

Literature Research on Economic Development and Industrial Structure of Western China under the Background of Land and Sea Passage

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Abstract

Through the channel for economic research in China in recent years to interact with foreign trade structure and industrial structure change relations of literature review, explore the new land-sea corridor channel along the provincial economy development pattern of rapid breakthrough, first embarks from the channel of economic documents, and then to sort out the trade structure and industrial structure, the interactive relation between literature and use a little shaft with economic development and industry to gather relevant documents analysis, finally analysis the United States and Canada west development pattern of the literature, so as to explore the western economic development model of western provinces along the new land-sea corridor.

Keywords

The new land-sea corridor; Channel economy; Trade structure; Industrial structure; The economic development.

1. Introduction

The report to the 19th National Congress of the Communist Party of China (CPC) called for building an opening pattern featuring "inter-linkage between land and sea, and mutual assistance between east and west". At present, China has entered into the third round of exploration of western development, and the National Development and Reform Commission has also compiled the Overall Plan of New Land-sea Corridor in western China, which has been approved by the State Council. This paper compares the western development model of the United States and Canada 200 years ago, combines various characteristics of China's western region, summarizes the gains and losses of the first two rounds of western development, and explores the point-axis development model in line with the characteristics of China's western region. The innovative development of the new land-sea corridor in the western region is conducive to the promotion of the "One Belt And One Road" construction and the prosperity and development of the western region's economy. This will provide a possibility for further in-depth study on how to implement the overall development of the western region's economy in infrastructure construction, industrial restructuring, trade structure optimization and upgrading, trade connectivity, information connectivity and other channel economies in the future.

2. How to Develop the New Land-Sea Corridor in the West

2.1. How does the New Land-Sea Corridor Promote the Economic Development of Provinces and Regions Along the Route

In this paper, firstly, the growth pole theory, point axis development theory, core edge theory, regional economic coordination theory and other literatures are sorted out. Starting from the economic spatial pattern of new land-sea channel, this paper focuses on "point axis aggregation, line belt growth pole". Based on the research perspective of point-axis flow economy, this paper combs relevant research results and literature of channel economy at home and abroad, clarifies relevant theoretical knowledge, and explores the interactive relationship between trade structure and industrial junction from the perspective of channel economy from the perspective of historical literature.

2.2. Research Significance

This research is trying to comb, on the basis of existing research results, combined with international trade, industry economics, transportation economics, economic geography, logistics and supply chain management research methods, such as multiple disciplines development and regional economics, industry economics theory, build a set of regional development with characteristics of traffic economy evaluation index system. From the perspective of flow economy, the research topic of channel economic synergies development is targeted to broaden the research perspective of channel economy. Based on the analysis and consideration of the economic spatial pattern of the west Passage in China, this paper explores the rules and characteristics of the economic development of the west Passage, and provides a theoretical basis for the research on the coordinated development of the land-sea passage economy.

Under the background of the in-depth promotion of "One Belt And One Road", the Yangtze river economic belt, the new land-sea channel and the great development strategy of the west, the paper actively studies how to innovate the design of countermeasures, give full play to the economic role of the west-sea channel, and drive the upgrading of macro industrial structure and regional economic growth. Locked in the "area" will study observes economic belt, the ASEAN trade channels, the Yangtze river economic belt, the five central Asian countries join western the new land-sea corridor area, based on traffic economic horizon the new land-sea corridor provinces along the channel of the countermeasures of development of collaborative design, will surely help the new land-sea corridor along the province regional economic power and change the mode under the new normal, is advantageous to the "area" and the western development strategy carried forward. We will improve the quality and level of inland opening highlands of provinces along the new land-sea corridor, and form a pattern of regional economic development featuring complementary advantages, open cooperation and interconnected industries.

3. Review of Studies at Home and Abroad

3.1. Theoretical Basis of Channel Economic Development -- Point Axis Theory

The theory of point axis development was first put forward by Polish economists Salumba and Malice. Lu Dadao, a famous geographer in China, proposed that the point-axis development model is an extension of the growth pole theory. In the process of regional economic development, economic centers always concentrate on a few locations with better conditions and are distributed in spots. This kind of economic center can be called regional growth pole and also the point of point-axis development mode. With the development of economy, the number of economic centers increases gradually. The exchange of production factors requires

transportation lines, power supply lines and water supply lines, etc., which are connected to each other to form an axis. This axis serves the regional growth poles first, but once the axis is formed, it is also attractive to the population and industries, attracting the population and industries to gather on both sides of the axis, and generating new growth points. Point and axis through, the formation of a point-axis system, therefore, the development of point axis can be understood as the development from large and small economic centers (points) in developed regions along the traffic lines to underdeveloped regions in depth.

Domestic research as early as the beginning of the development of the western region Wang Ying (2004) has put forward the development of channel economy is based on point axis development mode, to improve the transportation project of investment of the location conditions, promote the development of regional economy, its essence is an open economy, circulation economy, service economy and industrial economy, factors that affect the economic development channel are geographical conditions, social economic factor and multiple factors, such as complementary. Zhu Qixian (2009) put forward channel with changes of the channel is economic development evolution, the development of the basic track from simple channel to closed economy space factor of communication channels, open space in the channel of internal and external connection and the free flow of factors of production to the produced by the free flow of factors of production and its specification and better service system. It has gone through five stages of land channel economy, sea channel economy, traffic channel economy, industry (transfer) channel economy and system channel economy. Zhu Qixian(2010) analyzed the connotation of the basic carrier of the passage economy from three aspects: the basic form and function orientation of the passage, the evolution and development of the passage, the transportation and the regional economic movement, and discussed the construction planning of the passage in China.

Yang Yida (2018) concluded that the "One Belt And One Road" initiative has significant meaning and connotation, and the continuous accession of relevant countries has proved its positive significance in national economic stability and development. Zheng Zhilai (2015) from the unbalanced regional economy, regional economic interconnectivity, regional economic layered optimization aspects "area" strategy and regional economic internal relations, and then from the "area" strategy with both the national strategy of regional integration, fusion and development of regional economy coordination mechanism, regional industrial chain integration and regional economic two-way channel integration, platform integration of regional economy and so on five aspects, put forward the "area" strategy and regional economic integration development path. Su Bin (2015) planned a considerable number of international corridors in the construction of six economic corridors connecting China with neighboring countries. The drive and the silk road economic belt and the 21st century the vision and action of the Marine silk road "is put forward, according to the" area ", together to build the new Asia-Europe continental bridge on land, in Russia, central Asia, China - Asia and China and Indochina corridor, international economic cooperation and closely associated with all the way "area" China and India Pakistan, Bangladesh and Myanmar two economic corridors and so on six big economic corridor construction.

Based on the above research results, we can basically clarify the meaning, basic form, functional orientation and other relevant contents of channel economy, as well as the important role of channel economy in "One Belt And One Road" interconnection and interconnection construction and regional economic integrated development. The above literatures can provide research and development innovation points for the further development of channel economy and the implementation of specific rules of inter-regional channel economic construction.

3.2. Research on the New Land-Sea Channel in Western China

At present, domestic research can be roughly divided into two categories: one focuses on the motivation, value and connotation of new international land and sea trade channels. For example, Zhang Lei analyzed the driving factors of new international land and sea trade channels and put forward countermeasures and Suggestions. Ma le believes that the construction of new passageways is very important to China's economic development. Yang Xiangzhang and Zheng Yongnian expounded the connotation and promotion path of the new international land and sea trade channel. There is also a category of literature scholars tend to research on the positioning of a single province. For example, Yao Shujie, Ou Jinghua and Fang Jing have demonstrated in many aspects the building of chongqing inland opening highland perspective. Mo Chenyu discussed the development orientation of Beibu Gulf city cluster in the view of new international land-sea trade channel. However, there are few literatures evaluating the effect of new routes of international land and sea trade from the perspective of overall development status.

As a major channel for trade and cultural exchanges between the East and the West, the Silk Road Economic Belt must give full play to its cultural, geographical and industrial advantages to unleash the potential of economic development in less developed regions. Channel in the western region development economy, to develop national special advantage industries, in particular to strengthen trade cluster center polarization effect and diffusion effect, expand the traffic channel, strengthen the information channels, talent, trade service channel, accelerate "point - axis" gradual spread, as soon as possible into real silk road economic belt construction (Gao Xin-cai, 2014).The minority areas in western China are the regions with low economic development starting point and difficult growth. In view of the common requirements of economic growth, social stability and sustainable development, the region needs to cultivate its capacity for self-development. On the basis of discussing the influence of developing channel economy on cultivating the self-development ability of western minority areas, this paper proposes the countermeasures of developing channel economy and cultivating the self-development ability of western minority areas (Mo Chenyu, 2013). The construction of "One Belt And One Road" is the general strategy of China's all-round outward economy development in the new period, which is in fact consistent with the economic development of ethnic areas. Strategic policies fit the extrovert economic development in national regions, the common characteristics of geographical border crossings economy in national regions to reduce costs, two-way flow elements to promote resources in ethnic minority areas economic growth, low economic paradigm reversed transmission nationality area industrial structure adjustment, cultural psychology identity pull trade economic boom in national regions (Zhang Wenguang, Tian Maoyun, 2017). The "southbound passage" is a new international land and sea trade passage connecting western China with the asean region, and is the "One Belt And One Road" consolidation project. The construction of "Southward Passage" focuses on The Chengdu-Chongqing region and the Beibu Gulf region. This section is like a main axis, connecting the Eurasian Land Bridge to the north and the Silk Road Economic Belt. To the south, it connects with the Maritime Silk Road through the Beibu Gulf. It connects with the Golden Waterway of the Yangtze River in Chongqing (Li Muyuan et al., 2018).

The new international land-sea trade channel has diversified industrial structures both at home and abroad, with different levels of industrial development and industries with distinctive advantages and strong complementarities. The new international land-sea trade channel has broad space for development. The industries along the route are highly complementary to each other. From the industrial complementarity of the main provinces and cities along the new international land-sea trade channel, the industrial structure of the provinces and cities along the route is quite different, and the dominant pillar industries are also quite different.

3.3. Study on Trade Structure and Industrial Structure

Since the beginning of the 21st century, countries around the world have become increasingly closely linked and the tide of economic globalization has been developing rapidly. All countries are eager to complement each other's resource advantages and improve their economic structures in the close exchanges of the global economy. Therefore, for a long time, the relationship between the structure of foreign trade and industrial structure has been the focus of attention of Chinese and Western economists. Chen Lin (2014) found that in an open economic environment, sustained and healthy economic growth of a country or region is inseparable from the coordinated development of internal economy and external economy. The industrial structure in the internal economy determines its economic development strength and level. The structure of foreign trade in the external economy directly reflects its economic operation, its division of labor in the world economy, and the international competitiveness of its products. Therefore, the foreign trade structure and the industrial structure complement and promote each other, and the long-term and sustainable development of national economy cannot be separated from the common influence of industrial structure upgrading and foreign trade structure optimization.

Wang Lijuan(2017) found that the higher the degree of agglomeration of manufacturing industry, the greater the driving effect on economic growth, and concluded that the reason for the slow economic growth in western China was the low degree of agglomeration of manufacturing industry in western China. She also analyzed the factors affecting the agglomeration of the manufacturing industry, calculated the degree of influence of these factors on the agglomeration of the manufacturing industry by using the grey correlation degree, and concluded that the factors affecting the agglomeration of the manufacturing industry are market demand, industrial labor intensity, foreign direct investment, infrastructure, and human capital. The industrial structure pattern of a country is closely related to the change of the development direction of foreign trade. The unreasonable development mode of China's foreign trade is mainly caused by the unreasonable industrial structure. Liang Jingyi (2017) concluded that the decisive factor to accelerate the transformation of foreign trade development mode is to adjust China's existing internal industrial structure and improve the speed and level of industrial development. Therefore, the adjustment of industrial structure is an important way to promote the development mode of foreign trade. Research on the adjustment mechanism of industrial structure is of great significance to promote the transformation of China's foreign trade development mode.

The structure of foreign trade is a comprehensive reflection of the economic and technological development level, industrial structure, international competitiveness of commodities, international division of labor and international trade status of a country or region. From the level of empirical research, the status of comparative advantage and its changes are profoundly reflected in the structure of foreign trade. Based on the commodity trade data of hS-6 classification of border provinces and regions from 2000 to 2017, Meng Qinglei and Tan Guchen (2019) made a connection with the macroeconomic data of 21 industries of national economy, analyzed the structure of commodity trade, and made an empirical analysis of the regional and industrial growth effect of the trade of border provinces and regions. The results show that the export growth effect of labor-intensive and capital-intensive industries in border areas is greater than that of imports, while the import growth effect of technology-intensive industries is greater, and the trade of all industries has a certain promotion effect on the economy of border areas. Ma Li (2016), on the basis of defining the theory of factor aggregation and the theory of industrial agglomeration, initially constructed the theoretical transmission mechanism and logical framework with the goal of promoting industrial agglomeration and industrial agglomeration to promote the economic development of the park.

Research on the structure of foreign trade has always been a key issue in the field of economic research. According to China's 12th Five-Year Plan, the importance of changing the mode of economic development to economic growth has been put forward. Therefore, the research on industrial economics, especially industrial structure, has become a hot issue in the field of economic research. The structure of foreign trade and industrial structure are closely linked. The change of industrial structure determines the transformation of foreign trade structure, and the optimization of foreign trade structure can accelerate the upgrading of industrial structure to a certain extent. Ye Changsheng (2012) found that the change of the industrial structure of a country or region more directly determines the economic strength and development level of the country or region, and the foreign trade structure also fully reflects the industrial competitiveness and international division of labor status of the country or region. Therefore, the coordinated development of foreign trade structure and industrial structure is of great significance to the economic development of a country or region, and is an important guarantee for the stable and healthy economic development of a country or region.

It is found from the research of industrial agglomeration at home and abroad that the degree of industrial agglomeration is closely related to the level of urbanization. Ma Zhidong, Yu Huixin (2016) summarized the industrial agglomeration and urbanization of inner link, and then in the interactive development literature review of industrial agglomeration and urbanization on the basis of using the panel data model, the empirical analysis of the six east China provinces and cities and industrial agglomeration and urbanization 5 provinces and cities in the Midwest and draw the conclusion: the relationship between industrial agglomeration and there is obvious correlation between urbanization and present a significant phase differences. The eastern region is in the middle and later stages of urbanization, and the tertiary industry agglomeration plays a more important role in promoting urbanization than the secondary industry. The central and western regions are in the middle stage of urbanization, and the agglomeration of the secondary industry is the main driving force of urbanization. All regions should adapt to local conditions, give play to their comparative advantages, cultivate industrial clusters with local characteristics, and improve regional urbanization level. Chen Wenling, Hu Shunhua (2016) model based on the traditional panel is constructed for the space of the commerce circulating industry in Yangtze river delta panel regression model, the long triangle commerce circulating industry development and accumulation of the key factors, make full use of the space correlation of panel model, analyzed the long triangle area commerce circulating industry spillover effect. Through the empirical analysis of LM test and Husman test, it is found that most of the influencing factors have a positive effect on the development of the trade circulation industry in the Yangtze River Delta region, and the development of the trade circulation industry in the surrounding cities will have an obvious promoting effect on the cities in this region. Therefore, the Yangtze River Delta region should grasp the economic effect brought by industrial agglomeration and further promote the stable development of the trade circulation industry in the Yangtze River Delta region.

Peng Fei (2015) analyzed the bilateral trade data of China and ASEAN in recent years, and concluded that with the change of trade volume, the trade structure characteristics changed accordingly. In terms of commodity structure, the competitiveness and complementarity of import and export commodities co-existed. The trade within ASEAN is not balanced and the market is relatively concentrated. The mode of trade is mainly general trade, but there is a downward trend, and the mode of processing trade appears to increase; The trade with ASEAN is dominated by foreign-invested enterprises, while the proportion of other enterprises has increased.

Yu Zhen, Wang Jingyu (2019) study on a new round of science and technology and industrial revolution under the background of gaining momentum, China should be on the basis of the world's most complete industrial system, grasp the innovation is the first motive force, in

artificial intelligence, big data, biotechnology, new energy, new materials in key areas such as increasing investment, strive for, to improve technology of trade in the product structure and the proportion of capital-intensive products, further enhance the international competitiveness of Chinese products. At the same time, the optimization of the main structure can promote the coordinated development of state-owned enterprises, private enterprises and foreign enterprises, and reduce the "asymmetric dependence" on advanced technology countries through the optimization of geographical structure, so as to provide support for the transformation of the development mode of foreign trade. Chen Hong (2011) has long proposed that China's trade policy should be coordinated with industrial policy, that is, the formulation of foreign trade policy should be based on the upgrading of industrial structure, and the upgrading of industrial structure should be based on "dynamic comparative advantage" and other policies.

3.4. Industrial Agglomeration and Formation of Growth Poles

Chi Shangchen (2017) came to the following conclusions: As for the trade in goods, in the long run, as the net export of manufactured goods contributes to the upgrading of China's industrial structure, China should continue to focus on the export of manufactured goods and other high value-added products, so as to achieve the purpose of promoting industrial upgrading by optimizing the trade structure of goods. Industrial agglomeration is the foundation and prerequisite for the formation of growth poles. Industrial agglomeration and growth poles have some common elements, which are all sufficient to be carried in a certain geographical space. They all require the existence of highly correlated propelling industries, the establishment of a good supporting service system, and the existence of economies of scale. But the growth pole in the industry selection and expression, resource advantages, innovation intensity, location conditions, external relations and other aspects also put forward higher play.

Producer service industry plays a certain role in promoting the transfer of manufacturing industry, while specialization and scale economy play a certain role in inhibiting the transfer of manufacturing industry, which is mainly caused by the blindness of the development of producer service industry, the relative lag of the development of manufacturing industry and the incompatibility of the development of producer service industry and manufacturing industry.

4. Enlightenment and Reference of the Western Development of the United States and Canada

4.1. Enlightenment of the Western Development of the United States

Two of the most important factors in the colonization of the American West were commercial capital and the transportation revolution. Alkana Watson believed that the United States could not follow the European model of "build the town first, build the canal later," but must use the American model of "build the canal first, develop the town later." Watson's American model emphasized the importance of transportation first, a thinking mode that is still important today.

On about the division of urban types in the western United States, typically works is He Shunguo professor's studies of the borderland history - western development mode, the author will be emerging in western cities are divided into four types: as a kind of "speculative enterprise" in the west of the town, arose in the far "mining town", the great plains along the railway "cow town" and as "railway towns" which is a railway extension. Han Yi professor of American economic history (17th - 19th century) a book argues that the establishment of the city in the western United States can be divided into three types: one is to develop agricultural production as the starting point and gradually developed cities, such as Cincinnati, Ohio, the second is developed as a result of mining city, is the most typical in San Francisco, the third is for animal

husbandry developed cities, more typical is the rise of west cow town, is the typical towns Abilene. In the study of Agricultural Development in the Western United States, Wang Wen discussed the development process, industrial structure characteristics and land policies of western American agriculture, analyzed the reasons for the rapid development of western American agriculture, and made an objective historical evaluation of the development of western United States.

Zhang Xinhe (2018) introduced the general situation of railway construction in the United States in the 19th century and four types of cities in the Western United States, namely, speculative enterprise towns, mining towns, cattle towns and railway towns. This kind of induction accurately delineated the main types of urban development in the western United States in this period, with obvious typological significance. Throughout the history of western development of the United States in the 19th century, it can be clearly seen that the characteristics of refraction, that is, the economic development of the west was led by the transportation industry, which was built on the basis of the continuous prosperity of transportation. In the United States in the 19th century, the railroad had a revolutionary meaning in the field of transportation.

The construction of the transcontinental Railroad promoted the urbanization of the Western United States. Urbanization is a historical process of gradual change, which can include the change of population and occupation, the change of industrial structure, the change of land and geographical space. The history of the United States in the nineteenth century is a history of railroads. As a transportation hub, the transcontinental railway brought capital, labor and industrial materials into the West continuously. It met the needs of social development in the United States and greatly accelerated the process of urbanization in the West.

4.2. Enlightenment from the Development of Western Canada

Canada and the United States for the development of the western region of the western development is closely related, and starting from the traffic, "protect the tariffs, immigration grasslands, is seen as a transcontinental country by Pacific railway foundation built three legs", these three policies relate to each other, be short of one cannot ", MacDonald, can use rail to defend the west, the importance of the west can also be used to verify the railway ".In the minds of federal founders such as MacDonald, "without a prosperous West there would be no need for the transcontinental railroad, without railroads there would be no trade, and without trade there would be no sense of protective tariffs."

At the beginning of the establishment of the Self-governing territories, Canadian Pacific Railway was not only the dominant factor in the exploration and development of western Canada, but also an important force in resisting the expanding power of the United States and supporting MacDonald's national policy. It has successfully put the things in Canada tightly together, realize the dream of the MacDonald national policy, and development of various undertakings in western Canada, for the western development made a significant contribution to the study of the old historian Donald Clayton, Pierre Burton said: Pacific railway was built "action" a real patriotism.

In the founding strategy of MacDonald, the father of the Union, the use of the Pacific Railroad to drive the development of the west was the core of the whole national policy. The federal government's goal in developing the West was to achieve Canadianization of the region. It not only meant the effective domination of the federal center in the west by excluding the Influence of the United States politically, but also the economic integration with the East and the establishment of a unified domestic market. This is the overt meaning of Canadianization, but another implicit meaning is that the west is subservient to the east, serving as the agricultural fringe of the eastern heartland.

To achieve The Canadianization of the West, the federal government took three successive steps: signing treaties with the Indians, establishing the Northwest Mounted Police, and building the Pacific Railroad. The treaties were aimed at the Indians. Through a series of treaties in the 1870s and 1880s, the Indians were transferred to reservations to make space for the white people. The establishment of the Mounted police was originally a temporary measure taken by the federal government in 1874 to regulate the southern prairies. It later became the federal government's representative in the West, responsible for the enforcement of laws, the transmission of cultural traditions, the postal service, the census, meteorology, vegetation reporting, relief, and so on.

The Threat of the United States put Canada's Pacific railroad on the agenda. The entire United States in the mid-19th century "believed in manifest destiny to conquer the entire continent of North America." In 1869, the Minnesota Legislature even passed a resolution calling for the annexation of all of western Canada. American railroads were among the first to expand northward. The Northern Pacific Railway, near the Border with Canada, has long been itching to get its hands on Canada's northwest Territories.

The United States government has used every means but war to pursue the Northwest, and we must act to confront it, most importantly by making it clear to them that we are going to build the Pacific Railroad. Therefore, the railway plays a key role in the national policy. MacDonald once predicted: "Once the railway is completed, we will become a truly unified country, with both common interests and huge inter-provincial trade."

As the Pacific Railroad arrived in Calgary in 1883, the famous preacher Rolocomibe said, "Only those who have lived before know what the railroad means. It is the" Locomibe "that has" transformed the entire country." The "magic" of the great railway in the urbanization of the West was that it could destroy a series of settlements and build up towns in another place, marking out the blueprint of the urbanization of the West and exerting a decisive influence on the process. Pacific railway was completed, but also with trying to get their hands on Canada in the United States in the west of the north Pacific railway, the railway resolute struggle, trying to divide the Canadian foiled their transport to the United States in the west of the railway line on the plot, which include the rocky mountain west of the west has become the central British Columbia, Canada product sales market, established, west east from Montreal to Vancouver transcontinental economic system.

5. Conclusion

From channel economy to trade industrial structure and industrial agglomeration to shaft mode of city, to the United States, Canada, comb the development model of western literature, traffic development and industrial agglomeration, the adjustment of industrial structure and development at the national level practice, not only for China's western provinces along the new land-sea corridor economic is also very necessary, optimization and upgrading of industrial structure should be into a step in the channel economic development be realized. Under such background, it is of great significance to study how to create a new development mode of the new land and sea channel, give full play to the role of channel economy in promoting economic growth of provinces, autonomous regions and municipalities along the route, and form a harmonious and interactive relationship between the foreign trade structure and the industrial structure that is coordinated and promoted mutually.

Acknowledgements

2019 Western Project of national Social Science Foundation.

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