

INDIAN STUDENTS IN ENGLAND

RECENT events, both in England and in India, have tended to accentuate the misgivings long felt in informed quarters as to the want of effective provision for promoting the welfare of the young Indians who come to this country year by year in increasing numbers to complete their studies. Impressed with the seriousness of the problem, Lord Morley, within 12 months or so of going to the Indian Office, appointed a departmental committee, consisting of two members of his council—Sir William Lee-Warner (chairman) and Mr. Theodore Morison—and Sir Curzon Wyllie, his political A.D.C., to take evidence and make recommendations on the subject. Witnesses were examined, not only in London, but also at the universities of Oxford, Cambridge, and Edinburgh, and the committee placed themselves in possession of every point of view, examining many of the students themselves, as well as their tutors and professors. Certain negotiations with societies interesting themselves in Indian students had to be entered into, and it was not until the close of last year that the report was submitted to the secretary of state. Correspondence with the governor-general in council ensued, and has no doubt been partly responsible for the delay in taking action; but there is reason to believe that after the current vacation steps will be taken to give effect to those recommendations, at least, which depend for their initiation and continuance on action in this country rather than in India. The subject is complicated, but the main features of the problems the committee was called upon to consider may be briefly indicated.

When the practice of sending young Indians here to complete their studies began in a small way, some four decades ago, the sojourners were invariably the sons of well-to-do citizens, and they came with introductions and

recommendations which frequently gave them access to English society. But as the stream augmented and the quality became less uniformly satisfactory these conditions changed. The young men began to form their own social circle, and thus to cut themselves adrift in large measure from the beneficial influence of contact with English life. In too many instances idle and unsatisfactory habits were formed, as was to be expected in the case of young men thousands of miles from home and friends, and thrown, without supervision, into temptation. More frequently they found their chief zest, outside the range of their studies, in political discussion in which emphasis was laid upon the imagined "wrongs" of India. Some six years ago Sir Charles Lyall publicly deplored the tendency of these young men "to gather into groups in a sort of alien community, aloof from the common life of England," and said it produced an embitterment of feeling, which many Indians took back to their native land, and which constituted a great public mischief. "It is a mischief," he added, "both to the people themselves, among whom a spirit of alienation and dislike is spread; and it is a mischief also to us in preventing or delaying the promotion of progress or reform."

Diligent, if handicapped, efforts to combat this evil tendency have been made for some years past by such institutions as the National Indian Association and the Northbrook society, and these have been reinforced by the generous exercise of private hospitality by sympathetic Anglo-Indians. But these efforts were not so constant and so effective as the current in the opposite direction. The extreme Radicalism to which youth is frequently given was reinforced in the case of many Indians by the absence of interest in healthy sport, of anything in the nature of supervisory control, and of the religious sanctions and customs observ-

ed in their own country. They consequently formed the right kind of material to work upon when a new and dangerous form of political propaganda arose among them a few years back—a propaganda actively promoting racial hate and preaching the overthrow, even by resort to violence, of the British Raj. Recent revelations in our columns have shown the injurious working of the "leaven of India House," and some indication of the extent of its ramifications may be gained by an estimate of numbers.

It was stated by Mr. S. S. Thorburn, formerly financial commissioner in the Punjab, in a lecture at the Royal Colonial Institute in the spring, that the average number of Indians studying in this country is 400. This must, however, be an under-estimate. In Edinburgh alone there are said to be no fewer than 150 Indians, almost all of them engaged in the study of medicine. At Cambridge, the number of Orientals on the undergraduate registers approaches 100, the great bulk of them Indians. There is a considerable, though smaller, number at Oxford, and some Indians are to be found in industrial centres and technical colleges, such as Birmingham, Manchester, and Cirencester. But there are probably more Indian students in London than in all the provincial centres combined. They come here not merely for the study of one profession, as in the Scottish capital, but for all professions and callings, and particularly the Bar. The large number of Indians on the rolls of the Inns of Court may be gauged by any one who has the curiosity to look up the law examination and call lists of the last few years. But supposing we can add 50 per cent. to Mr. Thorburn's estimate, it still remains a conspicuous indication of the growth of a violent and unreasoning attitude that so large a proportion of the total as close upon 100 should gather in London on May 10 last to celebrate

with joy the "national rising" of the Indian Mutiny, and to acclaim the memory of the Nana Sahib and other "martyrs." Youths indoctrinated with this seditious virus return to India much the worse for their sojourn in this country—more bitter against British rule, less respectful to parents and elders, and often with morals greatly deteriorated, and with their prospects in life more or less completely destroyed.

In some degree, however, parents and guardians have themselves to blame when the boys on whom their hopes are centred and for whom they have denied themselves take to evil courses. Effective control of the young Indian student is only possible where the parents are wise enough and informed enough to entrust to some philanthropic body, such as the National Indian Association, or to some responsible friend here, the custody of the allowances of their boys and the task of acting in loco parentis. There must, of course, in all cases be a reasonable latitude, and no one suggests or desires that these young men should abstain from an interest in political affairs. Moreover, it is recognized that anything in the nature of direct official supervision is neither desirable nor practicable. The way of reform is not to put these young men into political leading-strings, nor officially to restrict their liberty. It lies in doing all that is possible to facilitate their educational progress and their general welfare, and in bringing them under wholesome and helpful influences. These requirements have been clearly kept in view by Sir W. Lee-Warner's committee, and it is understood that the main recommendation now before Lord Morley, and accepted by him, is intended to facilitate the primary object with which young Indians come to this country. They frequently are subjected to bitter disappointment by arriving here inadequately

equipped and ill-informed as to the requirements and conditions of their particular line of study. Not infrequently months are wasted because arrival has been at the wrong period of the year for the particular course contemplated; and it is in this dreary waiting time that injurious associations and bad habits are most likely to be formed. The unfortunate youths will seek the good offices of friends to whom they bring letters of introduction; but, however anxious these friends may be to help, their knowledge of ever-changing educational conditions is most probably imperfect and somewhat out of date.

It is intended to provide machinery for meeting the need of Indians in such matters both on arrival and at later stages of their sojourn. A tactful and experienced officer, familiar with Indian student ways and habits, is to be placed in charge of a bureau of educational and other information. It will be his duty to provide, not only the latest authentic information as to courses of study, but also confidentially to advise the young men as to the best centres for their several branches of study, having regard both to the means at their disposal and to the degree of specialized knowledge already obtained by them. For this provision to yield the results of which it is capable in good hands, it will be necessary to have some organization for bringing the existence of the bureau to the knowledge of parents and students. This organization will probably take the form of appointing provincial and district residents, working in conjunction with a committee of resident Indian "elders" here. The London committee will also be valuable as a medium of consultation and advice for the secretary of state and for the officer in charge of the bureau in regard to subsidiary steps for the promotion of the welfare of the Indian students.

New British Battleships

DURING the next three or four months a large number of new ships will be completed for the navy and will be passed into service, including vessels laid down under the programmes for 1904-5, 1905-6, and 1906-7. Under the earliest of these programmes the battleship Lord Nelson and the armored cruiser Defence are both preparing for their official trials. The Lord Nelson was ordered from the Palmer company, at Jarow-on-Tyne, in November, 1904, and was begun in the following May. She has run her contractors' trials, in which she has succeeded in reaching a speed of 19 knots—one knot in excess of the designed speed—and she is now being brought forward for her acceptance trials. Her only sister ship, the Agamemnon, was completed three months ago, and is now serving in the Nore Division of the Home Fleet, says the Times.

It is a curious fact that in the First Lord's statement explanatory of the estimates it was said that the Lord Nelson would be completed before the end of the last financial year, no mention being made of the Agamemnon. The Lord Nelson will probably be commissioned at the end of November, or in December, when she will replace the Magnificent as flagship of the Nore Battle Squadron.

The armored cruiser Defence has been even longer under construction than the Lord Nelson, although she is about 2,000 tons smaller. She was laid down at Pembroke dockyard in February, 1905, and is now at Devonport preparing for her trials. By the time she is ready for the pennant—probably not before January next—she will have been under construction only a month less than four years. Her two sister ships, the Minotaur and Shannon, are both in the Fifth Cruiser Squadron, the latter being the flagship of the rear-admiral in command. These cruisers are noteworthy as forming the connecting link between the old type of cruiser and the new, in the same way that the Lord Nelson marks the last stage in battleships before the Dreadnought.

Of the three battleships of the 1906-7 programme, the Bellerophon, laid down at Portsmouth in December, 1906, is preparing for her trials, which she will run in the early part of October. She will be completed just within the limit of two years, in accordance with the statement of policy of 1905. The Temeraire, laid down at Devonport in January, 1907, and the Superb, begun at the Elswick works a month later, are more doubtful, and it is not likely that either will be ready for commissioning until the early spring of 1909, or three years from the date when they first appeared in the estimates. More belated than these battleships, however, are the cruisers Inflexible and Invincible, sister ships of the Indomitable. Both of these ships are being built by contract, the Inflexible by Messrs. John Brown at Clydebank, and the Invincible by Messrs. Armstrong, Whitworth & Co., at Elswick. They were laid down in February and April, 1906, respectively, so that their two-year limit is already considerably exceeded. This, of course, is attributable largely to the labor troubles with which the shipbuilders of the north have had to contend. The Inflexible has already run her contractors' trials, and is reported to have equalled, or to have surpassed, the performance of the Indomitable by

reaching a speed of close upon 29 knots. These two vessels will ultimately join the Indomitable in the Nore Division, to which also the Bellerophon, Temeraire, and Superb will be attached when they are completed.

The only other armored ships now under construction are the Collingwood, the St. Vincent, and the Vanguard, of the 1907-8 programme. There have been delays in the work on these ships. For instance, the launch of the Collingwood at Devonport, which was originally to have taken place in September, has been postponed to November 7, when the ship will be followed on the stocks by the armored cruiser which is to be built under the current year's estimates. The St. Vincent is to take the water at Portsmouth on September 10, the ceremony being performed by Countess Beauchamp. The contract for the Vanguard was not awarded to Messrs. Vickers, Sons & Maxim until early this year, and it is unlikely that she will be launched before December at the earliest. The St. Vincent, by the way, will be succeeded on the Portsmouth slip by the battleship of the 1908-9 programme, the name probably being Foudroyant.

This completes the number of armored ships now under construction. It is significant that in the statement of policy of 1905 it was stated that, as four large armored ships would be laid down annually, and each vessel would be completed in two years, "there will be eight ships in course of construction in any one year either in the dockyards or by contract." In the three years 1905-6, 1906-7, and 1907-8 the number of ships provided for has been only ten, and yet at the present moment there are no fewer than ten armored ships in various stages of construction. Three months ago the number was fourteen. To the casual observer this would appear to be a more satisfactory state of things than having only eight ships building; but it is, of course, distinctly the opposite, being the result solely of the prolonged time required for construction. Its gradual increase may be seen from the following table, which shows the time elapsing between the laying down and launching of the ships mentioned:—

	Laid down	Months on Stocks
Dreadnought (b.)	Oct., 1905	4
Inflexible (cr.)	Feb., 1906	16
Indomitable (cr.)	Mar., 1906	12
Invincible (cr.)	Apr., 1906	12
Bellerophon (b.)	Dec., 1906	7
Temeraire (b.)	Jan., 1907	8
Superb (b.)	Feb., 1907	8
St. Vincent (b.)	Dec., 1907	8
Collingwood (b.)	Feb., 1908	9
Vanguard (b.)	Apr., 1908 (?)	10 (?)

Passing to smaller craft, it may be noted that, while Germany is building six small cruisers, we have but two on the stocks. The Boadicea, which was laid down at Pembroke in July, 1907, and was launched in May last, is in a forward state, her two masts and four funnels having recently been stepped. The other vessel is also being built at Pembroke. Popular fancy at first credited her with the name of Caractacus, but, as a matter of fact, she is to be called the Bellona. She was laid down in June, and she will be launched next spring.

The other five small cruisers of this year's programme have not yet been laid down, nor have the contracts for their construction been awarded yet. The same is true of the sixteen destroyers included in the 1908-9 programme. The most remarkable of all vessels approaching completion is the destroyer Swift, of the 1906-7 estimates. Built by Messrs. Cammell, Laird & Co., this vessel, which has a displacement of 1800 tons and a speed of 30 knots, was designed for a speed of 36 knots. On her first trials she reached 38 knots—a record for any type of ship; but it is said in naval circles that it was hoped to get no fewer than 44 knots out of her—50 land miles an hour. Her propellers are being modified, and, even if she does not reach that stupendous speed, it is regarded as certain that she will top 40 knots.

Among other destroyers are the Gurkha and Afridi, belated units of the 1905-6 programme. Their three sisters, the Tartar, Mohawk, and Cossack, have been in service in the North Sea for some time, but these two have been more than ordinarily delayed by the labor troubles. The Amazon and Saracen, of the 1906-7 estimates, are well advanced, and the contracts for the five destroyers of last year's programme (Crusader, Maori, Nubian, Viking, and Zulu) have been placed. All these vessels have displacements of 800-900 tons, and a uniform speed of 33 knots.

JOAN OF ARC

The Bishop of Orleans, Mgr. Touchet, makes an interesting statement in the Figaro, as to the state of the pleadings at the Vatican in the case of the canonization of Joan of Arc. There have been recent rumors to the effect that a favorable issue was not likely to be deferred. The Bishop of Orleans has no reason to doubt that the cause of Joan of Arc will eventually triumph.

The three points to be determined are: first, whether Joan of Arc has ever been the object of worship; secondly, whether Joan of Arc displayed to an heroic degree the cardinal virtues of fortitude, justice, and temperance, with their adjuncts humility and chastity, and the theological virtues, faith, hope and charity; thirdly, whether she worked miracles after her death. The first point was quickly disposed of. A favorable judgment was rendered in 1898. The arguments relative to the virtues of the candidate for canonization took a longer time. The procedure is elaborate. After a preliminary sitting, in which the question is discussed between the Advocatus Diaboli and the candidate's counsel in presence of the Cardinal pontifex, another sitting is held before the Congregation of Rites, which is followed up by a solemn sitting called Coram sanctissimo, because it takes place in presence of the Pope himself.

All the proceedings are carefully recorded, entire volumes being filled by the arguments pro and con relative to the virtues of the candidate for sainthood. In the case of Joan of Arc the question as to her virtues has been settled for some time. There remains the third point as to miracles, in which the procedure is the same as in the deliberations as to virtues. The two preliminary sittings have been held, and only the stage of the solemn sitting before the Sovereign Pontiff remains. Then will come the Pontifical decree de tuto—in other words, the solemn decision wherein the Pope will declare that the canonization can be proceeded with. It will only remain to fix the date of the ceremony.

The Immigration Puzzle

SIR GODFREY LAGDEN, the late Commissioner for Native Affairs in the Transvaal, has a very important article on a great Imperial problem in the Nineteenth Century for September. He calls it "Our Protectorates and Asiatic Immigration."

He points out that statement and writers on this problem arrive at a more or less common conclusion, which he puts thus:—

"1. That the Imperial view of the problem is powerfully influenced by considerations relating to our trade and commerce; our duty and obligations to the people of India; our alliances and friendly relations with Japan, China, and other countries.

"2. That there is profound repugnance on the part of British colonists to Asiatic immigration, whether from British India or otherwise, based upon the convictions that fusion is impossible, that social and political equality are impracticable, and that territories won by British energy and enterprise should be barred from invasion by Orientals whose characteristics and ideas make their presence injurious to indigenous nationalism.

"My plea for the dwellers in Africa, in respect of proposals made under authority for the organized immigration of British Indians on lines of permanent settlement, rests upon the following amongst other reasons:

"1. All experience shows that the introduction of aliens into a colony with an indigenous population to meet temporary demands for labor, or for other purpose, without rigid provision for repatriation, has produced disastrous results wherever it has been attempted.

"2. Protectorates where the white race has established itself and can thrive, though in certain parts unsuitable for hard work or continuous residence may become centres of population and develop mining and other industries to an astonishing degree if discoveries are made and enterprise is set going.

"3. East Africa—a case in point—is young and fulfils many of the conditions which attract the European race as regards altitude, climate, pursuits, and possibilities.

"4. The aboriginal races in occupation, whose cause stands in need of representation, are multiplying fast, and are forming an indigenous nationalism of their own under our guidance. We are stimulating them to improve and to be industrious; we have no right to cramp their material development and stifle their hopes by bequeathing their natural field of expansion to competitors alien in characteristics and language, with whom they cannot fuse.

"5. Preservation of the purity of races should be an aim. It is manifestly impolitic to graft the religious caste of Hindustan upon the wild African fetish.

"I wish in conclusion," says Sir Godfrey, "to affirm that nothing in this paper is meant in any way to foster a sentiment of antipathy to Asiatics. We are entitled, however, to feel that our obligations to British Indians, with whose problems we warmly sympathize, should not be satisfied at the expense of the natives of Africa, and to claim that the whole-

some development of our Protectorates should not be fettered by reactionary policy.

"It is criminal folly to deliberately create problems in a new country in order to assuage them in another."

SHAW DECLINED

In the September installment of "The Reminiscences of Lady Randolph Churchill," in the "Century Magazine," Mrs. Cornwallis-West publishes a characteristic letter written to her by Mr. George Bernard Shaw. Mrs. Cornwallis-West writes:

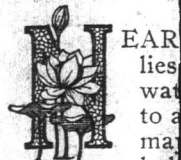
"I had met Mr. Shaw a few times. He was tall, pale, thin, and ascetic-looking, with wonderful transparent eyes; his conversation was unconventional. Some correspondence passed between us apropos of a luncheon party to which I had invited him, and which he, to my chagrin, refused; but his refusal was couched in such Shawian terms that I felt justified in answering in the same spirit. He wrote: 'Certainly not; what have I done to provoke such an attack on my well-known habit?' To which I answered: 'Know nothing of your habits; hope they are not as bad as your manners.' I thought the matter would rest there, but to my telegram came the following letter:

"Be reasonable; what can I do? If I refuse an invitation in conventional terms I am understood as repudiating the acquaintance of my hostess. If I make the usual excuses and convince her that I am desolated by some other engagement, she will ask me again. And when I have excused myself six times running, she will conclude that I personally dislike her.

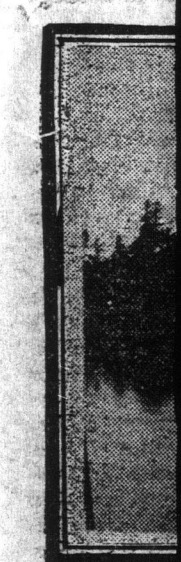
"Of course there is the alternative of accepting; but then I shall endure acute discomfort and starvation. I shall not have the pleasure of really meeting her and talking to her any more than if we happened to lunch at the Savoy the same day by chance. I shall get no lunch, because I do not eat the unfortunate dead animals and things which she has to provide for the other people. Of those other people, half will abuse the occasion to ask me to lunches and dinners, and the other half, having already spread that net for me in vain, will be offended because I have done for you what I would not do for them. I shall have to dress myself carefully and behave properly, both of which are contrary to my nature.

"Therefore I am compelled to do the simple thing, and when you say, 'Come to lunch with a lot of people,' reply flatly, 'I won't.' If you propose anything pleasant to me I shall reply with equal flatness, 'I will.' But lunching with a lot of people—carnivorous people—is not pleasant. Besides, it cuts down my morning's work. I won't lunch with you; I won't dine with you; I won't call on you; I won't take the smallest part in your social routine; and I won't ever know you except on the most special and privileged terms to the utter exclusion of that 'lot of other people' whose appetites you offered me as an entertainment.

"Only, if I can be of any real service at any time, that is what I exist for so you may command me. To which you will no doubt reply, 'Thank you for nothing; you would say the same to anybody.' So I would, but it is a great concession to write it at such length to a lady who has bludgeoned me with an invitation to lunch. So there!"



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YOUNG E

Prince Ed paid a visit on Friday a tutor. After of the first pl railway. The one round of an appetite fo ed and had Johnstown F visited, and at Maynard's Railway had. They again more rounds, ney they rus front seat of