

the shipping of other European nations such as the English. Other Europ. traders

could use as a base some native sultanate or city-state which found their presence

advantageous. And even native shipping, although unable to stand up to a direct

naval battle with the Dutch, could pose a certain problem - the sea was large

enough for them to evade the Dutch, and they could make port at a place not under

Dutch control. Therefore, as time went on, the Dutch were obliged in the pursuance

of their interests to destroy or subjugate the political ~~organization~~ organization of one native

state after another. However, their primary interest was in sea-borne trade and

their involvement in other arenas such as Mataram politics was only incidental

to this.

Steps to attain a trade monopoly:

1. The Moluccas:

1599 - 1605: "honeymoon period" - Dutch seen as welcome

counterbalance to the Portuguese. After about 1605, however, it was borne upon

the inhabitants that the Dutch were actually establishing a much more effective

stranglehold than the Portuguese had. Should be said that to the islander spices

were not simply a "cash crop" to make money for capital or luxuries: they

needed them to get rice from Java, upon which they were dependent for food.

Therefore they resisted the establishment of the Dutch monopoly, with the help

of the English and Portuguese.

1605 - 1620: period of evasion, skirmishes. Faced with Dutch

naval might, the Moluccan Sultans would sign treaties giving them a monopoly, but

as soon as the Dutch felt they would not observe these treaties. After the

founding of Batavia, Coen decided upon the complete subjugation of the Bandas, and

sent a massive expedition in 1621, in which the native population of these islands

was virtually wiped out. Amboin and Ceram were then subjugated without the need for

such drastic measures (time of "Massacre of Amboina"). Ternate and Tidore were

also subjugated.

The basic conflict between the Dutch and the Moluccan Sultans was

an economic one. However, this economic conflict sharpened religious antagonism:

Islam became a rallying point for the Moluccans. The Dutch on their side began to propagate Christianity among the Moluccans for political reasons: hence the creation of so-called "rice Christians". In 1635 there was a general revolt in the Moluccas, and another in 1650 - a reaction against the institution of the hongi-tochten (regular naval patrols to destroy unlicensed spice trees - because the Dutch ~~firmly~~ wanted only a certain amount produced, all of wh. wld be marketed by them - didn't want any to be grown and " smuggled " by their Europ. competitors - would bring the Europ. price down if there was more on the market).

As a result of this intensive involvement, the Moluccas were deeply colonised from a very early period, and this had far-reaching consequences for the native society. (It is one thing to say that the Dutch were only one strand in a predominantly Asian pattern, but another to deny that any of their actions had important consequences for the future). It is only here that we find native languages actually superseded by European ones - led to the formation of a distinct " creole " identity: see Sjahrir, Out of Exile, pp. 103-4. The most dramatic results of this cultural assimilation are seen in Ambon. (Dutch army; Christians; Republik Maluku Selatan, etc.)

After the subjugation of the Moluccas, the centre of anti-Dutch trade shifted to Makassar. Makassar is well situated for trade contacts with the Moluccas, Java, Bandjarmassin (pepper) the Lesser Sundas and the southern Philippine area. Its growth was stimulated by Malay emigration after the Portuguese took Malacca, and also from Johore when that state was crippled by Acehnese raids. By 1600, there was a large Malay colony, and its rulers encouraged foreign traders - Chinese, Indians, Arabs, Javanese, Portuguese, English and Danes. In the early 17th century, ~~there~~ 2 developments took place: 1). Islamization 2). the local Makassarese aristocracy started to take a more direct part in trade - first hiring foreign ships, then having their own built in Java. They also used Portuguese pilots. By the 1630s, Makassar had a considerable sphere of