



May Day

Despite being a holiday with a longstanding tradition, May Day is now mostly celebrated as International Workers' Day (or Labour Day) since the 19th century in many countries around the world. Every year on May 1st, this holiday is meant to honour the achievements of the labour movement and workers, and to advocate for workers' rights and fair labour practices. However, long before it became associated with the working classes, May Day was a celebration of nature and the beginning of summer, as the day falls between the spring equinox and the summer solstice, since Roman times.

#J'ADORE

Sunglasses You'll See Everywhere This Summer

This year, we are seeing the classic sunglasses shapes and colours re-imagined.

While stylish sunglasses are a year-round wardrobe essential, the accessory is synonymous with the spring and summer months. As such, the anticipation of warmer weather prompts us all to re-evaluate our current sunglasses collections and look for new updates to the rotation. And we certainly have some new and bold sunglasses trends ready to explore.

This year, we are seeing the classic sunglasses shapes and colours re-imagined. That could be a retro shape upgraded with a new colour frame or mirrored lens; an oversized take on a timeless style; or a silhouette that feels vintage and futuristic at the same time.

With a colour palette that ranges from bright pink to classic white, there's something for everyone when it comes to the biggest sunglasses trends of 2023.

Circle Sunglasses



This season, when you reach for a rounded pair of sunglasses, choose ones that are more oversized in scale than the micro-minis that have come in seasons past. In particular, demand for 2023 are classic Aviator styles, made fresher and newer by way of their circular shapes.

White Sunglasses



While white generally falls into the same neutral colour category as black, sunglasses are different. There's something about the bright white frame that makes it stick out from the rest - almost as if it were a bright neon tube. But with the white sunglasses trend, you can truly wear it with everything you own.



Mirrored Sunglasses

Each year, there is a single vestige of a futuristic trend and this season, it's mirrored sunglasses. Sunglasses of all sizes lend themselves well to the trend, as it has less to do with shape and more to do with the lens treatment. No matter what style frame you love most, make it mirrored this year.

Oversized Sunglasses



While sunglasses trends come and go, oversized shades are forever in style. Whether it's a 1960s rounded frame, early-aughts squared-off shape, or something in between, there will never be a time where you don't love mixing your oversized sunnies into your rotation.

Angular Sunglasses



Consider this year's angular sunglasses a modern-day cat-eye. With upturned sides and an oversized shape, it feels equal parts retro and futuristic. Shop these styles in classic tones like black and tortoise to allow the shape to stand on its own.

Barbiecore Pink Sunglasses

The colour pink did more than just infiltrate your ready-to-wear wardrobes for the day. In fact, as the temperature gets warmer, it's your sunglasses drawer that's about to get the Barbiecore treatment. Whether you love a retro cat-eye, prefer a futuristic mirrored style, or gravitate toward a classic Wayfarer, try a bit of colour with pink sunnies this year.

The clash between India and the Arab world increased with hurricane force and by the eleventh century it extended as far as Varanasi. In the Deccan, while the Rashtrakutas were friendly to the Arabs in the 8th-9th century the Gurjara-Pratiharas of the north faced the situation boldly and were feared by foreigners. In the 11th-12th century the Chauhans and Ghacavalas acted as bulwark against the foreign invaders, but in these wars of survival the most glorious part was played by the Turki and Hindu Sh?his of the Panjab and Kabul. With their defeat, the gates of northern India lay open. It is difficult to understand the story of Indian history without understanding the great achievements of Indian sailors and sea captains and their close cooperation with caravan leaders.



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#TRADE

(Soviet) Republics. In this land of Central Asia, along with the silk route several parallel routes also competed. But they remained within the confines of Amu and Syr Darya. After that all of them reaches either to the ports of Black sea, or Mediterranean Sea. Another land route of this group through Ukraine enters Europe and terminates at Romania. From there the goods were taken to different destinations particularly to Rome. The trade relations between Rome and China were very progressive. Countries like India were also in the race. The demand of silk in Roman Empire was enormous. Now China is taking all possible steps for reviving the past glory of it.

Trade Relations Of India

Since many regional and local roads used to join long and popular routes, demand for transportation on the long routes considerably increased. Many routes of India had been redesigned so that they could cross the geographical limits of sub-Indian continent and after that combine with long routes of Asia. In the ancient period, trade relations of India with the powers of Central Asia and Mongolia were very close and rested upon the benefits of all concerned parties. For example, where India was famous for supplying natural food products Khurasan enjoyed the monopoly of marketing horses. The rule of Kushans over



Good Trade Routes & Practices Kept India Safe & Rich

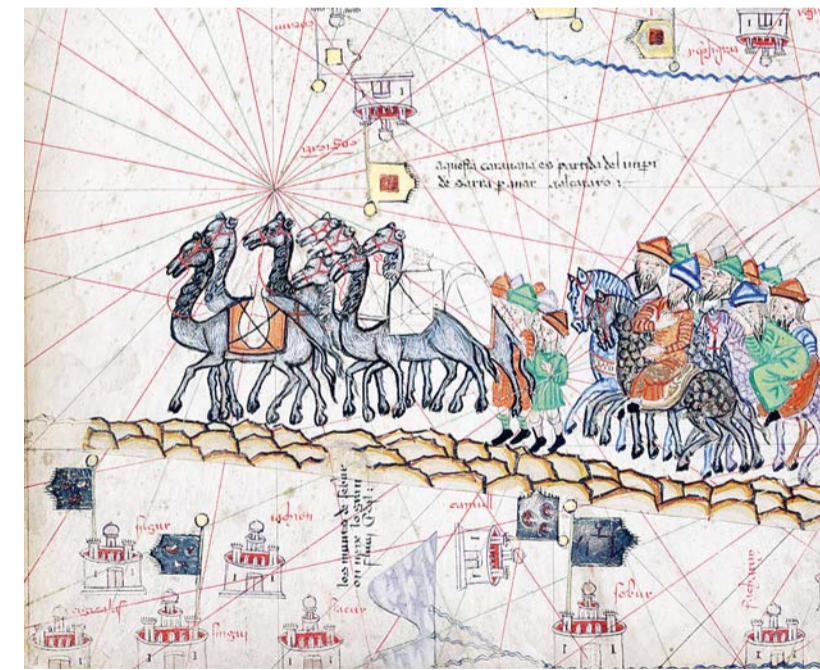
entire north-west regions of India and even beyond that had created a favourable atmosphere for the growth of commercial activities. Later on, Saka also tried their best to safeguard the movements of travellers on these routes.

Until the seventh century despite facing numerous challenges the trade on these routes remained unabated. Ancestors of the rulers of Jaisalmer (Rajasthan) had founded the fort of Ghazni, sometime in the third century B.C. (Yudhishtra Samvat 3009), to resist the attacks of Parthians (Persians) and Greeks. Later on, Sakahad laid down the foundation of the forts of Sialkot and Bhatner. Taxila emerged as a leading centre of learning. For the study of Astronomy and other related subjects' people from distant places visited Multan. Such kinds of developments accelerated the trade of India with Persia. Spread of Buddhism in Central Asia and China also supported the growth of Indian trade in the new territories.

Northern Grand Route of India was the major highway of the sub-continent which connected the port towns of Bay of Bengal with the trading centres of Hindukush range. Contemporary travellers had witnessed the presence of Indian

merchants almost in all the important towns of Central Asia. Their trading activities enhanced the prestige of towns, like, Ghazni, Kandhar, Kabul, Herat, Balkh and Bactria. Route operating within India from Tamralipti to Patliputra in India used to join the great highway, running through Pataliputra and Banaras to Kaushambi. From here it branched into two major routes; the main trunk road used to go towards the side of present Delhi and further across the north Rajasthan or Punjab to Taxila and the Kabul Valley; from there it again divided, one road moved to Hindu Kush and the other took the direction of Western Asia. The road to Taxila was considered safe. Numerous stories mention the unarmoured travel of sons of nobles and priests who went to receive their education at Taxila. People from Kashmir and northwest parts of India proceeded to Kashgar and Khotan and set up their colonies.

Another important route originated from Central Asia or Persia first halted at Multan and from there moved to Uchh, Marot, Bhatner, Sira and while crossing Delhi ended at Kannauj. Almost all invaders on India opted this route. At Uchh other routes of lower Sind



Marco polos route on silk-road to china.



Trade caravans Silk Road Central Asia

used to come and join. This route remained popular till the partition of India in 1947. The political changes in the Central Asia from Greeks to Scythians, from latter to the Yueh-Chi Kushanas, finally to the Hephthalites (Hunas), in no way affected the allegiance of the people towards Buddhism. Chinese traveller Hieun Tsiang had witnessed the presence of Buddhist monasteries almost in all-important towns and cities of Central Asia, so far, he had visited. Guttila Jataka supports the movement of Caravans from Vidisa to Gandhara and beyond that. For the traders after the decline of Gandhara Multan became their first choice. During the early medieval period, merchants of Mannigrama in south India extended their trade to modern Afghanistan and Arabia as well as to Burma and Southeast Asia.

During this period sea routes also played an important role in the growth of trade and commerce. Indian ports were also well connected with the major land routes. Caravans extended their activities from Tamralipti in the Bay of Bengal to Antioch in Syria, from Java to Kedah, and to the ports of Cholamalanda and to Alexandria

and East African ports. Megasthenes has described the northern route and its various constituents. Similarly, many routes and their arteries started from Uttarapath were well connected with the places of Vidarbha, Dakshina-Kosala and Dakshinapatha. Attention was paid for the safeguarding and repairing the roads. But even then, they were infested with robbers known as panthathataka or paripanthin.

Well-being Of Business

In the Chachnama it is mentioned that Arab conquerors made adequate arrangements for safe travelling through the territory of Sind and Afghanistan. Proper arrangements were made for journeys in the desert areas. A route from Dvaravati (Dwarka) passing Marudhanva (Marwar district) reached Roruka (Rohki), the capital of ancient Sauvira (Multan) kingdom, and from there after many stages it reached to Central Asia (Kamboja); from there it had to cross Airavatadhanva (Gobi desert). That big caravan was crowded with elephants, horses and chariots and the number of oxen, donkeys, camels and men on foot was so over-

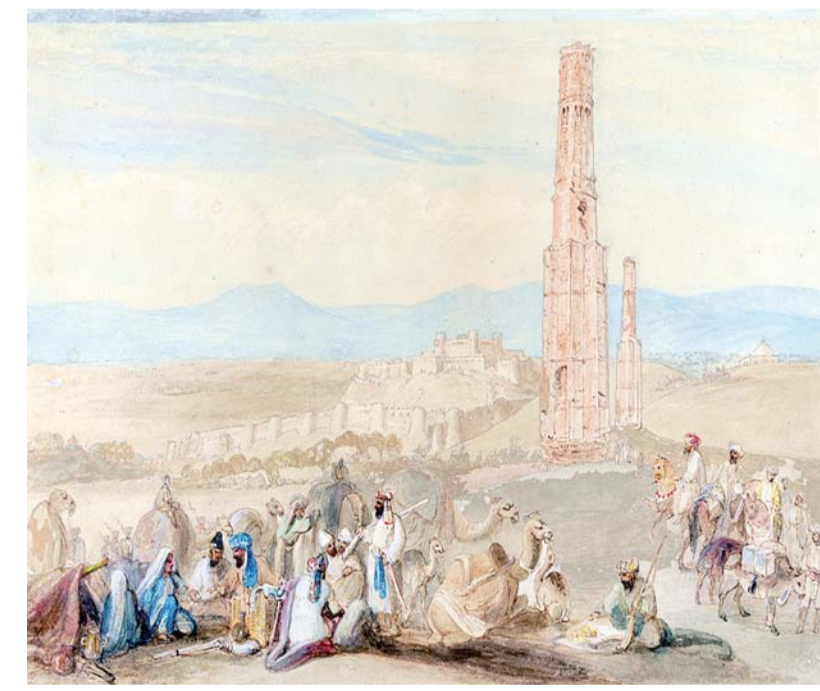
whelming that the caravan appeared as the moving ocean of men. The reports prepared by James Tod in the beginning of nineteenth century has highlighted the old routes running between Jodhpur and Bikamer states with the towns of Sind and Gujarat.

Kautilya has mentioned at length several kinds of roads and the rules governing the customs duties. The term himsrik for pirate boat is worth noting. In the Maurya period great attention was paid to the organisation and well-being of business; the Arthashastra contains enough material about these topics. The Tunga period continued those rules. Whatever steps the Mauryans had taken for the propagation of sea trade, the Satavahanas improved upon them. The four Scythian tribes mentioned by Strabo, had rarely disturbed the movement of trade. Rather, after their involvement the salt trade considerably increased. In the Kushala period Kanishka occupied the silk routes of Central Asia and the great northern route at the same time. Before him no other ruler had the power to acquire those routes. As a result, Indian culture, religion and trade spread with force from Termez valley in the east and Sogdiana in the west. In the Kushan period India's trade and commerce with the Roman empire had reached its zenith, but in this sea-borne trade caravans seem to have played a great part. The long rivalry between the Sakas and Satavahanas was not only due to political reasons but also due to commerce. While the Satavahanas were firmly established in the Kalyan-Nasik region the Sakas held sway over Sopara-Bharukachchbna region.

Indian Sailors

In the Gupta period Indian fleets were capable of defending the seagirt coastal regions of the country and increase trade with other countries. Trade in black pepper was at its zenith. Black pepper was loaded on ships in the ports of Malay coast, and was unloaded in the sea port of Kolkai and was despatched to Rome by Indian merchants through the Arab intermediaries. Prany calls India as the source of precious stones. In this connection the words of an Arab merchant Hazrat Oman are worth noting: "The Indian rivers are pearls, the mountains rubies

In the Deccan, while the Rashtrakutas were friendly to the Arabs in the 8th-9th century the Gurjara-Pratiharas of the north faced the situation boldly and were feared by foreigners.



The fortress and citadel of Ghazni (Afghanistan) and the two Minars.



Victory tower.

and trees perfumes." The sea route from Cambodia (Kamala) to Alexandria and Rome was well known to Indian sailors. The lists of twenty-four guilds, twenty-two heads of guilds and thirty professions preserved in the Mahavastu represent a flourishing index of trade providing the true index of the production of the goods. The clash between India and the Arab world increased with hurricane force and by the eleventh century it extended as far as Varanasi. In the Deccan, while the Rashtrakutas were friendly to the Arabs in the 8th-9th century the Gurjara-Pratiharas of the north faced the situation boldly and were feared by foreigners. In the 11th-12th century the Chauhans and Ghacavalas acted as bulwark against the foreign invaders, but in these wars of survival the most glorious part was played by the Turki and Hindu Shahis of the Panjab and Kabul. With their defeat, the gates of northern India lay open. It is difficult to understand the story of Indian history without understanding the great achievements of Indian sailors and sea captains and their close cooperation with caravan leaders.

The archaeological finds from Arikamedu, Alkota (Baroda), Brahmagiri (Kolhapur), Kapsi (Bagram) and Taxila also throw important light on the trade relations between India and the Roman Empire. However, after the downfall of the Roman and the Kushana empires difficulties again arose on the trade routes and consequently the trade suffered. One of the reasons behind the war of the Sakas and Satavahanas was the lucrative trade with the Roman Empire. Both the powers wanted to control the port of Broach which was the key point in this trade.

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#GENETICS

A Single Human Ancestor

We all used to have brown eyes. Then, something strange happened around 10,000 years ago.



In 2008, a study led by Hans Eiberg from the University of Copenhagen claimed that all blue eyes link back to a single ancestor who lived between 6,000 and 10,000 years ago. The concept has continually cropped up in news stories and social media posts over the 15 years since the paper was released. Simply put, we remain enamoured.

But where did the concept come from? That 2008 study in blue (in built on research that started in 1996, and it all focused on genetic exploration of the OCA2 gene.

The research shows that the OCA2 gene codes play a key role in the production of melanin, the pigment that colours hair, skin, and eyes. Eiberg's theory is that a mutation occurred between 6,000 and 10,000 years ago that switched on the ability for the gene to dilute brown eyes to blue. "Originally, we all had brown eyes," he said in 2008. "But a genetic mutation affecting the OCA2 gene in our chromosomes resulted in the creation of a switch, which literally turned off the ability to produce brown eyes."

Every eye colour links directly to the volume of melanin in the iris. Green eyes, even more rare than blue, marks a reduced level of melanin, though not as reduced as blue eyes. It only takes a minuscule change to shift from brown to blue. From this, we can conclude that all blue-eyed individuals

are linked to the same ancestor," Eiberg says. "They have all inherited the same switch at exactly the same spot in their DNA."

The Combination

He refers to that that switch as a specific genetic mutation event, and believes that it only produced the first-ever blue-eyed human thanks to the mutation of the regulating HEC2 gene. The combination is only known way eyes can turn blue (in contrast, red hair can happen for one of nearly a dozen reasons). That mutation remained in place for the next generation, meaning the reduced production of melanin in the iris allowed for the continued dilution of brown to blue.

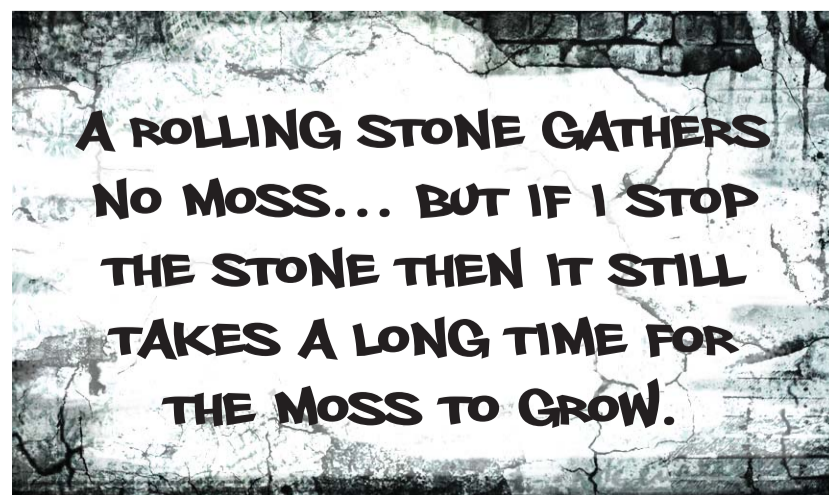
Since that multi-thousand-years-ago switch, the progression of blue-eyed humans has only pushed forward. Multiple research papers concluded that the first mutation was probably somewhere in Europe, likely during the Neolithic expansion. The blue-eyed march continued as populations dispersed.

Roughly 10 percent of all humans have blue eyes, but that number varies widely depending on regions, with Scandinavian countries having a higher propensity for blue eyes. Deemed a neutral mutation, Eiberg says the eye colour example "simply shows that nature is constantly shuffling the human genome, creating a genetic cocktail of human chromosomes and trying out different changes as it does so."



By Jerry Scott & Jim Borgman

THE WALL



BABY BLUES



By Rick Kirkman & Jerry Scott

ZITS

