

Capitalism In The 17th Century World of Trade Makassar

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Abstract: The strategic geographical position, the shifting of the trade centers of the archipelago, as well as the role of Gowa kings as agent of change that had reigned during the 17th century is a determining factor in the emergence of Makassar's emporium in the network of the 17th century archipelago. The capitalist system in the world of Makassar is made possible by long shipping lanes for a long time, requiring large capital and credit systems in every transaction. Likewise, in every commercial there are various economic facilities such as trader loji, traders' trades from various tribes, loading and unloading facilities, and security guarantees for traders. This study is a study of economic sociology that aims to reveal the factors that gave rise to Makassar as a center of trade and emporium in Southeast Asia in the 17th century. The theory used is the theory of economic sociology centered on the teri world system.

Keywords: Capitalism, commerce.

INTRODUCTION

Makassar with Somba Opu Commerce since the 17th century is one of the trade city that is quite busy visited by traders from various regions in the archipelago, as well as from outside the archipelago. The position of Somba Opu located in the mouth of Makassar Strait enables it to develop into a trading center, and occupies the main route of shipping in Eastern part of the archipelago. The development became more apparent after the shifting of shipping lanes due to the fall of Malak's main port to the Portuguese in 1511.

Somba Opu as the trading emporium of Makassar, rapidly progressed in the early 16th century during the reign of King Gowa IX Daeng Matanre Karaeng Tumapa'risi Kallona, king of Gowa who managed to unite the kingdom of Gowa with Tallo Kingdom (Jhon Villiers, 1989). Trade dealers referred to in this paper is the center of social interaction that uses the sea as a means of communication, as well as trade networks. In this sense, the sea should be seen as a sea-system, where the growth of the marine region serves as a result of the cultural, social, economic, and political interactions among its inhabitants, which widen by interaction with

other systems, thus engaging in maritime networks Archipelago, even enter the world economic system (AB Lapien, 1992). From the description, it can be understood that the Somba Opu trading emporium is an integral part of the activities of shipping lanes and trade networks in the archipelago, whose economic system is oriented to the modern market.

The time span between the sixteenth to the seventeenth centuries in this study is the most dynamic period, showing the magnitude of internal and external influences. Internal influence is the development of the Kingdom of Gowa after united with the Tallo Kingdom and the existence of internal conflict in the struggle for hegemony between the Kingdom of Gowa and the Kingdom of Bone. While external influences are the constellation of conflict and the seizure of hegemony between Portuguese trading power with Dutch Trade Congress (VOC), as well as the shifting of shipping lanes and trade network from East Java to Makassar.

MAKASSAR EMPORIUM TRADING IN NUSANTARA TRADING NETWORK

The growth of the Makassar emporium as a trading city in the archipelago trading network,

supported by two factors that most decisive namely: 1) Internal factors, namely geographical and political; And 2) external factors, ie the fall of Malacca into the hands of the Portuguese and the shifting of shipping lanes in the archipelago at the end of the 16th century. The two determinants that gave birth to the capitalist system in Makassar trading world.

Internal factors (Geographical and political)

KN Chaudhuri (1989) in his research in the Indian Ocean Region managed to reveal clearly the commercial shipping system in the Indian Ocean, and showed that the sea and the elements of life in it, its height and volume are evolving, and salinity or salinity are equally Enabling the development of the shipping system. Thus, the geographical element causes the shipping lanes not to be volatile, and even if there is a change in this aspect, they will take hundreds to thousands of years.

From the 10th to the 11th centuries there emerged the so-called emporium, the port towns equipped with various facilities, which not only made it easier for sailors to repair their ships, but also facilitated merchants to diversify. Economic facilities such as credit, warehouses, and lodging are available in certain port cities making it an emporium. Various emporiums emerging since then include Aden, Mocha in the Red Sea, Muscat, Bandar Abas and Homaz in Banggala, then Malacca in the Malacca Strait, Khanfu (Canton) Zaiton, and Nanking in the Chinese Sea. For the Southeast Asian region, Anthony Reid (1993) in his research revealed the emergence of a number of emporiums as a commercial city in the fifteenth to the seventeenth century, between Malacca, Banten, Aceh, Maluku and Makassar.

Makassar's geographical condition with the main port of Somba Opu located in the mouth of Makassar Strait is a supporter and the basis of Makassar's development as one of the trading cities in the archipelago (Anthony Reid, 1993). Geopolitically existence is supported by the flow of the river flanking the land, the Tallo River in the North and the River Je'neberang in the south. While other conditions are geo-

historically composed of fertile mainland (Darmawan M.R., 1993).

Reciprocal support between the emergence of hinterlands, shipping lanes, and commercial networks, enables the emergence of a trading city equipped with economic means, such as markets as the center of trade activities. In the market-everyone is free to build his hut by paying certain taxes (Anthony Reid, 1993) The wider impact on these developments is the emergence of temporary settlements that make Makassar's trading city as a vast urban center. Hony Reid estimates supporters Makassar in the 17th century reached 20,000 to 640,000 people, so that Makassar at that time can be classified as a metropolitan city, which has been social for a long time to change *keauc menjuasi* (Anthony Reid, 1992). Most of the city's proponent are local people with various social roles. The king and the aristocracy are the elite layers that always exist in the commercial city of Makassar.

The shift of the political centers, marked by the establishment of Somba Opu Trading Airport as the center of government of the Kingdom of Gowa by King Gowa IX Tumapa'risi Kallona (1510-1546). This stipulation was accompanied by development around the Somba Opu Fortress as a defense, as well as the appointment of Daeng Pamatte as a syahbandar which governs the customs of the treasury of the Kingdom of Makassar. To support the policy, the Kingdom of Makassar has established a major institution in supporting Makassar as a trading city, among others: a) Security of goods; B) Protection of foreign traders; C) Facility of dock, dock, and warehouse for ship loading and unloading; D) Arrangement of prices of traded goods; And e) Organizations governing trade merchandise considerations (Wolhoff, et al., Tt).

The effort was continued by Gowa XI King Mario Gau Daeng Bonto (1546-1565), who renovated Somba Opu fortress, with the establishment of brick buildings around it, accompanied by fortresses of protection, such as Bnetng Panakukkang, ana 'Gowa, and Benteng Ujung Look (Mattulada, 1982).

External Factors

Malacca is a very strategic area for the world through the sea, connecting between East and West. This position makes Malacca as the center trade in Asia and the archipelago, especially in the 15th century.

When Malacca fell into the hands of Portugal in 1511, it brought unexpected consequences to the emergence of various empires or partial trade shifts north to Aceh, and partly to the south of Banten. This shift made Banten evolved as a trading emporium in western Indonesia. As well as the Moluccas, which are the main producers of spices, are increasingly visited by pedagogues, both from the archipelago and European merchants, especially the Portuguese and VOCs who eventually control the spice trade in the region.

Another consequence of the shift of the trading center is the exodus of Malay merchants and other traders to Makassar to serve as a place for marketing the results and taking food. This fact led to Somba Opu as Makassar's emporium in the trading network and as a spice supplier outside the VOC monopoly, while making the Makassar emporium at a strategic position, and benefiting the trade between Malacca and Maluku (Meilink Roelofs, 1969). Thus, if during the sixteenth century the path taken was Maluku, Java, and the Malacca Strait, then at the end of the century it became Maluku, Makassar, and the Sunda Strait (Sartono Kartodirjo, 1993).

Makassar as a place to escape as well as an entrepot for spice traders from the island of Java, bringing Somba Opu more developed into Makassar emporium in the network of commerce in the archipelago in the 17th century. Development began in the 16th century based on its success as a major port in Sulawesi supported by a surplus of rice from the area, the settlement of a Malay colony of commerce in Makassar since the mid-sixteenth century, making it increasingly growing as a rival to the island of Java and exports Rice and other ingredients to Maluku (Anthony Reid, 1993).

To appeal to outside traders, King Gowa X provides temporary shelter and protection to traders around Bandar Saga Opu Commerce, which is accompanied by special privileges (Anthony Reid, 1993). Such as the treatment of Master Bonang from Java, Traders from Pahang, Patani, Johor, Campa, and Minangkabau who

often have their own settlements called Kampung Melayu. In another study, Anthony Reid argues that at the beginning of the 17th century there were a number of foreign traders in Makassar, such as Portuguese, Dutch, English, Spanish, Danish and Chinese, accompanied by economic facilities such as credit facilities and temporary settlements for the traders. (Anthony Reid, 1993). Thus, the condition allows the creation of capitalism system in the Makassar emporium which is driven by the existence of long-distance trading network that requires a very large capital, either for supplies or for trade through the credit system. This fact proves that in the economic institutions of the Kingdom of Makassar there is a strong desire to create the rules of network trading and the creation of a market system in activating the trading network.

The question that pops up later is why capitalism in Southeast Asia, including in the Makassar emporium collapsed in the early seventeenth century. Just like K.N. Chaudhuri in his study in the Indian Ocean, Anthony Reid also argued that the cause is closely related to the political system in Asia, where the Asian political system at that time did not guarantee for safety and private property. The ruler or the king has unlimited power. His entire territory and wealth in it belong to the king. In such circumstances, the capital collected by the *pemuasaba* cannot be invested into other sectors, such as agricultural sector and industry as in Europe, because at any time can be taken by the king on the pretext mentioned above, because it is also capital raised Entrepreneurs are only ranged among families only.

In addition to the above factors, the collapse of the capitalist system in Asia (Makassar) is also caused by: a) depression of a less favorable global union, with declining supply of silver and gold as trade letters to Asia around the year 1600-1659; B) The existence of climate change, characterized by the occurrence of cooling on the surface of the earth in the 17th century. Consequently, a crop failure of 1624 and the outbreak of a malignant epidemic in 1636 in the Makassar emporium (Anthony Reid, 1992).

Makassar as a trading center that enabled the growth of capitalism system in the 17th century, gradually decline in the reign of Sultan Hasanuddin (1653-1659). The decline was

preceded by the uprising in Bone and Mandar in 1660, which was further aggravated by VOC attacks on the help of Bone troops under Aru Palakka in 1666. The VOC assault with the Bone forces against the Kingdom of Gowa ended the hegemony of the Kingdom of Gowa with the signing of Bongaya Treaty by Sultan Hasanuddin in 1667.

CONCLUSION

The system of capitalism in Makassar's trading world is made possible by long shipping lanes. Under such conditions, large capital and credit systems are needed in every transaction, as well as in every trading airport available various economic facilities, such as trade loji, merchant traders from various tribes, loading and unloading facilities, and security guarantees for Traders

The strategic geographic role, and the shift of the archipelago trade centers to the emergence of Makassar's emporium in the 17th century archipelago's trading network are not the most important determinants.

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