARD Adrian
C-2	BEN-ARTZI Yossi	D-2, G-4	LLORET Mariona
B-2	BLAKEMORE Richard	A-1	LÓPEZ MOLINA Luis
E-1, F-3	BORRERO Mauricio	E-4	LÓPEZ-VERA Jonathan
E-2	BUSCHMANN Ranier F.	A-2	MARIN VEGA Celia
B-1	BUSQUETS Anna	E-2	MARTÍNEZ-TABERNER Guillermo
C-3, F-1, G-4	CARRILLO Rubén	C-2	MARUFOGLU Sinan
A-2	CHEN Sogchuan	E-1	MC LEOD Marc
E-4	CHENPITAYATON Keerati	E-2, F-1	OLLÉ Manel
F-2	COBO I VIVES Arnau	G-3	ORENSTEIN Dara
D-3	COLORADO Alfonso	B-1	PALAT Ravi Arvind
E-3	CONVERSI, Daniele	D-3, E-2	PERMANYER UGARTEMENDIA Ander
D-3	CUBEIRO Didac	G-3	PETRULIS Jason
A-3	DAILY Christopher A.	C-1	POLLARD Edward
A-1	DINC Guven	E-1	REGUÉ SENDRÓS Oriol
C-2	DOOLEY Howard	G-4	RUSSELL NICHOLAS
C-3	DUCRUET César	D-1	SALLÉS VILASECA Núria
A-1, D-2	DUPONT Robert	F-1	SANCHEZ Jean-Noël
E-3	ELTABIB Sarah	D-2	SANTIAGO-VALLES Kelvin
E-3	FARINELLI Marcel	G-1	SHENEFELT Michael
G-2	FEYS Torsten	G-2	SİMSEK Fatma
B-1, E-4	FOLCH Dolors	B-2	SMITH Edmond
C-1	GARCÍA MORAL Eric	F-2	SPAULDING Robert Mark
F-3	GILBERT Marc Jason	D-3	SUGIYAMA Akiko
B-1	GUBERT I ROURE Ignasi	F-2	TALBOTT Siobhan
E-4, C-1	HARRIGAN Michael	A-3	TAYLOR Tom
C-3	HEIN Carola	B-3	von BRIESEN Brendan J.
C-3	JACOBS Wouter	G-1	WHITE Heidi
B-3, G-4	KNEPER Gennadi		
D-1	KRAIKOVSKI Alexei		



“Port Cities in World History”

2014 World History Association Barcelona Symposium



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