The Formation of European Settlements in China in the Second Half of the 19th–the First Half of the 20th Century and the Features of Their Development in Manchuria

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Abstract. The article looks at the formation of European settlements in China in the second half of the 19th–the first half of the 20th century. There are three phases of the development of these settlements: the beginning of limited point penetration into China in the middle of the 16th–the middle of the 19th century, the formation of open ports in the middle–the end of the 19 century and “sharing of the Chinese cake” at the end of the 19th–beginning of the 20th centuries. The formation of foreign settlements in Manchuria in the late 19th–first half of the 20th century, where five stages of development are highlighted, is analyzed in more detail. The first period (1897–1905) includes the laying of the Chinese Eastern Railway (CER) and South Manchuria Railway (SMR) and the formation of the first settlements under Russian control. The second period (1905–1920) includes the transformation of Harbin (the central station of the CER) into an open city and the transition of the SMR under Japanese control, where the active development of Changchun began. The third stage (1920–1932) includes the gradual Japanese expansion in the region and the development of Chinese and foreign presence on the CER. The fourth stage (1932–1945) is characterized by the creation of the puppet state of Japan Manchukuo with the center in Changchun and the gradual extrusion of foreign companies and representative offices from the region. The features of the development of the cities in Manchuria are identified. The formation of new settlements, that are not related to the existing Chinese cities, as well as the formation of a city-planning structure at the early stages of construction by Russian engineers, is highlighted.

1. Introduction

Mid 19th century was marked by the beginning of the process of active integration of China into international relations, which became possible after the end of the regime of self-isolation of the Qing Empire. Due to the defeat of the Chinese government in the Opium Wars (1840–1842; 1856–1860), the process of turning the country into a semi-colony of Western-type empires began [1]. One of the manifestations of this process was the emergence of European settlements, which developed in free trade zones and brought Western public institutions to the country and, as a result, a new typology of architecture, among which there are consular and banking institutions, as well as educational and health institutions, which did not exist in traditional Chinese architecture.
2. The development of European settlements in China

Considering the periods when European settlements appeared on the territory of mainland China, several stages can be distinguished. The first stage includes Macau’s lease by Portugal in 1557, as well as numerous attempts to form trade outposts on the coast of South and Central China which failed. At this stage, the development of settlements took place according to the principles of the formation of strong trading bases in South and Southeast Asia. At the initial stages of construction, they practically did not have functional differentiation and for the most part represented storage facilities with administrative and residential functions, which was largely due to the limited free territory [2]. One of the most striking examples is the “Thirteen Factories” zone in Guangzhou, which had been the only international trade zone in China until the opening of the country’s borders [3].

The second stage refers to the period of the opening of the country’s borders in the middle of the 19th century, when support bases and points of Western empires began to form practically on the entire coastline and in the lower and middle reaches of the Yangtze River. They belonged primarily to Britain and France, which were the main actors in The Opium Wars [4]. The formation of the largest trading ports, Shanghai and Hong Kong, which to this day have not lost their role and economic life both in the Asia-Pacific region and the whole world, belongs to the same period. It was during this period that the principle of organizing the planning structure of European settlements in China took shape. The largest centers were isolated districts in Chinese cities, usually located at a distance from the historical core. Basically, they gravitated to the transport and trade arteries, which were sea and river ports.

As the settlements had been developing, the typological diversity of the facilities gradually increased. So at the initial stages, the main structures were warehouse and retail premises. As European settlements grew, various administrative structures began to appear. Moreover, after the First Opium War (1840–1842) the process of establishing trade relations was only outlined, but as the result the Second Opium War (1856–1860), Western countries began to penetrate deep into mainland China, which, together with the development of extraterritoriality and an increase in foreign representatives in the region led to the need for the development of consular districts and consular systems. At the same time, the establishment of trade relations between European countries and China required the development of local financial institutions, primarily banks [5–6].

In the same period, two types of zoning, based on national and functional affiliation, were formed. The first type at the initial stage was less pronounced, since representatives of different foreign states were rarely present in the cities. The largest international arenas in China had become settlements and concessions such as Shanghai, Tianjin, Wuhan. A similar structure could be observed on the territory of the “Thirteen Factories” in Guangzhou at the end of the 18th–the first half of the 19th century, as well as in the embassy quarter in Beijing.

A pronounced functional zoning was also characteristic of large settlements, among which Hong Kong, Shanghai, and Tianjin can be distinguished [5–7]. There trade zones had been forming, represented by warehouse and port facilities. They adjoined the administrative center, which housed the consulates of foreign countries, various financial institutions, primarily banks, as well as trade missions. As they moved away from the shopping centers, apartment buildings as well as cottage buildings started to appear. The level of development of residential sectors largely depended on the area of the concession and could be completely absent. With a lack of free space, which can be observed on an island Shamian in Guangzhou, all these functions were mixed.

The breakdown of the territory was an orthogonal layout, which was usually subordinate to the coastline. The exception is Hong Kong, where the planning structure was such due to its mountainous terrain. In addition to the European planning structure, the principle of humanization of public space was introduced to China, which, in addition to the increased width of the streets, consisted in the formation of public areas, green zones.

The third stage refers to the turn of the 19th and 20th centuries, the so-called “Chinese cake” section, when China became a semi-colony of Western-type empires. Until that moment, the main role in the development of European settlements in China had been played by Great Britain and France, and also partly by Russia, whose interests were limited to Outer Manchuria. However, the period of the “New
Imperialism” expressed itself in the interest of long-term leasing of the territories of China by such countries as Germany and Russia, as well as the beginning of the colonial expansion of Japan in East Asia, which at this point had taken the path of development of Western-type empires [1].

Such development, on the one hand, led to the expansion of existing settlements and concessions and the emergence of new ones, usually represented by one country (German Qingdao, French Kunming, etc.) [8]. It was during this period that the British and American Settlement in Shanghai became international, with the Japanese, German, Austro-Hungarian, Italian, and Belgian concessions appearing in Tianjin. In Wuhan there appeared German, French, Russian, Japanese concessions. Such territories were turning into the centers of development of European culture and architecture, whose influence on traditional Chinese architecture was significantly increasing [9]. New objects of culture, education, health care began to be added to the objects mentioned above. The judicial and law enforcement systems were developing, religious buildings were being built. In addition to colonies, rental territories and concessions, a great role in the development of the European presence was played by open ports and cities, in which trading and financial institutions, and in some cases consular objects, were concentrated [7, 10].

Due to the fact that southern and central provinces happened to fall under the influence of Great Britain and France as early as the second stage of their development, new settlements of other European countries and Japan started to develop in the northern parts of the country and Manchuria.

3. The development of foreign settlements on the territory of Manchuria

Due to its geopolitical location, the interest of Western countries in Manchuria was weak until the end of the 19th century, the main trade was concentrated around the most populated central and southern provinces, located near the main trade routes and the already formed strongholds of South and Southeast Asia. However, the beginning of the colonial division of the world led to the fact that countries that had previously been poorly involved in this process began to pay attention to vacant territories.

In such circumstances, Manchuria had become a zone of interest for Russia and Japan. Moreover, in the middle of the 19th century the Russian Empire began territorial expansion in the Far Eastern region, annexing Outer Mongolia. For the economic development of the territory, it required access to the ice-free sea, located closest to the main trade routes. Japan, after the Sino-Japanese War (1894–1895), began a consistent military expansion in Asia, where Korea and Manchuria became the first zone of their interests. The object of the conflict between the two powers was the Liaodong Peninsula, which provided free access to the Yellow Sea, which originally had to be given to Japan in 1895, but as a result of the Triple Intervention (Germany, France, Russia) had remained part of China until 1898, and after that it was given to Russia as a concession [1].

The first stage of the development of foreign settlements in Manchuria can be referred to 1897–1905. The main role in this period was played by the Russian Empire, which began the construction of the China-East Railway (CER), and since 1898 it started the construction of the South Manchuria Railway (SMR). In contrast to the southern and central provinces, where development took place along the sea and river coasts, in Manchuria, European influence was mainly limited by the exclusion zone of railways. During this period, Russian engineers laid two large cities—Harbin and Dalian, which today have become the provincial administrative centers [11–13]. This approach is different from the existing system of forming European settlements on the basis of the existing trading cities of China, which was used in the 19th century. That was largely due to the low population density of Manchuria and the weak economic involvement of the region.

The layout of Harbin and Dalian is dominated by an orthogonal street layout in which the nodes are the radial areas connected by diagonal avenues, which is one of the interpretations of the garden-city of E. Howard [11, 14–15]. Since settlements were initially created in the concession zone with long-term rentals, and were also not restricted by the existing urban planning structure of historical Chinese cities, various administrative and auxiliary institutions, as well as employees’ houses, appeared there as the first buildings [16]. At this stage of development, most of the projects were carried out according to standard drawings developed in St. Petersburg [17]. The leading role was played by the development of
railway communication, therefore, special attention was paid to objects of auxiliary infrastructure (workshops, stations, track buildings, etc.). Also at the initial stage, religious, educational, medical buildings began to be erected, which indicated the long-term prospects for the development of the region. All this significantly distinguished the development of the European settlements of Manchuria from other regions of China, where the urban development plans (especially in the initial stages) were not focused on long-term development, and the objects were built to meet current needs. The most similar cities were Hong Kong and Qingdao, which were also in guaranteed long-term use.

Apart from the emergence of new cities, there was a gradual development of stations located near existing Chinese settlements, including the historical Manchu capital of Shenyang with a planning core, which is an interpretation of the scheme of “ideal cities” of China [18]. However, new construction was carried out at a considerable distance from the Chinese part of the city and in many respects corresponded to standard planning solutions for 2nd class stations [17]. The main differences were the diagonal streets and radial squares characteristic of Harbin and Dalian, which were also characteristic of Changchun. In general, such diagonal street directions were laid at 2nd class stations and were intended for the further development of settlements. For stations of 3rd, 4th classes and stop stations, orthogonal breakdown was used [17]. The basis of all types of settlements was the railway station, which was the composite core of the planning scheme. The typological saturation of such settlements was minimal and mainly came down to residential buildings and structures serving the railway.

In general, it should be noted that the foreign presence in Manchuria for this period was limited only to the Russian Empire, as a result of which diplomatic institutions did not receive substantial development. Considering the financial sector, the role of the Russo-Chinese Bank, through which most of the transactions between Russia and China were carried out, should be highlighted.

The second stage of development dates back to 1905–1920 and was determined, on the one hand, by the defeat of Russia in the Russo-Japanese War (1904–1905) and the transfer of the Kwantung Peninsula and SMR to the Japanese possession, and on the other hand, by the formation of the Special Region of the Eastern Provinces, which included the exclusion zone of the CER, which had lost the right of extraterritoriality. Such changes led to a revision of the policy of the Russian Empire in terms of the development of the Far Eastern territories. The loss of Dalian led to a revision of the role of the port of Vladivostok as a center of maritime trade on the Pacific coast. However, even under such conditions, the CER continued to remain the only railway artery connecting the eastern territories of Russia with the central and western parts until 1916 [16].

All this led to an increase in influence and the development of Harbin, which was a major transport hub linking the CER with the SMR and the river Sungari. In 1907 Harbin, Qiqihar, Jilin, Aigun, Manzhouli received the status of open cities, which continued to develop according to the master plans developed during the construction of the CER. At the same time, it was planned to increase the number of tenement houses and intensify commercial activities, which entailed the emergence and development of financial institutions, primarily banks. The presence of representatives of various countries resulted in the need to form consular districts, while most of the representative offices were concentrated in one of the economic centers of the region—Harbin [19]. The greatest influence on the development of cities located in the exclusion zone of the railways of Manchuria was exerted by Russia and Japan. Also, as the European part of the city grew, suburbs began to develop, which were not part of the exclusion zone and formally related to Chinese territory. Apartment houses were massively erected in them, in which various trade missions, financial institutions, and shops were located, which in many ways was a reaction to the change of the political regime after the Xinhai Revolution (1912). In general, this development stage was characterized by the priority role of Harbin, which had turned into a multinational open city.

In parallel, the development of the exclusion zone of the SMR, which was under the influence of Japan, took place. Here, along with Dalian, the active development of Changchun began, which was the border of the CES and SMR and therefore had special strategic importance [20]. The new station of the SMR, from which the rays of the main streets radially diverged, became the centre of the planning development of the city. The breakdown itself was the orthogonal quarters characteristic of Japan of this period. Most of the city was given over to commercial development, turning it into one of the economic
centers of Manchuria, which soon began to be opposed to Russian Harbin. In general, in the territory controlled by Japan, there was no surge in foreign presence, which was largely due to the lack of open cities in this territory.

The third stage begins with the transfer of the CER first to Chinese (1920), and then to Soviet-Chinese use (1924) and is completed by the transformation of Manchuria into the puppet state of Japan Manchukuo (1932). Despite the fact that the territory of the CER had lost the right of extraterritoriality, Russian engineers continued to play a leading role in its development, although Japanese expansion began to appear at this stage, so far expressed only in the form of the construction of tenement houses and representative offices of various Japanese companies. In general, this stage is characterized by a gradual increase in the international presence and representatives of states that appeared on the bases of the former Russian, German and Austro-Hungarian empires, which led to the emergence of their representative offices, primarily in the open city of Harbin. On the other hand, there is a development of commercial activity, in which China and Japan begin to play an increasing role. There was no significant change in development on the territory of the SMR, with the Japanese remaining the main investors, which resulted in a fewer number of foreign representative offices and a less significant role of foreign capital in the development of the cities. Regarding the rest of the territory of Manchuria, one can notice the intensification of railway construction, which was carried out mainly by Chinese companies. In general, these regions were significantly slower in their speed of development in comparison with territories with the presence of foreign capital.

The fourth stage was closely connected to the period of Manchukuo’s existence (1932–1945), which predetermined the development of the entire region according to the scenario tested by the Japanese government in the exclusion zone of the SMR. Under such conditions, the center of the country was Changchun, which had been a Japanese base to advance on the territory of Manchuria. Harbin and Dalian were still playing a significant role, while the latter was de facto leased from Manchukuo by Japan. Shenyang began to develop, gradually turning into the industrial center of the region [21]. The business centers were the areas adjacent to the railway stations. Further urban planning is linked to the development of undeveloped territories, the layout was dominated by orthogonal breakdown, which was supplemented by diagonal avenues. In large cities, radial patterns were used that formed the area of the city, which is most expressed in the unfulfilled development plan for Harbin. Historical Chinese buildings deserve to be specially mentioned. Most of them are fully represented in the historical capital of Shenyang, which, despite the high growth rate of the city, has not practically changed.

It should be noted that during this period, international activity in cities began to fade away. The situation was worsened by the outbreak of the Sino-Japanese (1937–1945) and World War II (1939–1945). All this led to the reduction in foreign trading companies and the abolition of a number of consular districts, as well as the withdrawal from the market of international financial organizations. The situation aggravated after the USSR sold the CER to Manchukuo in 1935. As a result, by the 1940s, Japanese investors had started to play a leading role on the territory of Manchuria.

4. Conclusion
The development of European settlements in China went through several stages, which in many ways allowed to form a modern Chinese city. However, foreign influence in Manchuria was significantly different from the central, southern and northern regions of the country, which resulted in the following features of the development of this region:

- late period of foreign entry;
- development along the railroad lane;
- the formation of new settlements, without taking into account the urban planning structure of historical Chinese cities;
- formation of the two centers of economic development—Russian Harbin and Japanese Changchun.
Thus, a small area of foreign presence was formed on the territory of the region, on the basis of which all further transformations took place. They were associated with the gradual transition from Russian to Japanese influence during which the town-planning structure, transport, industrial infrastructure and the social and economic appearance of the region were formed. Those processes, in their turn, predetermined the development of Manchuria in the second half of the 20th and beginning of the 21st centuries.

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