

UPSETTING ACCEPTED VIEWS OF THE FIRST WHITE MEN IN CANADA

FROM AN ALGOMA VIEWPOINT

BY WRITERS WHO TALK THE LANGUAGE OF THE PEOPLE WHO READ THE STAR

THE WORLD OF BUSINESS

Better Demand For Paper Now?

CANADIAN PROSPECTS GOOD IF EUROPE CAN STAVE OFF WAR

In the trade, says a Montreal despatch, the belief is that next month will see an improved demand for newspaper paper.

In the first half of the current year North American production amounted to 1,785,000 tons. If production were kept at this level in the second half of the year North American stock of newspaper would be reduced by 180,000 tons. Stocks would then be at a normal level.

There are, however, several factors to be considered. Advertising linage in the second half of the year may not decline as much as in the first six months. Linage should respond to any improvement in business. Then, again, the decline in linage was already evident during the latter part of 1934 so that the proportionate decline may be smaller than in earlier months.

AT RANDOM.

Financial Post says if sterling will drop below par... Better market for Canadian pulp seen by next week... improved business conditions in west expected to mean more business for mail order houses... August dividend payments in Canada above last year... Crop prospects cause Alberta bonds to strengthen... Mission to probe Canada's chances of regaining Japan pulp market.

BUSINESS BUILDING

Upturn of new building volume in July to within 1.3 per cent. of the level in July, 1934, sprang from striking expansion of business construction and, to a lesser extent, from increase in residential building.

PROSPECTS IN CANADA

If Europe can stave off war and the Anglo-U.S. trade treaty holds nothing seriously adverse to Canada, the going for Canadian business should be fairly good for the next few months, says the Financial Post. The domestic picture will be much brightened if recovery trends can narrow the 30 per cent. lag in world trade, and the almost parallel decline in Canada's foreign business. Important factor in this regard is the extent to which United States imports, off 43 per cent. in the first half of 1935, are expanded between now and spring.

U. S. PROSPECTS.

Observing that it was not easy to assess future business prospects in the United States, Sir Auckland Geddes, who presided at the meeting of the Monks Investment Trust in London, gave reasons nevertheless for thinking that a considerable revival in industries close to the consumer might be expected as a result of the Government's pump-priming program. He continued:

"The recent sharp rise in Wall Street which has occurred since the close of your year may also be important as indicating increased confidence among the business and financial community. But there is no sign yet that their leading industrialists are prepared to accept the New Deal and the November elections seem likely to be preceded by a bitter campaign. It must be remembered that business could improve appreciably from present levels without taxing existing equipment to the point where large orders would be given to the heavy industries."

ALBERTA MORTGAGES.

Disclosure that an offer of renewal agreements made by mortgage companies in Alberta was being generally accepted by mortgagees has revealed that the companies have taken the initiative in bringing about lower interest rates after two years of futile effort to secure the co-operation of the Social Credit Government.

Renewal agreements being offered set the maximum interest rate on farm mortgages in Alberta at 6 per cent. for a period of from five to 10 years, depending on the policy adopted by individual companies. A spokesman for a large company reports that fully 90 per cent. of the debtors to whom the new agreement has been offered have accepted.

MUSEUM BUYS METEOR

ENSISHEIM, FRANCE.—(C)—A big piece of the first-known meteor, which fell there in 1492, has been bought by the mineralogy section of the English Natural History Museum. It weighed 263 pounds.

THE SAULT DAILY STAR

Subscription rates table for The Sault Daily Star, listing prices for one year, six months, and three months in Algoma and Sault Ste. Marie.

OTTAWA WOULD WASTE MONEY IN DIRECT RELIEF

AND THE ONTARIO FARMER WILL HAVE TO PAY SOME OF THE BONUS TO THE WEST

Leader Manion would have Ottawa assume all relief costs.

Premier King guarantees 80 cent. wheat to the western provinces. The Ontario farmer is shut out of this arrangement, and in addition will have to contribute a considerable part of the cost of the bonus to the western farmer.

Both schemes are meant to be vote getters,—for Mr. Manion in Quebec and for Mr. King in the west.

It is difficult to see how Ottawa could handle the relief problem economically or efficiently, but as a major vote getter it has merits. With the municipalities having charge of the

distribution of relief and paying part of the cost they have this advantage over Ottawa: They know the local situation and the merits of each case. Being responsible for at least a part of the money spent, the municipalities have shown in the past, a jealous care in its distribution. Place all relief in Ottawa's hands and the Roosevelt policy of spreading the money around where it will do the party in power the most good is bound to follow. Under Ottawa's wing, nobody would be refused. Where the taxpayer could save anything under this plan,—as it is promised,—is difficult to see. In Quebec it would be especially welcome if we can believe the sentiments published regarding the views of leaders there.

Mr. Manion hasn't started out well.

NAZIS' BIGGEST BLUFF? DOES THIS MEAN WAR NOW?

GERMANY'S WAR GAMES WHEN CZECHOSLOVAKIA NEGOTIATIONS ON CAUSE MUCH UNEASINESS

Are Germany's "war games" a prelude to war in Europe within the next few weeks, within the next few days?

That is the question which is on everyone's lips in Germany and outside of Germany. And prices crashed on the stock markets.

Certainly the calling up of 1,300,000 German reservists for "manoeuvres" while the negotiations in regard to the position of the Sudeten Germans in Czechoslovakia are in progress has an ominous appearance.

Is Germany endeavoring to give the impression that she is prepared to take drastic action if the terms granted to the Sudetens are not satisfactory to her?

And is she prepared actually to carry out that threat if Sudeten demands are not granted?

Those are two questions. But there is a third: Will she be able to stop without going to war once she has committed herself to the extent which the present "manoeuvres" appear to indicate?

Several experts on European affairs have claimed that the dictator controlled countries are not anxious for war as they do not know which way their populace would shoot if armed. But so far Nazi Germany has got away with its bluffs without bringing on war. Can it now get away with this, its biggest bluff, without actual hostilities?

The fact that in Bavaria, along the border of Czechoslovakia, the German authorities are reported to have requisitioned automobiles, trucks furniture vans, municipal vans and similar vehicles leads many to fear that the move is directed primarily as a threat to Czechoslovakia.

Will Czechoslovakia, which has asserted its determination to maintain its independence, back down? Will other nations leave it to the mercy of brute force?

With such a movement in progress in Germany the Czechs cannot afford to wait until a declaration of war to call for mobilization. But if they mobilize what will be the result?

"There is so little secrecy about some of the military measures being taken in Germany," writes the Manchester Guardian, "that there is some reason to suspect that Germany wishes to give the impression that she is prepared for anything if the demands of the Sudeten Germans are not satisfied and that in this way she hopes to frighten not only the Czechs but the western powers into compliance, which will lead to complete satisfaction of all the Sudeten Germans are asking for."

The point is: Will the bluff work? Will it collapse? Or will it lead to war?

Automobile Industry Means Much to The Sault

AS MANY CARS REGISTERED IN CANADA AS IN ALL ASIA AND AFRICA

Although Sault Ste. Marie has no motor car factories, much of the steel made here goes into the manufacture of cars and trucks, so this community has a very real interest in the progress of that industry in the Dominion.

How real a basis that interest has is shown in a booklet of "Facts and Figures" issued by the Canadian Automobile Chamber of Commerce, which while it does not specifically list the amount expended by the industry for materials in the Sault, does note that in "Western Ontario," which includes Dresden, Ingersoll, London, Sarnia,

Sault Ste. Marie, Stratford, Wallaceburg and Woodstock, fifteen companies sold material valued at \$6,962,070.62, in the production of which \$2,020,179.90 was paid out in wages.

Alloy steels, for example, play an important part in the manufacture of the present day car and in the production of such steel the Sault has been a pioneer.

Automobiles, as a matter of fact, play a very important part in Canada's industrial economy. The total selling value at the works of the cars and trucks produced in the Dominion last year was \$123,700,000, while employment was given to 12,777 people directly in the industry and the payroll was \$22,138,991. In addition the materials purchased meant the payment of over \$20,000,000 in wages in other industries.

Only three countries, as it happens, exceeded Canada in the total number of cars and trucks produced last year, the United States with 4,808,974, Great Britain with 490,366 and Germany with 331,894, Canada's total being 207,463. Next on the list came France, followed by Soviet Russia and Italy. Canada also stood fourth in the export of cars and trucks, after the United States, Britain and Germany.

In the matter of the total number of cars registered as in use Canada 1,306,355 stands fifth among the nations of the world, being exceeded only by the United States, Britain, France and Germany. It had last year over twice as many cars as Russia, almost three times the number Italy had and about 75 per cent. more than Australia, which ranks next after Canada.

Strange as it may seem, there were actually as many cars registered in Canada as in the whole of Asia and Africa put together.

Under these circumstances it would hardly seem that the world's absorption point in motor cars had yet been reached.

Side Roads Often Offer Much of District's Beauty

NOT ALL THE CHARM IS TO BE FOUND ON THE BEATEN PATHS

Much of the charm of travelling by motor is to be found in the comparatively unfrequented side roads.

Not that our trunk highways are without charm. The Trans Canada Highway where it skirts the Serpent River, or the Mississauga River, the views of hill and water between Echo Bay and the Sault, the expanse of Batchawana Bay or Mica Bay are things of rare beauty. No traveller is likely to forget them.

But they are not the only things. One has to get off the main highway to see the Mississauga Tunnel, the view from the hills back of Echo Bay, Crystal Falls, Buttermilk Hill, the charm of the old Goulais Bay road or the view of the Bellevue Hills as approached from Kirby.

One doesn't need to go philosophical and argue that that's life, and that those who stick to the beaten path miss many of its most delightful experiences. Suffice to say that the motorist who has the patience to travel narrow winding roads, where speed is difficult and the branches threaten to scratch the enamel, will often come on unexpected beauty.

For all that, of course, we're all for good roads. And many side roads offer very comfortable travelling.

IT WOULD BE CHEAPER

(Ohio State Journal) Another law that might help this country avoid many difficulties would be one prohibiting men holding public office where they had anything to do with spending of money if they had no business experience, or if they had had failures in business.

Who Were the Strange 'Wooden Boat' Men, Known to James Bay Long Before the French Came to Canada?

Involving the Puzzle of the "White Indians" of James Bay and of How Moose River Crees Invented Their Name for a Wood They Had Never Seen

It isn't often that a Canadian paper is able to print so startling a story as The Star is able to give today,—a brand new contribution to early Canadian history.

White men frequented Hudson's Bay long before the French appeared on the St. Lawrence.

The Moose Crees, of James Bay invented, hundreds of years ago, a name for these white men. When Samuel Champlain arrived on the St. Lawrence in 1603, he recorded this Indian name for the French. It was the Cree word which had spread from James Bay and been adopted by all the Indian tribes. This spreading of the word must have taken a long time,—it couldn't have been a fast process.

The southern tribes who adopted it apparently never understood its meaning. But any Moose Factory Cree will explain it to you today.

If the statements made in the article given herewith are accepted there can be little doubt but that it was the Norsemen who first found Canada, and that they frequented Hudson and James Bay long enough and in sufficient numbers to be known to the Crees there by a Cree name. All this before the French arrived, and also likely before Columbus discovered America.

(By J. W. CURRAN)

Were the Norwegians the first white men to be seen in Canada? Is it possible that Henry Hudson, the bold English navigator who discovered and explored the bay which bears his name in 1610, was not the first white man to visit Canada's great inland sea?

Was Jacques Cartier, who ascended the St. Lawrence River in 1635 the first European to see the Indians in the interior of Canada had seen?

The evidence now available seems to overturn claims which have been long accepted by Canadians concerning the early history of the country.

The story which follows here seems a little fantastic at first sight. It is so upsetting to everything which has hitherto been taught about our first European discoverers and explorers that it calls for patient investigation.

The writer suggests that the first white men seen in what is now Canada were Norwegians, and not French, upon the evidence submitted. With this statement he advances the theory that the band of "white Indians" on the west shore of James Bay, just north of the Albany River are the descendants of our first white arrivals—who came probably before Columbus discovered America.

When a new Indian dictionary is issued it is an event among those who are interested in the red man. The Diocesan Board of the Church of England have just published a new dictionary of the Cree language. It is edited by Rev. Archdeacon Faries, who has been a missionary at York Factory on Hudson's Bay for 40 years. The Archdeacon explains that it is based on earlier dictionaries, the previous works were the result of great erudition and a great deal of selfless labor.

But in late years the church has felt that there was need for their revision, and Rev. Faries was chosen to undertake the work. To anyone interested in Indian languages his book is of absorbing interest. It is in the writer's opinion, the clearest and most complete dictionary ever issued of the Indian languages of Canada, of which there have been several. Nearly all of these are out of print. Archdeacon Faries has probably made unnecessary another Cree dictionary. The language will probably be forgotten before the book is.

CHAMPLAIN HEARS THE WORD IN 1603

Champlain came to the St. Lawrence in 1603 going up the river as far as Montreal Island, and the Lachine rapids. Here are two extracts from his account of the trip: "... and they (the Indians) used to say to me: There are many Basques and mistigoches (for so they call the Normans and the people of St. Malo) ..."

"... the mistigoches as they call us ..."

The two references concerned happenings within a few days of each other. He names the Charlequois (Hurons) and the Algonquians (Algonkians) as among the Indians present.

ing of the term applied to the French, it being assumed possibly that it was Huron origin.

CREES AND OJIBWAY CAN'T TALK TOGETHER

The writer has submitted the word to Ojibways, Ottawas and Algonquians. The Cree and Ojibway tongues were seemingly one at some time in the past, but while there are a good many words common or similar to some extent in both languages, it is seldom,—both Crees and Ojibways have informed the writer,—that one can talk to the other. Possibly more than half of the Cree words have no significance whatever to the average Ojibway, who incorrectly believes the Cree to be an entirely different language.

"Mistigoche" is what Champlain set down. The Ojibway doesn't recognize it, but when pressed will hazard the guess that it may be Ojibway. He sees his word "Mitig" (tree or wood) in it in an unfamiliar form. He has a word "Okooz" (bill or beak), and so to him the word may mean "wooden beak."

"Why did the Indians call Champlain's men 'wooden beak'?" you ask. "Maybe it was the wooden pipe the French smoked," he ventures. "Do you really think 'wooden beak' is the right meaning?" "Well, it sounds like that."

Not even to oblige you,—and the Ojibway is an obliging person,—will he go farther than that. So with the Ottawa and the Algonquin.

MOOSE FACTORY CREE RECOGNIZED WORD

But Sam Chappice, a bright Cree from Moose Factory, beamed when the word was submitted to him.

"That's a Cree word, all right. That's what we call white people, only we say it "Wamistigoose." He went on to explain that "mistigo" in Cree means "wooden," and "oose" means "boat." The word therefore means "a ship made of wood."

Faries' dictionary bears out Mr. Chappice. It further says "mistigo" means "boat."

There is no oak growing north of Michipicoten or Timagami, a long way south of Moose Factory. How then did the Cree of James Bay come to have a word for a tree which did not grow in his country. The name he has used for hundreds of years is "mistigoose-watik" the second portion of the word resembling the Ojibway "mitig," (tree or wood) and meaning exactly that. So that the Cree word for oak is literally "wooden ship wood,"—that is the oak in the ships he saw in James Bay gave him the name.

The Ojibway calls oak, "mitigoo-meech." It was thus from his Cree neighbors and allies that he got "wemitigoche" which has always been his name for the French,—without understanding, or perhaps forgetting,—what the word meant. So with the other St. Lawrence and Great Lakes tribes.

stances will readily occur to everyone. When the French appeared on the St. Lawrence, the tribes there knew that "wemitigoche" was the current term for strangers who "came sailing" as the Swampy Crees of Hudson's Bay described them in their own name for the newcomers. The Faries' dictionary says that "mistigoose" is a shortened form of the old word "wamistigoose," the first syllable of which is pronounced "wey."

Here is a striking thing: The Ojibways, the Algonquians, and the Ottawas use the old full form of the Cree word: wamistigoose ("a" long). But the Crees themselves use the shortened term "mistigoose." It would seem therefore that Champlain got the word for "Frenchman" from a Cree, pronounced in the Cree manner. If this is correct then he met Crees on the St. Lawrence in 1603. The Ojibway word for ship is mitigo-cheemaun (wooden canoe) or Nabikwun, (vessel or sailing vessel). Today the Ojibway calls the Frenchman "wameteegooshe." The initial "wa" is supposed to convey the waving or movement of a sailing vessel tacking.

There are several Cree dialects. The Swampy Crees live on Hudson's Bay north of the James Bay Moose Crees. These Swampy Crees had a different word for the white man from the Moose Crees. They know the white foreigners as "Akuyasew," from their word "Akwayasew," which means "he comes sailing," "he sails to land," "he is blown on shore."

The Moose Crees called the first white men "wamistikoseew," or "wamistikose" which is still used by them in a shortened form.

Thus Hudson Bay knew the white men as sailors who were sometimes shipwrecked, while the southern James Bay Crees knew them as the "wooden ship men." Both sections recognized them as coming from the sea.

Cabot discovered Hudson Strait in 1498, but there is no record that he ever entered Hudson's Bay. Hudson explored the bay in 1610,—112 years afterwards. The Moose Cree had ahead the name "wooden ship" men far and wide before Champlain wrote it in 1603.

If Hudson's English crew were not the original "wooden ship" men, and his ship was not the original boat from which "wooden ship wood" was named, who were these mysterious strangers from the sea who came sailing and who were sometimes blown on shore or wrecked?

WERE NORSE FIRST IN HUDSON'S BAY?

Eric, the Red, sailed from Norway to America in 982-4. Norse settlers reached Greenland in 985. Note that the Norse settlements were opposite Hudson Strait. Left skirted the coast of Canada in 999, followed by Karlsefni in 1003-6. Leif Erickson it is claimed sailed along the New England coast. These Norsemen were the boldest of navigators. Much has been printed of Norse ventures into the interior of America. The Minnesota stone alleged to contain a Norse inscription has

aroused a controversy as to its genuineness that still continues.

NORSE RELICS FOUND NEAR BEARDMORE

Two of three years ago the Ontario Museum at Toronto bought from J. E. Dodd, of Port Arthur, an iron sword, an iron axe and a shield handle which Dr. C. T. Currelly, curator of the museum, says have been proved to be of Norse workmanship, dating from the eleventh century.

These, Mr. Dodd told Dr. E. M. Burwash, who first drew Dr. Currelly's attention to them, had been uncovered in a gravel bed on a mining claim belonging to him near Beardmore in 1931. Since that time there has been some dispute as to whether they were actually found in the spot claimed and that point has not yet been entirely cleared up. As to the Norse origin of the relics, however, there does not appear to be any doubt.

There is a good deal of literature supporting Norse claims to a discovery of America long previous to Columbus landing on Watling Island in the Bahamas.

Living on the west shore of James Bay north of the mouth of the Albany River, Mr. Chappice states there is a tribe of "white Indians," many of whom have "fair hair and gray eyes." They speak only Cree and have no knowledge of English. Perhaps if a Norwegian investigator spent a few weeks with them he might possibly be able to find some relics of the Norwegian tongue. Because these "white Indians" may conceivably be the descendants of the men who came sailing in wooden ships and were sometimes unfortunately "blown on shore."

It's a strange sort of story and it is here only outlined. It may be somebody will be interested enough in it to spend a little time looking into all its ramifications. Because there seems to be enough solid evidence available to remodel some of our early Canadian history not only with regard to the coming of the first white man but with our hitherto unknown story before the French appeared on the St. Lawrence. The writer feels that it is the neglected Hudson Bay area that must be turned to in an effort of this kind.

EXIT SLOT MACHINES (Brandon Examiner)

New Federal legislation, to be operative soon, finally clears up the long-drawn-out controversy over the slot machines by ruling them definitely illegal. The enactment is a welcome one. Serving no useful purpose whatever, except to their owners and operators, who get considerable revenue returns, the slot machines have proved, over a period of years, easy-of-access gambling devices of an objectionable kind. To the person who "plays" them only on occasion, and without any serious intent, this may seem like an extravagant condemnation. For such a player that holds true. Unfortunately, however, there are others less intelligent or more susceptible to the gambling urge, who go far beyond the limits of risking an odd five-cent piece or quarter and with them the slot machines are converted into a veritable menace. Perhaps even more understandable is the temptation these machines offer to children, in whom the gamble spirit, naturally, can be readily aroused.

SIDE GLANCES By George Clark



"She says so many cute things I have to write them down or I'd forget half of them."