

### Development of the Transportation Industry of the Hui People during the Late Qing Dynasty and Early Republic of China

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#### Abstract:

During the late Qing dynasty and the early Republic of China, there was a significant peak in population migration from mainland China to the Northeast Region. This period is also noteworthy for the substantial migration of the Hui people to Heilongjiang. The Hui individuals proactively adapted to the new environment and developed a business model primarily focused on commerce, supplemented by industry, crafts, and transportation as they actively participated in the growth of diverse economic sectors in the Heilongjiang region. At this historical stage, some Hui people engaged in urban transportation and gradually developed into industries. The development of the transportation industry among the Hui people in Heilongjiang has been limited by various constraints, including occupational instability, financial limitations, and the oppressive influence of a semi-colonial and semi-feudal society. Although development is limited, the industry has its own characteristics and impacts that cannot be ignored. The exploration of the development of the transportation industry of the Hui people in Heilongjiang during the late Qing dynasty and early Republic of China can fully summarize the objective laws governing the economic development of ethnic minorities in border areas. This can provide theoretical value and practical significance for the current development of ethnic minority economy in border areas and for the promotion of urban prosperity. Their contribution to local industries has been ignored by the researchers. This paper attempts to determine the contribution of the Hui people to the transportation industry and how they struggled to develop this industry. This research can serve as a model for other ethnic communities in the border areas of China. Historical analysis is used to trace the origin and development.

**Keywords:** transportation industry, Hui people, Heilongjiang, Qing dynasty, Republic of China.

### 清末民初回族交通运输业的发展

#### 摘要:

清末民初是内地人口向东北迁移的重要时期，其中回族大量迁入黑龙江也是这一时期的一大亮点。回族积极适应新环境，形成了以商业为主，工业、手工业、交通运输为辅的经营模式，积极参与黑龙江地区多种经济成分的发展。在这一历史阶段，一些回族从事城市交通运输，并逐渐发展成为产业。黑龙江回族交通

运输业的发展, 受到职业不稳定性、经济条件限制、半殖民地半封建社会压迫等多方面制约。虽然发展有限, 但其自身的特点和影响不容忽视。探讨清末民初黑龙江回族交通运输业的发展, 可以充分总结边疆少数民族经济发展的客观规律。这对于当前边疆少数民族经济发展、促进城市繁荣具有理论价值与现实意义。他们对当地产业的贡献一直被研究者忽视。本文试图探寻回族对交通运输业的贡献, 以及他们如何努力发展这一产业。本研究可为中国边疆其他民族社区提供借鉴。通过历史分析, 追溯回族交通运输业的起源与发展。

**关键词:** 运输业, 回族, 黑龙江, 清代, 中华民国。

## 1. Introduction

The Hui people are not an indigenous ethnic group in the Heilongjiang region. According to historical records, Hui people have sporadically migrated to the Heilongjiang region since the Kangxi period of the Qing Dynasty<sup>1</sup>. However, owing to the Qing government's prohibition on Hui immigration to Northeast China, the number of Hui individuals entering the local area was relatively small, which consequently restricted the economic progress of Heilongjiang. By the conclusion of the Qing dynasty, a severe border crisis, protracted wars, famine, and escalating conflicts between individuals and the land on the mainland necessitated the Qing government to enforce a prohibition on Northeast China. After the establishment of the Republic of China, the authorities continued to implement policies to immigrate to the Northeast, which provided convenient conditions for the Hui people from the mainland and other provinces to migrate to the Heilongjiang region. Upon settling in Heilongjiang, the Hui people leveraged their personal strengths, requirements for production and living, and living environment to initiate a variety of commercial and productive endeavors. Through this process, they have gradually established industries that showcase their distinct ethnic characteristics. Nearly all the Hui people in Heilongjiang live in urban areas<sup>2</sup>. The Hui living in urban areas primarily engage in commercial pursuits, with industry, handicrafts, and transportation serving as additional sources of income. The transportation sector of the Hui community does not hold a prominent position in its economic industry and has traditionally been disregarded by domestic specialists and academics. As a result, there is a limited number of specialized topics pertaining to the transportation sector of the Hui people in Heilongjiang, China, with the majority of existing research concentrating on general overviews (Peilin et al., 1999;

National Ethnic Affairs Commission, 2009)<sup>3</sup>. However, the transportation industry of the Hui people in this region existed for a long time during the late Qing dynasty and the early Republic of China. It is an important component of their traditional industry and still has a certain research value. This article aims to sort out and summarize relevant issues.

The setbacks in agricultural development have led to a large-scale migration of the Hui people to the urban areas of the Heilongjiang region. Following the eleventh year of the Xianfeng reign during the Qing dynasty (1861), the Qing government altered its policy by lifting the long-standing prohibition on the Northeast Region and instead promoted the settlement of mainlanders in the area for land reclamation. This led to a significant migration of farmers from various regions, including the Heilongjiang area, which is infamous for this event in history as the "breaking through the Kanto Region." Along with the wave of immigrants crossing the Kanto Region, numerous Hui people migrated to the Heilongjiang region. In the early stages of migration, the Hui people mostly settled in emerging agricultural areas such as Suihua, Wuchang, Hulan, and Hailun to make a living and engaged in agricultural production.

However, because the Hui people migrated to Heilongjiang relatively late and were mostly impoverished individuals from outside the province, they were unable to own land and lacked access to agricultural production materials. Consequently, they were compelled to earn a living by renting land from others or engaging in odd jobs. The local Hui people's agricultural production technology is relatively low, making it difficult to reach the level of intensive cultivation; In addition, influenced by religion (Islam), diet, and daily life. The Hui community does not employ the use of pig manure for agricultural fertilization, instead opting for cow or horse manure. This choice has led to a lack of fertility in the soil, negatively impacting crop production. The harsh feudal exploitation also made the Hui people's lives in rural areas more difficult. Once their lives fell into difficulty, the Hui people immediately migrated to other areas. The rural Hui people face challenges in improving their living conditions due to the restrictive nature of their land. Despite their year-round hard work, they struggle

<sup>1</sup> According to historical records, in the 15th year of Kangxi's reign (1676), more than 40 Hui households were relocated to Heilongjiang and engaged in agricultural reclamation on the land of the Manchu people.

<sup>2</sup> According to the Social and Historical Survey of the Manchu, Korean, Hui, Mongolian, and Kyrgyz Peoples in Heilongjiang Province (1987, p. 75), on the eve of the founding of the People's Republic of China, 95% of the Hui people in the Heilongjiang region were scattered in transportation arteries and towns, accounting for about 38000 people; about 5% of them lived in rural areas, accounting for about 2000 people.

<sup>3</sup> Certain chapters delve into the historical context, extent of economic development, and migration patterns of Heilongjiang Hui in Heilongjiang Province.

to escape the cycle of hunger and cold. Therefore, the local Hui community is not particularly keen on participating in agricultural endeavors, and the rural areas lose their appeal to them. The obstacles facing agricultural progress have prompted the migration of rural Hui populations to developing towns and transportation centers, supplying a certain quantity of labor for the prospective urban transportation sector. The Hui people have some production materials that can be used to develop transportation. The production, lifestyle, and diet of the Hui people are closely related to cattle, sheep, horses, and grasslands in the Heilongjiang region. They possess an extensive quantity of livestock, including horses and cows. At the same time, the Hui people in rural areas also raise livestock such as horses, yellow cattle, donkeys, mules, and other livestock during their agricultural and family animal husbandry activities. This livestock served as a means of production for the Hui people's involvement in the transportation industry, particularly for driving carriages and ox carts, and so on.

The Middle East Railway brought opportunities for the Hui people in Heilongjiang to engage in the transportation industry. In the late Guangxu period, the construction and opening of the Middle East Railway led to the rise of towns along the railway, attracting more Hui people from mainland China and other provinces to migrate. The Middle East Railway also changed the original transportation environment in the Heilongjiang region, and some transportation arteries emerged. Afterwards, an increasing number of Hui people relocated to the Heilongjiang region, forgoing agricultural reclamation areas and instead settling in urban centers and transportation hubs situated along the Middle East railway. This shift resulted in a prevalent urban distribution pattern characterized by cities situated along the railway. "According to historical materials from Acheng County and Qiqihar, during the reign of Emperor Daoguang of the Qing Dynasty, there were only over 280 Hui households, but by the end of the Qing Dynasty and the beginning of the Republic of China, it had reached over 2000 households. They are mainly distributed in bustling towns along the railway line" (National Ethnic Affairs Commission, 2009).

The Middle East Railway accelerated Russia's invasion of the Heilongjiang region. The Russian military required a substantial amount of beef, mutton, and other supplies. At the same time, four-wheeled carriages and other new transportation tools were introduced in the Heilongjiang region along the Middle East railway, presenting development opportunities for the Hui people to participate in the transportation industry along the railway line. Furthermore, the economies of cities situated along the Middle East railway are heavily reliant on transportation. "For example, Anda, which is filled with dissatisfaction; this one is mainly used for the transportation of materials at the station" (Peilin et al., 1999). At this time, the demand for carriage transportation in local public transportation continues to increase. As a result, many

Hui people who flooded into towns along the railway gradually engaged in the work of driving carriages.

The development of the commodity economy has engendered impetus for the Hui people in Heilongjiang to engage in the transportation industry. Following the construction of the Middle East Railway, towns have proliferated along the railway line in a manner akin to the rapid growth of mushrooms after a rainfall. Several cities, including Harbin and Qiqihar, have progressively established ports and evolved into international hubs, attracting a significant number of Chinese and foreign immigrants. Concurrently, railways have facilitated the commercialization of agricultural products and the emergence of capitalist industries and commerce across various regions along the route, thereby stimulating the growth of the commodity economy in urban areas situated along the route. The development of the commodity economy has stimulated the prosperity of commercial transportation and increased the demand for carriages. The Hui community has a long-standing tradition of possessing exceptional business acumen and a keen sense of opportunity, which has enabled many individuals within the community to make a respectable living by driving carriages.

## **2. Economic Development of the Transportation Industry of the Hui People in the Heilongjiang Region during the Late Qing Dynasty and Early Republic of China**

The Hui individuals engaged in driving carriages, as evidenced by the fact that some reportedly were involved in this activity for up to 50 years in Acheng County (Social History Investigation Group of Ethnic Minorities in Heilongjiang Province, Institute of Ethnic Studies, Chinese Academy of Sciences, n.d., p. 105). Driving carriages is closely connected to the livelihood and economic aspects of the Hui community, and it has enticed some Hui individuals to pursue this profession. Initially, a substantial number of people were involved in this industry. As per the data provided by Qiqihar and Acheng County, there were 86 households engaged in driving carriages (National Ethnic Affairs Commission, 2009). During this time, the Hui people living in urban areas in the Heilongjiang region fully developed their traditional industrial advantages and played a significant role in the economic growth of these areas, eventually forming their own unique economic industries. According to the National Ethnic Affairs Commission (2009), more than 90% of the total population was engaged in the catering industry, beef and mutton industry, fur industry production, odd jobs, and transportation industry. The transportation industry is a crucial aspect of their characteristic industries and a significant form of their profession. However, overall, urban industry and commerce are important economic forms in the traditional economic structure of the Hui ethnic group in the Heilongjiang region (Wenshuang,

2012, p. 23). Compared to commerce and handicrafts, the transportation industry among the Hui people has a long history but has not been a primary focus of economic development. Instead, it has functioned as an auxiliary industry for economic growth. Despite this, the transportation industry among the Hui people in Heilongjiang continues to advance. As the times progress and social environments change, the transportation industry among the Hui people in Heilongjiang has experienced consistent improvement. During the late Qing dynasty and the early Republic of China, the traditional economies of numerous ethnic groups in the Heilongjiang region underwent significant transformation and upheaval as they transitioned toward modern market economies. The Hui people were not excluded from this process of change. Following the initiation of the Middle East railway, its vehicles experienced a metamorphosis from serving agricultural production purposes to functioning as commercial transportation mediums and subsequently to serving as transportation instruments. Prior to the construction of the Middle East Railway, carriages were primarily employed for agriculture or commerce. It was uncommon for the Hui individuals to operate carriages at that time. During the reign of Emperor Guangxu of the Qing dynasty, there were only two wooden carts, known as narrow legged carts, which were drawn by either one or two horses. If the load was heavy, an additional horse was added; in certain areas, yellow cattle were primarily utilized for agricultural and commercial transportation. After the Russian Empire's occupation of Northeast China, four-wheeled rapid carriages became the primary mode of transportation for passengers within towns. The advancement of four-wheeled carriages led to the emergence of dual-purpose carriages, also referred to as douzi carriages, which were designed to transport both goods and passengers (Social History Investigation Group of Ethnic Minorities in Heilongjiang Province, Institute of Ethnic Studies, Chinese Academy of Sciences, n.d., p. 105).

It is evident that transportation vehicles have undergone significant transformation from the early two-wheeled wooden carriages drawn by horses or cows to the more advanced four-wheeled and dual-purpose carriages. Furthermore, the growth and development of this industry have attracted a greater number of individuals from the Hui community to become involved in this sector. For example, after the introduction of four-wheeled carriages, the number of Hui people engaged in driving carriages increased (National Ethnic Affairs Commission, 2009). The Hui ethnic group in Heilongjiang primarily engages in carriage driving, which contributes to the unstable nature of their professions. The transportation industry among the Hui people mainly takes the form of driving carriages, and in certain areas, yellow cattle are also utilized as a source of animal power. Unfortunately, very few individuals have acquired proficiency in modern transportation tools. It is estimated that 70% of

the population only possesses one carriage, horse, or cow. The majority of horses are thin, and the carriages are in a state of disrepair. These individuals rely on transporting people and goods within the town to make a living. Their income is limited, and they have to go without food if they do not earn enough (National Ethnic Affairs Commission, 2009). Their income is low and unstable: "In general, a carriage can only support 3-5 people" (Social History Investigation Group of Ethnic Minorities in Heilongjiang Province, Institute of Ethnic Studies, Chinese Academy of Sciences, n.d., p. 105). The coachman's life was also marked by extortion and harsh taxes, which were frequently imposed by reactionary police, making it difficult for them to make a living. The demand for carriage services, which is a common occupation among the Hui people, also fluctuates with the seasons as it is dependent on the number of people who avail of the service. During autumn and winter, people often suffer from hunger and cold. Once the carriage is not enough to sustain the family's basic needs, they can only turn to small vendors or sell labor for a living. The transportation industry of the Hui people in the Heilongjiang region is mainly concentrated in urban areas and deeply influenced by colonial forces. The distribution of the Hui ethnic group in the region, largely focused in urban areas and transportation hubs, has resulted in a concentration of the transportation industry within these urban centers. Most Hui people living in rural areas still use carriages as agricultural tools and rarely use them in the transportation industry. In addition, the Hui people's transportation industry's emergence and development were significantly impacted by colonial forces. The construction of the Middle East railway was inherently colonial in nature, serving to facilitate the migration of the Hui people to the Heilongjiang region and enabling the local Hui population to relocate from rural areas to the emerging towns along the railway. Consequently, this construction project altered the traditional distribution and economic industry model of the Hui people, presenting opportunities for their involvement in the urban transportation industry's development. Furthermore, the expansion of Russian influence along the Middle East railway resulted in an increase in demand for transportation, which to some extent accelerated the growth of the Hui people's transportation industry. However, the transportation industry of the Hui people cannot flourish and develop in a sustainable manner due to the semi-colonial nature of society.

### **3. Late Qing Dynasty and Early Republic of China's Heilongjiang Region: Development Restrictive Factors and Their Impact on the Transportation Industry of the Hui People**

The development and expansion of an economic industry necessitate a relatively stable political climate,

policies that promote economic growth, and independent national sovereignty. Nevertheless, during the late Qing dynasty and early Republic of China, the semi-colonial and semi-feudal social nature did not offer a favorable social environment for the sustainable growth of economic industries for all ethnic groups, including the Hui people in Heilongjiang. Particularly during the period of Japanese rule, the reactionary policies of the colonial authorities severely undermined the already distinctive Hui economy, including the transportation industry. "During the Manchu period, the number of Hui individuals who engaged in carriage driving significantly decreased. Specifically, the number of households in Qiqihar and Acheng diminished from 86 to 29. This decline was primarily due to the Japanese forcibly purchasing horses for military purposes, resulting in many carriage drivers being forced to shut down their businesses and resort to small-scale vending or gig work. The drivers of the carriages were often subjected to mistreatment by cruel Manchu soldiers and police, who compelled them to work without compensation and sometimes even inflicted physical abuse. The individuals who drove carriages frequently encountered financial difficulties due to familial turmoil, repair expenses, or the cost of purchasing grass. Consequently, they were compelled to borrow high-interest loans that they were unable to repay. In the end, they were compelled to surrender their carriages and horses to their creditors, which resulted in their financial ruin" (National Ethnic Affairs Commission, 2009). The unfavorable social environment has led to the oppression of the Hui people, and their transportation industry faces numerous difficulties and gradually declines. A shortage of funds and unstable professions are not conducive to the development and growth of the Hui transportation industry. The vast majority of Hui individuals who relocated to the Heilongjiang area were impoverished lower-class individuals who were compelled to leave their hometowns in Mainland China and other provinces due to their dire living circumstances, with very few of them possessing property rights. The majority of them possessed insufficient capital for entrepreneurial pursuits and had restricted access to means of production, which hindered their ability to expand production and procure costly transportation vehicles. Consequently, the prevalence of the one person, one horse, and broken cars and thin horses phenomenon is notably pervasive. "Many Hui people start driving carriages because they do not have suitable professions" (National Ethnic Affairs Commission, 2009). From this period, it can be seen that Hui people driving carriages did not have a certain level of enthusiasm, but due to the pressure of life, they had no other choice. The lack of proficiency in farming techniques among the Hui people in Heilongjiang has led to their wandering, while the predominantly urban residential pattern has forced them to rely on driving carriages for their livelihood in some towns. During the winter months in Heilongjiang, the cold weather

persists for an extended period, and as a result, residents tend to remain indoors rather than venture outside due to the frigid temperatures. There are few people traveling by carriage. Many industries of the local Hui people have obvious seasonality, and most professions are unreliable. Those who drive carriages may not have a high income and necessarily a stable living guarantee. When driving carriages cannot sustain their livelihood, people often change professions, which limits the development and growth of the transportation industry.

#### **4. Influence of the Development of the Transportation Industry of the Hui People in the Heilongjiang Region during the Late Qing Dynasty and Early Republic of China**

The late Qing dynasty and early Republic of China were the peak periods of economic and industrial development for various ethnic groups in the Heilongjiang region. The large influx of Hui people and the development of the local urban transportation industry economy accelerated the development of the local commodity economy and urban prosperity to a certain extent; through painstaking efforts, the transportation industry has become one of the characteristic industries of the Hui people in Heilongjiang and an important component of their economy in an auxiliary form. At the same time, it is also a source of income for Hui families in some urban areas. The transportation sector's growth is a testament to the Hui people's adaptability in response to the social progress in Heilongjiang. It also plays a crucial role in the economic advancement of multiple ethnic groups during the late Qing dynasty and the early years of the Republic of China.

#### **5. Conclusions and Recommendations**

In summary, the late Qing dynasty and early Republic of China were important historical periods during which many Hui people migrated to Heilongjiang. The unique historical context, social conditions of the Heilongjiang region, and the survival and growth requirements of the Hui ethnic group offer certain prospects for a segment of the Hui population to participate in the transportation industry. The transportation sector has emerged as a defining feature of the local Hui community and operates as an ancillary component of their traditional industries. The transportation industry of the Hui people is primarily focused on urban transportation, which is influenced by their local distribution pattern. Owing to economic limitations, the Hui people relied primarily on driving carriages for transportation development during that period. There were few cases of operating modern and mechanized means of transportation. Obtaining wealth through carriage driving alone is a challenging endeavor, and the majority of Hui individuals continue to grapple with financial hardship, remaining below the

poverty line. The transportation industry of the Hui ethnic group has faced numerous challenges due to a lack of financial resources, a nomadic lifestyle, and occupations that are heavily influenced by seasonal changes, in addition to the exploitation of a semi-colonial and semi-feudal society. The transportation industry of the Hui people in Heilongjiang was severely challenged during the Japanese colonial period, approaching the brink of collapse. It can be seen that the development of the transportation industry of the Hui people in Heilongjiang during the late Qing dynasty and early Republic of China was a product of a special historical period. The establishment of the people's democratic regime has enabled the vast Hui people to take over and provide fundamental guarantees for their engagement and development in various economic sectors. Following the liberation, the CPC and government authorities at all levels implemented various measures tailored to the economic characteristics of the Hui people. These measures aimed to assist them in achieving economic and political stability and effectively managing their employment prospects. In 1958, the Party Committee and Government of Acheng Town in Acheng County established a carriage society for the Hui people who were driving carriages and arranged for 42 employed workers, gradually bringing the Hui transportation industry, which had been neither developed nor stable for a long time, on the right track. The transportation industry of the local Hui people has been revitalized, and the Hui people who drive carriages have a fixed profession and reliable income. To this day, a certain proportion of Hui people in the Heilongjiang region are still engaged in the transportation industry. The advancement of the era and the growth of scientific and technological innovations have gradually led to the obsolescence of carriages and ox carts, paving the way for the widespread adoption and integration of modern modes of transportation such as automobiles, motorcycles, ships, trains, high-speed trains, and airplanes. In addition, the ethnic policy of the CPC has been thoroughly implemented. The Hui ethnic group, like other local communities, has played a significant role in various transportation sectors. They have made significant contributions to the development of urban transportation and social progress in modern cities. Furthermore, they are being incorporated into the wave of economic revitalization and urban construction in northeast China in a novel manner. The living standards of local people of all ethnic groups have significantly improved, and border ethnic areas have further prospered and developed. The sense of satisfaction, gain, and happiness of people in ethnic areas has also been further enhanced. This provides a solid guarantee for strengthening the sense of community among the Chinese people and promoting the high-quality development of the party's ethnic work in the new era.

## 6. Limitations and Further Study

The relationship between the Hui people and the Han Chinese has persisted throughout history. This ethnic minority resides in the Ningxia, Gansu, Shandong, Hebei, and Yunnan provinces. They had a very poor background. Their history has not been written properly. This paper provides a historical account of the Hui people and their economic contributions, utilizing primary sources as its basis.

## Authors' Contributions

The conception of this paper was devised by Zhang Tong, a PhD scholar at the History Department of Punjab University, Lahore, Pakistan. Professor Yang Guang was instrumental in the development of the research framework, methodology, and findings presented in this paper. Yin Bingquan assisted Zhang Tong in gathering sources on the Hui people in various provinces throughout China.

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