

## Summaries

### **Andrea Althaus/Linde Apel/Jana Matthies, *Stories of Arriving. Perspectives on Migration and City in Hamburg***

For people on the move, Hamburg has always been and still is a starting point, a stopover, a destination and a place of longing. Migrations from, through and into the city not only shape everyday urban life but are also constitutive for the dominant narrative of Hamburg as the »gateway to the world«. The reverse direction – moving to Hamburg – receives less attention in this and in (urban) historical research in general. This raises all the more questions about facets of arriving and feeling at home, which are the focus of this article: How do Hamburgers with a migrant background narrate their arrival in the city? How do they position their experiences biographically, historically and spatially? To what extent do they negotiate migration as a socio-historical phenomenon and what (experiential) knowledge do they create in the process? Ten autobiographical interviews, which we conducted in 2023 with Hamburg residents who have come to the city since 1970 for different reasons and via different routes, serve as a source base. Their answers point to the complexity and context dependence of such processes, which are neither straightforward nor static. Rather, it becomes evident that the interviewees arrived in very different Hamburgs in terms of time and space. They individually appropriated their respective urban spaces through language, experiential knowledge and (trans-)local references. Throughout the analysis of the interviews, historiographical assumptions and urban images gradually change.

### **Leon Biela, *City and Empire. Local Imperialism in Wilhelmshaven around 1900***

The imperial expansion of the German Empire also permeated the life in German metropolitan society. At the local level, the confrontation with the imperial intertwined with site-specific dynamics and discourses, producing distinct local-imperial patterns of interpretation and practice. Such local imperialisms gave everyday relevance to the global empire and thus determined to a considerable extent how Germans understood, experienced and interpreted the imperial project. These local imperialisms were not merely mirrors or fragments of an empire-wide imperial culture, but added site-specific elements to it. This had an impact on developments in the local community, even in areas of life that were not directly related to the German Empire. This article examines the phenomenon of local imperialism using the example of the naval port city of Wilhelmshaven, which has not yet been considered in the study of German imperialism. In the context of the naval port's integration into global political engagement around 1900, the citizens of Wilhelmshaven constructed a narrative of urban identity that increasingly located the city in an imperial framework and defined urban society as an actor in the imperial

project. Through such self-interpretations and resulting practices, local imperialism intervened deeply in Wilhelmshaven's urban life. Economic interests further intensified this dynamic.

***Stijn Carpentier, Migrants and the Anonymity of the Metropolis. Catholic Initiatives for Turkish and Moroccan Labour Migrants in Urban Brussels, 1964–1985***

Current historiography provides little explanation for the unique and sometimes surprising connections between Catholic actors and Muslim labour migrant communities in Western European cities from the 1960s to the 1980s. Therefore, this article examines three Catholic initiatives in Brussels to shed light on the interplay between Catholic social provisions, modern urbanisation and Moroccan and Turkish labour migrations. It argues that Catholic actors initially launched initiatives for migrant communities to mitigate the negative effects of urbanisation, thereby shaping their understanding of the Muslim other through an urban lens. Developing into the early 1970s, these initiatives integrated Catholic social teachings of the Second Vatican Council with burgeoning new left activism and migrant agency. In doing so, they adapted progressive vocabularies on migrant empowerment into a Catholic framework. By the 1980s, their expertise, local embeddedness and international networks enabled them to remain innovators and policy influencers in the emerging integration sector, despite ongoing secularisation and the rise of neoliberal politics. In sum, this study highlights the enduring impact of Catholic initiatives on Brussels' migrant communities, advocating for a renewed perspective on the role of local faith-based efforts in the history of migration to Western Europe.

***Stefanie Coché, Incendiary Material. Letters to the Survivors of the Mölln Attacks***

This article is based on a collection of over 1,000 letters sent to the survivors of the Mölln arson attacks in November and December 1992 by private individuals – including many children – politicians, companies, trade unions, associations and interest groups. The letters provide a window into West German society in the early 1990s. They can be read as a self-thematisation of parts of society – and sometimes also as a form of soliloquy by the writers in search of explanations, or as imaginary dialogues with the perpetrators. They make it possible to approach the question of how a section of society negotiated the attacks. The article focuses on rules of speakability and values that have hardly been researched in the study of right-wing violence and its categorisation in larger social contexts. The contribution approaches the letters by systematically raising six questions. All questions centre on how and in what ways the letter writers construct and negotiate »Germanness« and belonging. To this end, the article first examines the letter writers' explanations for the attacks. Second, it analyses the concepts of »Germanness« negotiated in the letters. Third, it explores how the attacks were negotiated within families and, fourth, how the letter writers related to the victims. Fifth, it uses the example of a children's drawing to discuss the epistemological value of pictures made by

children and young people in response to right-wing violence. Finally, the article looks at concrete help and action plans that the letter writers came up with.

***Agnes Gehbald, »Huge Numbers of People«. Transatlantic Remigration from Buenos Aires and New York around 1900***

In many cases, emigration from Europe at the turn of the century led to only a temporary stay on the American continent. The return could take place within the same transatlantic migration system. Contemporaries around 1900 described and recorded this »mass return migration« from North and South America to Europe as a quantitatively significant phenomenon. This contribution analyses the return migration across the Atlantic from the American port cities of Buenos Aires and New York on the basis of new statistical records of immigrants and emigrants as well as media reports. In the first section, the article traces the conceptual conjuncture in statistical sources from Argentina and the United States and examines how statistics functioned as a standardising tool and communication strategy in cultural history. The second section looks at recurring themes of the migration discourse in photographs and newspaper articles in the style of social documentary reportage. A critical analysis of migration statistics and media discourse shows how contemporary perceptions fathomed this new migration movement back to Europe and attempted to grasp its full dimensions. Even though European migration across the Atlantic is one of the best-researched areas of migration studies, the history of remigration to Europe needs to be integrated into the narratives shaped by emigration.

***Eva Maria Gajek/Bettina Severin-Barboutie, »Oh Lord, Won't You Buy Me a Mercedes Benz?« Labour Migration and Automobility in the Federal Republic of Germany***

This article examines the automobility practices of migrants in Germany, methodologically linking migration with spatial and social mobility. On the one hand, it shows that since the 1960s, migrants have increasingly become motorised, using the car for transport, self-empowerment, social (re)positioning and earning money across national borders. Viewing these people solely in terms of the dependent labour they performed during migration, as is still common in historical research, proves far too narrow against this background. Rather, they must be studied in the various roles they played both privately and publicly. On the basis of attributions that have linked labour migration and the automobile since the 1960s at the latest, the article also points out the close connection that still exists today between them. The focus is on the Mercedes-Benz, which during the period of labour migration was the object of different, sometimes contradictory ideas about local and national orders, as well as about social communities and their imagined or actual members, which continue to this day. Its example therefore also illustrates the great epistemological potential that the automobile has for the study of (auto)mobile societies

since the twentieth century, and at the same time calls for it to be included in their analyses to a greater extent than has been the case to date.

**Jan C. Jansen, *Border(line) Cases. Perspectives on the History of Modern Migration and Im/Mobility***

Migration history emerged in the second half of the twentieth century as a sub-discipline with a relatively clear idea of its own field of inquiry. While migration has grown in importance in international historical research in recent decades, migration history has become much less certain about its own categories and epistemological interests – and also about its own boundaries as a discipline. This article explores the margins of migration history in four areas and outlines the potential they hold, using concrete examples: (I) the tension between micro- and macro-historical perspectives on global migrations; (II) the study of various forms and means of mobility and immobility; (III) the integration of free and unfree migration; and (IV) conceptual-historical research on concepts of migration and mobility.

**Carolin Liebisch-Gümüş, *Exclusive Escape Routes? Flight by Plane and Its Socio-Economic Conditions, from National Socialism to the Migration of Asylum Seekers to the Federal Republic of Germany***

This article examines the role of passenger air transport in the history of migration in the twentieth century, in particular how the development of commercial air travel affected refugee movements to and from Germany and Europe. Air routes promised to shorten and accelerate escape routes and avoid dangerous land crossings. The study ranges from pre-National Socialism flight movements and flight from the Eastern Bloc to the increasing asylum migration to the Federal Republic of Germany since the late 1970s. The focus is on the cost and accessibility of flight by plane. The article shows that economic resources determined who could escape and which routes were used. In particular, it examines the transformation of air travel from an exclusive means of travel during the interwar and post-war periods to a means of mass transport from the 1970s onwards – a democratisation from which refugees also benefited. Over the course of the 1980s, it is argued, a process of restriction took place: air travel once again became a »class issue«, especially for undocumented asylum seekers, as migration policy restrictions and the dynamics of black markets for smuggling assistance in Istanbul and other transit points made air travel more expensive again. By highlighting travel routes, means and costs, the article links the history of mobility with migration en route and with the history of social inequality.

**Jens Gründler/Christoph Lorke, Arriving and Staying in the Countryside. Regional Historical Perspectives on the History of Migration**

This article focuses on migrants of Turkish nationality in Gütersloh and Harsewinkel – two neighbouring towns located in the predominantly rural region of East Westphalia, both strongly shaped by individual commercial enterprises. The aim of the contribution is to examine the particularities of migration history in small or medium-sized towns, which – it is assumed – are subject to special circumstances and conditions that differ from those in large cities or metropolises. Based on contemporary processes of perception and patterns of action of local political actors and migrants themselves, local negotiation processes, migration policy strategies and individual appropriations are analysed for the period from the 1970s to the 1990s. We explore fields and arenas of negotiation that are already conflict-prone in and of themselves – and that have specific characteristics in rural, small and medium-sized towns due to different spatial, social and economic constellations: the infrastructures of arrival, work and non-work, housing as well as school and training.

**Olga Sparschuh, Between the »Question of Foreigners« and the »Evaluation System«. The Prussian Information Office for the Enrolment of Foreign Students, 1904–1914**

With globalisation and the rise of science and technology, more and more foreign students sought admission to the universities and colleges of Imperial Germany. Prussia's initially very liberal admissions policy changed not only because of the increasing numbers but also because the countries of origin shifted to eastern and southern Europe: in 1904 the Evaluation Commission for Non-German School Certificates was founded in Berlin, and in 1905 the Information Office for the Enrolment of Foreign Students emerged from it. To date, the institution has been seen in the context of the politically charged debate on the »question of foreigners at German universities«. However, it can also be interpreted as a first attempt, originating in Prussia, to establish comparability between different national education systems. Based on the correspondence between officials and students, the article categorises the evaluation practice between factual and political reasons: on the one hand, the Information Office sought to establish comparability and assessment standards and quantify information on foreign degrees. On the other hand, the decisions were shaped by the hierarchisation of countries of origin, national considerations and case-by-case decisions. The article thus also outlines a narrative for a history of the assessment of foreign qualifications in Germany in the ›long‹ twentieth century between factual reasons and political interests.

**Jana Stöxen/Lumnije Jusufi, En Route and in Between. Commuting Routes of (South) Eastern Migrant Workers under the ›Guest Worker‹ Programme and in the Present**

Since the 1960s, labour migration from (south) eastern Europe to Germany has been a reality that, in addition to the predominant economic situation, influences numerous social contexts – both in the country of destination and in the country of origin. By analysing commuting movements, this contribution shows that this form of mobility is not one-directional. It focuses on historical migration from Yugoslavia/Macedonia and current migration from the Republic of Moldova. By tracing these often-neglected routes, it uses an actor-centred approach to highlight the transnational dimension of the phenomenon: in a diachronic comparison of concrete migration routes and their infrastructures, it takes train and bus journeys of migrants as a prism and illustrates the formative characteristics of these passages from spatial, linguistic and praxeological perspectives. This interdisciplinary approach sheds light on the clear common patterns of the two cases as well as on migration-specific communitisation effects in which the journey emerges as an essential stage of cross-border reality. In doing so, the article discusses various, but not necessarily different, constellations of transit and shows how mobility also contributes to the formation of hierarchies in the case of labour migration.

**David Templin, Arriving between Brothel and Mosque. Railway Station Districts in West German Cities as Spaces of Migration in the Second Half of the Twentieth Century**

In the second half of the twentieth century, railway station districts in major West German cities developed into important arrival and transit areas for various groups of international migrants – from labour migrants to students and asylum seekers. Using the three major cities of Hamburg, Frankfurt upon Main and Munich as examples, this article examines the significance of West German railway station districts for the mobility and arrival processes of international migrants and the role of migration in the transformation of these neighbourhoods. In a first step, the multifunctionality of railway station districts as spaces of living, working, counselling, meeting and socialising is outlined. The corresponding local structures are analysed as »infrastructures of arrival«, which address both specific migrant groups in the neighbourhood and those in the entire city or metropolitan region. In a second step, the reactions of the German urban population, the media and politicians to the increasing significance of international migration processes for the neighbourhoods are examined. These ranged from the scandalisation of »foreigner ghettos« to an exoticising view of the »cosmopolitan« character of urban spaces – discourses that can be placed in the context of planned urban development measures, but also of increasing gentrification processes.

**Stefan Zeppenfeld, Beyond Arrival and Work. Migration History as Social History – Social History as Migration History**

Migration characterises Germany and its population structure. Accordingly, it should be one of the main categories of historical research. However, the relevance of migration for society as a whole has so far hardly been reflected in the historical sciences. This article argues that social history and migration history should be more closely linked. Following programmatic considerations, three source-based suggestions are made as to how immigrants and their everyday lives in Germany can be seen as constitutive for social history and how connections can be made to fields of research that are not (genuinely) part of migration research. First, a critical examination of the railway station as a space charged with the culture of memory serves to question and deconstruct established symbolic narratives of migration history and to give them a new perspective by incorporating migrant agency. Second, the contribution examines the (post-)migrant media and pop scene using the example of the Cologne label »Türküola« and successful immigrant musicians. Since the 1960s, TV shows for ›guest worker‹ had revealed market gaps in the entertainment industry. Third, amateur football opens up new perspectives on migrants struggles for participation and recognition on the one hand, and on the hitherto often neglected history of immigration in small and medium-sized towns on the other.