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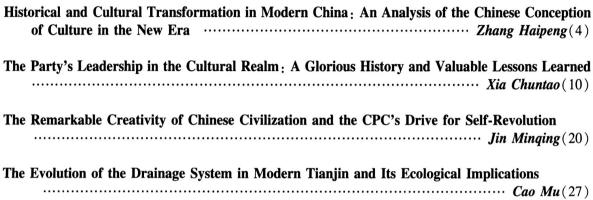
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After its opening as a port city, Tianjin rapidly emerged as a vital transportation hub and economic powerhouse in northern China. The original drainage system in Tianjin City, which utilized the city's geographical features and canal networks for wastewater disposal, underwent continuous expansion due to population increase and urban growth. Consequently, a unique drainage system comprising manual transportation, canal networks, fixed drainage locations and sludge recovery facilities developed in Tianjin. The transformation of Tianjin's drainage system facilitated the return of organic waste in urban sewage to the farmland through a system that provided free sludge transport to the rural areas. The introduction of modern sewer pipeline and sanitation facilities in the concessions effectively addressed the hygiene issues associated with manual and road transportation. However, these changes also resulted in a reduction in sludge volume and urban-rural fertilizer trade, thereby weakening the ecological connection between the city and the rural areas. In essence, these developments had a detrimental impact on the city's ecological renewal and altered the ecological system that interconnected the urban and surrounding regions.

Although private communication between regional governors and the Grand Council was strictly prohibited during the mid to late Qing Dynasty, these covert practices had a significant impact on political maneuvering. A notable example is the revelation of a secret letter from the Resident of the Sword Shadow Room to Hu Linyi, which was first disclosed by Huang Jun in 1937. Huang claimed that the sender was Du Han, one of the grand councilors at the time; however, it was actually Qian Baoqing, a high-ranking bureaucrat working at the Grand Council. Qian Baoqing, a relatively overlooked figure, played a crucial role in Hu Linyi's social network in the capital. Through these intermediaries like Qian, Hu not only gained access to classified information from higher authorities, but also utilized the channels to make his personal appeals to the higher level. Qian Baoqing not only provided intelligence to Hu, but also played a significant role in the decision to authorize the Xiang Army's attack on Anging from four directions. Additionally, he clandestinely protected Zuo Zongtang during the investigation of the Fan Xie Case. Collaborating with his allies, like Sushun, Qian played a pivotal part in the appointment of Zeng Guofan as the Viceroy of Liangjiang. These efforts paved the way for the rise of Zeng Guofan, Hu Linyi and the influential Hunan Faction. During the reigns of Emperors Tongzhi and Guangxu, advancements in ship transport and telegraphic technology made communication between regional governors and the Grand Council more convenient. However, this development also resulted in the Grand Council, initially designed to be a hub of classified information, increasingly becoming a source of leaked secrets. This article sheds light on the functioning of the Grand Council, the central-local relations and the communication channels between the capital city and various Chinese regions during the late Qing Dynasty.

Street Reconstruction in Late Qing Dynasty Beijing: Debates and Practices Yang Jianli (79)

During the late Qing Dynasty, the majority of Beijing's streets were in dire need of repair, leading to appeals for their reconstruction. The initial proposal for reconstruction of Beijing's streets was put forth by early reformists and later adopted by the Qing government. However, the implementation of this plan faced significant obstacles and was significantly delayed. Reconstructing the streets of Beijing required a comprehensive and systematic approach, encompassing various aspects such as street construction technologies, street management models, public health considerations, finance implications, improvement of people's livelihood, right-of-way issues, and more. This undertaking was marked by complex conflicts between traditional Chinese and Western ideas, tensions between those advocating for "learning from the west" and voices of xenophobia, and debates between conservatives and progressive factions. The street reconstruction plan foreshadowed the drive for urban governance modernization in Beijing. Though faced with challenges, the plan contributed to the improvement of Beijing's cityscape and traffic, breathing new life into this city.

In modern China, the construction of arcades became a common practice in many cities, with urban planning and road construction plans often incorporating arcades. In the 1920s, the municipal government of Shantou took the lead in proposing an urban planning framework that embraced modern municipal administration concepts. This proposal included plans for an urban road network, with the construction of arcades being an integral part of implementing this vision. Building arcade served the dual purpose of addressing challenges associated with new road construction and the demolition of private houses. The government aimed to reduce compensation costs by implementing arcades, while urban residents utilized them to assert their property rights and claim compensation for land expropriation and house demolitions. The Shantou municipal authority played a dominant role in reshaping the urban space, thanks to the establishment of standardized, professional and rule-based municipal work mechanisms. Nevertheless, the urban society faced a relative power imbalance when negotiating or bargaining with the government. Urban residents predominantly adopted the government-sanctioned discourse in their interactions with the government. Therefore, the emergence of the large-scale arcade street blocks in Shantou not only witnessed the changes of cityscape in Shantou, but also revealed the complexities associated with the modern transformation of Chinese cities.

Chinese and Foreign Coal Competition in Modern Shanghai Zhang Jun(119)

Foreign coal sources, such as Japanese coal, and coal mines with foreign ownership, like Fushun coal and Kailuan coal, had long dominated the coal market of modern Shanghai, thanks to their strength in coal production, transportation, and marketing. Conversely, domestic coal producers, largely situated inland, encountered formidable obstacles when attempting to enter the coal-starved coastal regions due to exorbitant transportation costs. Following the September 18 Incident in 1931, the Chinese people initiated a boycott of Japanese coal and Fushun coal, triggering a severe coal shortage crisis in the Yangtze River area. The subsequent dumping of Japanese coal and Fushun coal in 1932 precipitated a substantial price plunge in the Chinese coal market. These upheavals collectively contributed to an unprecedented crisis faced by Chinese coal producers at the time. Thankfully, the government implemented a relief policy package for the domestic coal industry, including measures such as freight rate reductions and tariff increases. These interventions provided much-needed opportunities for the revival of the Chinese coal industry.

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