

# Commerce and Culture

600–1450

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“In the spring of 2004, I was looking for an appropriate college graduation present for my son Ateesh and decided on an Apple iPod music player. . . . I placed my order online. . . . I was astonished by what followed. I received a confirmation e-mail within minutes . . . [and learned that] the product was being shipped not from California but from Shanghai, China. . . . Ateesh’s personalized iPod landed on our New Haven [Connecticut] doorstep barely 40 hours after I had clicked ‘Buy.’”<sup>1</sup> To Nayan Chanda, a fifty-eight-year-old journalist, born and educated in India and at the time working at Yale University, this was an astonishing transaction. Probably it was less surprising to his son. But both of them, no doubt, understood this kind of commercial exchange as something quite recent in human history.

And in the speed of the transaction, it surely was. But from the perspective of world history, exchange among distant peoples is not altogether new, and the roots of economic globalization lie deep in the past. In fact, just three years after purchasing his son’s iPod, Nayan Chanda wrote a well-received book titled *Bound Together*, describing how traders, preachers, adventurers, and warriors had long created links among peoples living in widely separated cultures and civilizations. Those early transregional interactions and their capacity for transforming human societies, for better and for worse, played an increasingly significant role in this era of third-wave civilizations, a millennium of accelerating connections.

The exchange of goods among communities occupying different ecological zones has long been a prominent feature of human history. Coastlands and highlands, steppes and farmlands,

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**Travels on the Silk Road** This Chinese ceramic figurine from the Tang dynasty (618–907 C.E.) shows a group of musicians riding on a camel along the famous Silk Road commercial network that long linked the civilizations of western and eastern Eurasia. The bearded figures represent Central Asian merchants, while the others depict Chinese.

islands and mainlands, valleys and mountains, deserts and forests—each generates different products. Furthermore, some societies have been able to monopolize, at least temporarily, the production of particular products—such as silk in China, certain spices in Southeast Asia, and incense in southern Arabia—that others have found valuable. This uneven distribution of goods and resources, whether natural or resulting from human activity, has long motivated exchange, not only within particular civilizations or regions but among them as well. In the world of 500 to 1500, long-distance trade became more important than ever before in linking and shaping distant societies and peoples. For the most part, it was indirect, a chain of separate transactions in which goods traveled farther than individual merchants. Nonetheless, a network of exchange and communication extending all across the Afro-Eurasian world, and separately in parts of the Americas as well, slowly came into being.

**AP® EXAM TIP**

You must know the political, social, and economic effects of networks of exchange.

Why was trade important? How did it generate change within the societies that it connected? Economically speaking, commerce often altered consumption and shaped daily life. West Africans, for example, imported scarce salt, necessary for human diets and useful for seasoning and preserving food, from distant mines in the Sahara in exchange for the gold of their region. Over several millennia, incense such as frankincense and myrrh, grown in southern Arabia and the adjacent region of northern Somalia, found eager consumers in ancient Egypt and Babylon, India and China, Greece and Rome. Used for medicinal purposes, religious ceremonies, and as an antidote to the odors of unsanitary cities, incense also bore the “aroma of eros.” “I have perfumed my bed with myrrh, aloes, and cinnamon,” declared a harlot featured in the Old Testament book of Proverbs. “Come, let us take our fill of love till morning.”<sup>2</sup> Trade also affected the working lives of many people, encouraging them to specialize in producing particular products for sale in distant markets rather than for use in their own communities.

Trade, in short, diminished the economic self-sufficiency of local societies, even as it altered the structure of those societies as well. Merchants often became a distinct social group, viewed with suspicion by others because of their impulse to accumulate wealth without actually producing anything themselves. In some societies, trade became a means of social mobility, as Chinese merchants, for example, were able to purchase landed estates and establish themselves within the gentry class. Long-distance trade also enabled elite groups in society to distinguish themselves from commoners by acquiring prestigious goods from a distance—silk, tortoise-shell, jade, rhinoceros horn, or particular feathers. The association with faraway or powerful societies, signaled by the possession of their luxury goods, often conveyed status in communities more remote from major civilizations.

Trade also had the capacity to transform political life. The wealth available from controlling and taxing trade motivated the creation of states in various parts of the world and sustained those states once they had been constructed. Furthermore, commerce posed a set of problems to governments everywhere. Should trade be left in private hands, as in the Aztec Empire, or should it be controlled by the state,

## A MAP OF TIME

430 B.C.E.	Trade-borne disease enters Greece from Egypt
200 B.C.E.–200 C.E.	Initial flourishing of Silk Road commerce
By 1st century B.C.E.	Spread of Buddhism to Central Asian cities and northern China
Early centuries C.E.	Knowledge of monsoons enables expansion of Indian Ocean commerce
300–400 C.E.	Beginning of trans-Saharan trade
350	All-water route opened between India and China
6th century	Chinese monopoly on silk production broken
7th century	Rise of Islam
670–1025	Srivijaya kingdom
800–1300	Khmer kingdom of Angkor
1000–1500	Swahili civilization along East African coast
13th and 14th centuries	Mongol Empire revitalizes Silk Road commerce
1250–1350	Kingdom of Zimbabwe in southeastern Africa
1275–1292	Marco Polo in China
1346–1350	Black Death enters Europe via transcontinental trade routes
1354	Ibn Battuta visits West Africa
15th century	Aztec and Inca empires facilitate commercial exchange in the Americas

as in the Inca Empire? How should state authorities deal with men of commerce, who were both economically useful and potentially disruptive?

Moreover, the saddlebags of camel caravans or the cargo holds of merchant vessels carried more than goods. Trade became a vehicle for the spread of religious ideas, technological innovations, disease-bearing germs, and plants and animals to regions far from their places of origin. In just this fashion, Buddhism made its way from India to Central and East Asia, and Islam crossed the Sahara into West Africa. So did the pathogens that devastated much of Eurasia during the Black Death. These immense cultural and biological transformations were among the most significant outcomes of the increasingly dense network of long-distance commerce during the era of third-wave civilizations.

### SEEKING THE MAIN POINT

In what ways did long-distance commerce act as a motor of change in premodern world history?



## Silk Roads: Exchange across Eurasia

### AP® EXAM TIP

The goods, ideas, technology, and peoples that traveled the Silks Roads, and their effects on Eurasian cultures, are “must know” information for success on the AP® exam.

The Eurasian landmass has long been home to the majority of humankind as well as to the world’s most productive agriculture, largest civilizations, and greatest concentration of pastoral peoples. Beyond its many separate societies and cultures, Eurasia also gave rise to one of the world’s most extensive and sustained networks of exchange among its diverse peoples. Known as the Silk Roads, a reference to their most famous product, these land-based trade routes linked pastoral and agricultural peoples as well as the large civilizations on the continent’s outer rim (see Map 7.1). None of its numerous participants knew the full extent of this network’s reach, for it was largely a “relay trade” in which goods were passed down the line, changing hands many times before reaching their final destination. Nonetheless, the Silk Roads provide a certain unity and coherence to Eurasian history alongside the distinct stories of its separate civilizations and peoples.

### *The Growth of the Silk Roads*

The beginnings of the Silk Roads lay in both geography and history. As a geographic unit, Eurasia is often divided into inner and outer zones that represent quite different environments. Outer Eurasia consists of relatively warm, well-watered areas, suitable for agriculture, which provided the setting for the great civilizations of China, India, the Middle East, and the Mediterranean. Inner Eurasia—the lands of eastern Russia and Central Asia—lies farther north and has a harsher and drier climate, much of it not conducive to agriculture. Herding their animals from horseback, the pastoral people of this region had for centuries traded with and raided their agricultural neighbors to the south. Products of the forest and of semi-arid northern grasslands known as the steppes—such as hides, furs, livestock, wool, and amber—were exchanged for the agricultural products and manufactured goods of adjacent civilizations. The movement of pastoral peoples for thousands of years also served to diffuse Indo-European languages, bronze metallurgy, horse-based technologies, and more all across Eurasia.

The construction of the second-wave civilizations and their imperial states during the last five centuries B.C.E. added another element to these earlier Eurasian connections. From the south, the Persian Empire invaded the territory of pastoral peoples in present-day Turkmenistan and Uzbekistan. From the west, Alexander the Great’s empire stretched well into Central Asia. From the east, China’s Han dynasty extended its authority westward, seeking to control the nomadic Xiongnu and to gain access to the powerful “heavenly horses” that were so important to Chinese military forces. By the early centuries of the Common Era, indirect trading connections, often brokered by pastoral peoples, linked these Eurasian civilizations in a network of transcontinental exchange.

Silk Road trading networks prospered most when large and powerful states provided security for merchants and travelers. Such conditions prevailed during the

### Guided Reading Question

#### CHANGE

What lay behind the emergence of Silk Road commerce, and what kept it going for so many centuries?



**Map 7.1**  
**The Silk Roads**

For 2,000 years, goods, ideas, technologies, and diseases made their way across Eurasia on the several routes of the Silk Roads.

**AP® EXAM TIP**

Know the relationships between governments and trade routes across time and place.

second-wave era when the Roman and Chinese empires anchored long-distance commerce at the western and eastern ends of Eurasia. Silk Road trade flourished again during the seventh and eighth centuries C.E. as the Byzantine Empire, the Muslim Abbasid (ah-BAH-sihd) dynasty, and Tang dynasty China created an almost continuous belt of strong states across Eurasia. In the thirteenth and fourteenth centuries, the Mongol Empire briefly encompassed almost the entire route of the Silk Roads in a single state, giving a renewed vitality to long-distance trade. Over many centuries, various technological innovations, such as yokes, saddles, and stirrups, made the use of camels, horses, and oxen more effective means of transportation across the vast distances of the Silk Roads.

## Goods in Transit

During prosperous times especially, a vast array of goods (detailed in the Snapshot on page 286) made its way across the Silk Roads, often carried in large camel caravans that traversed the harsh and dangerous steppes, deserts, and oases of Central Asia. In high demand and hard to find, most of these goods were luxury products, destined for an elite and wealthy market, rather than staple goods, for only readily moved commodities of great value could compensate for the high costs of transportation across such long and forbidding distances.

Of all these luxury goods, it was silk that came to symbolize this Eurasian network of exchange. From the time of silk's origin in China, by 3000 B.C.E. or earlier,

**AP® EXAM TIP**

The trade products listed here are excellent sources of specific evidence that you might use to answer a Short-Answer or Long-Essay question on the AP® exam.

**SNAPSHOT** Economic Exchange along the Silk Roads

Region	Products Contributed to Silk Road Commerce
China	silk, bamboo, mirrors, gunpowder, paper, rhubarb, ginger, lacquerware, chrysanthemums
Forest lands of Siberia and grasslands of Central Asia	furs, walrus tusks, amber, livestock, horses, falcons, hides, copper vessels, tents, saddles, slaves
India	cotton textiles, herbal medicine, precious stones, spices, pepper, pearls, ebony
Middle East	dates, nuts, dried fruit, dyes, lapis lazuli, swords
Mediterranean basin	gold coins, glassware, glazes, grapevines, jewelry, artworks, perfume, wool and linen textiles, olive oil

that civilization long held a monopoly on its production. After 300 B.C.E. or so, that precious fabric increasingly found a growing market all across the linked commercial network of the Afro-Eurasian world. Although the silk trade itself was largely in the hands of men, women figured hugely in the process in terms of both supply and demand. For many centuries, Chinese women, mostly in rural areas, were responsible for every step of the ingenious and laborious enterprise of silk production. They tended the mulberry trees on whose leaves silkworms fed; they unwound the cocoons in very hot water to extract the long silk fibers; they turned these fibers into thread and wove them into textiles. Thus Chinese homes became the primary site of textile production with rural women as its main labor force. By the time of the Tang dynasty (618–907 C.E.), women were making a large contribution to the household economy, to technological innovation in the silk industry, and to the state, which depended heavily on peasant taxes, often paid in cloth. Despite these contributions, many rural families persisted in poverty, as the thirteenth-century writer Wen-hsiang indicated:

The silkworms have finished their third sleep and are famished. The family is poor, without cash to buy the mulberry leaves to feed them. What can they do? Hungry silkworms do not produce silk. . . . The daughter is twenty but does not have wedding clothes. Those the government sends to collect taxes are like tigers. If they have no clothes to dress their daughter, they can put the [wedding] off. If they have no silk to turn over to the government, they will go bankrupt.<sup>3</sup>

Elite Chinese women, and their men as well, also furnished part of the demand for these luxurious fabrics, which marked their high status. So too did Chinese officials, who required huge quantities of silk to exchange for much-needed horses and to buy off “barbarian” invaders from the north. Beyond China, women in many cultures ardently sought Chinese silk for its comfort and its value as a fashion

**Guided Reading Question****SIGNIFICANCE**

What made silk such a highly desired commodity across Eurasia?

statement. The demand for silk, as well as for cotton textiles from India, was so great in the Roman Empire that various Roman writers were appalled at the drain of resources that it represented. They also were outraged at the moral impact of wearing revealing silk garments. “I can see clothes of silk,” lamented Seneca the Younger in the first century C.E., “if materials that do not hide the body, nor even one’s decency, can be called clothes. . . . Wretched flocks of maids labour so that the adulteress may be visible through her thin dress, so that her husband has no more acquaintance than any outsider or foreigner with his wife’s body.”<sup>4</sup>

By the sixth century C.E., the knowledge and technology for producing raw silk had spread beyond China. An old Chinese story attributes it to a Chinese princess who smuggled out silkworms in her turban when she was married off to a Central Asian ruler. In a European version of the tale, Christian monks living in China did the deed by hiding some silkworms in a bamboo cane, an act of industrial espionage that allowed an independent silk-producing and silk-weaving industry to take hold in the Byzantine Empire. However it happened, Koreans, Japanese, Indians, and Persians likewise learned how to produce this precious fabric.

As the supply of silk increased, its many varieties circulated even more extensively across Afro-Eurasian trade routes. In Central Asia, silk was used as currency and as a means of accumulating wealth. In both China and the Byzantine Empire, silk became a symbol of high status, and governments passed laws that restricted silk clothing to members of the elite. Furthermore, silk became associated with the sacred in the expanding world religions of Buddhism and Christianity. Chinese Buddhist pilgrims who made their way to India seeking religious texts and relics took with them large quantities of silk as gifts to the monasteries they visited. Buddhist monks in China received purple silk robes from Tang dynasty emperors as a sign of high honor. In the world of Christendom, silk wall hangings, altar covers, and vestments became highly prestigious signs of devotion and piety. Because no independent silk industry developed in Western Europe until the twelfth century C.E., a considerable market developed for silks imported from the Islamic world. Ironically, the splendor of Christian churches depended in part on Islamic trading networks and on silks manufactured in the Muslim world. Some of those silks were even inscribed with passages in Arabic from the Quran, unbeknownst to their European buyers.<sup>5</sup> By the twelfth century, the West African king of Ghana was wearing silk, and that fabric circulated in Egypt, Ethiopia, and along the East African coast as well.

Compared to contemporary global commerce, the volume of trade on the Silk Roads was modest, and its focus on luxury goods limited its direct impact on most people. Nonetheless, it had important economic and social consequences. Peasants in the Yangzi River delta of southern China sometimes gave up the cultivation of food crops, choosing to focus instead on producing silk, paper, porcelain, lacquerware, or iron tools, many of which were destined for the markets of the Silk Roads. In this way, the impact of long-distance trade trickled down to affect the lives of ordinary farmers. Furthermore, favorably placed individuals could benefit immensely

#### AP® EXAM TIP

The AP® exam often includes questions that ask you to compare features of Han China to those of Imperial Rome.

#### AP® EXAM TIP

You should know that the goods transported along the Silk Roads focused on luxury items.

#### Guided Reading Question

##### 🔗 CONNECTION

What were the major economic, social, and cultural consequences of Silk Road commerce?



from long-distance trade. The twelfth-century Persian merchant Ramisht made a personal fortune from his long-distance trading business and with his profits purchased an enormously expensive silk covering for the Kaaba, the central shrine of Islam in Mecca.

### *Cultures in Transit*

More important even than the economic impact of the Silk Roads was their role as a conduit of culture. Buddhism in particular, a cultural product of Indian civilization, spread widely throughout Central and East Asia, owing much to the activities of merchants along the Silk Roads. From its beginnings in India during the sixth century B.C.E., Buddhism had appealed to merchants, who preferred its universal message to that of a Brahmin-dominated Hinduism that privileged the higher castes. Indian traders and Buddhist monks, sometimes supported by rulers such as Ashoka, brought the new religion to the trans-Eurasian trade routes. To the west, Persian Zoroastrianism largely blocked the spread of Buddhism, but in the oasis cities of Central Asia, such as Merv, Samarkand, Khotan, and Dunhuang, Buddhism quickly took hold. By the first century B.C.E., many of the inhabitants of these towns had converted to Buddhism, and foreign merchant communities soon introduced it to northern China as well.

Particularly important in this process were the Sogdians, a Central Asian people, whose merchants established an enduring network of exchange with China. Two such Sogdians, living in China during the second century C.E., were instrumental in translating Sanskrit Buddhist texts into Chinese. Sogdians dominated Silk Road trade for much of the first millennium C.E., and their language became a medium of communication all along that commercial network. In their Central Asian homeland, however, Sogdians practiced Zoroastrianism, Manichaeism, and local traditions as well as Buddhism.

Conversion to Buddhism in the oasis cities was a voluntary process, without the pressure of conquest or foreign rule. Dependent on long-distance trade, the inhabitants and rulers of those sophisticated and prosperous cities found in Buddhism a link to the larger, wealthy, and prestigious civilization of India. Well-to-do Buddhist merchants could earn religious merit by building monasteries and supporting monks. The monasteries in turn provided convenient and culturally familiar places of rest and resupply for merchants making the long and arduous trek across Central Asia. Many of these cities became cosmopolitan centers of learning and commerce. Scholars have found thousands of Buddhist texts in the city of Dunhuang, where several branches of the Silk Roads joined to enter western China, together with hundreds of cave temples, lavishly decorated with murals and statues.

Outside of the oasis communities, Buddhism progressed only slowly among pastoral peoples of Central Asia. The absence of a written language was an obstacle to the penetration of a highly literate religion, and their nomadic ways made the founding of monasteries, so important to Buddhism, quite difficult. But as pastoralists became involved in long-distance trade or came to rule settled agricultural

#### AP® EXAM TIP

Understanding that Buddhism, like other major religions, spread along trade routes is fundamental to success on the AP® exam.

#### Guided Reading Question

##### CHANGE

What accounted for the spread of Buddhism along the Silk Roads?

#### AP® EXAM TIP

Know examples of merchant groups who traveled far from their homes along trade routes, like the Sogdians.



### Dunhuang

Located in western China at a critical junction of the Silk Road trading network, Dunhuang was also a center of Buddhist learning, painting, and sculpture as that religion made its way from India to China and beyond. In some 492 caves, carved out of the rock between about 400 and 1400 c.e., a remarkable gallery of Buddhist art has been preserved, of which this painting is but one example. (Steve Vidler/© Prisma Bildagentur AG/Alamy)

peoples, Buddhism seemed more attractive. The nomadic Jie people, who controlled much of northern China after the collapse of the Han dynasty, are a case in point. Their ruler in the early fourth century c.e., Shi Le, became acquainted with a Central Asian Buddhist monk called Fotudeng, who had traveled widely on the Silk Roads. The monk's reputation as a miracle worker, a rainmaker, and a fortune-teller and his skills as a military strategist cemented a personal relationship with Shi Le and led to the conversions of thousands and the construction of hundreds of Buddhist temples. In China itself, Buddhism remained for many centuries a religion of foreign merchants or foreign rulers. Only slowly did it become popular among the Chinese themselves, a process examined more closely in Chapter 8.

As Buddhism spread across the Silk Roads from India to Central Asia, China, and beyond, it also changed. The original faith had shunned the material world, but Buddhist monasteries in the rich oasis towns of the Silk Roads found themselves very much involved in secular affairs. Some of them became quite wealthy, receiving gifts from well-to-do merchants, artisans, and local rulers. The begging bowls of the monks became a symbol rather than a daily activity. Sculptures and murals in the monasteries depicted musicians and acrobats, women applying makeup, and even drinking parties.

Doctrines changed as well. It was the more devotional Mahayana form of Buddhism (see Chapter 4)—featuring the Buddha as a deity, numerous bodhisattvas,

### AP® EXAM TIP

You must know that major religions like Buddhism changed as they spread from their places of origin.

an emphasis on compassion, and the possibility of earning merit—that flourished on the Silk Roads, rather than the more austere psychological teachings of the original Buddha. Moreover, Buddhism picked up elements of other cultures while in transit on the Silk Roads. In the Sogdian city of Samarkand, the use of Zoroastrian fire rituals apparently became a part of Buddhist practice. And in the area northwest of India that had been influenced by the invasions of Alexander the Great, statues of the Buddha reveal distinctly Greek influences. The Greco-Roman mythological figure of Heracles, the son of Zeus and a figure associated with great strength, courage, masculinity, and sexual prowess, was used to represent Vajrapani, one of the divine protectors of the Buddha. In a similar way, the gods of many peoples along the Silk Roads were incorporated into Buddhist practice as bodhisattvas.

### *Disease in Transit*

#### AP® EXAM TIP

The spread of diseases across trade routes in different places and eras is an important concept in AP® World History.

#### Guided Reading Question

##### ■ CONNECTION

What was the impact of disease along the Silk Roads?

Beyond goods and cultures, diseases too traveled the trade routes of Eurasia, and with devastating consequences. Each of the major population centers of the Afro-Eurasian world had developed characteristic disease patterns, mechanisms for dealing with them, and in some cases immunity to them. But when contact among previously isolated human communities occurred, people were exposed to unfamiliar diseases for which they had little immunity or few effective methods of coping. The epidemics that followed often brought suffering and death on an enormous scale to rich and poor alike. An early example involved the Greek city-state of Athens, which in 430–429 B.C.E. was suddenly afflicted by a new and still-unidentified infectious disease that had entered Greece via seaborne trade from Egypt, killing perhaps 25 percent of its army and permanently weakening the city-state.

Even more widespread diseases affected the Roman Empire and Han dynasty China as the Silk Roads promoted contact all across Eurasia. Smallpox and measles devastated the populations of both empires, contributing to their political collapse. Paradoxically, these disasters may well have strengthened the appeal of Christianity in Europe and Buddhism in China, for both of them offered compassion in the face of immense suffering.

Again in the period between 534 and 750 C.E., intermittent outbreaks of bubonic plague ravaged the coastal areas of the Mediterranean Sea as the black rats that carried the disease arrived via the seaborne trade with India, where they originally lived. What followed was catastrophic. Constantinople, the capital city of the Byzantine Empire, lost thousands of people per day during a forty-day period in 534 C.E., according to a contemporary historian. Disease played an important role in preventing Byzantium from reintegrating Italy into its version of a renewed Roman Empire encompassing the Mediterranean basin. The repeated recurrence of the disease over the next several centuries also weakened the ability of Christendom to resist Muslim armies from Arabia in the seventh century C.E.

The most well-known dissemination of disease was associated with the Mongol Empire, which briefly unified much of the Eurasian landmass during the thirteenth and fourteenth centuries C.E. (see Chapter 11). That era of intensified interaction

facilitated the spread of the Black Death—identified variously with the bubonic plague, anthrax, or a package of epidemic diseases—from China to Europe. Its consequences were enormous. Between 1346 and 1348, up to half of the population of Europe perished from the plague. “A dead man,” wrote the Italian writer Boccaccio, “was then of no more account than a dead goat.”<sup>6</sup> Despite the terrible human toll, some among the living benefited. Tenant farmers and urban workers, now in short supply, could demand higher wages or better terms. Some landowning nobles, on the other hand, were badly hurt as the price of their grains dropped and the demands of their dependents grew.

A similar death toll afflicted China and parts of the Islamic world. The Central Asian steppes, home to many nomadic peoples, including the Mongols, also suffered terribly, undermining Mongol rule and permanently altering the balance between pastoral and agricultural peoples to the advantage of settled farmers. In these and many other ways, disease carried by long-distance trade shaped the lives of millions and altered their historical development. (See Chapter 11 for more on the Black Death.)

In the long run of world history, the exchange of diseases gave Europeans a certain advantage when they confronted the peoples of the Western Hemisphere after 1500. Exposure over time had provided them with some degree of immunity to Eurasian diseases. In the Americas, however, the absence of domesticated animals, the less intense interaction among major centers of population, and isolation from the Eastern Hemisphere ensured that native peoples had little defense against the diseases of Europe and Africa. Thus, when their societies were suddenly confronted by Europeans and Africans from across the Atlantic, they perished in appalling numbers. Such was the long-term outcome of the very different histories of the two hemispheres.

## Sea Roads: Exchange across the Indian Ocean

If the Silk Roads linked Eurasian societies by land, sea-based trade routes likewise connected distant peoples all across the Eastern Hemisphere. For example, since the days of the Phoenicians, Greeks, and Romans, the Mediterranean Sea had been an avenue of maritime commerce throughout the region, a pattern that continued during the third-wave era. The Italian city of Venice emerged by 1000 C.E. as a major center of that commercial network, with its ships and merchants active in the Mediterranean and Black seas as well as on the Atlantic coast. Much of its wealth derived from control of expensive and profitable imported goods from Asia, many of which came up the Red Sea through the Egyptian port of Alexandria. There Venetian merchants picked up those goods and resold them throughout the Mediterranean basin. This type of transregional exchange linked the maritime commerce of the Mediterranean Sea to the much larger and more extensive network of seaborne trade in the Indian Ocean basin.

Until the creation of a genuinely global oceanic system of trade after 1500, the Indian Ocean represented the world’s largest sea-based system of communication

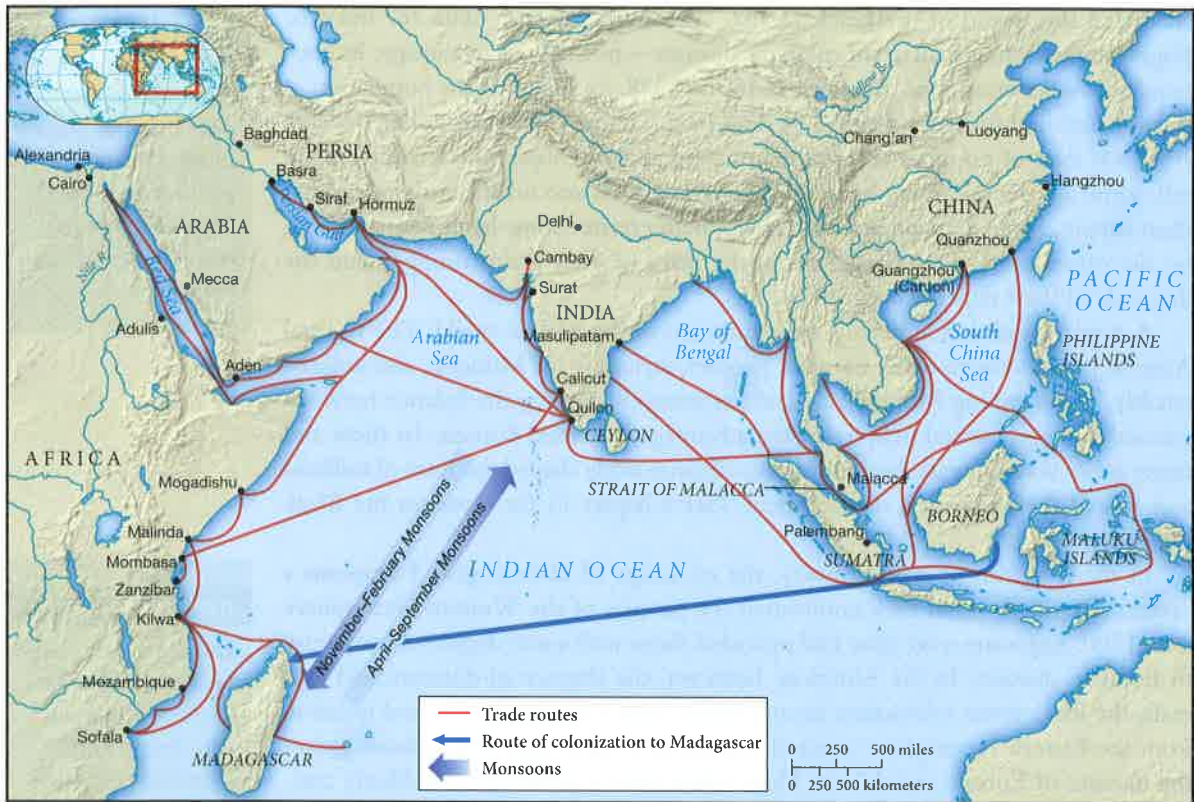
### AP® EXAM TIP

It’s important to note that the Black Death affected millions of people, from East Asia to North Africa to Europe.

### AP® EXAM TIP

The short- and long-term effects of the Black Death across Afro-Eurasia are important concepts frequently found on the AP® exam.





### Map 7.2 The Sea Roads

Paralleling the Silk Road trading network, a sea-based commerce in the Indian Ocean basin connected the many peoples between China and East Africa.

and exchange, stretching from southern China to eastern Africa (see Map 7.2). Like the Silk Roads, these transoceanic trade routes—the Sea Roads—also grew out of the vast environmental and cultural diversities of the region. The desire for various goods not available at home—such as porcelain from China, spices from the islands of Southeast Asia, cotton goods and pepper from India, ivory and gold from the East African coast, incense from southern Arabia—provided incentives for Indian Ocean commerce. Transportation costs were lower on the Sea Roads than on the Silk Roads because ships could accommodate larger and heavier cargoes than camels. This meant that the Sea Roads could eventually carry more bulk goods and products destined for a mass market—textiles, pepper, timber, rice, sugar, wheat—whereas the Silk Roads were limited largely to luxury goods for the few.

What made Indian Ocean commerce possible were the monsoons, alternating wind currents that blew predictably northeast during the summer months and southwest during the winter (see Map 7.2). An understanding of monsoons and a gradually accumulating technology of shipbuilding and oceanic navigation drew on the ingenuity of many peoples—Chinese, Malays, Indians, Arabs, Swahilis, and others. Collectively they made “an interlocked human world joined by the common highway of the Indian Ocean.”<sup>77</sup>

But this world of Indian Ocean commerce did not occur between entire regions and certainly not between “countries,” even though historians sometimes write about India, Indonesia, Southeast Asia, or East Africa as a matter of shorthand or convenience. It operated rather across an “archipelago of towns” whose merchants often had more in common with one another than with the people of their own hinterlands.<sup>8</sup> These urban centers, strung out around the entire Indian Ocean basin, provided the nodes of this widespread commercial network.

### *Weaving the Web of an Indian Ocean World*

The world of Indian Ocean commerce was long in the making, dating back to the time of the First Civilizations. Seaborne trade via the Persian Gulf between ancient Mesopotamia and the Indus Valley civilization is reflected in archeological finds in both places. Perhaps the still-undeciphered Indian writing system was stimulated by Sumerian cuneiform. The ancient Egyptians, and later the Phoenicians, likewise traded down the Red Sea, exchanging their manufactured goods for gold, ivory, frankincense, and slaves from the coasts of Ethiopia, Somalia, and southern Arabia. These ventures mostly hugged the coast and took place over short distances. Malay sailors, however, were an exception to this rule. Speaking Austronesian languages, they jumped off from the islands of present-day Indonesia during the first millennium B.C.E. and made their way in double-outrigger canoes across thousands of miles of open ocean to the East African island of Madagascar. There they introduced their language and their crops—bananas, coconuts, and taro—which soon spread to the mainland, where they greatly enriched the diets of African peoples. Also finding its way to the continent was a Malayo-Polynesian xylophone, which is still played in parts of Africa today. A casualty of this migration, coupled with the later arrival of Bantu-speaking Africans, was the extinction of the “elephant bird,” a huge flightless bird weighing up to 600 pounds and found only in Madagascar.

The tempo of Indian Ocean commerce picked up in the era of second-wave civilizations during the early centuries of the Common Era, as mariners learned how to ride the monsoons. Various technological innovations also facilitated Indian Ocean trade—improvements in sails, new kinds of ships called junks with stern-post rudders and keels for greater stability, new means of calculating latitude such as the astrolabe, and evolving versions of the magnetic needle or compass. Around the time of Christ, the Greek geographer Strabo reported that “great fleets [from the Roman Empire] are sent as far as India, whence the most valuable cargoes are brought back to Egypt and thence exported again to other places.”<sup>9</sup> Merchants from the Roman world, mostly Greeks, Syrians, and Jews, established settlements in southern India and along the East African coast. The introduction of Christianity into both Axum and Kerala (in southern India) testifies to the long-term cultural impact of that trade. In the eastern Indian Ocean and the South China Sea, Chinese and Southeast Asian merchants likewise generated a growing commerce, and by 100 C.E. Chinese traders had reached India.

#### AP® EXAM TIP

Study the map on the opposite page closely. You must know the effects of the monsoon winds on trade in the Indian Ocean. You should also know that, like on the Silk Roads, people from many different societies participated in exchanges in the Indian Ocean network.

#### AP® EXAM TIP

Take note of the technological developments that aided Indian Ocean trade.

**AP® EXAM TIP**

Pay close attention to this Snapshot. You might find that you need these examples for a Short-Answer or Long-Essay question on the AP® exam.

**SNAPSHOT** Economic Exchange in the Indian Ocean Basin

Region	Products Contributed to Indian Ocean Commerce
Mediterranean basin	ceramics, glassware, wine, gold, olive oil
East Africa	ivory, gold, iron goods, slaves, tortoiseshells, quartz, leopard skins
Arabia	frankincense, myrrh, perfumes
India	grain, ivory, precious stones, cotton textiles, spices, timber, tortoiseshells
Southeast Asia	tin, sandalwood, cloves, nutmeg, mace
China	silks, porcelain, tea

The fulcrum of this growing commercial network lay in India itself. Its ports bulged with goods from both west and east, as illustrated in the Snapshot above. Its merchants were in touch with Southeast Asia by the first century C.E., and settled communities of Indian traders appeared throughout the Indian Ocean basin and as far away as Alexandria in Egypt. Indian cultural practices, such as Hinduism and Buddhism, as well as South Asian political ideas began to take root in Southeast Asia.

In the era of third-wave civilizations between 500 and 1500, two major processes changed the landscape of the Afro-Eurasian world and wove the web of Indian Ocean exchange even more densely than before. One was the economic and political revival of China, some four centuries after the collapse of the Han dynasty (see Chapter 8). Especially during the Tang and Song dynasties (618–1279), China reestablished an effective and unified state, which actively encouraged maritime trade. Furthermore, the impressive growth of the Chinese economy sent Chinese products pouring into the circuits of Indian Ocean commerce, while providing a vast and attractive market for Indian and Southeast Asian goods. Chinese technological innovations, such as larger ships and the magnetic compass, likewise added to the momentum of commercial growth.

A second transformation in the world of Indian Ocean commerce involved the sudden rise of Islam in the seventh century C.E. and its subsequent spread across much of the Afro-Eurasian world (see Chapter 9). Unlike Confucian culture, which was quite suspicious of merchants, Islam was friendly to commercial life; the Prophet Muhammad himself had been a trader. The creation of an Arab Empire, stretching from the Atlantic Ocean through the Mediterranean basin and all the way to India, brought together in a single political system an immense range of economies and cultural traditions and provided a vast arena for the energies of Muslim traders.

Those energies greatly intensified commercial activity in the Indian Ocean basin. Middle Eastern gold and silver flowed into southern India to purchase pepper, pearls, textiles, and gemstones. Muslim merchants and sailors, as well as Jews

**Guided Reading Question****CHANGE**

What lay behind the flourishing of Indian Ocean commerce in the post-classical millennium?

**AP® EXAM TIP**

Participation by Muslim merchants in the Indian Ocean network during the postclassical period (ca. 600 C.E.–ca. 1450) is important to know.

and Christians living within the Islamic world, established communities of traders from East Africa to the south China coast. Efforts to reclaim wasteland in Mesopotamia to produce sugar and dates for export stimulated a slave trade from East Africa, which landed thousands of Africans in southern Iraq to work on plantations and in salt mines under horrendous conditions. A massive fifteen-year revolt (868–883) among these slaves badly disrupted the Islamic Abbasid Empire before that rebellion was brutally crushed.

Beyond these specific outcomes, the expansion of Islam gave rise to an international maritime culture by 1000, shared by individuals living in the widely separated port cities around the Indian Ocean. The immense prestige, power, and prosperity of the Islamic world stimulated widespread conversion, which in turn facilitated commercial transactions. Even those who did not convert to Islam, such as Buddhist rulers in Burma, nonetheless regarded it as commercially useful to assume Muslim names. Thus was created “a maritime Silk Road . . . a commercial and informational network of unparalleled proportions.”<sup>10</sup> After 1000, the culture of this network was increasingly Islamic.

### *Sea Roads as a Catalyst for Change: Southeast Asia*

Oceanic commerce transformed all of its participants in one way or another, but nowhere more so than in Southeast Asia and East Africa, at opposite ends of the Indian Ocean network. In both regions, trade stimulated political change as ambitious or aspiring rulers used the wealth derived from commerce to construct larger and more centrally governed states or cities. Both areas likewise experienced cultural change as local people were attracted to foreign religious ideas from Confucian, Hindu, Buddhist, or Islamic sources. As on the Silk Roads, trade was a conduit for culture.

Located between the major civilizations of China and India, Southeast Asia was situated by geography to play an important role in the evolving world of Indian Ocean commerce. During the third-wave era, a series of cities and states or kingdoms emerged on both the islands and mainland of Southeast Asia, representing new civilizations in this vast region (see Map 7.3). That process paralleled a similar development of new civilizations in East and West Africa, Japan, Russia, and Western Europe in what was an Afro-Eurasian phenomenon. In Southeast Asia, many of those new societies were stimulated and decisively shaped by their interaction with the sea-based trade of the Indian Ocean.<sup>11</sup>

The case of Srivijaya (SREE-vih-juh-yuh) illustrates the connection between commerce and state building. When Malay sailors, long active in the waters around Southeast Asia, opened an all-sea route between India and China through the Straits of Malacca around 350 C.E., the many small ports along the Malay Peninsula and the coast of Sumatra began to compete intensely to attract the growing number of traders and travelers making their way through the straits. From this competition emerged the Malay kingdom of Srivijaya, which dominated this critical choke

#### Guided Reading Question

##### CONNECTION

In what ways did Indian influence register in Southeast Asia?

#### AP® EXAM TIP

Be sure you understand the connections between governments and trade.





**Map 7.3** Southeast Asia, ca. 1200 C.E.

Both mainland and island Southeast Asia were centrally involved in the commerce of the Indian Ocean basin, and both were transformed by that experience.

#### AP® EXAM TIP

You should know the roles that Southeast Asian societies played in the Indian Ocean network.

point of Indian Ocean trade from 670 to 1025. A number of factors—Srivijaya’s plentiful supply of gold; its access to the source of highly sought-after spices, such as cloves, nutmeg, and mace; and the taxes levied on passing ships—provided resources to attract supporters, to fund an embryonic bureaucracy, and to create the military and naval forces that brought some security to the area.

The inland states on the mainland of Southeast Asia, whose economies were based more on domestically produced rice than on international trade, nonetheless participated in the commerce of the region. The state of Funan, which flourished during the first six centuries of the Common Era in what is now southern Vietnam and eastern Cambodia, hosted merchants from both India and China. Archeologists have found Roman coins as well as trade goods from Persia, Central Asia, and Arabia in the ruins of its ancient cities. The Khmer kingdom of Angkor (flourished 800–1300) exported exotic forest products, receiving in return Chinese and Indian handicrafts, while welcoming a considerable community of Chinese merchants. Traders from Champa in what is now central and southern Vietnam operated in China, Java, and elsewhere, practicing piracy when trade dried up. Champa’s effort to control the trade between China and Southeast Asia provoked warfare with its commercial rivals.

Beyond the exchange of goods, commercial connections served to spread elements of Indian culture across much of Southeast Asia, even as Vietnam was incorporated into the Chinese sphere of influence. (See Chapter 8 for more on Chinese influence in Vietnam.) Indian alphabets such as Sanskrit and Pallava were used to write a number of Southeast Asian languages. Indian artistic forms provided models for Southeast Asian sculpture and architecture, while the Indian epic *Ramayana* became widely popular across the region.

Politically, Southeast Asian rulers and elites found attractive the Indian belief that leaders were god-kings, perhaps reincarnations of a Buddha or the Hindu deity Shiva, while the idea of karma conveyed legitimacy to the rich and powerful based on their moral behavior in earlier lives. Srivijayan monarchs, for example, employed Indians as advisers, clerks, or officials and assigned Sanskrit titles to their subordinates. The capital city of Palembang was a cosmopolitan place, where even the parrots were said to speak four languages. While these rulers drew on indigenous beliefs that chiefs possessed magical powers and were responsible for the prosperity of their people, they also made use of imported Indian political ideas and Buddhist religious concepts, which provided a “higher level of magic” for rulers as well as the prestige of association with Indian civilization.<sup>12</sup> They also sponsored the crea-



tion of images of the Buddha and various bodhisattvas whose faces resembled those of deceased kings and were inscribed with traditional curses against anyone who would destroy them. Srivijaya grew into a major center of Buddhist observance and teaching, attracting thousands of monks and students from throughout the Buddhist world. The seventh-century Chinese monk Yi Jing was so impressed that he advised Buddhist monks headed for India to study first in Srivijaya for several years.

Elsewhere as well, elements of Indian culture took hold in Southeast Asia. The Sailendra kingdom in central Java, an agriculturally rich region closely allied with Srivijaya, mounted a massive building program between the eighth and tenth centuries featuring Hindu temples and Buddhist monuments. The most famous, known as Borobudur, is an enormous mountain-shaped structure of ten levels, with a three-mile walkway and elaborate carvings illustrating the spiritual journey from ignorance and illusion to full enlightenment. The largest Buddhist monument anywhere in the world, it is nonetheless a distinctly Javanese creation, whose carved figures have Javanese features and whose scenes are clearly set in Java, not India. Its shape resonated with an ancient Southeast Asian veneration of mountains as sacred places and the abode of ancestral spirits. Borobudur represents the process of Buddhism becoming culturally grounded in a new place.

Hinduism too, though not an explicitly missionary religion, found a place in Southeast Asia. It was well rooted in the Champa kingdom, for example, where Shiva was worshipped, cows were honored, and phallic imagery was prominent. But it was in the prosperous and powerful Angkor kingdom of the twelfth century C.E. that Hinduism found its most stunning architectural expression in the temple complex known as Angkor Wat. The largest religious structure in the premodern

#### **Borobudur**

This huge Buddhist monument, constructed probably in the ninth century C.E., was subsequently abandoned and covered with layers of volcanic ash and vegetation as Java came under Islamic influence. It was rediscovered by British colonial authorities in the early nineteenth century and has undergone several restorations over the past two centuries. Although Indonesia is a largely Muslim country, its small Buddhist minority still celebrates the Buddha's birthday at Borobudur. (© Luca Tettoni/Robert Harding World Imagery/Alamy)

#### **AP® EXAM TIP**

Angkor Wat and the temple of Borobudur are examples of architecture influenced by religion.

### Angkor Wat

Constructed in the early twelfth century, the Angkor Wat complex was designed as a state temple, dedicated to the Hindu god Vishnu and lavishly decorated with carved bas-reliefs depicting scenes from Hindu mythology. By the late thirteenth century, it was in use by Buddhists, as it is to this day. This photo shows a small section of the temple and three Buddhist monks in their saffron robes. (© Jose Fuste Raga/Corbis)



world, it sought to express a Hindu understanding of the cosmos, centered on a mythical Mount Meru, the home of the gods in Hindu tradition. Later, it was used by Buddhists as well, with little sense of contradiction. To the west of Angkor, the state of Pagan likewise devoted enormous resources to shrines, temples, and libraries inspired by both Hindu and Buddhist faiths.

This extensive Indian influence in Southeast Asia has led some scholars to speak of the “Indianization” of the region, similar perhaps to the earlier spread of Greek culture within the empires of Alexander the Great and Rome. In the case of Southeast Asia, however, no imperial control accompanied Indian cultural influence. It was a matter of voluntary borrowing by independent societies that found Indian traditions and practices useful and were free to adapt those ideas to their own needs and cultures. Traditional religious practices mixed with the imported faiths or existed alongside them with little conflict. And much that was distinctively Southeast Asian persisted despite influences from afar. In family life, for example, most Southeast Asian societies traced an individual’s ancestry from both the mother’s and father’s line in contrast to India and China, where patrilineal descent was practiced. Furthermore, women had fewer restrictions and a greater role in public life than in the more patriarchal civilizations of both East and South Asia. They were generally able to own property together with their husbands and to initiate divorce. A Chinese visitor to Angkor observed, “It is the women who are concerned with commerce.” Women in Angkor also served as gladiators, warriors, and members of the palace staff, and as poets, artists, and religious teachers. Almost 1,800 realistically carved images



of women decorate the temple complex of Angkor Wat. In neighboring Pagan, a thirteenth-century queen, Pwa Saw, exercised extensive political and religious influence for some forty years amid internal intrigue and external threats, while donating some of her lands and property to a Buddhist temple. Somewhat later, but also via Indian Ocean commerce, Islam too began to penetrate Southeast Asia as the world of seaborne trade brought yet another cultural tradition to the region.

### *Sea Roads as a Catalyst for Change: East Africa*

On the other side of the Indian Ocean, the transformative processes of long-distance trade were likewise at work, giving rise to an East African civilization known as Swahili. Emerging in the eighth century C.E., this civilization took shape as a set of commercial city-states stretching all along the East African coast, from present-day Somalia to Mozambique.

The earlier ancestors of the Swahili lived in small farming and fishing communities, spoke Bantu languages, and traded with the Arabian, Greek, and Roman merchants who occasionally visited the coast during the second-wave era. But what stimulated the growth of Swahili cities was the far more extensive commercial life of the western Indian Ocean following the rise of Islam. As in Southeast Asia, local people and aspiring rulers found opportunity for wealth and power in the growing demand for East African products associated with an expanding Indian Ocean commerce. Gold, ivory, quartz, leopard skins, and sometimes slaves acquired from interior societies, as well as iron and processed timber manufactured along the coast, found a ready market in Arabia, Persia, India, and beyond. At least one East African giraffe found its way to Bengal in northeastern India, and from there was sent on to China. In response to such commercial opportunities, an African merchant class developed, villages turned into sizable towns, and clan chiefs became kings. A new civilization was in the making.

Between 1000 and 1500, that civilization flourished along the coast, and it was a very different kind of society from the farming and pastoral cultures of the East African interior. It was thoroughly urban, centered in cities of 15,000 to 18,000 people, such as Lamu, Mombasa, Kilwa, Sofala, and many others. Like the city-states of ancient Greece, each Swahili city was politically independent, was generally governed by its own king, and was in sharp competition with other cities. No imperial system or larger territorial states unified the world of Swahili civilization. Nor did any of these city-states control a critical choke point of trade, as Srivijaya did for the Straits of Malacca. Swahili cities were commercial centers that accumulated goods from the interior and exchanged them for the products of distant civilizations, such as Chinese porcelain and silk, Persian rugs, and Indian cottons. While the transoceanic journeys occurred largely in Arab vessels, Swahili craft navigated the coastal waterways, concentrating goods for shipment abroad. This long-distance trade generated class-stratified urban societies with sharp distinctions between a mercantile elite and commoners.

#### AP® EXAM TIP

Take good notes on East Africa's contributions to the Indian Ocean network.

#### Guided Reading Question

##### ■ CONNECTION

What was the role of Swahili civilization in the world of Indian Ocean commerce?





The Swahili Coast of East Africa

Culturally as well as economically, Swahili civilization participated in the larger Indian Ocean world. Arab, Indian, and Persian merchants were welcome visitors, and some settled permanently. Many ruling families of Swahili cities claimed Arab or Persian origins as a way of bolstering their prestige, even while they dined from Chinese porcelain and dressed in Indian cottons. The Swahili language, widely spoken in East Africa today, was grammatically an African tongue within the larger Bantu family of languages, but it was written in Arabic script and contained a number of Arabic loan words. A small bronze lion found in the Swahili city of Shanga and dating to about 1100 illustrates the distinctly cosmopolitan character of Swahili culture. It depicted a clearly African lion, but it was created in a distinctly Indian artistic style and was made from melted-down Chinese copper coins.<sup>13</sup>

Furthermore, Swahili civilization rapidly became Islamic. Introduced by Arab traders, Islam was voluntarily and widely adopted within the Swahili world. Like Buddhism in Southeast Asia, Islam linked Swahili cities to the larger Indian Ocean world, and these East African cities were soon dotted with substantial mosques. When Ibn Battuta (IH-buhn ba-TOO-tuh), a widely traveled Arab scholar, merchant, and public official, visited the Swahili coast in the early fourteenth century, he found altogether Muslim societies in which religious leaders often spoke Arabic, and all were eager to welcome a learned Islamic visitor. But these were African Muslims, not colonies of transplanted Arabs. A prominent historian of Ibn Battuta's travels commented on Swahili society: "The rulers, scholars, officials, and big merchants as well as the port workers, farmers, craftsmen, and slaves, were dark-skinned people speaking African tongues in everyday life."<sup>14</sup>

Islam sharply divided the Swahili cities from their African neighbors to the west, for neither the new religion nor Swahili culture penetrated much beyond the coast until the nineteenth century. Economically, however, the coastal cities acted as intermediaries between the interior producers of valued goods and the Arab merchants who carried them to distant markets. Particularly in the southern reaches of the Swahili world, this relationship extended the impact of Indian Ocean trade well into the African interior. Hundreds of miles inland, between the Zambezi and Limpopo rivers, lay rich sources of gold, much in demand on the Swahili coast. The emergence of a powerful state, known as Great Zimbabwe, seems clearly connected to the growing trade in gold to the coast as well as to the wealth embodied in its large herds of cattle. At its peak between 1250 and 1350, Great Zimbabwe had the resources and the labor power to construct huge stone enclosures entirely without mortar, with walls sixteen feet thick and thirty-two feet tall. "[It] must

have been an astonishing sight," writes a recent historian, "for the subordinate chiefs and kings who would have come there to seek favors at court."<sup>15</sup> Here in the interior of southeastern Africa lay yet another example of the reach and transforming power of Indian Ocean commerce.

#### AP® EXAM TIP

Features of the Swahili and Great Zimbabwe civilizations in East Africa are a frequent topic on the AP® exam.

#### PRACTICING AP® HISTORICAL THINKING

To what extent did the Silk Roads and the Sea Roads operate in a similar fashion? How did they differ?

have been an astonishing sight," writes a recent historian, "for the subordinate chiefs and kings who would have come there to seek favors at court."<sup>15</sup> Here in the interior of southeastern Africa lay yet another example of the reach and transforming power of Indian Ocean commerce.

## Sand Roads: Exchange across the Sahara

In addition to the Silk Roads and the Sea Roads, another important pattern of long-distance trade—this one across the vast reaches of the Sahara—linked North Africa and the Mediterranean world with the land and peoples of interior West Africa. Like the others, these Sand Road commercial networks had a transforming impact, stimulating and enriching West African civilization and connecting it to larger patterns of world history during the third-wave era.

### *Commercial Beginnings in West Africa*

Trans-African trade, like the commerce of the Silk Roads and the Sea Roads, was rooted in environmental variation. The North African coastal regions, long part of Roman or later Arab empires, generated cloth, glassware, weapons, books, and other manufactured goods. The great Sahara held deposits of copper and especially salt, while its oases produced sweet and nutritious dates. While the sparse populations of the desert were largely pastoral and nomadic, farther south lived agricultural peoples who grew a variety of crops, produced their own textiles and metal products, and mined a considerable amount of gold. These agricultural regions of sub-Saharan Africa are normally divided into two ecological zones: the savanna grasslands immediately south of the Sahara, which produced grain crops such as millet and sorghum, and the forest areas farther south, where root and tree crops such as yams and kola nuts predominated. These quite varied environments provided the economic incentive for the exchange of goods.

The earliest long-distance trade within this huge region was not across the Sahara at all, but largely among the agricultural peoples themselves in the area later known to Arabs as the Sudan, or “the land of black people.” During the first millennium B.C.E., the peoples of Sudanic West Africa began to exchange metal goods, cotton textiles, gold, and various food products across considerable distances using boats along the Niger River and donkeys overland. On the basis of this trade, a number of independent urban clusters emerged by the early centuries of the Common Era. The most well known was Jenne-jeno, which was located at a crucial point on the Niger River where goods were transshipped from boat to donkey or vice versa. This was the Niger Valley civilization, described in Chapter 6.

### *Gold, Salt, and Slaves: Trade and Empire in West Africa*

A major turning point in African commercial life occurred with the introduction of the camel to North Africa and the Sahara in the early centuries of the Common Era. (See *Zooming In: The Arabian Camel*, page 302.) This remarkable animal, which could go for ten days without water, finally made possible the long trek across the Sahara. It was camel-owning dwellers of desert oases who initiated regular trans-Saharan commerce by 300 to 400 C.E. Several centuries later, North African Arabs, now bearing the new religion of Islam, also organized caravans across the desert.

#### AP® EXAM TIP

Note the key raw materials carried within and out of Africa along the Sand Roads.

#### AP® EXAM TIP

Understand the significance of the introduction of the camel into Africa from South-west Asia.

## The Arabian Camel

Animals have their own histories, and they have long played a large role in human history as well. Consider the single-humped Arabian camel, for thousands of years an important means of transport and a beast of burden on the Silk and Sand Roads. Even today, the Arabian camel is a common sight across northern Africa and the Middle East. But it took millennia for this breed of camel to spread beyond its native Arabian Peninsula, where it had been domesticated by 3000 B.C.E. Camels were initially valued by Arab tribesmen for their milk; however, over time their endurance and ability to carry heavy loads resulted in their adoption as pack animals along the caravan routes between the frankincense- and myrrh-producing regions of southern Arabia and cities on the northern edges of the peninsula.

This trade slowly introduced Arabian camels to the rest of the Middle East, where they were well established



Part of a camel caravan.

by 500 B.C.E. But it was the invention of a new saddle, which allowed each animal to carry a heavier load, that transformed the camel into the most versatile and efficient form of transport in the region by 100 B.C.E. Ultimately the camel displaced the ox and cart, which for millennia had been a mainstay for moving goods. The advantages of the camel were significant. Camels ate desert plants that thrived on lands unsuitable to agriculture, while oxen required fodder grown on arable land. Moreover, camels carried loads on their backs rather than pulling carts made of wood, a scarce resource in the Middle East. In many parts of the region, the camel's triumph was complete. By 500 C.E., wheeled vehicles had disappeared entirely from most of the Middle East, and the camel maintained its dominance for fifteen

photo: From the "Maqamat" of Abu Mohammed al Qasim ibn Ali Hariri (1054–1122), 1237. © Scala/White Images/Art Resource, NY

### Guided Reading Question

#### CONNECTION

What changes did trans-Saharan trade bring to West Africa?

What they sought, above all else, was gold, which was found in some abundance in the border areas straddling the grasslands and the forests of West Africa. From its source, it was transported by donkey to transshipment points on the southern edge of the Sahara and then transferred to camels for the long journey north across the desert. African ivory, kola nuts, and slaves were likewise in considerable demand in the desert, the Mediterranean basin, and beyond. In return, the peoples of the Sudan received horses, cloth, dates, various manufactured goods, and especially salt from the rich deposits in the Sahara.

Thus the Sahara was no longer simply a barrier to commerce and cross-cultural interaction; it quickly became a major international trade route that fostered new relationships among distant peoples. The caravans that made the desert crossing could be huge, with as many as 5,000 camels and hundreds of people. Traveling mostly at night to avoid the daytime heat, the journey might take up to seventy days, covering fifteen to twenty-five miles per day. For well over 1,000 years, such caravans traversed the desert, linking the interior of West Africa with lands and people far to the north.



hundred years. In the 1780s, a French traveler in Syria commented, “It is noteworthy that in all of Syria no wagon or cart is seen.”<sup>16</sup> Only with the emergence of the automobile in the twentieth century did the camel decisively lose its advantage over wheeled vehicles. From the Middle East, Arabian camels and related hybrid species moved along the Silk Roads, becoming a major means of transport as far away as modern Afghanistan. Only the cold climatic conditions of Central Asia halted their spread. In the frigid Gobi Desert, it was the Arabian camel’s cousin—the two-humped Bactrian camel—that traders relied upon to carry their loads.

The Arabian camel had perhaps an even more profound impact on long-distance trade across the Sahara. Before the arrival of the camel, the western Sahara proved an imposing barrier to trade. Just a trickle of goods flowed across the vast arid region, often through indirect exchange. The first camels most likely filtered into western Africa from the Middle East along the southern borders of the Sahara around 200 B.C.E., and they probably arrived after 100 C.E. in Roman North Africa, where they were used for a variety of purposes, including the plowing of fields. From the time of their

arrival, camels stimulated trade and contact across the Sahara, but these exchanges really took off when the Arab conquerors of North Africa brought their expertise in camel caravan trading to the region in the sixth century C.E. At their height, caravans of up to 5,000 camels regularly crossed the Sahara on several established routes. It could take seventy days to traverse the desert, but profits from trade in gold, ivory, salt, and slaves made the journey worthwhile. These trade routes facilitated the emergence of empires in West Africa and the spread of Islam into the region. The Arabian camel remained the chief source of transport between sub-Saharan West Africa and the Mediterranean for over a thousand years, until European ships sailing along the Atlantic coast challenged their dominance in the fifteenth century.

**Questions:** Was the disappearance of the wheel an advance in terms of transport in the Middle East? What impact did the Arabian camel have on long-distance trade in Eurasia and Africa? How might reliance on the camel rather than the wheel affect human settlements?

As in Southeast Asia and East Africa, this long-distance trade across the Sahara provided both incentives and resources for the construction of new and larger political structures. It was the peoples of the western and central Sudan, living between the forests and the desert, who were in the best position to take advantage of these new opportunities. Between roughly 500 and 1600, they constructed a series of states, empires, and city-states that reached from the Atlantic coast to Lake Chad, including Ghana, Mali, Songhay, Kanem, and the city-states of the Hausa people (see Map 7.4). All of them were monarchies with elaborate court life and varying degrees of administrative complexity and military forces at their disposal. All drew on the wealth of trans-Saharan trade, taxing the merchants who conducted it. In the wider world, these states soon acquired a reputation for great riches. An Arab traveler in the tenth century C.E. described the ruler of Ghana as “the wealthiest king on the face of the earth because of his treasures and stocks of gold.”<sup>17</sup> At its high point in the fourteenth century, Mali’s rulers monopolized the import of strategic goods such as horses and metals; levied duties on salt, copper, and other merchandise; and reserved large nuggets of gold for themselves while

#### AP® EXAM TIP

Features of the West African Islamic kingdoms of Ghana, Mali, and Songhay are “must know” information for the AP® exam.



### Map 7.4 The Sand Roads

For a thousand years or more, the Sahara was an ocean of sand that linked the interior of West Africa with the world of North Africa and the Mediterranean but separated them as well.

important political roles in many places; and oral traditions and mythologies frequently portrayed a complementary rather than hierarchal relationship between the sexes. According to a recent scholar:

Men [in West African civilization] derive their power and authority by releasing and accumulating *nyama* [a pervasive vital power] through acts of transforming one thing into another—making a living animal dead in hunting, making a lump of metal into a fine bracelet at the smithy. Women derive their power from similar acts of transformation—turning clay into pots or turning the bodily fluids of sex into a baby.<sup>18</sup>

Certainly, the famous Muslim traveler Ibn Battuta, visiting Mali in the fourteenth century, was surprised, and appalled, at the casual intimacy of unmarried men and women, despite their evident commitment to Islam.

As in all civilizations, slavery found a place in West Africa. Early on, most slaves had been women, working as domestic servants and concubines. As West African civilization crystallized, however, male slaves were put to work as state officials,

permitting the free export of gold dust. (See Working with Evidence, Source 7.3, page 318, for an early sixteenth-century account of this West African civilization.)

This growing integration with the world of international commerce generated the social complexity and hierarchy characteristic of all civilizations. Royal families and elite classes, mercantile and artisan groups, military and religious officials, free peasants and slaves—all of these were represented in this emerging West African civilization. So too were gender hierarchies, although without the rigidity of more established Eurasian civilizations. Rulers, merchants, and public officials were almost always male, and by 1200 earlier matrilineal descent patterns had been largely replaced by those tracing descent through the male line. Male bards, the repositories for their communities' history, often viewed powerful women as dangerous, not to be trusted, and a seductive distraction for men. But ordinary women were central to agricultural production and weaving; royal women played

porters, craftsmen, miners harvesting salt from desert deposits, and especially agricultural laborers producing for the royal granaries on large estates or plantations. Most came from non-Islamic and stateless societies farther south, which were raided during the dry season by cavalry-based forces of West African states, though some white slave women from the eastern Mediterranean also made an appearance in Mali. A song in honor of one eleventh-century ruler of Kanem boasted of his slave-raiding achievements:

The best you took (and sent home) as the first fruits of battle.  
The children crying on their mothers you snatched away  
from their mothers. You took the slave wife from a slave,  
and set them in lands far removed from one another.<sup>19</sup>

Most of these slaves were used within this emerging West African civilization, but a trade in slaves also developed across the Sahara. Between 1100 and 1400, perhaps 5,500 slaves per year made the perilous trek across the desert, where most were put to work in the homes of the wealthy in Islamic North Africa.

These states of Sudanic Africa developed substantial urban and commercial centers—such as Koumbi-Saleh, Jenne, Timbuktu, Gao, Gobir, and Kano—where traders congregated and goods were exchanged. Some of these cities also became centers of manufacturing, creating finely wrought beads, iron tools, or cotton textiles, some of which entered the circuits of commerce. Visitors described them as cosmopolitan places where court officials, artisans, scholars, students, and local and foreign merchants all rubbed elbows. As in East Africa, Islam accompanied trade and became an important element in the urban culture of West Africa. The growth of long-distance trade had stimulated the development of a West African civilization, which was linked to the wider networks of exchange in the Eastern Hemisphere.

## An American Network: Commerce and Connection in the Western Hemisphere

Before the voyages of Columbus, the world of the Americas developed quite separately from that of Afro-Eurasia. Intriguing hints of occasional contacts with Polynesia and other distant lands have been proposed, but the only clearly demonstrated connection was that occasioned by the brief Viking voyages to North America around the year 1000. (See *Zooming In*: Thorfinn Karlsefni, page 306.) Certainly, no sustained interaction between the peoples of the two hemispheres took place. But if the Silk, Sea, and Sand Roads linked the diverse peoples of the Eastern Hemisphere, did a similar network of interaction join and transform the various societies of the Western Hemisphere?



### Manuscripts of Timbuktu

The West African city of Timbuktu, a terminus of the Sand Road commercial network, became an intellectual center of Islamic learning—both scientific and religious. Its libraries were stocked with books and manuscripts, often transported across the Sahara from the heartland of Islam. Many of these have been preserved and are now being studied once again. (Alex Dissanayake/Lonely Planet Images/Getty Images)

### AP® EXAM TIP

As you learned in earlier chapters, you must know the functions of cities as well as the various forms of coerced labor across time and place, like slavery.



## Thorfinn Karlsefni, Viking Voyager

While the peoples of the Eastern and Western hemispheres remained almost completely isolated from one another before Columbus, the Viking journeys to North America, part of a larger age of Viking expansion, represent an exception to that generalization. Between 800 and 1050, Scandinavian Vikings had raided, traded, and sometimes settled across much of Europe, generating a fearful reputation.

They also colonized Iceland and Greenland, and from that base sought yet more land in North America. Yet their transatlantic voyages, although impressive feats of oceanic exploration, represented a historical dead end, for they bore no long-term consequences. Their significance lies in their role as a prelude to Columbus rather than in any immediate outcomes.

Among those voyagers was Thorfinn Karlsefni, who set off from southern Greenland in the spring of 1007 bound for what he called Vinland, and what we know as North America. A well-born, wealthy merchant and seaman of Norwegian Viking background, he had come the previous summer from his home in Iceland to the small Viking community in Greenland on a trading mission.



A Viking ship similar to that used by Thorfinn Karlsefni and other Viking explorers.

There he found winter accommodations with Eric the Red, a pioneer of Nordic settlement in Greenland. He also found a wife, Gudrid, the widow of one of Eric's sons. Two of Eric's sons, including Leif Ericsson, had previously made the journey to Vinland. And so, during that long winter, talk turned to another voyage, for that land was reputed to be rich in furs, timber, and other valuable resources. Thus Thorfinn came

to lead 160 people, including his new wife and other women, on three ships heading to a virtually unknown land. The story of that voyage comes to us from two Icelandic sagas, based on oral traditions and committed to writing several hundred years after the events they describe.<sup>20</sup>

Arriving along the coast of what is now Newfoundland, Thorfinn and his people first looked for pastureland for the cattle that had accompanied them. With food in short supply, the first winter was very difficult and provoked a religious controversy. The Christians among the group "made prayers to God for food," but Thorhall, a

photo: © Yvette Cardozo/Alamy

### Guided Reading Question

#### ■ COMPARISON

In what ways did networks of interaction in the Western Hemisphere differ from those in the Eastern Hemisphere?

Clearly, direct connections among the various civilizations and cultures of the Americas were less densely woven than in the Afro-Eurasian region. The llama and the potato, both domesticated in the Andes, never reached Mesoamerica; nor did the writing system of the Maya diffuse to Andean civilizations. The Aztecs and the Incas, contemporary civilizations in the fifteenth century, had little if any direct contact with each other. The limits of these interactions owed something to the absence of horses, donkeys, camels, wheeled vehicles, and large oceangoing vessels, all of which facilitated long-distance trade and travel in Afro-Eurasia.

Geographic or environmental differences added further obstacles. The narrow bottleneck of Panama, largely covered by dense rain forests, surely inhibited contact between South and North America. Furthermore, the north/south orientation

large, solitary, and “foul-mouthed” hunter, declared: “Has it not been that the Redbeard [Thor, the Norse god of thunder] has proved a better friend than your Christ?”

The following spring, the small Viking community had its first encounter with native peoples when dozens of canoes described in the sagas as “black, and ill favoured” appeared offshore. What followed was a kind of mutual inspection, as the natives “stayed a while in astonishment” and then rowed away. They returned the following year, this time to barter. The Vikings offered red cloth and milk porridge in exchange for furs and skins. But what began as a peaceful encounter ended badly when a bull from the Norsemen’s herd erupted out of the forest, bellowing loudly. The surprised and frightened locals quickly departed, and when they returned three weeks later, violence erupted. Considerably outnumbered and attacked with catapults and a “great shower of missiles,” Thorfinn and his company reacted with “great terror.”

This encounter and the “fear of hostilities” that it provoked persuaded the Vikings “to depart and return to their own country.” As they made their way north along the coast, they came upon a group of five natives sleeping near the sea. Perhaps in revenge, the Vikings simply killed them. In another incident before departing for home, they captured two boys, baptized them as Christians, and taught them the Viking language. After

three difficult years in this remote land, Thorfinn and Gudrid returned home, with a son named Snorri, the first European born in the Western Hemisphere.

Although intermittent Viking voyages to North America probably occurred over the next several centuries, the Vikings established no permanent presence. Their numbers were small, and they lacked the support of a strong state, such as Columbus and the Spanish conquistadores later enjoyed. For some time, many doubted that those voyages had occurred at all. But in the 1960s, archeological work on the northern tip of the island of Newfoundland uncovered the remains of a Norse settlement dating to the time of Thorfinn’s visit. Eight sod dwellings, evidence of ironworking and boat repair, and household items such as needles and spindles confirmed the existence of a Viking settlement, consisting of both men and women. The interaction of Thorfinn and the other Vikings with native peoples of North America raised, but did not answer, the question of how the epic encounter of these two continents would turn out. The later voyages of Columbus and other West Europeans provided that answer.

**Question:** How might these interactions have appeared if the descriptions of these encounters had been derived from the sagas of the native peoples of North America?

of the Americas—which required agricultural practices to move through, and adapt to, quite distinct climatic and vegetation zones—slowed the spread of agricultural products. By contrast, the east/west axis of Eurasia meant that agricultural innovations could diffuse more rapidly because they were entering roughly similar environments. Thus nothing equivalent to the long-distance trade of the Silk, Sea, or Sand Roads of the Eastern Hemisphere arose in the Americas, even though local and regional commerce flourished in many places. Nor did distinct cultural traditions spread widely to integrate distant peoples, as Buddhism, Christianity, and Islam did in the Afro-Eurasian world.

Nonetheless, scholars have discerned “a loosely interactive web stretching from the North American Great Lakes and upper Mississippi south to the Andes.”<sup>21</sup>

#### AP® EXAM TIP

Be prepared to compare and contrast characteristics of exchange zones in the Americas with those of Afro-Eurasia.



**Map 7.5** The American Web

Transcontinental interactions within the American web were more modest than those of the Afro-Eurasian hemisphere. The most intense areas of exchange and communication occurred within the Mississippi valley, Mesoamerican, and Andean regions.

chiefdom at Cahokia, near present-day St. Louis, flourished from about 900 to 1250 at the confluence of the Mississippi, Illinois, and Missouri rivers (see Chapter 6, pages 257–58). Cahokia lay at the center of a widespread trading network that brought it shells from the Atlantic coast, copper from the Lake Superior region, buffalo hides from the Great Plains, obsidian from the Rocky Mountains, and mica from the southern Appalachian Mountains. Sturdy dugout canoes plied the rivers of the eastern woodlands, loosely connecting their diverse societies. Early European explorers and travelers along the Amazon and Orinoco rivers of South America reported active networks of exchange that may well have operated for many centuries among densely populated settlements of agricultural peoples. Caribbean peoples using large oceangoing canoes had long conducted an inter-island trade,

(See Map 7.5.) Partly, it was a matter of slowly spreading cultural elements, such as the gradual diffusion of maize from its Mesoamerican place of origin to the southwestern United States and then on to eastern North America as well as to much of South America in the other direction. A game played with rubber balls on an outdoor court has left traces in the Caribbean, Mexico, and northern South America. Construction in the Tula region of northeastern Mexico resembled the earlier building styles of Cahokia, indicating the possibility of some interaction between the two regions. The spread of particular pottery styles and architectural conventions likewise suggests at least indirect contact over wide distances. This kind of diffusion likely extended from the Americas to the Pacific islands as well. Scholars believe that the sweet potato, indigenous to South America, passed into Pacific Oceania around 1000 to 1100 c.e., introduced by Polynesian voyagers who had landed on the west coast of that continent and then returned home with sweet potatoes, which spread widely within Oceania.<sup>22</sup>

Commerce too played an important role in the making of this “American web.” A major North American



and the Chincha people of southern coastal Peru undertook a privately organized ocean-based exchange in copper, beads, and shells along the Pacific coasts of Peru and Ecuador in large seagoing rafts. Another regional commercial network, centered in Mesoamerica, extended north to what is now the southwestern United States and south to Ecuador and Colombia. Many items from Mesoamerica—copper bells, macaw feathers, tons of shells—have been found in the Chaco region of New Mexico. Residents of Chaco also drank liquid chocolate, using jars of Maya origin and cacao beans imported from Mesoamerica, where the practice began. Turquoise, mined and worked by the Ancestral Pueblo (see Chapter 6, pages 255–56), flowed in the other direction.

But the most active and dense networks of communication and exchange in the Americas lay within, rather than between, the regions that housed the two great civilizations of the Western Hemisphere—Mesoamerica and the Andes. During the flourishing of Mesoamerican civilization (200–900 C.E.), both the Maya cities in the Yucatán area of Mexico and Guatemala and the huge city-state of Teotihuacán in central Mexico maintained commercial relationships with one another and throughout the region. In addition to this land-based trade, the Maya conducted a seaborne commerce, using large dugout canoes holding forty to fifty people, along both the Atlantic and Pacific coasts.

Although most of this trade was in luxury goods rather than basic necessities, it was critical to upholding the position and privileges of royal and noble families. Items such as cotton clothing, precious jewels, and feathers from particular birds marked the status of elite groups and served to attract followers. Controlling access to such high-prestige goods was an important motive for war among Mesoamerican states. Among the Aztecs of the fifteenth century, professional merchants known as *pochteca* (pohch-TEH-cah) undertook large-scale trading expeditions both within and well beyond the borders of their empire, sometimes as agents for the state or for members of the nobility, but more often acting on their own as private businessmen.

Unlike in the Aztec Empire, in which private traders largely handled the distribution of goods, economic exchange in the Andean Inca Empire during the fifteenth century was a state-run operation, and no merchant group similar to the Aztec *pochteca* emerged there. Instead, great state storehouses bulged with immense quantities of food, clothing, military supplies, blankets, construction materials, and more, all carefully recorded on *quipus* (knotted cords used to record numerical data) by a highly trained class of accountants. From these state centers, goods were transported as needed by caravans of human porters and llamas across the numerous roads and bridges of the empire. Totalling some 20,000 miles, Inca roads traversed the coastal plain and the high Andes in a north/south direction, while lateral roads linked these diverse environments and extended into the eastern rain forests and



#### Inca Roads

Used for transporting goods by pack animal or sending messages by foot, the Inca road network included some 2,000 inns where travelers might find food and shelter. Messengers, operating in relay, could cover as many as 150 miles a day. Here contemporary hikers still make use of an old Inca trail road. (William H. Mullins/Science Source)

#### AP® EXAM TIP

Take notes on the ways that the American trade network was similar to and different from the Sand, Sea, and Silk Roads.

plains as well. Despite the general absence of private trade, local exchange took place at highland fairs and along the borders of the empire with groups outside the Inca state.

## REFLECTIONS

### **Economic Globalization— Ancient and Modern**

The densely connected world of the modern era, linked by ties of commerce and culture around the planet, certainly has roots in much earlier patterns. Particularly in the era of third-wave civilizations from 500 to 1500, the Silk, Sea, and Sand Roads of the Afro-Eurasian world and the looser networks of the American web linked distant peoples both economically and culturally, prompted the emergence of new states, and sustained elite privileges in many ancient civilizations. In those ways, they resembled the globalized world of modern times.

In other respects, though, the networks and webs of the premodern millennium differed sharply from those of more recent centuries. Most people still produced primarily for their own consumption rather than for the market, and a much smaller range of goods was exchanged in the marketplaces of the world. Far fewer people then were required to sell their own labor for wages, an almost universal practice in modern economies. Because of transportation costs and technological limitations, most trade was in luxury goods rather than in necessities. In addition, the circuits of commerce were rather more limited than the truly global patterns of exchange that emerged after 1500.

Furthermore, the world economy of the modern era increasingly had a single center—industrialized Western European countries—which came to dominate much of the world both economically and politically during the nineteenth century. Though never completely equal, the economic relationships of earlier times occurred among much more equivalent units. For example, no one region dominated the complex pattern of Indian Ocean exchange, although India and China generally offered manufactured goods, while Southeast Asia and East Africa mostly contributed agricultural products or raw materials. And with the exception of the brief Mongol control of the Silk Roads and the Inca domination of the Andes for a century, no single power exercised political control over the major networks of world commerce.

Economic relationships among third-wave civilizations, in short, were more balanced and multicentered than those of the modern era. Although massive inequalities occurred within particular regions or societies, interaction among the major civilizations operated on a rather more equal basis than in the globalized world of the past several centuries. With the rise of China, India, Turkey, and Brazil as major players in the world economy of the twenty-first century, are we perhaps witnessing a return to that earlier pattern?

## Chapter Review

### What's the Significance?

Silk Roads, 284–91	Sand Roads, 301–5
Black Death, 290–91	Arabian camel, 302–3
Indian Ocean trading network, 291–300	Ghana, Mali, Songhay, 303–4
Srivijaya, 295–97	trans-Saharan slave trade, 304–5
Angkor Wat, 297–99	American web, 305–10
Swahili civilization, 299–300	Thorfinn Karlsefni, 306–7
Great Zimbabwe, 300	<i>pochteca</i> , 309

### Big Picture Questions

1. What motivated and sustained the long-distance commerce of the Silk Roads, Sea Roads, and Sand Roads?
2. Why did the peoples of the Eastern Hemisphere develop long-distance trade more extensively than did those of the Western Hemisphere?
3. “Cultural change often derived from commercial exchange in the third-wave era.” What evidence from this chapter supports this observation?
4. In what ways was Afro-Eurasia a single interacting zone, and in what respects was it a vast region of separate cultures and civilizations?
5. **Looking Back:** Compared to the cross-cultural interactions of earlier times, what was different about those of the third-wave era?

### Next Steps: For Further Study

Jerry Bentley, *Old World Encounters* (1993). A wonderfully succinct and engaging history of cross-cultural interaction all across Afro-Eurasia before 1500.

William J. Bernstein, *A Splendid Exchange* (2008). A global account of “how trade shaped the world.”

E. W. Bovill, *The Golden Trade of the Moors* (1970). A classic account of the trans-Saharan trade.

Nayan Chanda, *Bound Together* (2007). Places contemporary globalization in a rich world historical context.

K. N. Chaudhuri, *Trade and Civilization in the Indian Ocean* (1985). A well-regarded study that treats the Indian Ocean basin as a single region linked by both commerce and culture during the third-wave era.

Philip Curtin, *Cross-Cultural Trade in World History* (1984). Explores long-distance trade as a generator of social change on a global level.

Xinru Liu, *The Silk Road in World History* (2010). A brief, accessible, and up-to-date account by a leading scholar.

“The Last Salt Caravan,” <http://www.youtube.com/watch?v=yNwQeLFk74o>. A ten-minute trailer for a documentary showing an early twenty-first-century camel caravan crossing the Sahara, reminiscent of much earlier caravans of the Sand Roads network.

Silk Road Seattle, <http://depts.washington.edu/silkroad/>. A wonderful Web site about the Silk Road with many artistic images and maps as well as extensive narrative description of that vast network of exchange.



## WORKING WITH EVIDENCE

## Travelers' Tales and Observations

During the third-wave millennium, as long-distance trade flourished and large transregional empires grew, opportunities increased for individuals to travel far beyond their homelands. Their accounts have provided historians with invaluable information about particular regions and cultures, as well as about interactions among disparate peoples. The authors of these accounts, perhaps inadvertently, also reveal much about themselves and about the perceptions and misperceptions generated by cross-cultural encounters. The selections that follow provide three examples of intrepid long-distance travelers and their impressions of the societies they encountered on their arduous journeys.

## Source 7.1

## A Chinese Buddhist in India

In 629, Xuanzang (SCHWEN-ZAHNG) (600–664 C.E.), a highly educated Buddhist monk from China, made a long and difficult journey to India through some of the world's most daunting deserts and mountain ranges, returning home in 645 C.E. after sixteen years abroad. His motives, like those of many other Buddhist travelers to India, were essentially religious. "I regretted that the teachings of [Buddhism] were not complete and the scriptures deficient in my own country," he wrote. "I have doubts and have puzzled in my mind, but I could find no one to solve them. That was why I decided to travel to the West."<sup>23</sup> In India, the homeland of Buddhism, he hoped to find the teachers and the sacred texts that would answer his questions, enrich Buddhist practice in China, and resolve the many disputes that had created serious divisions within the Buddhist community of his own country.

During a ten-year stay in India, Xuanzang visited many of the holy sites associated with the Buddha's life and studied with leading Buddhist teachers, particularly those at Nalanda University, a huge monastic complex dedicated to Buddhist scholarship (see Map 7.1, page 285, and the Zooming In feature on Nalanda in Chapter 4, page 162). He traveled widely within India and established a personal relationship with Harsha, the ruler of the state that then encompassed much of northern India. On his return journey to China, he carried hundreds of manuscripts, at least seven statues of the Buddha, and

even some relics. Warmly greeted by the Chinese emperor, Xuanzang spent the last two decades of his life translating the texts he had collected into Chinese. He also wrote an account of his travels, known as the *Record of the Western Regions*, and shared his recollections with a fellow monk and translator named Huili, who subsequently wrote a biography of Xuanzang. The selections that follow derive from these two accounts and convey something of Xuanzang's impressions of Indian civilization in the seventh century C.E.

- What surprised or impressed Xuanzang on his visit to India? What features of Indian life might seem most strange to a Chinese visitor?
- How might these selections serve to illustrate or to contradict the descriptions of Indian civilization found in Chapters 3–5?
- What can this document contribute to our understanding of Buddhist practice in India?

HUILI

### *A Biography of the Tripitaka Master*

Seventh Century C.E.

[Certainly the emotional highlight of Xuanzang's travels in India was his visit to the site of the Buddha's enlightenment under the famous Bodhi tree. The great traveler's biographer, Huili, recorded his Master's response.]

Upon his arrival there, the Master worshipped the Bodhi tree and the image of the Buddha attaining enlightenment made by Maitreya Bodhisattva. After having looked at the image with deep sincerity, he prostrated himself before it and deplored sadly, saying with self-reproach, "I do not know where I was born in the course of trans-

migration at the time when the Buddha attained enlightenment. I could only come here at this time. . . . It makes me think that my karmic hindrances must have been very heavy!" While he was saying so, his eyes brimmed with sorrowful tears. As that was the time when the monks dismissed the summer retreat, several thousand people forgathered from far and near. Those who saw the Master were choked by sobs in sympathy with him.

Source: Li Rongxi, trans., *A Biography of the Tripitaka Master of the Great Ci'en Monastery of the Great Tang Dynasty* (Berkeley, CA: Numata Center for Buddhist Translation, 1995), 89–90.

XUANZANG

### *Record of the Western Region*

Seventh Century C.E.

[Selections from Xuanzang's more general description of Indian civilization follow here, drawn from his own account.]

#### **On Towns and Villages**

The towns and villages have inner gates; the walls are wide and high; the streets and lanes are tortu-

ous, and the roads winding. The thoroughfares are dirty and the stalls arranged on both sides of the road with appropriate signs. Butchers, fishers, dancers, executioners, and scavengers, and so on [untouchables], have their abodes without [outside] the city. In coming and going these persons are bound to keep on the left side of the road till they arrive at their homes. Their houses are surrounded by low walls and form the suburbs. The earth being soft and muddy, the walls of the towns are mostly built of brick or tiles. . . .

### On Buddhist Studies

The different schools are constantly at variance, and their contending utterances rise like the angry waves of the sea. The different sects have their separate masters. . . . There are eighteen schools, each claiming pre-eminence. The partisans of the Great and Little Vehicle are content to dwell apart. There are some who give themselves up to quiet contemplation, and devote themselves, whether walking or standing still or sitting down, to the acquirement of wisdom and insight; others, on the contrary, differ from these in raising noisy contentions about their faith. According to their fraternity, they are governed by distinctive rules and regulations. . . .

The *Vinaya* discourses [rules governing monastic life] are equally Buddhist books. He who can entirely explain one class of these books is exempted from the control of the *karmadāna* [a high monastic official]. If he can explain two classes, he receives in addition the equipments of an upper seat (*room*); he who can explain three classes has allotted to him different servants to attend to and obey him; he who can explain four classes has “pure men” allotted to him as attendants; he who can explain five classes of books is then allowed an elephant carriage; he who can explain six classes of books is allowed a surrounding escort. When a man’s renown has reached to a high distinction, then at different times he convokes an assembly for discussion. He judges of the superior or inferior talent of those who take part in it; he distinguishes their good or bad points; he praises the clever and reproves the faulty; if one of the assembly distinguishes himself by refined language, subtle investigation, deep pen-

etration, and severe logic, then he is mounted on an elephant covered with precious ornaments, and conducted by a numerous suite to the gates of the convent.

If, on the contrary, one of the members breaks down in his argument, or uses poor and inelegant phrases, or if he violates a rule in logic and adapts his words accordingly, they proceed to disfigure his face with red and white, and cover his body with dirt and dust, and then carry him off to some deserted spot or leave him in a ditch. Thus they distinguish between the meritorious and the worthless, between the wise and the foolish.

### On Caste and Marriage

With respect to the division of families, there are four classifications. The first is called the Brâhman, men of pure conduct. They guard themselves in religion, live purely, and observe the most correct principles. The second is called Kshatriya, the royal caste. For ages they have been the governing class: they apply themselves to virtue and kindness. The third is called Vaiśyas, the merchant class: they engage in commercial exchange, and they follow profit at home and abroad. The fourth is called Sûdra, the agricultural class: they labor in plowing and tillage. In these four classes purity or impurity of caste assigns to every one his place. When they marry they rise or fall in position according to their new relationship. They do not allow promiscuous marriages between relations. A woman once married can never take another husband. Besides these there are other classes of many kinds that intermarry according to their several callings.

### On Manners and Justice

With respect to the ordinary people, although they are naturally light-minded, yet they are upright and honorable. In money matters they are without craft, and in administering justice they are considerate. They dread the retribution of another state of existence, and make light of the things of the present world. They are not deceitful or treacherous in their conduct, and are faithful to their oaths and promises. In their rules of government there is remarkable rectitude, whilst in their behavior there



is much gentleness and sweetness. With respect to criminals or rebels, these are few in number, and only occasionally troublesome. When the laws are broken or the power of the ruler violated, then the matter is clearly sifted and the offenders imprisoned. There is no infliction of corporal punishment; they are simply left to live or die, and are not counted among men. When the rules of propriety or justice are violated, or when a man fails in fidelity or filial piety, then they cut his nose or his ears

off, or his hands and feet, or expel him from the country or drive him out into the desert wilds. For other faults, except these, a small payment of money will redeem the punishment. In the investigation of criminal cases there is no use of rod or staff to obtain proofs (*of guilt*).

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Source: Samuel Beal, trans., *Su-Yu-Ki: Buddhist Records of the Western World* (London: K. Paul, Trench, Trubner, 1906), vol. 1, bk. 2, 73–74, 77, 79–84.

## Source 7.2

### A European Christian in China

Of all the travelers along the Silk Road network, the best known and most celebrated, at least in the West, was Marco Polo (1254–1324). Born and raised in the prosperous commercial city-state of Venice in northern Italy, Marco Polo was a member of a family prominent in the long-distance trade of the Mediterranean and Black sea regions. At the age of seventeen, Marco accompanied his father and an uncle on an immense journey across Eurasia that, by 1275, brought the Polos to China, recently conquered by the Mongols. It was, in fact, the relative peace that the Mongols had created in their huge transcontinental empire that facilitated the Polos' journey (see Map 11.1, page 466). For the next seventeen years, they lived in China, where they were employed in minor administrative positions by Khubilai Khan, the country's Mongol ruler. During these years, Marco Polo apparently traveled widely within China, where he gathered material for the book about his travels, which he dictated to a friend after returning home in 1295.

Marco Polo's journey and the book that described it, generally known as *The Travels of Marco Polo*, were important elements of the larger process by which an emerging West European civilization reached out to and became aware of the older civilizations of the East. Christopher Columbus carried a marked-up copy of the book on his transatlantic journeys, believing that he was seeking by sea the places Marco Polo had visited by land. Some modern scholars are skeptical about parts of Marco Polo's report, and a few even question whether he ever got to China at all, largely because he omitted any mention of certain prominent features of Chinese life, for example, foot binding, the Great Wall, and tea drinking. Most historians, however, accept the basic outlines of Marco Polo's account, even as they notice exaggerations as well as an inflated perception of his own role within China. The selection that follows conveys Marco Polo's description of the city of Hangzhou, which he

referred to as Kinsay. At the time of Marco Polo's visit, it was among the largest cities in the world.

- How would you describe Marco Polo's impressions of the city? What did he notice? What surprised him?
- Why did Marco Polo describe the city as "the finest and the noblest in the world"?
- What marks his account of the city as that of a foreigner and a Christian?
- What evidence of China's engagement with a wider world does this account offer?

## MARCO POLO

### *The Travels of Marco Polo*

1299

The city is beyond dispute the finest and the noblest in the world. In this we shall speak according to the written statement which the Queen of this Realm sent to Bayan, the [Mongol] conqueror of the country for transmission to the Great Kaan, in order that he might be aware of the surpassing grandeur of the city and might be moved to save it from destruction or injury. I will tell you all the truth as it was set down in that document. For truth it was, as the said Messer Marco Polo at a later date was able to witness with his own eyes. . . .

First and foremost, then, the document stated the city of Kinsay to be so great that it hath an hundred miles of compass. And there are in it 12,000 bridges of stone. . . . [Most scholars consider these figures a considerable exaggeration.] And though the bridges be so high, the approaches are so well contrived that carts and horses do cross them.

The document aforesaid also went on to state that there were in this city twelve guilds of the different crafts, and that each guild had 12,000 houses in the occupation of its workmen. Each of these houses contains at least twelve men, whilst some contain twenty and some forty. . . . And yet all these craftsmen had full occupation, for many other cities of the kingdom are supplied from this city with what they require.

The document aforesaid also stated that the number and wealth of the merchants, and the amount of goods that passed through their hands, were so enormous that no man could form a just estimate thereof. And I should have told you with regard to those masters of the different crafts who are at the head of such houses as I have mentioned, that neither they nor their wives ever touch a piece of work with their own hands, but live as nicely and delicately as if they were kings and queens. The wives indeed are most dainty and angelical creatures! Moreover it was an ordinance laid down by the King that every man should follow his father's business and no other, no matter if he possessed 100,000 bezants [a Byzantine gold coin].

Inside the city there is a Lake . . . and all round it are erected beautiful palaces and mansions, of the richest and most exquisite structure that you can imagine, belonging to the nobles of the city. There are also on its shores many abbeys and churches of the Idolaters [Buddhists]. In the middle of the Lake are two Islands, on each of which stands a rich, beautiful, and spacious edifice, furnished in such style as to seem fit for the palace of an Emperor. And when any one of the citizens desired to hold a marriage feast, or to give any other entertainment, it used to be done at one of these palaces.

And everything would be found there ready to order, such as silver plate, trenchers, and dishes, napkins and table-cloths, and whatever else was needful. . . . Sometimes there would be at these palaces an hundred different parties; some holding a banquet, others celebrating a wedding . . . in so well-ordered a manner that one party was never in the way of another. . . .

Both men and women are fair and comely, and for the most part clothe themselves in silk, so vast is the supply of that material, both from the whole district of Kinsay, and from the imports by traders from other provinces. And you must know they eat every kind of flesh, even that of dogs and other unclean beasts, which nothing would induce a Christian to eat. . . .

You must know also that the city of Kinsay has some 3,000 baths, the water of which is supplied by springs. They are hot baths, and the people take great delight in them, frequenting them several times a month, for they are very cleanly in their persons. They are the finest and largest baths in the world. . . .

And the Ocean Sea comes within twenty-five miles of the city at a place called Ganfu, where there is a town and an excellent haven, with a vast amount of shipping which is engaged in the traffic to and from India and other foreign parts, exporting and importing many kinds of wares, by which the city benefits. . . .

I repeat that everything appertaining to this city is on so vast a scale, and the Great Kaan's yearly revenues therefrom are so immense, that it is not easy even to put it in writing. . . .

In this part are the ten principal markets, though besides these there are a vast number of others in the different parts of the town. . . . [T]oward the [market] squares are built great houses of stone, in which the merchants from India and other foreign parts store their wares, to be handy for the markets. In each of the squares is held a market three days in the week, frequented by 40,000 or 50,000 persons, who bring thither for sale every possible necessary of life, so that there is always an ample supply of every kind of meat and game. . . .

Those markets make a daily display of every kind of vegetables and fruits. . . . [V]ery good raisins are brought from abroad, and wine likewise. . . . From the Ocean Sea also come daily supplies of fish in great quantity, brought twenty-five miles up the river. . . . All the ten market places are encompassed by lofty houses, and below these are shops where all sorts of crafts are carried on, and all sorts of wares are on sale, including spices and jewels and pearls. Some of these shops are entirely devoted to the sale of wine made from rice and spices, which is constantly made fresh, and is sold very cheap. Certain of the streets are occupied by the women of the town, who are in such a number that I dare not say what it is. They are found not only in the vicinity of the market places, where usually a quarter is assigned to them, but all over the city. They exhibit themselves splendidly attired and abundantly perfumed, in finely garnished houses, with trains of waiting-women. These women are extremely accomplished in all the arts of allurements, and readily adapt their conversation to all sorts of persons, insomuch that strangers who have once tasted their attractions seem to get bewitched, and are so taken with their blandishments and their fascinating ways that they never can get these out of their heads. . . .

Other streets are occupied by the Physicians, and by the Astrologers, who are also teachers of reading and writing; and an infinity of other professions have their places round about those squares. In each of the squares there are two great palaces facing one another, in which are established the officers appointed by the King to decide differences arising between merchants, or other inhabitants of the quarter. . . .

The crowd of people that you meet here at all hours . . . is so vast that no one would believe it possible that victuals enough could be provided for their consumption, unless they should see how, on every market-day, all those squares are thronged and crammed with purchasers, and with the traders who have brought in stores of provisions by land or water; and everything they bring in is disposed of. . . .

The natives of the city are men of peaceful character, both from education and from the



example of their kings, whose disposition was the same. They know nothing of handling arms, and keep none in their houses. You hear of no feuds or noisy quarrels or dissensions of any kind among them. Both in their commercial dealings and in their manufactures they are thoroughly honest and truthful, and there is such a degree of good will and neighborly attachment among both men and women that you would take the people who live in the same street to be all one family.

And this familiar intimacy is free from all jealousy or suspicion of the conduct of their women. These they treat with the greatest respect, and a man who should presume to make loose proposals

to a married woman would be regarded as an infamous rascal. They also treat the foreigners who visit them for the sake of trade with great cordiality and entertain them in the most winning manner, affording them every help and advice on their business. But on the other hand they hate to see soldiers, and not least those of the Great Kaan's garrisons, regarding them as the cause of their having lost their native kings and lords.

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Source: *The Book of Sir Marco Polo the Venetian Concerning the Kingdoms and Marvels of the East*, 3rd ed., translated and edited by Henry Yule, revised by Henri Cordier (London: John Murray, 1903), 2:185–206.

### Source 7.3

## A Moroccan Diplomat in West Africa

Known to the world by his European-derived nickname of Leo Africanus, this widely traveled Arabic-speaking Muslim of Berber background was actually born as al-Hassan Ibn Muhammad al Wazzan in Granada, Spain, during the late fifteenth century, just as Islam was being pushed out of that country. His family moved to Fez in Morocco, where he was educated in Islamic law. Later, he served the sultan of Morocco as a diplomat and commercial agent, traveling widely in North Africa, the Middle East, Italy, and West Africa. On one of these journeys, he was captured by pirates, winding up in Rome, where he came to the attention of Pope Leo X. There he was apparently converted to Christianity, at least for a time, though he later chose to live in Muslim North Africa and likely returned to his original Muslim faith. It was during his stay in Italy that he completed in 1526 the book for which he is most clearly remembered, *The History and Description of Africa*, based on observations and knowledge picked up during his travels. Later published in many languages, it became a major source of European knowledge of the African Islamic world, much as Marco Polo's writings introduced Europeans to China. In the following excerpts from that book, Leo Africanus describes several of the major kingdoms and cities of West African civilization.

- Based on these accounts, how does Leo Africanus characterize West African civilization? What can you infer about his own attitude toward this civilization?
- What connections between West Africa and a wider world are evident in these passages?

- What can you learn about the role of slavery in West Africa at a time before the Atlantic slave trade had become big business?
- Why do you think these passages say so little about the practice of Islam, focusing instead on political and economic matters? (Keep in mind that the book was first published in Italy and in Italian.) Despite this omission, what can you infer about variations in Islamic observance in West African civilization at this time?

LEO AFRICANUS

## *The History and Description of Africa*

1526

### **The Kingdom of Mali**

In this kingdom there is a large and ample village containing more than six thousand families, and named Mali, which is also the name of the whole kingdom. Here the king has his residence. The region itself yields great abundance of wheat, meat, and cotton. Here are many craftsmen and merchants in all places: and yet the king honorably entertains all strangers. The inhabitants are rich and have plenty of merchandise. Here is a great number of temples [mosques], clergymen, and teachers, who read their lectures in the mosques because they have no colleges at all. The people of the region excel all other Negroes in wit, civility, and industry, and were the first that embraced the law of Muhammad. . . .

### **The City of Timbuktu**

All its houses are . . . cottages, built of mud and covered with thatch. However, there is a most stately mosque to be seen, whose walls are made of stone and lime, and a princely palace also constructed by the highly skilled craftsmen of Granada. Here there are many shops of artisans and merchants, especially of those who weave linen and cotton, and here Barbary [Muslim North African] merchants bring European cloth. The inhabitants, and especially resident aliens, are exceedingly rich, since the present king married both of his daugh-

ters to rich merchants. Here are many wells, containing sweet water. Whenever the Niger River overflows, they carry the water into town by means of sluices. This region yields great quantities of grain, cattle, milk, and butter, but salt is very scarce here, for it is brought here by land from Tegaza, which is five hundred miles away. When I was there, I saw one camel-load of salt sold for eighty ducats.

The rich king of Timbuktu has many plates and scepters of gold, some of which weigh 1,300 pounds, and he keeps a magnificent and well-furnished court. When he travels anywhere, he rides upon a camel, which is led by some of his noblemen. He does so likewise when going to war, and all his soldiers ride upon horses. Whoever wishes to speak to this king must first of all fall down before his feet and then taking up earth must sprinkle it on his own head and shoulders. . . . [The king] always has under arms 3,000 horsemen and a great number of foot soldiers who shoot poisoned arrows. They often skirmish with those who refuse to pay tribute and whomever they capture they sell to the merchants of Timbuktu. Here very few horses are bred. . . . Their best horses are brought out of North Africa. As soon as the king learns that any merchants have come to the town with horses, he commands that a certain number be brought before him. Choosing the best horse for himself, he pays a most liberal price for it. . . .

Here are great numbers of [Islamic] religious teachers, judges, scholars and other learned persons, who are bountifully maintained at the king's expense. Here too are brought various [Arabic] manuscripts or written books from Barbary, which are sold for more money than any other merchandise.

The coin of Timbuktu is gold, without any stamp or inscription, but in matters of small value they use certain shells from the kingdom of Persia. Four hundred of these are worth a ducat, and six pieces of Timbuktu's golden coin weigh two-thirds of an ounce.

The inhabitants are gentle and cheerful and spend a great part of the night in singing and dancing throughout the city streets. They keep large numbers of male and female slaves, and their town is greatly vulnerable to fire. At the time of my second visit, almost half the town burned down in the space of five hours.

### **The Town and Kingdom of Gao**

Here are very rich merchants and to here journey continually large numbers of Negroes who purchase here cloth from Barbary and Europe. The town abounds in grain and meat but lacks wine, trees, and fruits. However, there are plenty of melons, lemons and rice. Here there are many wells, which also contain very sweet and wholesome water. Here also is a certain place where slaves are sold, especially upon those days when merchants assemble. A young slave of fifteen years of age is sold for six ducats, and children are also sold.

The king of this region has a certain private palace in which he keeps a large number of concubines and slaves, who are watched by eunuchs. To guard his person he maintains a sufficient troop of horsemen and foot soldiers. Between the first gate of the palace and the inner part, there is a walled enclosure wherein the king personally decides all of his subjects' controversies. Although the king is most diligent in this regard and conducts all business in these matters, he has in his company counsellors and such other officers as his secretaries, treasurers, stewards, and auditors.

It is a wonder to see the quality of merchandise that is daily brought here and how costly and sumptuous

everything is. Horses purchased in Europe for ten ducats are sold here for forty and sometimes fifty ducats apiece. There is not European cloth so coarse as to sell for less than four ducats an ell [unit of measure]. If it is anywhere near fine quality, they will give fifteen ducats for an ell, and an ell of the scarlet of Venice or of Turkish cloth is here worth thirty ducats. A sword is here valued at three or four crowns, and likewise are spears, bridles, and similar commodities, and spices are all sold at a high rate. However, of all other items, salt is the most expensive.

The rest of this kingdom contains nothing but villages and hamlets inhabited by herdsmen and shepherds, who in winter cover their bodies with the skins of animals, but in summer they go naked, save for their private parts. . . . They are an ignorant and rude people, and you will scarcely find one learned person in the square of a hundred miles. They are continually burdened by heavy taxes; to the point that they scarcely have anything left on which to live.

### **The Kingdom of Borno**

They embrace no religion at all, being neither Christian, Muhametans [Muslims], nor Jews, nor any other profession, but living after a brutish manner, having wives and children in common. . . . They have a most powerful prince. . . . He has in readiness as many as three thousand horsemen and a huge number of foot soldiers; for all his subjects are so serviceable and obedient to him, that whenever he commands them, they will arm themselves and will follow him wherever he leads them. They pay him no tribute except tithes on their grain; neither does the king have any revenues to support his state except the spoils he gets from his enemies by frequent invasions and assaults. He is in a state of perpetual hostility with a certain people who live beyond the desert of Seu, who in times past marching with a huge army of footsoldiers over the said desert, devastated a great part of the Kingdom of Borno. Whereupon the king sent for the merchants of Barbary and ordered them to bring him a great store of horses: for in this country they exchange horses for slaves, and sometimes give fifteen or

twenty slaves for a horse. And by this means there were a great many horses bought although the merchants were forced to stay for their slaves until the king returned home as a conqueror with a great number of captives, and satisfied his creditors for his horses. Frequently it happens that the merchants must stay three months before the king returned from the wars. . . . Sometimes he does not bring home enough slaves to satisfy the merchants and

sometimes they are forced to wait a whole year. . . . And yet the king seems marvelously rich, because his spurs, bridles, platters, dishes, pots, and other vessels are made of gold. The king is extremely covetous and would rather pay his debts in slaves rather than gold.

Source: Leo Africanus, *The History and Description of Africa*, edited by Robert Brown (London: The Hakluyt Society, 1896), 3:823–27, 832–34.

## DOING HISTORY

### Travelers' Tales and Observations

1. **Describing a foreign culture:** Each of these documents was written by an outsider to the people or society he is describing. What different postures toward these foreign cultures are evident in the sources? How did the travelers' various religions shape their perception of places they visited? How did they view the women of their host societies? Were these travelers more impressed by the similarities or by the differences between their home cultures and the ones they visited?
2. **Defining the self-perception of authors:** What can we learn from these documents about the men who wrote them? What motivated them to travel so far from home? How did they define themselves in relationship to the societies they observed?
3. **Assessing the credibility of sources:** What information in these sources would be most valuable for historians seeking to understand India, China, and West Africa in the third-wave era? What statements in these sources might be viewed with the most skepticism? You will want to consider the authors' purposes and their intended audiences in evaluating their writings.
4. **Considering outsiders' accounts:** What are the advantages and limitations for historians in drawing on the writings of foreign observers?