

#TRIED AND TASTED

Turkish Mocha Pots

Traditionally, Turkish puddings are milk or pastry-based and very sweet. There are ample amount of chocolate desserts

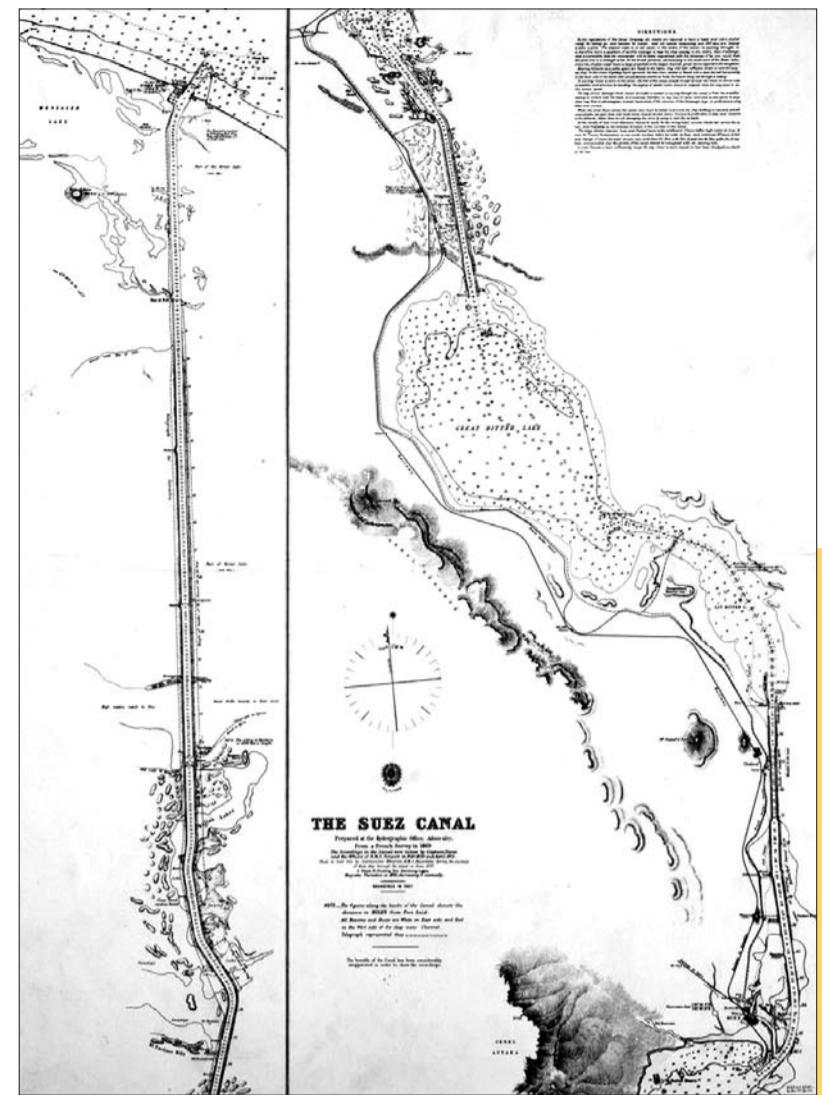


Most Indians are known for having a sweet tooth. When it comes to having something sweet, we are all equally guilty. That is why there is an amazing variety of popular Indian sweets. Though Indian desserts are in high demand all over the world, we should always try something that hails from other place.

Traditionally, Turkish puddings are milk or pastry-based and very sweet. There are ample amount of chocolate desserts. Try this special dish that combines chocolate with very Turkish flavours.

Ingredients

- 250ml whole milk
- 250ml double cream
- Ground Seeds from 5 cardamom pods
- ½ cinnamon stick
- 4 tablespoons soft, dark brown sugar
- 2 tablespoons corn flour
- 4 teaspoons instant espresso coffee
- 200g plain chocolate, chopped
- 25g unsalted butter
- 1 teaspoon vanilla extract



Suez Canal.

#Kshema Jatuhkarna

Britain's general predisposition against the development of the Suez Canal was the result of longstanding fears held by government and military officials about maintaining the Empire's control over seaborne paths to India. This fear grew from past observation of trade with the subcontinent. In 1785, Colonel James Capper wrote in a report to the British East India Company: "What the Vandals did to their India trade, no violence, no finesse was used to deprive them of it; because the trade died away of itself, because the Portuguese and other European nations, passing round the Cape of Good Hope, could...afford to undersell them in those articles of Indian commerce which they received only by the more tedious, dangerous, and expensive channel of the Red Sea..."

Ironically, Capper used the gradual obsolescence of Venetian's route through the Red Sea to describe the vulnerability of the route around the Cape of Good Hope that replaced it. The Colonel's description is particularly relevant because he states that the economic efficiency of the new route alone ended Venetian control of imported Indian goods. Observations like Capper's provided the basis for the

long-held British perspective that a less efficient route under British dominion was preferable to a more efficient route controlled by another power. Capper's historical imagination of the succession of power over the international commerce of India represents the tendency of contemporary strategists to draw misguided lessons from the past regarding trade with the subcontinent. This tendency echoed in Prime Minister Palmerston's arguments to maintain Britain's quasi-monopoly on the route to India around the Cape of Good Hope rather than supporting the Suez Canal. In 1865, Charles Halleberg and Katharine Bell, argue that the fundamentally conservative foreign policy overlooks of the governments under Palmerston, Russell and Derby sustained this perspective on the Suez Canal even in the face of its clear economic and strategic advantages for Britain.

Primary British Motives

Britain's general historical motivation to oppose construction of the canal compounded with specific strategic concerns and deep political prejudice to sustain an impolitic policy towards the canal through 1865. From the 1850s through the early 1860s, Lord Palmerston genuinely believed that the canal posed a serious threat to Britain's most vital interests. Understanding his concerns requires appreciation of

his frame of reference: rather than concerning himself with the projected immediate economic advantages of the canal, he analyzed the waterway with the primary goal of preserving 200 years of imperial gains from France. He saw that the Ottoman Empire as an impregnable barrier between Europe and Britain's empire in Asia, and he believed that the waterway would serve as the lifeline for French colonization of Egypt's isthmus. He worried that at the very least, an incomplete canal would form a wide, deep, and defensible military trench, separating Egypt from the Suez Canal and the Ottoman Empire. He estimated that such a defensive feature would link with the preexisting Nile barrage, and permit the defense of Egypt from Ottoman incursions. Palmerston aired his calculations in Parliament in 1857, stating:

"The scheme (behind the Suez Canal) is one hostile to the interests of this country, opposed to the standing policy of England in regard to the connection of Egypt with Turkey, a policy which has been supported by...the Treaty of Paris. The only political tendency of the undertaking is to render easy the separation of Egypt from Turkey... (the plan for the Suez Canal) is in every way so adverse to British interests...the object which M. de Lesseps and some of the promoters have in view will be accomplished, even if the whole of the undertaking should not be carried into execution."

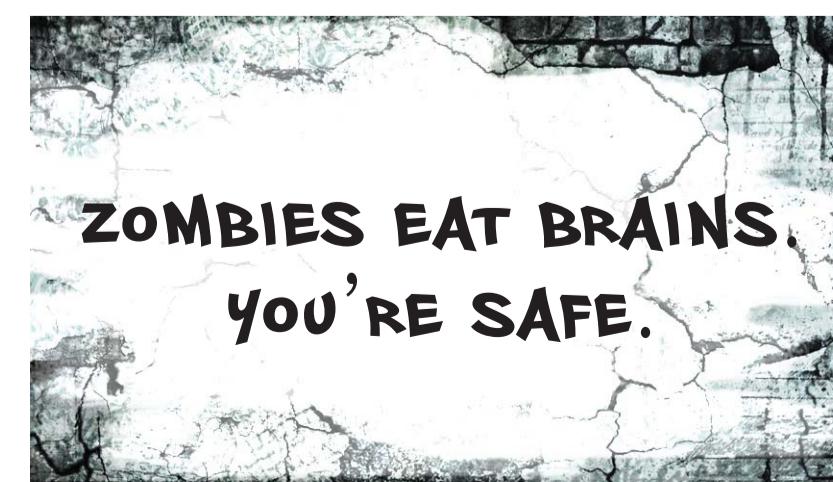
But this public statement did not convey Palmerston's imagined worst case scenario. The Prime Minister believed that the canal could become a 'second Bosphorus,' which would divert trade to channels through Austria while serving as a naval passage for French ironclad ships, which could at any time capture British controlled Aden and Mauritius, forever destroying the insularity of India. In communication with de Lesseps in 1855, Palmerston avoided creating friction with France by merely hinting at his wide range of strategic concerns:

"I do not hesitate to point out to you my apprehensions; they consist first, in the fear of seeing the commercial and maritime relations of Great Britain upset by the opening of a new route which, while giving passage to the navigation of all countries, will take away the advantages we possess at the present



Suez Canal, Kantara.

THE WALL



BABY BLUES



By Rick Kirkman & Jerry Scott

ZITS



National Whipped Cream Day: A Sweet Celebration

Celebrated every year on January 5, National Whipped Cream Day is a delightful tribute to one of the most beloved dessert toppings. From sundaes and hot chocolate to pies and cakes, whipped cream adds a light, creamy touch that elevates treats of all kinds. The day also encourages culinary creativity, inspiring home bakers and dessert lovers to experiment with flavoured, sweetened, or vegan versions. Beyond indulgence, it's a moment to appreciate the simple joys of life, a dollop of cream, a sprinkle of joy, and the happiness that comes with sharing sweet moments.

Britain's Anti-Canal Policy

Rather Be Poor Than France Getting Rich

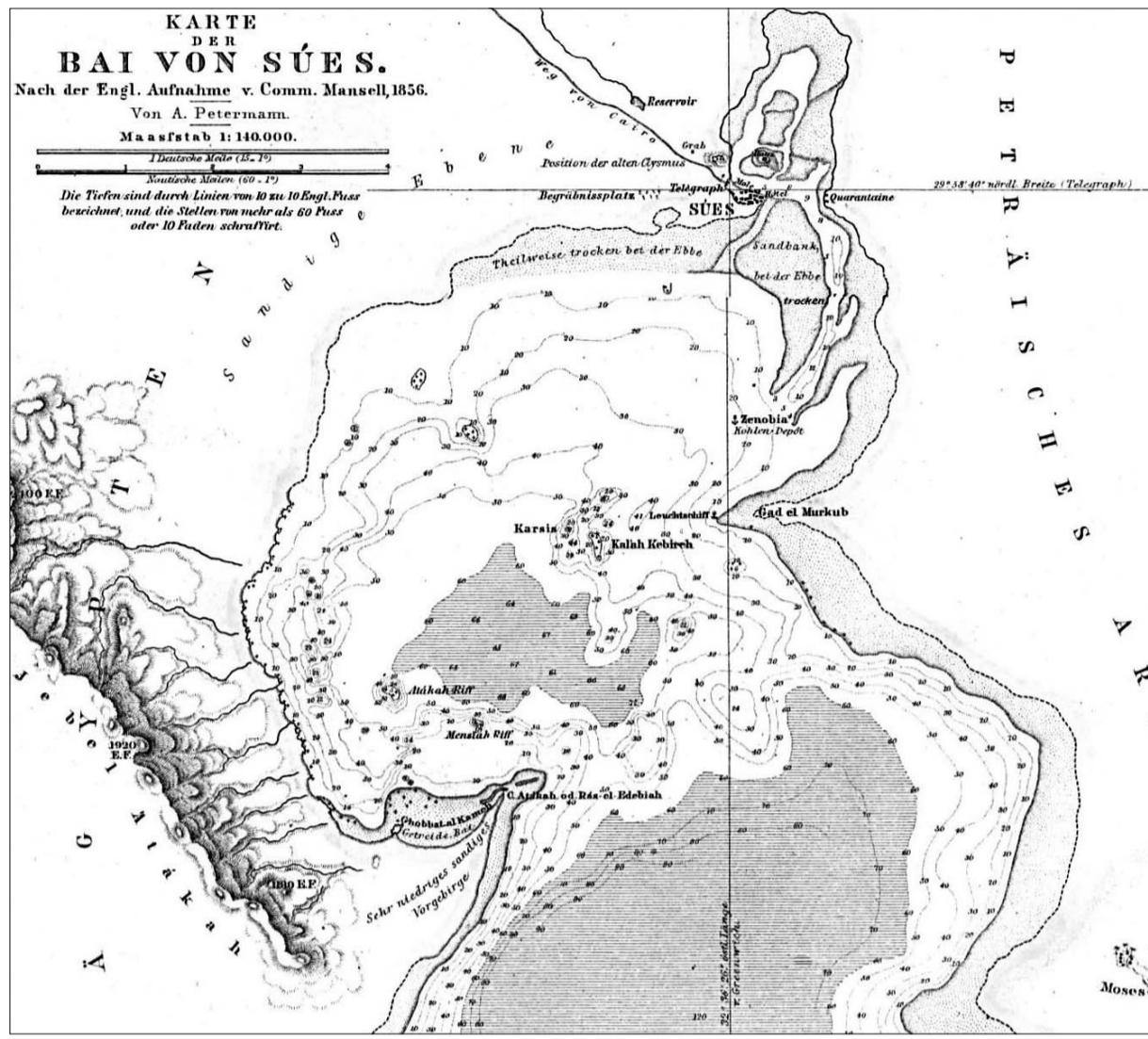
PART:2



Ferdinand de Lesseps, French Engineer.



Colonel James Capper and his daughter, 1782.



Northernmost part of Gulf of Suez with town Suez on the map of 1856.

In addition to strategic concerns, deep political prejudice undergirded British opposition. Britain contested the construction of the waterway because it was promoted by a Frenchman and because it seemed to be a French undertaking. These facts made the canal appear menacing to Britain's relationship with India, the jewel of its Empire. Evidence of this chauvinistic objection lies in France's non-threatening policy towards the canal. Article XIV of the original concession proclaimed that the canal would forever be a 'neutral passage.' Furthermore, there was little evidence that France was plotting to use the canal to fulfill imperial designs in Egypt. The Suez Canal Company remained privately traded from November 1858, when de Lesseps floated the stock in Paris. Britain's strong aversion to the project, which ultimately served the Empire's interests, remained an example of its blinding bias against a hereditary enemy.

#BUSINESS



Lord Palmerston.



Robert Cecil.



Ismail Pasha.

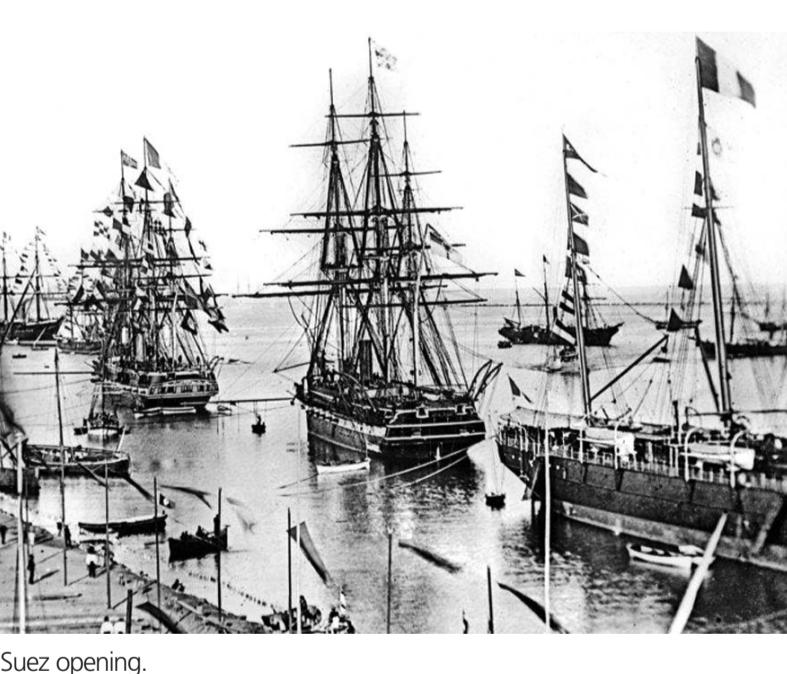


Ferdinand de Lesseps.

canal, making up 71 percent of the total tonnage transported through the waterway. From 1871 to 1876, Britain moved more tonnage through the canal than all other European powers combined. Transit to India around the Cape of Good Hope became no longer economically sound. Britain tapped the military potential of the canal in October 1871 when it began sending troops to India through the waterway, reducing the cost of maintaining what had become the world's most expensive army. A British telegraph line was also laid through the Red Sea in 1873, connecting Britain with the Suez Canal. The British had fully taken over the canal during the conflict, allowing the Suez Canal Company to begin employing workers and generating profits on its original terms. A gunboat was also sent to Port Said to protect the movement of British goods through the canal. These acts to immediately restore only the naval but also the commercial purposes of the canal elucidate the link between Britain's invasion and the security of the waterway.

Britain gained influence over the Suez Canal Company by purchasing a large portion of its stock. In 1875, after years of maintaining the large external debts accumulated by Said Pasha, his successor Ismail Pasha sold Egypt's share in the canal, nearly 44 percent of the stock, to Britain. Benjamin Disraeli, who was again serving under Derby as Chancellor of the Exchequer, financed the bold purchase with a short-term loan from Lionel de Rothschild. The acquisition gave Britain considerable control over practices in the canal. Though France still controlled the majority of the share, Britain's influence had gained the maximum of 10 shareholder votes, enabled the Government to keep Russian naval vessels from passing through the canal while securing Britain's ever-increasing trade through the waterway.

With the outbreak of the Russo-Turkish War in 1877, Britain further asserted its interest in the Suez Canal's security. On May 6, a note sent from Prime Minister Derby asked Russia to respect the Suez Canal as a primary British interest and affirmed that "an attempt to blockade or otherwise interfere with the Canal or its approaches would be regarded as a menace to India and a grave injury to the commerce of the world." Russia responded with a conciliatory note renouncing any belligerent action against the canal. These developments represented Britain's strengthening will to protect the waterway.



Suez opening.

Concluded.

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