Track 2
Beside the Megacity and the Role of Other Cities and Areas: Planning For Balance

URBANIZATION MECHANISM STUDY UNDER THE DYNAMIC OF STATE CAPITAL:
A Case Study about Northeast China with the Construction of the Chinese Eastern Railway in the Early of 20th Century

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Aim of research

■ Work

Urban Development History and Urbanization Mechanism in Modern Northeast China or In Far East

■ Focus

Modern Urbanization Mechanism : Urbanization Process, Urbanization model, Urbanization Dynamic Mechanism

■ Study and methodology

Background: Russia and Japan expansion in Far East

Clue: state capital competition based on port and railway construction

Method: literature research method, field investigation method

Content: Urbanization process in modern Northeast China

Aim: Urbanization Mechanism and Dynamic Mechanism
Content

1. Natural and Historical Background of Modern Northeast China

1.1 Natural Geographical Environment

**Mountain:** Daxinganling, XiaoXinganling, Long White Mountain etc.

**River:** Heilongjiang River, Ussuri River, Yalu, Tumen River, Liao River, Sungari River, Nenjiang, River etc.

**Plain:** Liaohe Plain, Songneng Plain, accounting for one-third of Chinese plain

**Mineral:** Coal, iron

![Schematic Diagram of the Natural Geographical Environment in Northeast China](image)
Content

1. Natural and Historical Background of Modern Northeast China

1.2 Urban Development in the Early and Middle Qing Dynasty

**Policy:** Ban, Willow Wall

**The Southern Liaoning Region:** Agricultural Economic Zone,

**Political City:** 2 Fu, 4 Zhou, 6 Ting, 7 Xian

**The Eastern Jilin Region:** Fishing and Hunting Economic Zone

**Military City:** Jilin, Ningguta, Sanxing

**The Western Heilongjiang Region:** Nomadic Economic Zone

**Military City:** Qiqihar, Mergen, Heilongjiangcheng, Hulunbeer

**City Structure:** Political and military: From Beijing via Shanhaiguan, Jinzhou, Shenyang to Jilin, and then from Jilin to Qiqihar, Sanxing and Ningguta respectively

Schematic Diagram of the Distribution of the Willow Wall (Qijun Zhang, 1966)
2. Modern City Development Based on State Capital Competition

2.1 Russia’s Far East Policy and Capital Expansion

Policy: the Far East Policy: Colonial expansion, non-freezing port, dominating the Pacific
Capital Institution: Russo-Chinese Bank, The C.E.R. Company
Railway: the C.E.R. trunk line and south branch line
Port: Dalian, Vladivostok

Northeast China Railway Network in 1907 (Author Self-painting)
Content

2. Modern City Development Based on State Capital Competition

2.2 Japan’s Mainland Policy

**Policy**: the Mainland Policy: Colonial expansion, dominating the Pacific

**Capital Institution**: The SMR Co. Ltd, the Yokohama Specie Bank, the Korea Bank, the Toyo Colonial Society

**Three Ports and Three Lines**

**The south port and south line**: Dalian Port, the SMR; Andong Port, Andong-Fengtian Railway

**The West port and west line**: Huludao Port, Jinzhou-Chengde Railway

**The East port and east line**: Korea Qingjin port, Luojin Port, Xiongji Port, Jilin-Huining Railway
Content

2. Modern City Development Based on State Capital Competition

2.3 China’s Un-Treaty port Policy and Capital Competition

Policy: Immigration and Reclamation Policy, Open Door Policy, Un-Treaty Port Policy
Capital Institution: State Capital, National Capital, Northeast Transportation Commission
Port: Huludao Port
The East Trunk Line: from Huludao via Jinzhou, Shenyang, Hailong, Jilin, Wuchang, Yilan to Tongjiang
The West Trunk Line: from Huludao via Jinzhou, Dahushan, Tongliao, Taonan, Angangxi, Qiqihar, Nengjiang to Heihe
The South Trunk Line: from Huludao via Chaoyang, Chifeng to Duolun of Inner Mongolia

Northeast China Railway Network in 1931 (Author Self-painting)
Content

3. Urbanizaton Mechanism and Dynamic of Modern Northeast China

3.1 Urbanization Mechanism

3.1.1 Intensive Birth of Modern commercial Cities
Open up 30 Treaty port or Un-Treaty Port

3.1.2 the Rapid Rise of Hub Cities along the railway

3.1.3 the Rapid Rise of Modern Industrial Cities
*Anshan Iron and Steel Institute* invested by Japanese capital
*Zhalainuoer Coal Mine* invested by Russian capital
*Hegang Coal Mine* invested by Chinese capital

Schematic Diagram of Modern Northeast Opening Port (Yufu Jin, 1944)
3. Urbanization Mechanism and Dynamic of Modern Northeast China

3.2 Urbanization Dynamic

3.2.1 The Special Tariff Exemptions and Concessions Policy
Border-trade tax-free in 100 Li, one-third exemption for other region, cancel the second tariff

3.2.2 Capital Competition among China, Japan, Russia
China: Yingkou Furnace Silver Financial System
Russia: the Russo-Chinese Bank Ruble Financial System
Japan:
Yohohaman Specie Bank for trade exchange
Korea Bank for issuing gold Voucher
The Toyo Colonial Society for real estate or industry investment

3.2.3 Export-Oriented Port-Railway Network-Hinterland City Structure
Northeast China became the water-land transport region of the Siberian Railway in Far East
Export-oriented economic model
Port-railway network-hinterland structure
Conclusions

- The Promotion of Large-scale Infrastructure to Regional Urban Development
- The Promotion of Diversified Capital Competition to Regional Urban Development
- The Promotion of Export-Oriented to Regional Urban Development
- The University of Port-Traffic Network-Hinterland structure to Regional Urban Development
谢谢！THANKS!

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