

Addressing women's migration from Poland: International discussions during the interwar period

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In interwar Poland, circumstances of migrants, women migrants included, have been one of the main foci of information collection of the Ministry of Labour and Social Assistance and its Emigration Office, which published regular reports on the subject. Whether recruited to labour in the agrarian sector in France or travelling overseas, women were considered to be particularly vulnerable migrants in need of special protection. At the same time, they could be elusive as targets of control and protection alike, as the cross-border nature of their movements limited the reach of the Polish government. Women migrants became objects of discussions and policies that involved not only the Polish government and the governments of immigration countries, but also private associations and the international organizations, above all, the International Labour Organization.

This paper aims to identify and discuss together different, often highly conflicting, framings of women's migration in interwar Poland and transnationally. Using a range of sources from the records of the International Congress of Working Women held in Washington in 1919 to the archival collections of the ILO Warsaw correspondents, as well as a variety of Polish governmental and ILO publications and writings of women labour activists, I aim to identify various actors who sought to shape the experiences of women emigrating from Poland. In addition to discussing official discourses, which were often based on a moralizing stance towards women's migration yet failed to fully address different types of coercion women faced, I aim to understand how women labour activists – members of the women's movement and trade unionists alike – addressed migration of women. Attentive to women's motivations for migration and experiences, women activists promoted not only general policy changes, but also concrete measures to address women-specific challenges of migration.

The Viapolitics of Austro-Hungarian Emigration
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During the peak years of eastern and southeastern European overseas emigration (ca. 1880-1914), 3 million Austro-Hungarians, 2.3 million Russians, and 46,000 Romanians traveled by rail to German ports of embarkation. Historians refer to their journey as “transmigration,” or the “process of migration.” While much scholarship exists on the experiences of these immigrants once they arrived in the main receiving country, the United States, recently scholars, including Kurt Bednar, Martin Boček Annemarie Steidl, and Tara Zahra, have concentrated on the sending lands and explored the causes, routes, and logistics behind this mass exodus. This paper adds to this research by focusing on the experiences of Austro-Hungarian emigrants who transited through the German state of Saxony. These transmigrants faced certain state regulations as they exited Habsburg territory and then encountered different ones as they transited through the *Kaiserreich*.

This research adds to a larger historiography on how European states responded to cross-border processes of migration prior to the First World War. It uses William Walters’ trifold understanding of “viapolitics” to investigate how the transportation route and infrastructure (e.g., railway, train station), vehicle (e.g., railcar), and geophysical environment (e.g., land, sea) affected how state actors implemented regulations on these transmigrants. While at the time policies were still fairly liberal, the persistent narrative of the long-nineteenth century as an unrestricted era does not prove entirely correct. Scholars can also gain a deeper understanding of the social, economic, and transportation structures of the long-nineteenth century. By asking why Croats, close to the Adriatic Sea and the port of Fiume, would choose instead to sail via Bremen,

one comes to understand the infrastructure of railroad networks that made long distances surmountable, the emigration policies of Austria-Hungary, and the power of reputation for German steamship companies.

Recovering Great Hungary in the Jungle of Brazil: Hungarian Settlers and Utopias in Brazil and Argentina in the 1920s and 1930s

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Abstract. Following World War I, migration of ethnic Hungarians from Romania, Yugoslavia, and Hungary to South America, and especially Brazil and Argentina, skyrocketed. Most Hungarian migrants settled in the booming metropolises, in particular in Buenos Aires and São Paulo, and found employment as blue-collar workers. Diaspora leaders and the Hungarian government alike disapproved of this settlement pattern and urged ethnically closed, agrarian settlements with the hope to retain ethnic identity, to 'save' ethnic Magyars from the hostile homogenization policies of Romania and Yugoslavia, and to create a population reservoir for the desired redemption of the lost territories. In doing so, they copied the well-trodden path of other settler colonists hailing from Central and Eastern Europe, most importantly, Germans and Poles. This paper will contextualize the Hungarian migration in Brazil and Argentina by comparing the settlement policies and discourses with Polish, German, and Czechoslovak narratives. It will argue that the lower migration numbers and the later onset of the en masse migration explain the difference in contemporary representations of the settler communities.

Bio. Bálint Varga holds a PhD in history from the University of Mainz and is lecturer in Austrian history at the University of Graz. He is the author of the award-winning *The Monumental Nation: Magyar Nationalism and Symbolic Politics in Fin-de-siècle Hungary* (New York: Berghahn, 2016) and several chapters and articles on various aspects of the transnational history of the Habsburg Empire. His current research project investigates the discourses on civilization and the colonial world order in the Habsburg Monarchy and its interwar successor states.