

## S. 6. 2. MARITIME MIGRATION

**Chair:** Fernando Mouta  
(FLUP-CITCEM)

## *Migration Business and the Shipping Sector*

IOANNIS LIMNIOS SEKERIS (Panteion University / IMS-FORTH)

### **Abstract**

Migration, apart from the movement of population within and between countries, consists also a vital sector for business interests. The flourishing of various businesses during periods of intense migration flows is known, as well as the proliferation of transport companies, among other businesses; resulting in the functioning of a migration business.

In the 19th century and for 2/3 of the 20th century, sea transport was the main, if not the only, way for overseas transportation. Shipping lines were established and emerged through their involvement in migration. After WWII, with a greater tendency for globalisation and in the Cold War climate, European emigration was set as priority for the Western allies. In 1951 the Intergovernmental Committee for European Migration was founded in order to assist in part of the European emigration. ICEM's main service was the organisation and funding of the transportation of emigrants overseas. Thus, its relation with transport-interests was close and the success of its mission depended on their availability.

Following Broeze's categorisation for man's relation with the sea, my paper will concentrate on the category of the "use of the surface of sea for transport". I will discuss the role of the shipping lines in migration business both in the 19th-early 20th centuries and in the post-WWII period. I will highlight the way of their involvement and the level of their dependence on migration traffic; the technological transformations on the shipping business, and its enlargement. I will focus on the post-WWII era when ICEM was involved in migrants' transportation. I will highlight the way that member-states tried to expand the business-cycle of their carriers, and also the competition and coalitions between states and companies. I will stress the relation between migration, politics and shipping sector; and I will explain how ICEM assisted the Cold War policies of the Western Bloc, along with the enhancement of the shipping sector.

### **Keywords**

Shipping sector, Migration, Migration Business, International Organisations, ICEM

### **Biography**

Ioannis completed his BA in 2010 (honours) and his MA in 2013 (honours) at the University of Crete. Since 2015 he is Ph.D. candidate at Panteion University of Athens. His Ph.D. thesis is on "International organisations, migration and private sector: The case of the Intergovernmental Committee for European Migration, 1951-80". Ioannis has worked on history research projects: in 2013-15 "Migration Management and International Organizations: A history of the establishment of IOM"; 2019-present "Migration and strategies of development in the periphery of the "Western World" during the early Post-WWII period". He has contributed three

papers at the volume edited by Lina Venturas (2015), *International Migration Management in the Early Cold War: The ICEM*, and has published a peer-reviewed article on *Journal of Transport History*, 36:1 (2015), pp. 97-115. He also has presented papers in various international conferences and workshops, with the last at the 22nd EBHA Congress in Ancona Sep. 2018.

## *The ocean as a route of migration to and from Brazil in the first half of the 17th century*

DIOGO ANDRADE CARDOSO (CITCEM/FLUP)

### **Abstract**

First with a narrow stream of migrants in search of a redwood deal and after the establishment of the sugar economy as a place to settle and start a new life, along the entire period of the colonial Brazil, and well after that, Europeans travelled to this territory, inside it and left it behind to return to Europe or to move to other continent.

It is well established that the West Coast of Africa, particularly Angola, was a point of contact with Brazil as a slave supplier region. But the Portuguese America was also a place of contact with other European political entities, such as the United Provinces of the Netherlands and the nearby Castile Indies, this contact more studied on a Spanish standpoint.

The present paper aims to approach this topic from a new perspective. Resorting to the inquisitorial processes focusing individuals that were in Brazil in the 17th century, a very complete source of information concerning singular trajectories but that also offers a broader set of data on related subjects this theme will be looked at in a more in-depth way.

It is our goal to present the most frequent places of departure in Europe, the destinations of the migrants in Brazil, the routes they followed to get there and interpret the fluctuations occurred during this period. This approach will also look at to the different kinds of mobility, trying to understand what caused them and what led the migrants to continue their movement to other territories before or even after settling in Brazil.

Using this historical source, often neglected to this kind of exercise concerning Brazil, we intend to demonstrate the individual journeys of these migrants, establish the importance of the African connection with concrete cases, test the fluidity of the Spanish American border from a new angle and prove that the European competition promoted the circulation of people inside the northwest captaincies, invaded by the United Provinces, and between the two continents.

### **Keywords**

Migration; Brazil; 17th century

### **Biography**

I am a PhD candidate in History in the Faculty of Arts of the University of Porto and a researcher at the Transdisciplinary Research Center «Culture, Space and Memory» (CITCEM), currently developing a project on Portuguese migration to America in the 17th century.

My degree in History is also from the University of Porto, and the M.A., with a major in Early Modern and Discoveries History, is from the Faculty of Social Sciences and Humanities of

the New University of Lisbon with a dissertation entitled “Networks of Overseas Emigration between 1560 and 1651. The study case of Vila do Conde”.

All my publications and papers presented in conferences concern the subject of migrations to the overseas in the Early Modern Period, trying to determine the conjunctures and circumstances that repelled the migrants from their place of departure, that led them to a certain territory and their professional and familiar profile.

# *The Many Worlds of the Edwin Fox, 1853-1905: Maritime History, Microhistory and Global History*

ADRIAN SHUBERT (York University)

BOYD COTHRAN (York University)

## **Abstract**

In this paper, we apply a micro-historical approach and digital techniques such as ArcGIS to Maritime history to elucidate the process of globalization between 1850 and 1914. Specifically, we use the career of one British merchant vessel, the Edwin Fox, to demonstrate how such an approach can cast new light on the complexities of these developments; help identify new patterns of global interaction; and provide a more intimate understanding of the human agencies and the human costs involved in this pivotal period of globalization.

Built in Calcutta in 1853, the Edwin Fox was neither large nor fast, and had none of the prestige of the great tea and opium clippers that captured the public imagination in the mid-nineteenth century. Yet the life and career of this undistinguished ship coincide with a pivotal era in globalization: the years between 1860 and 1890 that Jürgen Osterhammel calls the “inner focal point” of the 19th century.

The Edwin Fox participated in many of the developments that made these years so crucial: the intensification of trade around the globe; the spread of industrialization to many regions; the great thrust of Western imperialism; the unprecedentedly large migrations of people, both free and forced; the large-scale dispossession of Indigenous peoples and their replacement with settler populations; the integration of settler colonies into imperial markets; and environmental change on a massive scale. Its decks provide a unique and powerful vantage point from which to observe these large processes as well as to demonstrate the potential of marrying micro-history and digital history to Maritime history.

## **Keywords**

Globalization, micro-history, digital

## **Biography**

Adrian Shubert is University Professor in the Department of History at York University. His scholarship has been focused on the social, cultural and political history of Spain in the 19th and 20th centuries. His major publications include *Espartero. El Pacificador* (2018), *Death and Money in the Afternoon: A History of the Spanish Bullfight* (1999) and *A Social History of*

Modern Spain (1990) . With Arthur Haberman he is co-author of *The West and the World since 1500: Contacts, Conflicts, Connections*, the principal textbook for senior year History courses in Ontario high schools. He is a Fellow of the Royal Society of Canada and has been named a Commander of the Order of Civil Merit by King Juan Carlos of Spain.

Boyd Cothran is Associate Professor in the Department of History at York University and the co-editor of *The Journal of the Gilded Age and Progressive Era*. He is a historian of the 19th-century and the author of *Remembering the Modoc War: Redemptive Violence and the Making of American Innocence* (University of North Carolina Press, 2014), which received the 2015 Robert M. Utley Prize for the best book in military history from the Western History Association and was a finalist for the Best First Book in Native American and Indigenous Studies from NAISA. More recently his research interests have gone more global in scale. He is currently finishing an edited volume titled *Women Warriors and National Heroes: Global Histories* (under contract with Bloomsbury) and working on two book length projects that combine global history and micro-history.