

## **Tramway Network in Treaty-port Tianjin, 1900-1949**

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### **Dissertation Abstract**

Treaty-port Tianjin (1860-1945) developed one of the most complex urban spaces in modern China, as the city's governance was juxtaposed with different wills of local authority and multiple imperialist powers. Out of the numerous forces shaping up Tianjin's urban space, the tramway was a significant project. It managed to weave through the intricate social, political, economic and spatial relationship among different powers and agencies, and eventually contributed to the city a layer of spatial coherence.

The dissertation examines how the tramway helped Tianjin to develop an integrated urban structure out of an extremely fragmented governance system. The research pays close attention to several key issues in the tramway's development process: How it was conceived and built through different stages, how various powers, agencies and ideals were incorporated, how it transformed the city, and how the Tianjin citizens reacted to it both socially and culturally. The research intends to offer a new angle to the study of colonial cities and urban spatial governance.

Keywords: Treaty-port, Tianjin, Infrastructure, Urban transportation, Colonial urban development



Kita Asahigai Street, Japanese Concession, 1930s.

*Source:* Virtual Tianjin, <http://tianjin.virtualcities.fr/Photos/Images?as=65>