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Province of Trebizond.

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Other names are to be found
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Journal of the Royal Geographical
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REPORT ON THE PROVINCES OF TREBIZOND, SIVAS, KASTEMOUNI, AND PART OF ANGORA, BY MR. CONSUL W. GIFFORD PALGRAVE.

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PART I.
PROVINCE OF TREBIZOND.
SECTION A.

A General View of the "Weleyat," or Province of Trebizond, its Geography, and its Principal Divisions.

THE "Weleyat" of Trebizond, as traced out by the new territorial arrangements of last year, arrangements as yet only partially carried into effect, stretches along the south-eastern coast of the Black Sea from the Russian frontier at Shefkatil, on the little boundary river of the Cholok East, to the mouth of the Kizil-Irmak, or "Red River," the Halys of the ancients, west: that is, from longitude 42° to 35° nearly. It is essentially a long-shore province; its average depth inland not exceeding 40 miles, and its greatest 80. Its superficies may be roughly estimated at about 20,000 square miles.

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Most of the province is occupied by the mountain chain which lines the southern shore of the Black Sea, rising thence height above height, to the main ridge which forms the chief watershed of Anatolia; the Tigris and Euphrates run off its southern slope. Throughout the greater part of the Trebizond province the mountains come down almost or quite to the sea-edge; they are covered with vegetation in every degree, from turf grass to the loftiest timber trees, and are intersected at short distances by countless streams, some of much breadth and depth. But at the extreme east of the province a small corner of the Gouriel flat-lands is intercepted within Turkish limits, while towards the western extremity of the "Weleyat" the sea range following the general direction of the mountains of Asia minor, retreats southwards, leaving between it and the shore a comparatively level space, through which the "Yeshil-Irmak," or "Green River," anciently the "Iris," finds its way from Amasia to Charshembah, not far east of Samsoun, and thence to the sea. A similar flat land borders the mouth of the Kizil-Irmak.

The mountains attain their greatest height in the districts of Ajarah and Showshat, close by the Russian frontier; here some peaks rise nearly 10,000 feet above sea-level, and are widely patched with snow all the year through. From thence westward, so far as the district of Gumesh-Khaneh, south of Trebizond, the main range continues very lofty, averaging from 6,000 to 8,000 feet, and tipped with snow from October till June. Westward again of Gumesh-Khaneh it lowers off into ridges of 4,000 and 5,000 feet at most. These culminating heights are at about 40 miles inland; between them and the sea the hills come down step by step; those nearest the coast are in general about 700 feet in height, and often terminate in cliffs.

The rock itself is mostly calcareous; but columnar basalt, grey granite, and syenite are also met with. Iron ore is found in the neigh-



bourhood of Tireboli, somewhat west of Trebizond, and chalybeate springs, some few impregnated with carbonic gas, are frequent to the east. Silver and lead ore abounds at Gumesh-Khaneh; of copper I have seen frequent traces; anthracite is dug up near the eastern boundary, not far from Kars. Except a little trade in iron ore, carried on at Tireboli, of which more hereafter, and some ornamental work, cigar-holders and the like, done in the anthracite, I am not aware of any use made of the metallic productions of this "Weleyat."

The main rivers included in this province are: 1st. the Cholok, north-east of Batoum, its sources are in the South Georgian Mountains; its mouth forms a little harbour, now unused; timber-rafts and boats, canoes at best, can float on it for about 15 miles inland. 2ndly, the Chorook, a fine river, navigable during the spring and summer seasons by boats of six and eight tons burden as far as the bend of Pasha-Kopri, about 40 miles inland; its sources are near Beyburt, its mouth a little west of Batoum; the entrance is easy, but does not form a harbour. 3rdly, the Deyermend-Dere, or "Mill River," just east of Trebizond; a large and violent torrent, useful for turning mills, whence its name, useless for navigation; its sources are in the heights of Kara-Kapan, on the Erzeroum summer road. 4thly, the Charshoot River, available for floating timber; its sources are behind Gumesh-Khaneh; its mouth near Tireboli, west of Trebizond. 5thly, the Yeshil-Irmak, whose waters suffice to boats and to timber-floats almost as far as Amasia, about 60 miles inland; its principal source is by the "Yildiz-Dagh," or "Star Mountain," not far from Sivas; its mouth near the town of Charshembah, about 16 miles east of Samsoun. 6thly, the Kizil-Irmak, which, however, belongs to another part of this report.

The soil of this province is throughout fertile; its productions vary with its level and temperature; they shall be spoken of in connection with the localities to which they belong. The climate is in general temperate; the thermometer at the sea-coast seldom falling below 32°, or rising above 85° Fahrenheit. Rain falls often, and at any time of the year; the winds, too, are very variable, no one in particular can be said to prevail, but seldom violent. The eastern half of the Black Sea is much less stormy than the western, and the southern coast than the northern. Dense fogs, however, often occur here in winter and spring, making navigation difficult.

Except in some little angles of swamp, close by the outlets of some of the streams, and where intermittent fevers may be caught, the whole province is decidedly healthy.

The total number of inhabitants, male and female, is, on official authority, about 850,000. Of these, about 56,000 are Christians, two-thirds of whom again are, so-called, Greek, the rest Armenian. The Mahometan population is, by descent, chiefly Laz; a fine race, good labourers, good sailors, but said to be thievish. My own experience would not confirm the popular accusation. Next in importance comes the Turkoman element; this race is thick-set, thicker-witted also, than the Laz; less well-looking, but hardier; the men are still pre-eminently shepherds and neatherds. Georgians abound on the eastern frontier; they have the defects and virtues of their kind. Turkish families of Ottoman descent are inter-scattered here and there, and latterly about 11,000 families from the Caucasus, mostly Circassian and Abkhasian, with a few Lesghian, are added to, but have hardly yet begun to mix with, the surrounding population. Also some Tartars from the Crimea; and a small Cossack colony, fugitives, they too from Russia, and now industrious fishermen by the mouth of the Yeshil-Irmak, must be counted in. All these, the Cossacks excepted, who are, I understand, unorthodox Christians, and for that

banished from their native Don, are strict and Sunnite Mahommetans mostly of the Hanefee rite. A few Schi'ite Persians are also to be met with; they are mostly vicious, often criminal. But, these Persians excepted, and at times the so-called Greeks, whose restlessness is, however, modern and artificial, all the different elements now enumerated combine together in much harmony and quiet.

A few other exceptional colonists shall be mentioned in the section relating to the town of Trebizond itself.

The "Weleyat" is divided, for purposes of Government, into four "sanjaks," literally "banners," or main sections. Of these the first is Lazistan. It reaches from the Russian frontier east to the district of Rizeh west, exclusive; it is bounded on the east by Russian Georgia; on the south by the districts of Childer, Ardahan, and Beyburt, all three belonging to the Weleyat of Erzeroum; on the west by the sanjak of Trebizond; north by the sea. Its head-quarters are at the seaport town of Batoum, its Governor a "Muteserrif," or Lieutenant-Pasha, with his staff and "mejlis."

Second, Trebizond. The limits of this sanjak are, east, Lazistan; south, the sanjak of Gumesh-Khaneh; west, that of Janik; north, the sea. It thus extends along the coast from Rizeh, east, to the small town of Ordoo, west, both inclusive; inland it reaches about 25 miles. Head-quarters, Trebizond, where the "Wali," or Governor-General, resides; his "ma'awwen," or assistant, is the immediate administrator of this sanjak.

Thirdly, Janik, which continues the sea-coast of the "Weleyat" westwards from Ordoo inclusive, to the banks of the Kizil-Irmak. Its limits are, east, the sanjak of Trebizond; south, the districts of Kara-Hisa and Amasia, both belonging to the "Weleyat" or province of Sivas; west, the districts of Chorum and of Sinope, the former belongs to the "Weleyat" of Angora, the latter to that of Kastemouni; north, the sea.

Fourth, Gumesh-Khaneh. This sanjak lies wholly inland, and among the higher ranges of mountains; it is bounded, in a somewhat arbitrary fashion, east, by the sanjak of Beyburt, belonging to Erzeroum; south, by that of Erzinghian, also belonging to Erzeroum; west, by the sanjak of Kara-Hisar, belonging to Sivas; north, by the sanjak of Trebizond.

The head-quarters of the entire "Weleyat" are, of course, at Trebizond, where the "Wali" resides; he has the official rank of "Musheer," or Field-Marshal. He has for his chief administrative assistant, or check, as the case may be, a "defterdar," or permanent secretary, nominated by the Government at Constantinople, and wielding an authority not much inferior to that of the "Wali" himself. He directs also several tribunals, of which, as they are now under reorganization, nothing special need be said in the present report; their jurisdiction is various; but the "Wali" has a certain control over all. Meanwhile, and it is much to be regretted, Custom-houses, mines, forests, the military, and whatever belongs to Government monopoly, are wholly out of his hands.

Each one of the sanjaks above enumerated is divided into kaim-makamlis, and each kaim-makamlis into kazas and nahiyas; but of these terms and divisions explanation shall be given when we come to treat of the sanjaks separately. We must first speak of the town of Trebizond itself.



SECTION B.

The Town of Trebizond, its Topography, Statistics, and Commerce.

THE old town is very small ; it stands on a rock between two deep ravines rising rapidly from the sea ; the upper part is occupied by a ruined Byzantine castle, of the date of the Comneni ; the lower, or sea-end, terminates in an artificial harbour, now called the "Melos," and attributed to Hadrian ; it is a space of shallow water inclosed in a parallelogram of broken walls, just above water-mark, and still affords some protection for small boats. Walls and towers of Byzantine construction surround the old town, but they would be of little use in case of a modern attack.

The main part of the modern town lies without these walls and ravines, chiefly on the eastern side, and along what now is the harbour. This harbour, which is considerably to the east of the old town, is protected by a mass of high rocks, running out N.N.W., and called "Quarantine Point ;" further down the coast to the south-east projects a corresponding point called "Chumlekjæ ;" still further on, the sea is broken by the headland of "Campos." The intervening space is sheltered from all winds except those ranging between N.N.W. and E. ; should such winds blow violently, vessels may run for shelter to the Bay of Surmeneh on the east, or Platana on the west. The anchorage is good, sand and clay ; the water deepish. Only one vessel has within living memory been lost in this harbour ; she was a French steamer ; she broke her moorings and went ashore.

The population of Trebizond consists of : Mahometans, 8,175 male, and 10,763 female ; Greeks, 3,280 male, and 3,421 female ; Armenians, 2,170 male, and 2,187 female ; Catholic Armenians, 660 male, and 702 female ; Protestant Armenians, 83 male, and 100 female ; making a total number of 31,530. There are no Jews. To these must also be added about 400 Tartars, mostly Noghay, escaped from Russia, and now gaining their livelihood as porters and the like industriously and quietly at Trebizond.

Some Crimean Tartars, Daghestanlees, Poles, Hungarians, Abkhasians, Turkomans of Erivan, and the like ; similarly refugees from Russia. These make up about 400 more.

Persian subjects, mostly from the abouts of Tabreez, and all connected with the business, high or low, of the transit traffic ; some of them are very wealthy. Number, 320.

Wallachians, some well to do ; they look to British protection. Number, 80.

French : some are engineers connected with the new road, some small shop-keepers. Total number, 51.

Russians, 343. But most of these are in reality Turkish subjects, Greek or Armenian, furnished with Russian pseudo-passports, purchased at Odessa, or elsewhere.

Greeks, 92 ; but some of these are, I believe, no less fictitious than the Russians.

Italians, 51 ; none of any importance ; the most are druggists.

Austrians, or under Austrian protection, including one Prussian family, number, 29.

British : a Maltese family, consisting of two males and three females. Number, five.

Giving a Trebizond total of 33,301, exclusive of a floating population

made up of peasants, pack-horse drivers, sailors, and such-like; and which may be fairly reckoned at an average 1,000 more.

The excess of females over males is most strongly marked in the Mahometan population; this is owing to the military conscription.

There is no distinction of town-quarters in Trebizond; Mahometans and Christians of every kind live side by side; only, by a traditionary remnant of old usages, comparatively few Christians inhabit the old town. Trebizond, including its suburbs, is for municipal purposes, divided into 32, so to speak, parishes.

Follows a statement of the several consulates in Trebizond:—

Russian.—A Consul-General, a Chancellor, two Secretaries, with an assistant, one Dragoman, and two Cawasses, or Guards. The Russian Consul-General is at the same time agent for the Russian Black Sea Steamer Company; an arrangement followed out in all Russian consulates along this coast, and, for Russian purposes, not unwisely. Under the jurisdiction of the Consul-General are, one Consul at Batoum, one Vice-Consul at Samsoun, and four consular agents at Cherasund, Ordoo, Sinope, and Ineboli, respectively: all these are also steam-boat agents.

The Russian Consul-General's personal income amounts to about 13,000 roubles, or rather more than 2,000*l.* English a year.

The French Consulate.—A Consul, a Chancellor, a Secretary, a Dragoman, and two Cawasses. The Consul's personal income is 16,000 francs, or 640*l.* a year, exclusive of office expenses, which bring the total up to 20,000 francs, or 800*l.* English. The Chancellor has a separate 8,000 francs, or 320*l.* yearly. Besides this, the Consul enjoys the payment of all travelling expenses within his district, a reduction of 5 per cent. in his sea-fare by the "messengeries," free postage, and some other convenient privileges.

His jurisdiction is over the Black Sea coast from Trebizond east. There are no subordinate posts. The consulate has latterly acquired some importance from the presence of the French engineers above-mentioned. It exercises, also, protection over all Catholics, Latin, Greek, or Armenian, within the district.

The Italian Consulate.—A Vice-Consul, a Dragoman, and a Cawass. Personal income, 11,000 francs, or 440*l.* yearly. Office allowances separate.

The Austrian Consulate.—A Consul, a Chancellor, a Secretary, a Dragoman, and two Cawasses. Personal income of the Consul, 3,000 silver florins, or about 300*l.*, besides house, candles, firing, a cook, and some other details, all free; bringing the value of the income up to about 550*l.* English a year, exclusive of office allowance, which is separate.

Jurisdiction: a Vice-Consul at Samsoun, and another at Sinope; both these are steamer agents, which the Trebizond Consul himself is not.

Prussian Consulate.—Vacant since the death of the last Consul, about a year since. It is soon, I hear, to be filled up.

Greek Consulate.—A Consul, a Dragoman and a Cawass. Personal salary, 50 dragmas, or about 2*l.* 10*s.* a month; but fees are retained.

Belgian Consulate.—A Consul and a Cawass; both unpaid. The Consul is, however, agent of the "Messageries" steamers.

Persian Consulate.—A Consul, a Dragoman, a large and somewhat indefinite staff of writers, and two Cawasses. The fixed salary is small; but the consular dues and undues, which are retained, are very considerable. A subordinate vice-consul at Batoum.

British Consulate.—A Consul, a Dragoman, and two Cawasses. Limits of jurisdiction, the province of Trebizond, as above given; also, it appears, the provinces of Sivas, Angora, Kastemouni, and probably Konieh. The whole South Black Sea coast.



This Consulate is also charged with the duties of Postmaster for British correspondence between Persia and Constantinople.

Subordinate Posts.—An unpaid Consular agent at Samsoon.

Further, Trebizond contains: Mosques, 40; oratories, 12. Schools (Mahometan), 18; the number of schoolboys, 1,270, exclusive of law-students and of pupils in schools without foundation or "wakof," who make up about 400 more. Churches (Greek), 9; schools, 3; number of schoolboys, 700; of schoolgirls, 300. Churches (Gregorian or Orthodox Armenian), 4; and 1 large school or college; number of schoolboys, 480; of schoolgirls, 180. Catholic Armenians: 1 church, 1 school; schoolboys, 97; no girls stated. Latins: 1 church, served by Italian Capuchins; 1 school; boys, 20. There is also close by a girls' school, directed by French nuns; number of girls, 16. Protestants: 1 church; 1 school; number of children (boys and girls), 32. The minister is an Armenian by birth; the form of worship is Presbyterian.

Here, as in other places where the American missionaries do not themselves personally reside, the Protestants are on excellent terms with the Mahometans, and with the Gregorian-Armenians.

There are also at Trebizond four regular steamer agencies, the Russian, Black Sea Company; the French, "Messageries Imperiales;" the Austrian "Lloyd;" and the Turkish, or Ottoman. The steamboat communication between these and Constantinople is, in all cases, once a-week. An Italian steamboat also goes and comes once a fortnight; it has no precise agency. M. Hochstrasser, a Swiss merchant here resident, and belonging to a commercial house at Zurich, sees after it.

Further, there is at Trebizond a large and not ill-built quarantine; it stands on the point which bears its name. But as the town has now grown close up to and against it, the position has become wholly unsuitable to the purpose, and any infection on a large scale within the quarantine buildings would speedily become epidemic without them.

There is also on the point a lighthouse, erected by the company of which M. Baudius, at Constantinople, is director. The light is a fixed one, white, and well placed. A second light, also fixed, but red, is at Platana, about six miles west. The lighthouse dues are 20 paras, or 1*d.* English, per ton on all vessels, steam or sail, entering the harbour. However, steam companies doing regular service on this coast, are allowed a reduction of 5 per cent.

The harbour dues are 2 piastres, or 4*d.* English, for every thousand kilos., or three tons, disembarked. These dues are, however, exacted from Turkish vessels only; foreign flags are all exempt.

A bill of health is issued for 3 piastres, or 6*d.* English.

There is a good stone wharf, with a strong wooden pier, or landing-place; close by it at the water's edge, stands the Custom-house. The ascent from it to the town is well paved, but it is inconveniently steep. No wharf dues.

The street pavement of Trebizond, on the whole is good, and the drainage pretty well. The position of the town, built as it is on a succession of slopes going down to the sea, favours cleanliness; water also is plenty, both for drinking and other purposes, the number of fountains being 201. Still there is much room for local improvement, and such is being continually attempted, but seldom carried out.

The market-place is extensive, but straggling and unornamental. Number of shops, 1,232; number of storehouses, 441.

The number of khans, the Eastern supplement of inns, is 22; some are very spacious.

The police force consists of 150 men, of whom 40 are mounted; the rest foot. All have to provide their own clothes, arms, and, if mounted,

horses; the pay, varying from 76 to 100 piastres, or from 12s. 4d. to 18s. 4d. English, a month, is clearly insufficient. Crime is fortunately very rare.

COMMERCE.

The importance of Trebizond arises from that, while possessing on the sea-side a fair anchorage and a tolerable shelter, it is placed, for what regards the land side, at the opening of the only gorge affording a tolerable route, practicable in winter as in summer, across the great mountain coast chains to the central lands of Anatolia near Erzeroum, and thence on to the Persian frontier. This is the gorge of Deyermend-Deré, already mentioned; and by this the new road is being, or to be, constructed. But this special work, though four years have now elapsed since its first opening, is still in so very incipient a condition, that we may disregard it in the present report; besides it is a subject requiring separate consideration.

The actual road, or rather roads, for at about 20 miles inland the track divides into three separate passes across the Kara-Kapan and Ziganah range, some of which passes are followed in summer and some in winter, the trifurcation reuniting on the other side of the range, is 66 Turkish hours, or about 200 English miles in length, from Trebizond to Erzeroum. The distance from Erzeroum to Tabreez is stated at about 350 miles.

By this route arrives and passes at least one-half of the commerce between Europe and Persia. By it too passes a large subsidiary trade with the inlands of Anatolia itself.

Trebizond is thus the point where centre and whence diverge three distinct traffics—one, the Persian; second, the East Anatolian; and, third, the coast trade from Batoum to Cherasund inclusive. Of these three, the first is by far the most important; but the second and third are also of real value. We will speak of them in order.

And first, the Persian trade. In this the principal means of transport are pack-horses, though camels, oxen, and asses are occasionally employed. The following transport statistics will help us to form an idea of the magnitude of this traffic:—

Pack-horses, estimated yearly to and fro, at about 60,000, giving 120,000 loads, each load being at about $3\frac{1}{2}$ cwts. avoirdupois; total, 21,000 tons.

Camels, about 2,000, giving 4,000 loads yearly, each load at about 7 cwts.; total, 1,400 tons.

Oxen, about 3,000, or 6,000 loads, at $3\frac{1}{2}$ cwts. the load; total, 1,050 tons.

Asses, about 6,000, or 12,000 loads, or $1\frac{3}{4}$ cwts. the load; total, 1,050 tons also, giving the yearly transport at 24,400 tons.

Again, the transport prices between Trebizond and Erzeroum are, on an average hire—A camel, 1*l.* 15*s.*; a horse, 1*l.* 5*s.*; an ass, 14*s.*; an ox, 10*s.* 6*d.*, which hire-prices, when multiplied respectively into the number of animals above stated, gives a total sum of about 168,550*l.* expended on the transport itself yearly.

There are no road dues, but a fixed 2 per cent. is charged, as Custom, by Government on all articles of overland transport.

The principal articles exported from Persia are—

Tambek, a kind of tobacco used in the water-pipes common hereabouts.

Silk, but this has fallen off latterly.

Raisins, in great quantities.



Carpets, shawls, writing reeds, some skins, and other minor articles of Persian produce or manufacture.

The principal articles imported are cotton cloth, printed and plain calico, flannel, and the like, chiefly, if not exclusively, English.

Tea.—This is English.

Sugar.—This is French.

And sundries, such as glass-ware, hard-ware, crockery, articles of furniture or of ornament, and so forth, mostly French, Belgian, or German manufacture.

The gross value of this traffic itself will appear in the Export and Import Tables further on, where explanation will be added. Here it is enough to say that it exceeds 1,300,000*l.* yearly.

The commission business of this transport is chiefly carried on at Trebizond by 11 houses, three of which are European (one being Swiss, and two Hellenic Greeks), and the remaining eight, Persian. Some Turkish and Armenian houses take also a collateral share.

Of what vital importance is this traffic to Trebizond can fairly be gathered from the above statements. The returns of steamers and those of export and import, to be given in their place, almost wholly depend on and are regulated by the Turko-Persian traffic, and will thus help to illustrate the subject. It is also to be noted that, in spite of Russian rivalry, this traffic is steadily on the increase.

Secondly, the East Anatolian Inland Traffic, conducted by the same route. This traffic, so far as exportation is concerned, consists (1st) in cereals. These are estimated as follows:—

Wheat.—About 130,000 Turkish kilos. annually, at 24 piastres, or 4*s.* English the kilo.; total value, nearly 26,000*l.*

Wheat, Rye, and Flour mixed, or rather sold together: about 200,000 kilos., at 34 piastres, or 5*s.* 8*d.* the kilo.; total value, nearly 56,667*l.*

Indian Corn.—About 2,500 kilos, at 16 piastres, or 2*s.* 8*d.* the kilo.; total value, nearly 334*l.*

Barley.—160,000 kilos., at 16 piastres, or 2*s.* 8*d.* the kilo.; total value, nearly 21,334*l.*

Potatoes.—A new introduction, but already much in use, though the quality is poor, about 280,000 oke Turkish, at 1 piastre, or 2*d.* the oke; total value, nearly 2,334*l.*

Secondly, fruit, namely apples, pears, plums, medlars, with some melons and the like. The best of these, especially the pears, which are really excellent, comes from the valleys among the mountains of Gumesh-Khaneh.

Of this article, the yearly importation is reckoned at about 150,000 Turkish kantars; the average price is 36 piastres, or 6*d.* English, the kantar; total value, 45,000*l.*

Thirdly, skins, as follows:—

Goat Skins.—About 120,000 yearly, at 15 piastres, or 2*s.* 6*d.* the skin; total value, 15,000*l.*

Sheep Skins.—About 62,000, at 11 piastres, or 1*s.* 6*d.* the skin; total value, 5,555*l.*

Hare Skins.—About 2,000, at 3 piastres, or 6*d.* the skin; total value, 50*l.*

Sundries, such as fox skins, a kind of ermine, wax, honey, chesnuts, and the like, but in small quantities, value not supposed to exceed 200,000 piastres, or nearly 180*l.*; total equivalent value of this export traffic, about 172,454*l.*

This value will not, for the most of it, be represented in the export return, to be given further on, because that return will have reference principally to the export per steamer, whereas, of the articles just enume-

rated by far the greater part is embarked on board sailing vessels; a small quantity is also reserved for local consumption.

The third traffic, which centres at Trebizond, is that dependent on the minor ports in its neighbourhood along the line of coast, comprising the productions of the immediate vicinity of Trebizond itself.

I shall, before entering on the details of this traffic, give a list of these ports, simply to indicate their whereabouts, after which shall follow the list of the articles thence sent, their quantity, and their value, as relative to the Trebizond traffic, distinguishing, so far as possible, the localities whence they are sent. But for further particulars regarding those localities, we must refer to the description of the Sanjaks, or sub-provinces, to which they severally belong.

These ports accordingly are—Batoum, about 140 miles east of Trebizond; Atineh, about 80 miles east; Rizeh, about 50 miles east; Surmeneh, about 18 miles east; Covatah, about 6 miles east; Platanah, about 6 miles west; Elean, about 40 miles west; Tireboli, about 60 miles west; Cherasund, about 85 miles west; Ordoo, about 110 miles west; Fatsah, about 150 miles west. Of these, Batoum is a harbour; Rizeh, Surmeneh, Platanah, and Ordoo are good roadsteads, with safe anchorage; the rest are roadsteads also, but insufficiently sheltered.

The articles hence supplied, and concentrated for further exportation at Trebizond, are chiefly—

Flax, in its rough state or fibre. Of this, about 310,000 okes Turkish yearly; price, 2 piastres, or 4*d.* the oke; value, nearly 5,167*l.*, chiefly from Rizeh, where the best is grown; also from Tireboli and Fatsah. Flax, wrought into cloth, some coarse, some fine, some of great delicacy, sold by the piece, each piece being about three yards in length; about 130,000 such pieces are furnished yearly; their price varies from 80 to 1,000 piastres, or from 13*s.* 4*d.* to 8*l.* 6*s.* 8*d.* the piece, according to their quality. The finer sort is very highly esteemed and sought after as a fancy article in the East, much like Brussels lace in Europe. The average value reckoned at about 150,000*l.* yearly.

This article is the exclusive manufacture of Rizeh. The coarser sort of it is dyed at Trebizond, where 17 dyeries are at work.

Nuts, chiefly hazel; some filberts also, and walnuts. Quantity, about 120,000 kintars Turkish yearly, at an average price of 78 piastres, or 13*s.* English, the kintar; total value, 78,000*l.* These come chiefly from the neighbourhood of Covata, Elean, Cherasund, and Fatsah.

Butter, of a coarse description, but good enough for cooking purposes, that is, here. Quantity, about 80,000 okes Turkish, at 9 piastres or 1*s.* 6*d.* the oke; total value, 6,000*l.* This is furnished from all the points above enumerated along the coast, especially from those towards the west.

Beans, about 465,000 kôts Turkish, at 7 piastres or 1*s.* 2*d.* the kôt; yearly total value, 27,125*l.* These are principally supplied by the ports west of Trebizond.

Maize, or *Indian corn*, about 180,000 kilos. Turkish, at 16 piastres or 2*s.* 8*d.* the kilo.; total value, 29,000*l.* This article is chiefly brought from the low neighbourhood of Batoum, of Atinah, of Fatsah, and of Trebizond itself.

Wheat, about 100,000 kilos., at 28 piastres or 4*s.* 8*d.* the kilo.; total value, 28,231*l.* nearly. This is entirely from the ports to the west.

Linseed, about 10,000 batmans, at 18 piastres or 3*s.* the batman; value, 1,500*l.* From Fatsah.

Fruits, including first-rate oranges and lemons from Rizeh; the rest belong to the kinds enumerated already, but are of a quality somewhat inferior to those of the inland. About 200,000 kintars, at 24 piastres, or 4*s.* English, the kintar; total value, 40,000*l.* These are from every point along the coast, including Trebizond itself.

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Tobacco, an inferior quality, varying in price from 4 to 24 piasters the batman, that is, from 8*d.* to 4*s.* Quantity, about 13,000 bales, each bale containing 5 batmans; total value, 7,000*l.* This is from the neighbourhood of Platanah, brought from thence to Trebizond; some of it is exported to England, more to Russia.

Silk, 3,000 okes Turkish, at 250 to 350 piastres, or from about 2*l.* 2*s.* to 3*l.*, the oke; total value, 7,500*l.* nearly. This is almost wholly from the district of Liwaneh, in the neighbourhood of Batoum; its cultivation dates from only three years back.

Silkworm eggs, 800 okes, at 800 to 1,400 piastres, or from 6*l.* 14*s.* to 11*l.* 14*s.*, the oke; total value, 7,200*l.* nearly. From the same locality, and under the same circumstances.

Rice, about 12,000 batmans, at 13 piastres or 2*s.* 2*d.* the batman; value, 1,500*l.* Entirely from Batoum.

Wine, about 9,000 batmans, at 12 piastres or 2*s.* 4*d.* the batman; quality said to be good; total value, 1,140*l.* nearly. This is from Tireboli. The vine disease did much injury here, but the plants have now mostly got over it.

Olive oil, about 12,000 okes, at 9 piastres or 1*s.* 6*d.* the oke; value, 900*l.* This is from Platanah.

Fish oil, extracted from porpoises, about 154,000 okes, at 3 piastres or 6*d.* the oke; total value, 3,850*l.* The fishery is mainly carried on off Surmeneh; also all along the coast eastwards.

Beeswax, about 36,000 okes, at 28 piastres or 4*s.* 8*d.* the oke; total value, 8,400*l.* This is principally from Batoum; some also is brought from Elean.

Sea fowl, an inferior kind of eider-duck, valued for their feathers, Quantity about 10,000, at 15 piastres or 2*s.* 6*d.* a-piece; total value, 1,250*l.* Brought from Rizeh and Surmeneh.

Timber, about 80,000 boards, principally beech, chesnut, and fir; average value, 2 piastres or 4*d.* the board; total value, 1,000*l.* Chiefly from Platanah; also from Batoum; but information is here defective; as also on the quantity of firewood brought from different points of the coast, and conjectured to be worth about 800*l.* yearly.

Lastly, we may add to the above list, articles brought hither from Russian ports, from Taganrog in particular, for further exportation, These articles are:—

Corn, about 73,000 kilos., at 36 piastres or 6*s.* the kilo.; total value, 21,900*l.*

Flour, 1,200 sacks, at 96 piastres or 16*s.* the sack; value, 960*l.*

Summing up the total values of these two lines of trade, which represent, in great measure, the export and import of Trebizond, as conducted by land, exclusive of the Persian transport, and by sea, exclusive, in the main, of steamers, we have, from the Anatolian mainland 172,454*l.*, from the coast 423,423*l.*, total 595,877*l.* A few further remarks are necessary before quitting this subject.

Firstly. That the above data have been collected, as best might, from personal and individual inquiry: hence it is probable that the information they convey is incomplete on many points, and not mathematically exact on others. Accordingly, and to be on the safe side of exaggeration, the numbers furnished have been throughout systematically diminished by about 10 per cent.

Correct ciphers could indeed be obtained from the Ottoman Custom-house, and thence alone; but for this a special permission from the chief Director of Customs at Constantinople would be needed. It has been applied for, but even should it be obtained, much time must go by before knowledge can be extracted in a serviceable form from slovenly books and

unassorted papers: hence it has seemed better not to keep this Report so long waiting. Should the permission be subsequently granted, it will be useful afterwards.

Secondly. The three traffics already specified, and hence the steam traffic to and fro, with Constantinople and Europe, are steadily on the increase. The great rise in house-rent, and the constant building of new houses at Trebizond—a place the only attractions of which, whether for natives or Europeans, are commercial—is a collateral proof.

Thirdly. There existed here, till within the last five years, a fourth and a very important commerce, namely, that from and with the coasts of the Caucasus, not, as has been gratuitously asserted, in slaves, but in the more lawful and profitable articles of grain, hides, wax, oil, wood, furs, and the like. This commerce has now ceased, owing to the well-known depopulation of the Caucasus, and the ruin of its seaports. The cessation gave at first a rough shock to Trebizond, and many bankruptcies were the consequence, but the deficiency has since been filled up from other quarters.

Subjoined are the following tabular Statements, illustrative of the subject now in hand:—

A.—A SUMMARY of the Steamer Movement at Trebizond, for the Year 1867, with the Gross Amount of Import and Export therewith connected.

Nationality.	ARRIVED.					In Ballast.
	Number.	Tonnage.	Crews.	Values in Turkish Money.	Values in English Money.	
Russian ..	104	56,014	4,045	54,550,040	£ 287,917 0 0	..
French ..	86	43,565	3,106	79,947,540	666,229 10 0	..
Turkish ..	40	14,622	1,254	24,195,480	201,629 0 0	..
Austrian ..	35	16,862	1,225	50,151,242	417,927 2 0	..
Italian ..	20	8,760	662	32,955,450	274,462 10 0	..
British ..	2	1,032	50	3,437,640	28,647 0 0	..
Total ..	287	140,855	10,292	225,237,392	1,876,812 2 0	..
	CLEARED.					
Russian ..	104	56,014	4,045	30,192,360	251,603 0 0	..
French ..	86	43,565	3,106	67,686,400	564,053 0 0	..
Turkish ..	40	14,622	1,254	15,632,610	132,268 0 0	..
Austrian ..	35	16,862	1,225	47,553,680	396,264 0 0	..
Italian ..	20	8,760	662	18,048,840	150,407 0 0	..
British ..	2	1,032	50	3,025,920	25,216 0 0	..
Total ..	287	140,855	10,292	182,138,810	1,519,811 0 0	..

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a.—DETAILED Return of Import by French Steamer during a Month of the same Year.

Articles.	Number.	Single Values in Piastres.	Total Values in Piastres	Total Values in English Money.		
				£	s.	d.
Sugar, in barrels	303	1,700	212,100	1,767	10	0
Wine, in boxes	404	100	40,400	336	13	0
Sundries, in bales	367	5,000	1,835,000	15,291	18	0
Wool and cotton stuffs, in bales ..	44	4,000	176,000	1,466	15	0
Oil, in barrels	2	800	1,600	13	7	0
Spirits, in barrels	56	400	22,400	185	0	0
Furniture, in boxes	46	3,000	138,000	1,150	0	0
Manchester goods, in bales	835	4,000	3,340,000	27,833	7	0
Crockery, in boxes	8	1,000	8,000	66	15	0
Clothes, in boxes	4	10,000	40,000	333	7	0
Leather, in rolls	12	3,500	42,000	350	0	0
Boots and shoes, in boxes	7	3,000	21,000	176	15	0
Rope, in bales	13	700	9,100	75	18	0
Sugar, in boxes	600	400	240,000	2,000	0	0
Nails, in barrels	55	105	5,775	48	16	0
Watches, in boxes	2	10,000	20,000	166	15	0
Coffee, in bags	42	700	29,400	245	0	0
Preserved eatables, in boxes	70	1,000	70,000	583	7	0
Furniture, in cases	5	500	2,500	10	17	0
Shirts, in bales	2	3,000	6,000	50	0	0
Money, in groups .. .. .	..	..	143,430	1,195	5	0
Total .. .. .	..	..	6,402,105	53,376	5	0

NOTE.—The destination of most of the above articles was Persia; part, however, such as the oil, spirits, wine, coffee, nails, and part of the sugar stops in Anatolia. The Table is for the month of May, when the import is at a fair average.

b.—DETAILED Return of Export by the same, and for the same Period.

Articles.	Number.	Single Values in Piastres.	Total Values in Piastres.	Total Values in English Money.		
				£	s.	d.
Persian tobacco, in bales	2	2,000	4,000	33	7	0
Beans, in large sacks	9	150	1,350	12	18	0
Nuts, chiefly hazel, in sacks	14	190	2,660	22	3	0
Raisins, in bales	150	180	27,000	233	7	0
Eatables, dried meat, &c., in bales ..	5	1,000	5,000	41	16	0
Fruit, in bales	17	200	3,400	20	18	0
Manufactures, native, in bales	3	5,000	15,000	125	0	0
Sundries, native, in bales	100	3,000	300,000	2,500	0	0
Copper, in pigs	66	2,000	132,000	1,100	0	0
Linen, in bales	2	4,000	8,000	66	14	0
Hazel wood, in pieces	21	100,000	2,100,000	17,500	0	0
Wax, in barrels	1	1,200	1,200	10	0	0
Silk, in bales	1	4,000	4,000	33	6	0
Thread, in bales	7	1,000	7,000	58	6	0
Cotton, in bales	594	800	525,200	4,393	6	0
Wood, fine quality, in pieces	12	500	6,000	50	0	0
Shawls, in bales	6	3,000	18,000	150	0	0
Money, in groups .. .. .	..	..	611,900	5,080	0	0
Total .. .. .	..	..	3,781,510	31,406	3	0

NOTE.—The destination of most of the above articles was Constantinople, and thence mostly to France. Number of deck passengers 716, at about £1 2s. a-head, giving a value of £787 6s. in all. This Table is for the month of May. In summer and autumn the export is almost the double of what it is in spring and winter.

B.—MOVEMENT of British and Foreign Sailing Ships at Trebizond during the Year 1867.

Nationality.	ENTERED.				CLEARED.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
British ..	4	2,209	2	529	6	2,738	..	..
Turkish ..	62	8,995	43	4,201	102	12,784	3	412
Russian ..	18	710	11	420	25	927	4	203
Greek ..	3	374	..	..	3	374	..	..
Italian ..	11	4,445	..	..	9	3,645	2	810
Austrian ..	..	..	1	419	1	419	..	..
Prussian ..	..	..	1	268	1	268	..	..
Mecklenburg ..	1	88	..	..	1	88	..	..
Total ..	99	16,831	58	5,837	148	21,243	9	1,425

C.—COASTING Trade at Trebizond for the same Year.

Nationality.	ENTERED.				CLEARED.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Turkish ..	851	16,333	41	298	870	16,486	22	145
Russian ..	5	390	..	..	5	390	..	..
Total ..	856	16,720	41	298	875	16,876	22	145

A'.—RETURN of Steamers and Sailing Ships, British and Foreign, at the Roadstead of Samsoun, for the Year 1866.

Nationality.	ENTERED.							
	Steam.				Sail.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Austrian ..	24	16,552	..	..	..	..	..	..
Belgian ..	..	..	1	777	..	..	..	..
Egyptian ..	1	420	..	..	..	..	..	..
French ..	52	31,338	..	..	..	..	..	..
Greek ..	..	..	..	..	4	812	3	318
Italian ..	17	6,855	..	..	..	..	..	..
Russian ..	52	30,827	..	..	4	310	5	288
Turkish ..	57	25,650	..	..	3	336	9	1,131
British ..	..	..	..	..	..	..	1	225
Total ..	203	111,692	1	777	11	1,458	18	1,962

Nationality.	CLEARED.							
	Stesm.				Sail.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Austrian	24	16,552	..	..	..	..	..	..
Belgian	1	777	..	..	..	..	..	..
Egyptian	1	420	..	..	..	..	..	..
French	52	31,358	..	..	..	..	..	..
Greek .. ..	..	..	..	..	4	812	3	318
Italian	17	6,855	..	..	..	..	..	..
Russian	52	30,827	..	..	6	393	3	205
Turkish	57	25,650	..	..	7	896	5	571
British .. ..	..	..	..	..	1	225	..	..
Total	204	112,469	..	..	18	2,326	11	1,094

B'.—COASTING Trade at Samsoon for the same Year.

Nationality.	ENTERED.				CLEARED.			
	With Cargo.		In Ballast.		With Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Turkish	133	1,313	84	1,016	103	1,122	114	1,197
Russian .. ..	..	..	2	18	2	18	..	..
Total	133	1,313	86	1,034	105	1,140	114	1,197

C'.—RETURN of Exports at Samsoon, in Gross, for the Year 1866.

	Merchandize.	Number of Bales.	Weight in Kilograms.	Value in Piastres.	Value in English Money.
By STEAMER:—					
Austrian... ..	Sundries	12,150	1,255,570	2,452,999	£ s. d. 22,299 18 0
French ... ..	.. ..	23,000	2,360,000	4,620,500	42,004 12 0
Italian ... ..	.. ..	7,500	825,000	1,478,900	13,414 12 0
Russian ... ..	.. ..	20,091	2,211,200	3,205,422	29,140 4 0
Ottoman... ..	.. ..	17,214	1,755,810	5,847,322	53,157 9 0
.. ..	Copper, in bars .. ..	.. ..	1,432,275		
.. ..	Pigs of lead .. ..	.. ..	112,750		
By SHIP:—					
Austrian... ..	Wheat and timber .. ..	.. ..	711,680	149,000	1,354 11 0
Greek	Wheat .. ..	.. ..	1,455,616	284,300	2,584 10 0
British ... ..	.. ..	.. ..	708,000	150,000	1,363 13 0
Russian	Sundries	970	93,940	83,750	761 8 0
Ottoman... ..	Wheat .. ..	.. ..	1,395,360	253,000	2,300 0 0
By COASTER:—					
Ottoman	{ Sundries	1,500	16,500	103,000	1,118 5 0
	{ Wheat .. ..	.. ..	546,560		
Total .. ..	.. ..	77,505	14,120,321	18,578,193	170,569 2 0

D. — RETURN of Imports, also in Gross, at Samsoun for the Year 1866.

	Merchandise.	Number of Bales.	Weight in Kilograms.	Value in Piastres.	Value in English Money.	
					£	s. d.
By STEAMERS:—						
Austrian	Sundries	4,520	497,200	3,244,582	29,495	10 0
"	Iron bars	3,059	61,180			
French	Sundries	7,602	836,220	5,340,180	46,728	18 0
"	Iron bars	4,831	96,620			
Italian	Sundries	2,762	302,820	847,945	7,708	12 0
Russian	"	5,619	618,100			
"	Iron bars	1,205	24,100	4,768,825	42,802	13 0
Ottoman	Sundries	11,905	1,309,550			
"	Iron bars	8,091	161,820	6,091,428	55,376	13 0
By SHIPS—						
Greek	Sundries	6,501	130,500	41,235	374	17 0
Ottoman	"	150	15,000			
"	"	5,032	90,000	136,675	1,242	10 0
By COASTERS—						
Ottoman	"	3,420	300,000			
Total		64,697	4,444,110	20,470,870	183,740	3 0

A'. — RETURN of Steamers and Shipping at Sinope for the Year 1867.

Nationality.	ENTERED.											
	Steamers.						Sailing Ships.					
	In Cargo.		In Ballast.		Touching for Shelter.		In Cargo.		In Ballast.		Touching for Shelter.	
	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.	Number.	Tonnage.
Turkish	93	56,460	3	400	...	...	39	8,424	32	7,016	24	3,231
French	105	68,250	...	...	...	...	...	...	...	...	1	301
Austrian	66	44,850	...	...	...	...	...	...	...	...	4	1,280
English	1	516	...	...	...	...	...	...	...	...	...	...
Italian	2	800	...	...	3	1,200	...	...	...	...	...	...
Russian	2	1,600	...	...	4	2,200	9	1,474	...	...	2	315
Greek ... ..	...	...	...	...	...	...	2	141	...	...	4	679
Danubian ... ..	...	...	...	...	...	...	...	...	...	...	1	140
Samos ... ..	...	...	...	...	...	...	3	218	...	...	1	117
Norway ... ..	...	...	...	...	...	...	1	318	...	...	...	...
Total	269	172,506	3	400	7	3,400	54	10,575	32	7,016	37	6,063
Nationality.	CLEARED.											
	With Cargo.		In Ballast.		Touching for Shelter.		With Cargo.		In Ballast.		Touching for Shelter.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
	Turkish	96	56,860	56	11,760	15	3,680	24	3,231
French	105	68,250	...	...	...	...	...	...	...	...	1	301
Austrian	66	44,880	...	...	...	...	...	...	...	...	4	1,280
English	1	516	...	...	...	...	...	...	...	...	...	...
Italian	2	800	...	...	3	1,200	...	...	...	...	...	...
Russian	2	1,600	...	...	4	2,200	9	1,474	...	...	2	315
Greek ... ..	...	...	...	...	...	...	2	141	...	...	4	679
Danubian ... ..	...	...	...	...	...	...	...	...	...	...	1	140
Samos ... ..	...	...	...	...	...	...	3	218	...	...	1	117
Norway ... ..	...	...	...	...	...	...	...	1	218	...	...	...
Total	272	172,906	...	...	7	3,400	70	13,593	16	3,998	37	6,063

B'. — COASTING Trade at Sinope for the same Year.

Nationality.	ENTERED.					
	With Cargo.		In Ballast.		Touching for Shelter.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Turkish	36	900	18	716	23	595



Nationality.	CLEARED.					
	With Car _o .		In Ballast.		Touching for Shelter.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Turkish	41	1,031	13	585	23	595

C'.—EXPORT, a Detail Report at Sinope for the Year 1867.

Destination.	Articles.	Number.	Single Values in Piastres.	Total Values in Piastres.	Total Values in English Money.
Constantinople ..	Linseed, in bags ...	1,351	120	162,120	£ 1,351 0 0
Marseilles ...	" " " " " " " " " "	610	120	73,200	610 0 0
Constantinople ...	Tobacco, in bales ...	3,016	490	1,206,400	10,053 7 0
England ...	" " " " " " " " " "	385	400	154,000	1,283 7 0
	Rice, in bags ...	1,999	160	616,960	5,141 6 0
	" " " " " " " " " "	1,857	160		
	Chestnuts, in bags ...	1,052	50	52,600	433 6 0
	Maize, in sacks ...	1,093	60	65,580	546 10 0
	Caviar, in barrels ...	392	300	117,600	980 0 0
	Fruit, in boxes ...	62	50	3,100	25 18 0
	Wheat, in sacks ...	85	360	30,600	255 0 0
	Barley, in sacks ...	109	50	5,450	45 8 0
	Salep, in sacks ...	22	600	13,200	110 0 0
	Silkworm eggs, in boxes ...	8	16,000	128,000	1,066 18 0
	Train-oil, in barrels ...	120	300	36,000	300 0 0
	Manufactures, in bales ...	40	80	3,200	26 16 0
	Silk-cocoons, in sacks ...	33	1,600	52,800	440 0 0
	Millet, in sacks ...	8	140	1,120	9 6 0
	Sundries, in bales ...	216	100	21,600	180 0 0
	Money (government), in groups ...	290	...	1,389,906	11,582 16 0
	Money (traders), in groups ...	64	...	465,600	3,880 0 0
	Sheep, alive ...	728	40	29,120	242 14 0
	House-timber, ship-loads ...	14	25,000	350,000	2,916 18 0
	Ship-timber, ship-loads ...	9	30,000	270,000	2,233 6 0
	Fire-wood, ship-loads ...	6	5,000	30,000	260 0 0
	Salt, contraband, by the oke ...	50,000	1	50,000	416 18 0
	Total ...	...	...	5,328,156	44,395 14 0

TABLE showing Passenger Traffic from the Harbour of Sinope for the year 1867.

Destination.	Passengers.	Number.
Constantinople ..	Soldiers	912
	Ordinary	1,819
Trebizond	Ordinary	211
Smyrna	Circassian exiles ..	1,300
Total .. ..	.. ..	6,142

D".—RETURN of Imports in detail at Sinope for the Year 1867.

Articles.	Nnمبر.	Single Values in Piastres	Total Values in Piastres.	Total Values in English Money.		
				£	s.	d.
Caviar, in barrels	415	300	124,500	1,037	10	0
Flour, in sacks	425	100	42,500	354	2	0
Cotton manufactures, in bales	145	5,000	725,000	6,041	18	0
Sugar, in barrels	126	500	63,000	525	0	0
Spirits, in kegs	120	600	72,000	600	0	0
Soap, in sacks	313	300	93,900	782	10	0
Wine in barrels	51	200	10,200	95	0	0
Coffee, in bags	195	400	78,000	650	0	0
Nails in barrels	338	100	33,800	265	0	0
Pickles in barrels	72	100	7,200	60	0	0
Dried fruits, in bales	110	120	13,200	110	0	0
Candles, in boxes	60	120	7,200	60	0	0
Glass and crockery, in boxes	49	100	4,900	40	18	0
Thick cottons, in bales	71	3,000	231,000	1,775	0	0
*Sheepskins, in bales	14	200	2,800	23	5	0
Oil, in barrels	32	800	25,600	213	5	0
Hardware, in boxes	70	150	10,500	87	10	0
Sugar-plums, in boxes	14	200	2,800	23	5	0
Light cottons, in bales	20	600	12,000	100	0	0
Eatables, in bales	10	100	1,000	83	7	0
Military trimmings, in bales	25	700	17,500	147	10	0
Objects for the telegraph, in bales.. .. .	31	500	15,500	129	3	0
Sundries, in bales	814	130	105,820	881	18	0
Iron, in bars	402	65	13,650	113	16	0
Money, in groups	95	..	680,874	5,674	0	0
Train-oil, in barrels.. .. .	120	300	36,000	300	0	0
†Salt, by contraband, okes.. .. .	160,000	1	160,000	1,333	6	0
Maize, by the kilo.	1,200	16	19,200	160	0	0
Coal, by the ton	4,493	200	898,600	7,488	7	0
Total .. .. .	..	..	3,490,244	29,155	8	0

NOTE.—The destination of most of the above was Sinope and the interior so far as Castemouni and Changora. Most of these articles are from Europe; a few from Trebizond.

* For Treboli.

† For Russia

EXPLANATORY NOTES ON THE REPORTS HERETO ANNEXED.

A.

The important point in this return is, that the import and export which it constates is very nearly correlative with the Persian overland Trebizond traffic, and may fairly be taken as its measure. Nine-tenths of the steamer cargoes at Trebizond, going and coming, are for or from Persia. Only the Russian steamers, being in correspondence with Poti, bring a more mixed freight, but that is comparatively little.

The total number of steam arrivals and departures, in this Report, is 474; total tonnage, 281,710; value of total import, 1,876,812*l.* 2*s.*; value of total export, 1,519,811*l.*

a.

We have here a sample in detail of the kind of articles usually imported by steamer to Trebizond. Manchester goods, sugar, and iron are the most notable items. Tea, which is largely imported, is however wanting on this list; it comes mainly in sailing ships. The sum and



character of steam import changes very little throughout the year, so that May, here given, may represent any month of the twelve.

b.

This gives a similar sample of export by the same channel, and during the same period; but, unlike the import, export varies considerably with the season. In fact, May, the month here chronicled, gives much less than the average, the full tide of exportation not setting in till June, owing to the severe cold in the interior. Persian wares, to reach Trebizond in May, must have left Tabreez in March, or even earlier, at a time when the uplands are still covered with snow. The export period is from June to December, both inclusive.

Note.

Taking all together, the export from Persia is about one-third less than the import, as appears by the Returns *a* and *b*; yet the total export of Trebizond undoubtedly exceeds its import. The solution is, that the deficiency on the import side, represented on the steamer returns, which, as above said, mainly correspond to the Persian trade, is more than made up by the Anatolian and the long-shore trades, which answer to the two returns next following.

B.

It is to be regretted that so little British shipping figures in this return. The great cargo excess in clearances over arrivals will be noticed. It is the converse of the Persian trade, and its explanation lies in the preceding note.

The totals in the report are—ships arrived with cargo, 99; in ballast, 58; left with cargo, 148; in ballast, 9; total shipping, 157; total tonnage, 22,668.

C.

The coasting trade, almost wholly Turkish. In this return the cargo difference between "entered" and "cleared" is very slight.

Totals entered with cargo, 856; in ballast, 41; cleared with cargo, 875; in ballast, 22; total of coasting smacks, 897; total tonnage, 17,021.

Note 1.

After all endeavours, it has been impossible for me to obtain a correct enumeration of the crews, and some other particulars noted in the printed forms for shipping returns. Those now sent, though imperfect, will yet, I trust, be of some use towards the chief object of the present Report; and the same remark applies, more or less, to all the other returns.

Note 2.

Regarding Reports B and C in particular, I cannot pretend to specify the value of import which they represent, having no data to go by; but the value of export by ship and coaster is very nearly the equivalent of that given above as the sum of export from the Anatolian inland and coast, namely, 595,877*l.* This, added to the steamer (mainly Persian) export, gives a total value of 2,115,688*l.* for Trebizond export yearly. The total value of import, including the 1,876,812*l.* above given, may be roughly estimated at about 2,000,000*l.*

Note 3.

The great number of Turkish small craft on this coast, and the low cipher given by the tonnage of their ships, will also have been noticed in

Returns B and C. It may be added that in the documents whence Return B was compiled, only 23 Turkish ships figure as above 100 tons; the remaining 82 average between 25 and 50 tons each. The coasters are of course smaller still.

For further illustration of the commerce on this coast, we have subjoined the following tabular statements regarding the sister ports of Samsoun and Sinope:—

A'

This return of steamers and shipping at Samsoun is drawn up for the year 1866, the documents necessary for the return of 1867 not having been ready for work when we last visited that port.

Here the totals are—Steamers: arrived with cargo, 203; in ballast, 1; all left with cargo; total, 204. Ships: arrivals with cargo, 11; in ballast, 18; on clearance the above numbers are exactly reversed; total, 39.

It should be noticed that Samsoun Roads are very bad for ships, which avoid them as much as possible. Steamers generally touch at Samsoun, because on the midway to and fro between Constantinople and Trebizond; but when the sea is rough, a frequent occurrence, they can neither take nor land cargo.

B'

Coasters: arrived with cargo, 133; in ballast, 86; cleared with cargo, 105; in ballast, 114; total, 219. All are Turkish. These smacks are mostly from Trebizond, and from the small ports of Bafrah, Oomieh, Thermeh, and Fatsah, adjoining Samsoun. They bring more than they take. The crews are chiefly Laz.

C'

This export Table is given in gross, and is far from being complete. Tobacco, the principal article of Samsoun export, is not specified. Now its average exportation from Samsoun reaches about 40,000 bales yearly, at 800 to 1,000 piastres the bale, for the quality is fine: thus the total value for this sole article is about 360,000*l.* yearly. This, added to the 170,569*l.* given in the Report, brings the total up to 530,569*l.*, a number which other data, now in my possession, make me believe to be not far from the mark.

Note.

The Pasha of Samsoun assured me that since the late reduction in the duty on tobacco its exportation has more than doubled. He reckoned, in a general way, the number of bales exported during 1867 at about 100,000, or at $2\frac{1}{2}$ per cent. above the total of 1866. He added, giving reasons for what he said, that were the duty (now 6 piastres the oke, or 1*s.* on 2·8 lbs. English) still further reduced to 3 piastres, or 6*d.*, the export would certainly present a more than proportionate increase, to the profit alike of Government and of the cultivators.

The notion, sometimes advocated in print, that tobacco may without scruple be heavily taxed in the land of its production, because "an article of luxury," is a mistake. To the consumers, indeed, tobacco may possibly be what is termed "an article of luxury," but it is not such to the peasant who grows it, nor to the merchant who exports it. If it is to be taxed, it should be subject to import duties only, hardly, if at all, to export or sale duties. In journeys made during the reign of the present Sultan, through the whole of that vast tobacco-growing extent of land which lies between Bagdad and Samsoun, I have been eye-witness of the great injury done to the peasantry, and therefore to itself, by the present Government, through the injudiciously heavy duty imposed on this staple production.



D'.

Imports, among which iron is prominent. The "sundries," here classed in general, are much the same as those in *a*, of Trebizond. They go inland to Amasia, Zilah, Sivas, Kaisareeyah, and the other great Anatolian centre towns. Indeed the 2,690 shops of Kaisareeyah are mostly supplied from Samsoon.

The total value for the year 1866, as here given, came up to 183,740*l.* 3*s.*; that of 1867 has certainly surpassed it.

Follow the returns of shipping, export, and import for Sinope. By great good fortune we have been able, in this case, to collect the statistics of the past year, 1867.

A''.

In this return of steamers and sailing ships, the large number of the latter "touching for shelter" will be noticed. The reason is, that between Batoum and the Bosphorus—that is, along the whole line of coast—Sinope is the only port affording secure shelter at all times and in all winds. That the Ottoman Government should have neglected it thus long is alike unaccountable and disgraceful.

The total of steamers: entered, 279; cleared, the same. Total of sailing ships: entered with cargo, 54; in ballast, 32; cleared with cargo, 70; in ballast, 16; touching for shelter, 37; total, 123, mostly Turkish; the average tonnage under 200.

B''.

The coasting trade at Sinope is insignificant. Smacks, with cargo or in ballast, reach only 54; those running in for shelter, 23; total, 77. This is owing partly to the smallness of Sinope itself as a town, partly to its want of ready communications with the interior.

Note.

The prevalent idea that good lines of communication from Sinope to the interior would be very difficult, indeed almost impossible to make, is a complete error. It must have arisen, I think, from ignorance of the localities, which seem to have been never attentively examined, much less surveyed. The real facts are, that a road from Sinope, crossing the low range of Saramsak into the valley of the Kizil-Irmak, near Wezeer-Köpri, and going thence by the plain of Marsioan to Zilah, would be fully as easy as making one from Samsoon to Marsioan, much easier than from Ismid.

C''.

The total value of export, here given in detail, appears at 44,395*l.* 14*s.* One-fifth is due to tobacco. Silk is as yet insignificant, but it is likely to increase much in coming years.

D''.

The import, also in detail, gives the trifling value of 29,155*l.* 8*s.* Why it is so little has been stated already. Coal for the steamers, which take it in here, and cotton manufactures, form about the half. The cottons go to Kastemouni, Tosia, Changorah, Boli, and their neighbourhood. They will go to Angorah when the road thither is made.

Thus much in illustration of the sources, the quantity, and the direction of the trade of Trebizond, given partly in a narrational form, partly in tabular statements, and elucidated by the parallelism of Samsoon and Sinope, with their analogous statistics.

Returning to Trebizond itself, there remains to be noticed that its immense commerce, now stated, is almost entirely in second-rate and



PART II.
SECTION A.

“SANJAK” OF TREBIZOND.

This “Sanjak,” or division, of which we have already traced out the extent and the limits, is divided into six principal districts, or “Kaim-makamliks.”

First district, that of Trebizond Proper. It is bounded by the sea to the north; but on the land side it extends about 14 miles in every direction, taking the town as centre. It contains five “nabiyahs,” or sections.

First. The town of Trebizond itself and its suburbs. But this section has already been sufficiently described.

Second. The “Nahiya,” or section, called that of “Wakf-Sagheer,” or “Little Endowment.” Its principal villages are Yomrah inland, where the “Mudeer,” or director, resides; and Covatah on the sea-shore. This section lies east of Trebizond; nuts are its chief land produce; there is a good porpoise fishery along its coast; train-oil is hence an important export.

The total of villages in this section is 70; that of the inhabitants 22,956, of whom 22,140 are Mahometan, and 816 Greek.

Third “Nahiya,” that of Machkah; it lies inland, immediately behind Trebizond, and along the road to Erzeroum; its principal village is Jevzlik, or “Nuttery.” Chief products: Maize, tobacco, and orchard fruits.

This “Nahiya” gives in totals 98 villages and 30,526 inhabitants; and of these last 18,460 are Mahometans, and 12,066 Greeks. The “Greeks” belong chiefly to the ambiguous caste called “Kroomlees,” who occupy a mid-way position between Christianity and Islam.

Fourth “Nahiya,” Akcha-Abad. It follows the coast from Trebizond westwards, and contains the bay and harbour of Platanah. The principal village is Platanah, a thriving haven, and a secure anchorage in northerly gales. The chief products are olive oil, tobacco, and orchard fruits, also nuts and maize. There is porpoise-fishing off the coast.

The totals are 133 villages, and 43,089 inhabitants; and of these 38,267 are Mahometans, and 4,822 Greek.

Fifth “Nahiya,” “Wakf-Kebeer,” or “Great Endowment.” It lies inland, south-west, behind Platanah. The principal village is Tooniah; the products are nuts, maize, and timber, plane, chestnut, and fir.

Here we have 104 villages, and 40,814 inhabitants. All are Mahometans.

This entire “Kaim-makamlık,” or district, furnishes us accordingly with 405 villages, 137,385 inhabitants, not reckoning the town of Trebizond, and 170,686 inhabitants, the town of Trebizond included, giving on an average 450 souls per square mile. Excepting, perhaps, some spots on the eastern shore of the Bosphorus, and of the Sea of Marmora, Anatolia contains no thicklier-peopled district than this. The cause lies in the extreme fertility of the coast soil, joined to an active commerce.

There is no separate “Kaim-makam,” or lieutenant, for this district,

the necessity of such being superseded by the personal residence of the Governor and his staff.

The second district, or "Kaim-makamlik," is that of Rizeh. It lies along the sea-coast at a distance of from 40 to 70 miles east of Trebizond. It is sub-divided into two sections.

First the "Kaza," or larger section, literally "jurisdiction" of Rizeh itself, where the Kaim-makam resides. The town stands on a very pretty bay, well protected by high hills on the land side, and by a long cliff-like promontory to the south, west, and north-north-west; the opening of the bay is between north and east. The anchorage is good. The town contains a Governor's residence, a Custom-house, a quarantine, several mosques, a Greek church, and a ruined castle of Laz construction. The number of inhabitants is about 5,000, of whom about 600 are "Greek." The country on either side along the bay is thickset with orange trees, lemon trees, and citrons, all bearing excellent fruit; other orchard trees abound also. But the principal occupation of the inhabitants is in their cloth manufacture, famous in the east, and of which we have spoken in a former part of this report. The coast trade is here very thriving, and the chase of wild ducks and the porpoise fisheries are productive.

Inland flax is the principal growth; maize and grain are here secondary.

From Rizeh a track, it can hardly be called a road, crosses the mountains southwards, range after range, till it enters the valley of Beyburt, somewhat east of that town; then goes on to Tortoum, and thence traverses the main Anatolian watershed by the well-known pass of "Giurgestan-Kapoosi," or "Gate of Georgia," and thus reaches Erzeroum. The whole length of this route is 50 Turkish hours, or about 200 English miles; being thus considerably shorter than the ordinary caravan route from Trebizond to Erzeroum. But it is only open in summer and autumn; in spring and winter all passage is barred by snow.

Rizeh is a place sure to rise in importance from the copiousness of its products and the industry of its population.

In the "Kaza" itself we have 164 villages, and 70,496 inhabitants, of whom again there are 69,540 Mahometans, and 950 "Greek."

Secondly, the "Nayiha," or section called Kura-Sebaá, or "Seven Villages;" it lies to the inland eastward of Rizeh within the mountains; the principal village is Orta-Koi. Its products resemble those of Wakf-Kebear, before stated.

Here we have 30 villages, and 16,003 inhabitants. The entire population is Mahometan. For the entire Kaim-makamlik, 194 villages, and 86,499 inhabitants; and of these last 85,549 are Mahometan, and 950 "Greek." The average density of the population is about 100 to the square mile.

The third Kaim-makamlik is that of Tireboli. It lies along the coast west of Platanah, and immediately behind the bold Yoros promontory; its extent is from about 15 to 60 miles westward of Trebizond. It is divided into two sections.

First, a "Kaza," or "Jurisdiction," containing Tireboli itself. This town stands on the sea-shore; it has a harbour, but available for small craft only, and formed by the Tridental promontory, whence its name is derived. The number of houses in Tireboli is 218, that of the townspeople 2,300 nearly.

Close by the beach, and among the rocks near the mouth of the Charshoot River, which here enters the sea, are the silver mines of Tireboli, now no longer worked, not for want of ore, it would seem, but for want of suitable direction.



As the sources of the Charshoot are in the upper Gumesh-Khameh Valley, at the exit of which Tireboli stands, it is probable that the metallic lode here is a continuation of that still worked, though feebly, at Gumesh-Khaneh.

The principle product of this coast strip is from its vineyards, the best on the Black Sea southern coast, and hardly inferior to those of the Crimea on the northern. The wine they give much resembles that of Kahéti in Georgia, or of Burgundy in France.

The census here gives 135 villages, and 45,362 inhabitants; and of these last 38,382 Mahometans, and 6,980 "Greek."

The second section, or "Nahiya," is that of Koureli; it lies also on the coast, but nearer to Trebizond. Its principal village is Koureli itself, a fishers' hamlet, with some ruins called Greek, but really of Roman date, hard by.

About nine miles hence inland begins a series of copper mines, or rather diggings; it extends for a space of about 50 miles square among the mountains. The shafts now open are 36 in all, ten greater and 26 lesser. The ten principal shafts have for some years back been farmed out by Government to a Russianized Greek, or Armenian, I am not sure which; this individual has a lease of 25 years, for which he pays 1,500*l.* Turkish, or 1,318*l.* yearly.

Now the average daily produce of each shaft is reckoned at ten baskets of ore, from which about eight and a half okes, or 23·8 lbs. English of pure copper are extracted. The total daily produce will thus be 238 lbs. English. Against this must be set off, firstly, the sum paid to Government for the lease, principal and interest; and secondly, the wages of the workmen, who are 30 in all, 20 men and 10 boys; these receive, the men each, six piastres, or one shilling English; the boys, three piastres, or sixpence English, a day.

The remaining 26 lesser shafts are farmed out by the Governor of Trebizond, who gives a yearly lease of one or more, on condition of 200 batmans, or 3,360 lbs. English of copper to be delivered in kind per shaft at the expiration of the year. Any surplus produce is for the lessee. Now, as the market price of copper is 75 piastres the batman, or 12*s.* 6*d.* English for 16·8 lbs. avoirdupois; and again the average produce of the ten shafts above-mentioned is 168 lbs. of copper per diem, it follows that the equivalent value is 6*l.* 5*s.* daily. Deduction being hence made for the sum paid as Government lease, and also for the labourers' wages and other working expenses, it will appear that scarcely any profit can be left to the lessee. The smaller shafts can also be hardly more advantageous to those who rent them.

In addition to mining there exists here, and, I am told, at the copper grounds of Arganah, near Kharput, a method of obtaining copper which it may be not amiss to note in this report. Springs of water are found, very strongly impregnated with copper, and into these waters pieces of old iron and of other substances, having affinity for copper, are thrown, and are left there for some months. When taken out again the original substance is found to have been almost entirely replaced by a molecular deposit of the purest copper; the specimens shown me were of excellent quality.

From the frequent traces of this metal, evident even to an unprofessional eye, throughout the mountains of Eastern and Central Anatolia, one is led to conclude that, were mines worked on a larger scale, and a better, profits of a very different calibre from those above stated might be obtained. The same may be said relative to silver in these countries, to iron, and, I think, but have not knowledge enough positively to assert, to coal.

The census of this Nahiya, or section, gives 48 villages, and 17,060 inhabitants; and of these last again there are 15,910 Mahometans, and 4,150 Greeks and Armenians. We have accordingly for the entire Kaim-makamlik, 183 villages, and 62,422 inhabitants; and of these last, there are 54,292 Mahometans and 11,130 Christians. The average density of the population is about 70 to the square mile.

The fourth Kaim-makamlik is that of Of. It occupies the sea-coast from 15 to 40 miles nearly east of Trebizond, and contains two subdivisions.

First, the Kaza, or "Jurisdiction" of Of itself. The principal village, which is also the seat of Government, is Of; it is situated on the sea-shore; its haven, available by small craft only, is chiefly remarkable for its porpoise fishery. In this Kaza are 98 villages, and 58,580 inhabitants, of whom 57,780 are Mahometans, and 800 "Greeks." The principal agricultural products are maize and rice.

Secondly, the Nahiya, or section of Surmenah, placed between Of and Trebizond. The chief village here is Surmenah itself; it stands along the shore by the mouth of a little river; the roadstead is secure, indeed there are few better on this coast; ships, and even occasionally steamers, run in hither for shelter. The porpoise fishery here is very brisk; the land is fertile in rice above all, also in maize and fruit trees. A route not wholly bad, but closed in winter time by the snows, leads due south from Surmenah to Beyburt; the distance is 110 English miles nearly.

The census of this Nahiya gives 112 villages, and 54,806 inhabitants; and of these last, 46,378 are Mahometans, and 8,428 "Kroomlee" Greeks. The census of the entire Kaim-makamlik is 210 villages, and 113,386 inhabitants, of whom 104,158 are Mahometans, and 9,228 "Greeks."

The fifth Kaim-makamlik is that of Ordoo, also called Boujak; but this latter name is little used except in official documents. It follows the coast at a distance of 90 to 120 miles west of Trebizond, and is divided into four sections.

First, the Kaza, or "Jurisdiction" of Boujak, or Ordoo proper. The principal town, where the Kaim-makam resides, is Ordoo; it contains 410 houses, or about 3,700 inhabitants, many of whom are Greek. The roadstead is good; Russian and Turkish steamers touch here on their way to and from Trebizond. There is a Russian steamer-agency in the town.

The soil all around is very fertile, and much maize, rice, and flax are reared here; hazel-nuts abound on the hills.

Secondly, the Nahiya, or "Section," of Ooloo-Beg; this lies inland, and among the mountains; the principal village is called Habs-Khaneh.

There is much pasture-ground in this region; and a considerable Abkhasian and Circassian colony has lately been settled here.

Third Nahiya, that of Pershembah. It follows the coast, west of Ordoo, and includes the headland of Vona, where is an excellent harbour, sheltered from every wind except that which is the rarest of all on this coast, the north-east. Ships and steamers alike take refuge here; but in spite of these natural advantages, Vona is, and is like to remain, an unimportant village, for want of routes inland.

The principal village of the Nahiya is Pershembah, or "Thursday" itself, so called from a weekly fair held here on Thursdays. It stands on the coast, at the mouth of a small river; there is no harbour.

Fourth Nahiya, that of Ibkeri, high up in the mountains to the south-east, on the road to Kara-Hisar. It is said to be a wild district.

I have not been able as yet to ascertain the precise number of villages and of inhabitants in each of these four sections. The first is the most peopled, the last the least.



For the entire Kaim-makamlik the following census is assigned:— 285 villages, and 84,664 inhabitants; and of these 71,905 are Mahometans, and 12,759 Greeks and Armenians. The average density of population is 100 per square mile nearly.

The sixth and last Kaim-makamlik is that of Kerasunt, or Cherasond. It occupies the coast line between the districts of Tireboli and Ordo, west of Trebizond, and contains three sub-divisions.

First, the Kasa of Cherasond; the principal town is Cherasond itself. It rises from the sea-margin on a bold promontory, which forms a double but not a secure harbour. The west side is the better. All steamers on the Trebizond line touch here, weather permitting, for post and cargo; all have their agents; the Russian steam agent is consular also. On the rock above the town are ruins, seemingly of Byzantine date: other ruins of more ancient times stud the neighbourhood. The Konak or "residence" of the Governor, is large and modern.

From Cherasond a road passes direct inland over high and wooded mountains to Kara-Hisar, or "Black Castle," an important town belonging to the Weleyat of Sivas. The distance is only 42 miles, but the road is very bad. Government has latterly made some feeble and ineffectual efforts to improve it. From Kara-Hisar two roads lead, one south-west to Sivas, one east to Gumesh-Khaneh. Both are occasionally snowed up in winter.

The population of Cherasond is stated at 4,600 souls, of whom about 600 are Greek. The district adjoining is mountainous; the hazel-nut forests here are the most extensive and the best in Turkey.

The census of this Kasa gives us 60 villages, and 18,242 inhabitants; and of these last again, 14,427 are Mahometans, 2,361 Armenians, and 1,454 Greeks. The Armenians inhabit the upland villages, towards Kara-Hisar.

Second Nahiya, that of Ak-Koi, or "White Village," in the interior, south west. A timber district.

Third Nahiya, that of Kesab on the coast, east of Cherasond; Kesab itself is a fishers' village.

In the case of these two Nahiyas I have not yet been able to obtain the several numbers of villages and of inhabitants.

The census of the entire Kaim-makamlik gives 133 villages, and 27,281 inhabitants; and of these again, 21,426 are Mahometans, and 5,815 Armenians and Greeks, approximately. Summing up the entire "Sanjak" of Trebizond, we have 1,411 villages, Trebizond included, and 544,938 inhabitants; of whom 477,309 are Mahometan, and 67,629 Christian. The average density of the population is very little under 100 to the square mile; the district of Cherasond, which is the most thinly-peopled, included.

SECTION B.

SANJAK OF LAZISTAN.

This sanjak or division is, in a commercial point of view, the third, in a political and ethnographical the first in importance among the four which compose the weleyat of Trebizond. It occupies the eastern portion of that weleyat, from the limits of Rizeh to the Russian frontier. Its immediate Governor is a Pasha with the rank of Muteserrif, resident at Batoum.

It is divided into three lieutenancies or kaim-makamluks. The first kaim-makamlik is called, but improperly, that of Lazistan—a name

which, in correct parlance, belongs to the second kaim-makamlik. Its limits are from the Russian frontier at Nikolaieff, or Shefkatil, north-east, to the mouth of the Chorok, south-west. Inland it is bounded by the districts of Poskow and Ardahan, both of which belong to the weleyat of Erzeroum. It contains four sections:—

First, the kaza or jurisdiction of Batoum. (For what regards the town of Batoum itself—its harbour, commerce, and other circumstances—reference is made to Appendix V, where these subjects are treated separately.) Exclusive of the town of Batoum, this kaza contains 52 villages, with 13,388 inhabitants, and of these last again, we have 12,370 Mahometans, 804 Greeks, and 214 Armenians.

To this census, under which the original or native inhabitants alone are comprised, must now be added the Circassian colonies settled within the limits of the kaza. They are estimated as follows:—Circassians and Abkhasians, of the first or great immigration in the year 1864, 9,500; Abkhasians, of the second or lesser immigration in the year 1867, 1,200; total, 10,700.

These settlers are not reckoned by villages, having to a great extent preserved their peculiar way of building their houses each apart and wide scattered. All are Mahometans. Adding these colonists to the former number, we have a total of 24,088 inhabitants to this district.

Native Greeks and Armenians excepted, who are of comparatively recent arrival—the former from the neighbourhood of Trebizond, the latter from that of Liwaneh—the inhabitants of this kaza are almost all of Georgio Gouriel race; handsome, industrious, and steadier than the Georgians proper. However, their chiefs, who reside at or near Batoum, are said to have been tampered with by the Russians.

From old times a grudge has existed between the Georgian and the Circassian tribes—a grudge which, as happens elsewhere, has survived and even been strengthened by misfortune and exile: hence it is easy to get up quarrels between the original inhabitants and the new immigrants, now crowded together within the kaza of Batoum; and in this field Russian intrigue has been unmistakably busy.

The low lands of this district are fertile in rice and maize, the uplands in timber.

The second nahiya, or section, is that of Ajarah 'Alya, or Upper Ajarah. It stretches along the southern side of the high mountain ridge which divides Turkish from Russian Georgia. The high lands are Yaila, or summer pasture grounds for about five months in the year—that is from May to September; seven months they are covered with snow. The mountain slopes, especially on their north or seaward side, are thick clad with gigantic fir, pine, beech, and other forest timber. The whole district ranges from 3,500 to 7,500 feet above the sea. North lie the Russian provinces of Kaboulia and Achizka; east, that of Poskow; south are the gigantic Showshat peaks, off which the snow never melts wholly.

No villages, strictly speaking, exist within this district. The wooden cottages of the natives are scattered here and there among the trees; sometimes a few houses group together near a little patch of ground, where the angle of the mountain slope permits the cultivation of corn, maize, or millet, with a few fruit trees. The residence of the Mudeer or Governor, a powerful and hereditary Beg of Georgian descent, is at a spot called Kulah, and nearly in the centre of the territory.

The total number of houses in the Upper Ajarah is stated at 2,700 nearly. This implies a population of about 14,000 souls; all are Mahometans, and of Georgio-Gouriel origin. Every male is armed. These mountaineers hold what may be called the back-door key of Eastern



Anatolia, its main entrance, or front door, being at Kars. The only practicable route from Batoum to the strong Russian fortress and commercial centre, Achizka, and *vice versa*, passes up the mid valley of this tract, the Ajarah-Soo Dere, and touches the Russian boundary at Wali-Elias, just on the highest ridge. Part of this road has, with uncommon skill and diligence, been brought into excellent order, so as to allow the transport even of heavy artillery, by Shereef Beg, the hereditary Mudeer or Governor. Elsewhere the route is by a narrow path just scratched along the face of the precipice overhanging the Ajarah torrent, and alike picturesque and dangerous.

By the present track, for want of a better, much traffic passes, though with infinite difficulty; and, traversing the Ajarah boundary, goes partly to Achizka, and partly, by Poskow and the Arsian Pass, to Ardahan.

Little use is made, and, till the roads are bettered, little can be, of the excellent timber of this district.

The third nahiya, or section, is that of Ajarah Suplà, or Lower Ajarah. It occupies the lower part of these mountains down to the limits of the kaza of Batoum, where the Ajarah Soo falls into the Chorok, within sight of the sea.

In general features, products, and character of inhabitants, this district much resembles the Upper Ajarah, with what only differences follow on a lower level and a milder climate. The houses here begin to near each other, and attain the name, if not the reality, of villages. The estimate gives, in round numbers, 37 villages, and 11,000 inhabitants. All are Mahometans. Something of a feud has always existed between this and the former nahiya.

The Mudeer, or Governor, a hereditary Beg, resides at a place called Kedah, in a very strong position commanding the pass.

The fourth nahiya, or section, is Chorook-Soo. It lies along the sea-coast from Batoum in a north-easterly direction, up to the boundary stream of Chorook, which must not be confounded with the Chorok. This latter is a large river, having its sources in the Lazistan mountains near Balahor, beyond Beyburt, far to the west. It runs from west to east, parallel to the sea-coast, but at a great distance inland, till at last it makes a sharp turn north, passes Liwaneh, and falls into the sea about eight miles west of Batoum, having flowed all along through Turkish territory. The former, Chorook, is a small watercourse originating in the Gourié mountains, and flowing from east to west, with Russian ground on one side, and Turkish on the other. At its mouth is a little village, called by the natives Shefkatil, and by the Russians, Nikolaieff. The section of Chorook-Soo is itself part of the Gourié lowlands, with the first rise of the Ajarah mountains. Its principal village is itself called Chorook-Soo, and stands about nine miles south of the frontier, near the sea. An infantry battalion is here stationed.

The "Mudeer," or Governor, is a hereditary Beg. The population, entirely Mahometan, is Gourié by descent, and faithful to the Ottoman Government, in spite of Russian intrigue, which has failed here. The estimate in round numbers gives 50 villages, and 21,000 inhabitants. Maize and rice are here cultivated to the exclusion of almost every other land produce; the sea-fisheries are good. We have accordingly for the entire Kaim-makamlik, exclusive of Batoum itself, about 176 villages, and 70,088 inhabitants; and of these last, 69,070 are Mahometans, and 1,018 non-Mahometans. The average density of the population is about 27 to the square mile.

The second Kaim-makamlik is that called of Arkhowa. This is the true Lazistan, the native population being Laz throughout. The "Lieutenancy" follows the sea-coast, from the mouth of the Chorok, east, to



the limits of Rizeh, west, inland it is bounded by the lofty chain known as Lazistan Daghler, or Mountains of Lazistan. The entire length of this territory is about 80 miles, its average breadth 25, its greatest about 50.

Here we have five sub-divisions.

First, the Kaza, or Jurisdiction of Arkhowa; the principal village, where the Kaim-makam himself resides, is Arkhowa, on the sea-shore, but with no harbour. It stands about half-way between Batoum and Rizeh. The coast-line is rocky; the land, where not covered with wood and bush, fertile; the chief product maize and fruit trees. A fair proportion of the inhabitants are fishermen. The estimate gives 51 villages, and 19,551 inhabitants; and of these 18,115 are Mahometans, and 1,436 "Greeks."

It is to be noticed that the "Greeks" hereabouts are nothing but "Laz," who in Byzantine times embraced Christianity, and have since, after a fashion, retained it.

This "Kaza" furnishes a good supply of hardy sailors to the Ottoman navy.

Second "Nahiya," that of Hamsheen. It lies wholly inland, between the outer and the inner chain of the Lazistan mountains, on a table-land, where rises a large stream called Ortanah Soo, which traverses the district, and falls into the sea near Atineh. The principal village is Hamsheen. A bye-way, impassable in winter, goes hence to the Rizeh route, mentioned in a former part of the report, and so to Erzeroum.

This district, which I have not yet visited in person, is said to consist chiefly of Yaila, or pasture lands, enclosed between wooded mountains. There is an Armenian colony at Hamsheen, probably refugees from the interior in Turkoman times. The estimate gives in round numbers 40 villages, and 20,000 inhabitants; and of these again, 17,000 are Mahometans, and 3,000 Armenians. No "Greeks" are here recorded.

The third "Nahiya," or section, is that of Atineh. It occupies the sea-coast between Arkhowa and Rizeh. The name is Greek, Atineh being identical with Athens; and there are Greek ruins close by; a little headland and landing place, imitating the Piræus, runs out to sea; and on a rock at its extremity, stands a curious Byzantine fortress, now isolated by the water, which slowly but steadily gains along this shore. About a league east are the ruins of Eski-Trabezun, or "Old Trebizond," the Trebizond, it seems, of the Greeks in classic times. Here the Ten Thousand, following the direct mountain track from Tortoum, and crossing the Harpasus, or Chorok, below Beyburt, would first have sighted the sea from Demir-Dagh, or the "Iron Mountain," near Hamsheen, and so come down to the coast, at the then existing Trebizond. Modern Trebizond appears to be chiefly of Romano-Byzantine creation, and had little importance in Xenophon's time; Eski-Trabezun is undoubtedly Greek.

Atineh, like Arkhowa, is a fishing district; but the coast is lower, and offers many little anchorages and harbours for small craft. The land where not overrun with dense brushwood, azalias, and rhododendrons, is fertile in maize and flax.

The estimate here gives 22 villages, and 8,328 inhabitants; and of these last, 7,828 are Mahometans, and 500 "Greeks."

The fourth, "Nahiya," is Kounieh. It lies in an angle between the coast and the left, or western bank of the Chorok, near Batoum. Kounieh itself, the chief village of this little "section," stands close by the river mouth. It possesses a fort, but dismantled. Much fishing goes on here; the land products are maize and rice. Villages, 19; inhabitants, 6,212; and of these Mahometans, 5,150; Greeks, 626; Armenians, 436. These last are a recent colony from Liwaneh.

Fifth, "Naniya," or section, Khòpah. It holds the sea-shore between Kounieh and Arkhowa.

Its principal village is Khòpah, prettily situated within a bay, where coasting craft find shelter. Khòpah possesses a quarantine station and a Custom-house. Owing to the healthiness of its climate, and the beauty of its scenery, Khòpah has become a favourite resort in summer for the wealthier inhabitants of Batoum. The number of houses in Khòpah itself is stated at about 120, the inhabitants at 800.

On the hills between Khòpah and Kounieh have settled the Kakhaber Curdes, troublesome neighbours, and at times dangerous. They are reckoned at 150 tents. Other Curdes pasture their flocks about the mountains higher up. A large number of Circassian and Abkhasian refugees, besides those before mentioned, are dispersed throughout the Kaim-Makamlik; their exact cypher is not known; it may probably be somewhat under 10,000.

The land and sea produce of the Khòpah "section" resembles those of Arkhowa and Atineh. The estimate gives, in round numbers, villages, 20; inhabitants, 8,000. And of these about 7,700 were Mahometans; Greeks, about 300.

Reckoning all together, we have for the entire Kaim-Makamlik of Arkhowa—Villages, 152; inhabitants, 78,091. And of these last, 27,798 were Mahometans; non-Mahometans, 6,298, the average density of the population being about 26 to the square mile.

On the whole, it is a thinly-peopled district, but what its inhabitants want in number they make up in quality, being of the finest and most energetic races in Anatolia. The coast villages especially resemble in many respects the long-shore men of East Norfolk.

The third "lieutenancy," or Kaim-Makamlik, is that of Liwaneh.

It lies wholly inland, along either bank of the great Chorok River, which here flows almost due north. The river valley forms the district; it is bounded eastward by the mountains of Showsat and Ardanooch, westward by those of Lazistan, and south by the district of Olti. At its southern extremity the valley bifurcates, one branch goes west to Beyburt, the other south-east to Olti, whence a road leads by the so-called "Georgian Gate" to Erzeroum. This Kaim-Makamlik belonged formerly to the "Weleyat" of Erzeroum, but in the territorial re-distributions of last summer it was assigned, and rightly, to Trebizond, with which are all its commercial dealings, and with which it is territorially and politically connected much more than with Erzeroum.

It is divided into two sections: first, the kaza, or jurisdiction of Liwaneh proper; the principal town is of the same name, though generally called Artween by the Armenian population. This kaza occupies the southern part of the Kaim-Makamlik: that is, the upper course of the Chorok valley.

Liwaneh, or Artween, stands at a little distance from the waterbed of the Chorok, on the west side, and at about 200 feet above water level, thus escaping the fevers of the low ground. Its distance from Batoum is reckoned at 24 hours going up stream, and eight hours coming down. There is also a land route, much like an indifferent towing path, following the left bank of the rivers. It is little used.

The town population is estimated—Mahometans, 3,520; Catholic-Armenians, 2,810; Gregorian Armenians, 840; total, 7,170.

There are no Greeks here. The Mahometan element is Georgian, and the Kaim-Makam, or Lieutenant-Governor, was, till quite lately, a native of Beg of Georgian descent.

Considerable manufacture of linen is carried on at Liwaneh; a kind of shawl-like girdle, sold at 50 piastres or 8s. 4d. the piece, and much

used, is also made here. The same trade flourishes at the larger villages, such as Botjeh, Maradit, and Kizil-Toprak, on the Chorok lower down. But the principal traffic of Liwaneh is in silk, of which, as we have seen in a former part of this report, large quantities are here spun and exported. It is of recent introduction.

The mountains on either side supply furs, honey, wax, and timber, this last being conveyed in floats down the river. Fruit trees, maize, and rice, thrive in the valley.

The estimat of the Kaza gives—Villages, 92; inhabitants, 62,800. And of these, 57,448 were Mahometans; non-Mahometans, 5,352.

From Liwaneh upwards the river continues navigable for a short distance to a place called Pasha-Köpri. Here a road leads off east to Ardanooch and Ardahan; the latter is at about 12 hours, or 42 English miles, distant.

The second Nahiya, or section, is Majkal. It follows the lower course of the Chorok, on its right, or eastern bank, from the limits of Liwaneh down to the junction of the Ajarah Soo with the Chorok, about six miles from the sea.

The principal village is Majkal, near the river junction, just mentioned. The district is mountainous and densely wooded, much resembling the Ajarah, of which geographically it forms part. The inhabitants are Georgian, and all Mahometan; the villages small and scattered.

The enumeration given—Villages, 25; inhabitants, 9,520.

The chief product here is timber, of good quality, walnut wood in particular.

We have accordingly, for the Liwaneh Kaim-Makamlik—Villages, 118; inhabitants, 72,320. And of these again 66,968 were Mahometans; non-Mahometans, 5,352.

This is the thickest inhabited district in the "Sanjak" of Lazistan, the average density of the population being about 82 to the square mile.

Summing up for the entire "Sanjak," we have the following results:—Villages, 446; inhabitants, 220,499. And of these last 208,831 were Mahometans; non-Mahometans, 12,668.

The average density of the population is about 45 to the square mile.

SECTION C.

SANJAK OF JANIK.

The third "Sanjak," or division, of the weleyat of Trebizond is Janik. Its limits have been already given; its head-quarters are at the sea-port town of Samsoon.

Of all the four sanjaks which compose the weleyat, this is the richest in product; it comprises the greatest extent of arable land, and the best soil. The two valleys of the Yeshil Irmak, the Green River, or Iris of the ancients, and of the Kizil Irmak, the Red River, or Halys, are included in its limits.

The sanjak is divided into four kaim-makamliks or lieutenancies. The first, that of Janik proper, lies along the coast on either side of Samsoon, but chiefly east. Its length is about 60 miles, its depth inland about 20. It is especially fertile in olive trees, rice, maize, and tobacco. It is subsectioned into—

The kaza or jurisdiction of Samsoon, a coast line. It contains 151 villages, chiefly Mahometan.

The kaza of Kawak, so called from Kawak, a mountain village. This is a hilly district, rich in forest timber; it lies inland to the south. It contains 143 villages, exclusive of the new Circassian and Abkhasian settlements. These last equal about 30 villages more.

The entire population of the kaim-makamlık is computed at 309,262 souls. Of these about one-twelfth are Christian.

Secondly, the kaim-makamlık of Charshembah. It follows the coast immediately east of Janik, with which it is popularly reckoned, nor is it less fertile. It is divided into—

The kaza of Charshembah, itself having for head-quarters the town of the same name, situated on the right bank of the Yeshil-Irmak River, in a wooded valley. The commerce of Tokat and Niksar, in the interior, takes this route seawards. The population of Charshembah is reckoned at 6,000 souls. Chief products of the district,—tobacco, rice, and maize. There is a good fishery at the river's mouth. Here is a small but industrious colony of Tartars, expelled many years since from orthodox Russia. They live in perfect harmony with their Turkish neighbours.

The kaza of Thermah, still bearing its Greek name from the *θήρμαι*, or hot springs here abounding. There are Greek ruins near the shore. The soil and products resemble those of Janik.

The total of villages in this district is 251. The inhabitants are reckoned at 423,491, including the Tartars, Circassians, and Abkhasians here settled. There are few Armenians or Greeks.

Thirdly, the kaim-makamlık of Ooniah. It follows the sea-shore still further east, and has a more mountainous character than the Janik. It contains five kazas.

First, that of Ooniah, so called from the thriving sea-port of Ooniah, where steamers touch four times in the week. The land around is specially productive in hemp and flax, besides the customary maize and tobacco.

Secondly, Fatsah, also a sea-port with a tolerable roadstead, situated in a deep bay, but insecure in north winds. The district, in general character, resembles that of Ooniah.

Thirdly, that of Niksar, a tolerable trading town, situated about 30 miles inland, on the great route from Tokat to Kara-Hissar. The district around is mountainous, wooded, and abounds in minerals, especially silver, copper, and alum, all little worked. There are also good pasture lands. Niksar itself contains 6,412 inhabitants.

Fourthly, Bolemah, lying among high mountains inland, behind Fatsah.

Fifthly, Kara-Koosh, also an inland and mountainous district behind Ooniah. These two last kazas are but thinly peopled.

The total of villages in this kaim-makamlık is 280, the population 138,501. It is almost wholly Mahometan.

The fourth and last kaim-makamlık is that of Bafrah. It lies east of Samsoon, and is in fact the Delta of the great Kizil-Irmak River, or Halys. It contains—

The kaza of Bafrah itself. This town, once large, now much decayed, and numbering scarcely 3,000 inhabitants, stands on the right bank of the Kizil-Irmak, here crossed by a ferry. The whole district is unhealthy, but most fertile—a low alluvial plain, rich in rice and tobacco, with woods surrounding large fresh-water lakes. The fishery off the coast is good. The river itself, though a good quarter of a mile broad, is of little use for navigation, owing to the bar at its mouth.

The second kaza is that of Alajam, west of the river. It resembles, in its main features, that of Bafrah. Circassian immigrants are largely scattered throughout the woods; they are thriving and peaceful.

It may be here remarked that the accounts often studiously published of the ill conduct and restless idleness and brigand propensities of the Circassian and Abkhasian immigrants are mostly false, or at least grossly exaggerated. These settlers are in general among the most industrious

and orderly of the population, and their coming has, on the whole, much advantaged the country.

To return to the kaim-makamlık of Bafrah. Its total of villages is 168; of inhabitants, all comprised, 364,299.

We have thus, for the entire sanjak of Janik, 1,023 villages, and 1,254,553 inhabitants. This latter total includes the inhabitants of the larger towns, such as Samsoun, Ooniah, Charshembah, and Niksar. The density of the population is about 180 to the square mile.

What else regards the trade, products, and general importance of this wealthy district, may be found in the special Appendix on Samsoun,* and in the tabular statement of commerce given in this Report.

Needs only add, that the total of its taxation for last year, including "verghi," tithes, "resoomat," "bedel 'askeri," sheep-tax, and sundries, on the old system, amounted to 7,226,073 piastres 20 paras, equivalent to about 72,000*l.* sterling.

The fourth and last sanjak or subprovince of the Trebizond weleyat is that of Gumesh-Khaneh. It lies wholly inland, among the high mountains of the great Anatolian watershed. Its limits have been stated already.

It is divided into three kaim-makamlıks. First, that of Gumesh-Khaneh proper: it lies central, between the first and the second mountain range, and contains three kazas or jurisdictions.

Firstly, the kaza of Gumesh-Khaneh, so called from the town, or rather large mountain village, of that name, which means "Silver-works." The silver mines in its immediate vicinity were once very productive, but are now almost abandoned. The town of Gumesh-Khaneh contains about 5,000 inhabitants. Its gardens extend far, and are famous for their fruit, especially pears. The kaza contains 48 villages.

Secondly, Yagmoor-Dere, or "the Valley of Rain," to the south-east, a romantic labyrinth of lovely valleys between high rocks, mostly syenite. It comprises only 26 villages.

Thirdly, Kookas, to the north, overlooking the descent seawards. Villages, 46.

I have not yet ascertained the exact census of the inhabitants, but allowing 60 houses on an average per mountain village, and 6 dwellers per house, and taking in Gumesh-Khaneh itself, we shall have 48,200 souls in all.

These are very mixed, with rather more Greeks than Turks. A large number of the former, at the instigation of one of their priests, emigrated Caucasus-wards about eight years ago. Once on Russian territory, most of them died in destitute misery. Of the survivors, some scattered in all directions along the coast; a few returned to their old homes. In this affair the population of Gumesh-Khaneh was diminished by about one-third.

Snow lies on these mountains from the middle of November till April. The heights are covered with timber, or afford good summer pasture land. The slopes are cultivated.

The second kaim-makamlık is that of Terwah. It lies to the north and west, in the direction of Kerasund, and contains two kazas.

First, that of Terwah itself. The number of its villages is 82, the population chiefly Laz and Mahometan. The mountains here are lower, slope seawards, and are generally covered with rich soil.

Secondly, Kourteen. It contains 40 villages. There is copper in the district.

Total: villages, 122; inhabitants about 38,920, mostly poor.

The third kaim-makamlık is Kelkeet. It lies south of Gumesh-

* See page 386.



Khaneh, towards Erzinghian, and comprises the very watershed dividing the valley of the Euphrates from the basin of the Black Sea. The mountain range is here about 8,000 feet high. This section comprises two kazas.

First, Kelkeet proper. Kelkeet is a large village in the Giaour-Dagh, or "Mountain of Infidels." The population is largely Turkoman and Kizil-bash. The number of villages, exclusive of summer pasture stations or "yailas," is 74.

Secondly, Ketheerak, close on the limits of Erzinghian. Population chiefly pastoral. There are 50 villages.

The total of villages is thus 124, that of inhabitants about 44,640.

We have thus, for the entire sanjak of Gumesh-Khaneh, 368 villages, and 131,760 inhabitants, to whom about 4,000 Circassians should be added, giving a total of 135,760.

The average density of population in this sanjak is only about 25 to the square mile.

SIVAS.

We now come to the weleyat of Sivas, the "Sebaste" of the ancients, and, for a brief time, capital of Armenia. Its boundaries are—the weleyat of Trebizond on the north-east, that of Erzeroum to the east and south-east, that of Angorah to the south-west and west, that of Kaste-mouni to the north-west, and that of Trebizond again to the north. Thus it lies wholly inland, forming what may be called the east centre of Anatolia. Its capital, as the name bears, is the town of Sivas.

The weleyat is traversed, in a diagonal direction, from south-west to north-east, by two great mountain chains—the Chemlek-Dagh, about 5,000 feet high, which separates the valley of Tokat and the Yeshil-Irmak from that of Sivas and the Kizil-Irmak; and the Kara-Bel-Dagh, about 6,000 feet high, dividing the valley of Sivas and the Kizil-Irmak from that of Kharput and the Euphrates.

The general character of the weleyat is a plateau, varying from 2,000 to 4,500 feet above the sea-level. The climate is temperate, and rather dry. About one-fifth of the land is forest; the rest pretty equally divided between arable and pasture.

The principal rivers of the weleyat are—first, the Yeshil-Irmak; it traverses the northern district, and is formed by the junction of two main branches, the Kalkeet-Irmak, flowing from east-south-east, and the Toozounlee-Irmak, from the south. They unite at Yeni-shahr, north of Amasia, and, passing Charshembah, enter the Black Sea. The total length of the Yeshil-Irmak is about 260 miles. It is available for timber floats and small craft to about 60 miles from its mouth.

Secondly, the Kizil-Irmak, or Halys, the largest river in Anatolia. Its sources are partly in the mountains of Kara-Hisar, partly in the Ildiz-Dagh, or "Star Mountain," both within the weleyat. It flows first south-west, by Sivas, then takes an enormous bend by Kaisarieh, passes north-west towards Angorah, and ends by flowing north-east till it joins the sea near Bafrah. Its waters are salt in some places, sweet in others; here navigable by small bottoms, there mere rapids among rocks; rarely available for irrigation. Its total length is near 1,000 miles.

The principal towns of this weleyat are—Marsivan, north-west; Amasia, north; Zileh, west; Tokat and Sivas, central; and Kara-Hisar, north-east. In Appendix III. we have spoken, and given the special statistics, of all these except the last, namely, Kara-Hisar, or "Black Castle." This town contains about 18,000 inhabitants, and is the centre of a great mining district—alum, copper, silver, and lead. It stands

high up in the mountains. The townsmen are partly traders (for Cherasund, Amasia, Ooniah, and the coast), partly artisans.

Throughout the weleyat the staple of the population is Turkoman, partly Kizil-bash (Socialists), partly Soonnee, or orthodox Mahometan. There is a strong admixture of the Armenian element everywhere; few Greeks. The Christians may fairly be reckoned at one-tenth of the population.

Great Circassian colonies have also been established here. Of the principal one—that of 'Azezeeyah, in the south of the weleyat—we have spoken in Appendix III.; but the central valleys of Kaz-Ova, or "Goose Plain," and Artyk-Ova, or "Greater Plain," are almost wholly peopled by Circassians, mostly governed by a native chief, now styled Moora Pasha, and once in the Russian service. The number of villages under his dependence was stated at 80; about 30 more lie northwards. The population supposed to approach 20,000; they are quiet and well to do. The weleyat is divided into three sanjaks.

First, the sanjak of Amasia, north. It is divided into the following districts:—

North of Amasia.—Ladik, 30 villages; Hakeleh, 22; Khowzah, 60; and Ak-Dagh, 22.

South of Amasia.—Eyleh-Bazaar, 35 villages; Toorkal, 18; Zileh, 50; Zennoo, 20; and Warez, 22.

East of Amasia.—Tash-Ova, 30 villages; Horek, 35; Kara-yukah, 20; and Soonuseh, 61.

West of Amasia.—Marsivan, 70 villages; Wezeer-Kopri, 65; Zeitoun, 30; Gul-Giraz, 24; Mejd-Oozoo, 60; Haiji-Koi, 40; and Sooli-Ova, 43.

Total.—Districts, 20; villages, 737; inhabitants, 442,200, exclusive of Amasia, Marsivan, Zileh, Ladik, and Wezeer-Kopri themselves, the inhabitants of which, if added, make up the total to above half a million.

Lastly, we should add the recently established Circassian villages, said, in this sanjak, to reach 125, giving as ultimate total, 862 villages, and about 530,000 inhabitants.

The corn-tax of this sanjak is estimated at about 35,000*l.* yearly; the total of taxation at about 85,000*l.*, making 6*s.* 8*d.* a head. The average density of population about 140 per square mile.

The second sanjak is that of Sivas itself. It is divided into seven kaim-makamliks, namely, Tokat, Darindeh, Geroon, Toonis, Devrik, Khosh-kirli, and 'Azezeeyah. These are again subdivided into 26 kazas or districts.

The total of its villages is given at 1,162; the total of population, including Sivas itself, at nearly 797,200.

The taxation and the average density of population are nearly the same as in the preceding sanjak.

Of the great Tokat copper-works, included in this sanjak, and their produce, we have spoken in the Appendix.* Within the southerly bounds of this sanjak are also extensive salt-works, farmed by Government at 60,000 purses, or 27,000*l.* per annum.

The third sanjak, to the north-east, is that of Kara-Hisar. It is a most mountainous and rugged district, much wooded.

It is divided into three kaim-makamliks and twelve kazas or districts. The three lieutenantcies are those of Kara-Hisar itself, Koila-Hisar, and Soo-Shahri. The number of villages 350, of inhabitants about 223,000.

Its taxation is on the scale already given. The average density of population about 32 per square mile.

* See page 389.



We have thus, for the entire weleyat of Sivas, 2,381 villages, and, approximately, 1,550,200 inhabitants.

The commercial importance of this weleyat lies in its extreme productiveness, especially of cereals and wool, and in the fact of its being the high road of Constantinople trade with Diar-Bekir, Mosool, Bagdad, and the Persian Gulf. Its military and political importance is to be sought partly in its central position, partly in its numerous, brave, and yet orderly and easily-governed population. In spite of the injury, perhaps irremediable, inflicted on Eastern Turkey, and singularly on this district, by the ruin of the Dere-Begs and the abolition of the Timariote system, as explained in our memoir on that subject,* these Turkoman peasants are still the best resource and the most available strength of the Osmanlee Empire.

The weleyat of Sivas alone furnishes, between recruits and redef, one good tenth of the Turkish army.

Follows the weleyat of Angorah. It is bounded by the weleyat of Sivas on the east, of Aleppo and of Komiah on the south-east, south, and south-west, of Broussa on the west, and by that of Kastemouni on the north. Thus it lies wholly inland, and forms the west centre of Anatolia, as Sivas does the east centre.

It comprises no continuous mountain range, the short, wooded, and detached chain of Ak-Dagh, or the White Mountain, and the volcanic cluster of the Arjeesh-Dagh, or Argæus, near Kaisareeyah, being its principal mountains. Its general character is that of a plateau, about 3,000 feet above sea-level. It is traversed by the western bend of the Kizil-Irmak, or Halys, and by the Seihoon, or Sarus River, running into the Mediterranean. In a vast salt plain, almost uninhabited, on its west, lies the Tooz-Djul, the great salt marsh and lake of Asia Minor. The north and east of the weleyat comprise some of the best pasture and corn lands of Anatolia; the south is rich, arable, and of most varied produce.

The population is very mixed. Turkoman to the east; south, an indigenous element, of which the historical origin is to me uncertain, predominates; north, Turk and Turkoman, Greek and Armenian, are strangely blended.

The weleyat is divided into three sanjaks. First, that of Angorah itself, to the west, which, not having personally visited, I cannot describe with certainty.

Secondly, that of Kaisareeyah, to the south. Its head-quarters are Kaisareeyah, of which the special statistics have been given in Appendix III.

This sanjak is divided into five kaim-makamliks:—Kaisareeyeh proper, 97 villages; Koostereh, east, 32; Devili, south, 42; Injeh-Goo, north, 80; Kara-Hisar, west, 48. Total villages, 299; inhabitants, about 247,048. This number includes Kaisareeyah town itself. The sources from which it is compiled date, however, about ten years back, since which time the population has certainly increased.

It is a troublesome district to the Turkish Government, the inhabitants being generally hot-headed and ready for revolt. The neighbourhood, too, of the Khozan-Dagh, a famous repair of brigands, to the south-east, keeps the country uneasy, and necessitates the constant presence of a large military force, now under the skilful command of Ismail Kurdi Pasha, brother of Midhat Beg of Kars. In return, the soil is very fertile, being mostly volcanic, and well supplied with water by the Kizil-Irmak and its tributaries.

* See page 374.

The third sanjak, east of Angorah, is that of Yuzgat. The town of Yuzgat, created by the Turkoman family of Choban Oghloo, once the most powerful chiefs of Anatolia, now almost beggars, is situated at about 85 miles north of Kaisareeyah, amid high mountains, mostly pasture, 4,300 feet above the sea. It is the emporium and market-place of the vast corn districts around and below, besides much commerce in Angorah wool, and in excellent carpets, manufactured in the neighbouring district of Kir-Shalir. It contains a noble mosque, and about 18,000 inhabitants, of whom about 1,200 are Armenian.

The list of kaim-makamliks and kazas in this sanjak has not been given me. The total number of villages was stated at 540, the inhabitants at about 324,000.

The annual taxation of the district is given thus:—Corn-tithes, 39,900*l.*; verghi, 35,000*l.*; resoomat, 8,000*l.*; cattle-tax, 15,000*l.* Total, 97,000*l.*, or about 7*s.* 6*d.* a head—too much for the resources of the population.

The weleyat of Koniah, south of Angorah, belongs also to this Report; but not having been personally visited, shall here be passed over.

Follows the weleyat of Kastemouni. It is bounded on the east by that of Trebizond, on the south by that of Angorah, on the west by the weleyat of Broussa, on the north by the Black Sea.

Like Trebizond, it is thus a long-shore weleyat, and comprises the coast range of mountains, with their descent seawards. The two highest chains—Elguz-Dagh and Yer-Ala-Dagh, between which Kastemouni lies—are parallel with the coast. There are abundant streams here, but no large rivers. The mountains are densely wooded; the valleys very fertile, especially in rice. The population is of mixed descent, but almost wholly Turkish, except on the sea-coast, where a sprinkling of pseudo-Greeks is to be found.

This weleyat is divided into four sanjaks. First, that of Kastemouni, the principal town of which sanjak, as of the entire weleyat, bears the same name.

The town of Kastemouni, situated south-west of Sinope, at about 40 miles inland, stands in a deep valley, between the first and the second coast range, where the Guk-Irmak, also called the Dadey-Irmak, runs from west to east, to join the Kizil-Irmak at Beg-Koi, not far from its mouth. This valley is of great fertility, especially in rice. The yearly value of export in this article hence to Constantinople is given at 12,000*l.*, exclusive of that from the adjoining valleys, reckoned at 18,000*l.* more.

The town of Kastemouni contains, at present, 3,150 Mahometan families, 181 Christian families, 13,737 inhabitants, and 850 shops. It is the emporium or market-place for the product of all the surrounding district. Its principal communications outwards are with Sinope, north-east, and Ineboli, north-north-west.

Great traffic is here carried on in wool, brought hither from the Angorah districts, and exported, raw or dyed, to the yearly value of about 250,000*l.* Also in hemp and flax, much cultivated in these parts, the yearly export gives about 160,000*l.* The copper-mines at Kureh-Maaden, on the road towards Ineboli, afford about 25 tons yearly. There are also considerable iron-works at this town.

The sanjak of Kastemouni occupies a central position in the weleyat. It is divided into 26 districts, and comprises 553 villages. The total of inhabitants is 320,092. The annual tax estimate, including corn-tithes, is 101,522*l.* nearly, being about 6*s.* per head. The average density of population, about 110 per square mile.

The villages here are exclusively Mahometan, the people industrious and orderly. There are very few Circassian settlers hereabouts,



Secondly, the sanjak of Changora. It forms the southern part of the weleyat, towards that of Angorah. The number of districts is 14. I have not visited it myself, nor do I know the number of villages and inhabitants. The Governor of Kastemouni, Tefeek Pasha, whom I saw just after his return from his official visit to this part of the weleyat, described it to me as less thickly peopled than the former sanjak, but with better and more extensive pasture-lands. The population is wholly Mahometan.

Thirdly, the sanjak of Boli, forming the western part of the weleyat, along the Black Sea coast. Here is the roadstead of Heracli, with its coal-mines, the only ones really worked in Anatolia. The distance hence to Constantinople is about 150 sea miles. Boli itself, a tolerable town, stands on the great post road to Ismid and Constantinople. This sanjak contains 16 districts, and is said to be thickly peopled; but I have not visited it myself, and shall therefore give no further details about it.

The fourth sanjak, occupying the sea-coast north and north-east of Kastemouni, to the limits of the weleyat of Trebizond, is Sinope.

Regarding the town of Sinope itself, ample details will be found in the Appendix bearing its title.*

The sanjak is divided into 4 kaim-makamluks:—Sinope itself, containing 3 kazas or districts, and 110 villages; Izandoon, to the west, containing 2 kazas and 34 villages; Jakeel, to the east, containing 2 kazas and 28 villages; Boi-abad, to the south, containing 2 kazas and 83 villages; and the separate district of Kinah, to the far west, along the coast, containing 48 villages. Total number of villages, 302. Inhabitants, stated at 321,257. This latter number includes the town of Sinope itself.

Total of yearly taxation reckoned at 46,980*l.*, giving about 3*s.* 4*d.* a head. This is much lighter than the proportion assigned elsewhere. I suspect a mistake

Much of this district is mountainous and densely wooded. Of its products, where cultivated, we have spoken in the Appendix of "Sinope."*

* See page 393.

PROVINCIAL ADMINISTRATION IN THE OTTOMAN EMPIRE, AND ESPECIALLY ON THE NORTH-EASTERN FRONTIER ; WITH COMPARATIVE NOTICES ON RUSSIAN ADMINISTRATION.

To give a real value to Anatolian statistics, which else might be, for those at least who study them at a distance from Anatolia itself, a mere congeries of special facts and numbers, conveying no definite idea, and even perhaps a wrong one, we must supplement them by a general review of the working and tendencies of the present administrative system in the provinces, and particularly in those which, in more or less strictness of term, come under the designation of frontier.

The north-east provinces of the Ottoman Empire may be considered as forming two lines, the outer of which consists of the provinces bordering immediately on Russian or on Russo-Persian dominion, namely, Trebizond, Erzeroum, and Diar-Bekir ; while the inner line, contiguous to the former, comprises the provinces of Sivas, Angorah, and Kastemouni.

In reviewing the present government system and its effects in these six provinces, three topics have to be investigated, namely, the executive administration, the military organization, and the financial department, including taxation. A fourth topic, namely, the judicial system, though highly important, cannot be directly treated here, because it would require a notice too extended for our present limits. We shall, however, have occasion to touch on it indirectly more than once in the course of this review.

Before discussing the administration, it will be well to cast a glance of general survey over the provinces just enumerated. They all, when considered in themselves, offer the following features :—

1st. A Mahometan population, constituting numerically about nine-tenths of the inhabitants, but differing very materially in race, in customs, and, occasionally, in religious peculiarities from the dominant or Ottoman tribe.

The principal races to which we here allude are the Kurdish, the Georgian, and the Turkoman, or *Eski-Türk*, “Old Turks,” as they are sometimes called. Of these, the Kurdes are the most numerous in the provinces of Erzeroum and Diar-Bekir, the Georgians in that of Trebizond, and the Turkomans in those of Sivas, Angorah, and Kastemouni. Travellers often, and, what is more inexcusable, Constantinople officials also, confound the Turkomans, who are chiefly colonists of the Seljouk, Kara-Koionli, and Ak-Koionli times, with the Osmanlee Turks. This is a great mistake ; for the two races are, in origin and in qualities, whether physical or moral, in tendencies also and in customs, as or more distinct than are, in Europe for example, Swedes and Saxons.

As to religion, the Georgians of Turkey are Soonnee Mahometans, and, like the Osmaulee Turks, of the Hanefee rite. The Kurdes are in the main Soonnee, but I believe chiefly of the Shaf'ee way. The Turkomans are generally “Kizil-Bash,” or “Red-Heads,” a sort of Eastern Mormonites, with a dash of Persian or Shi'y'ee superstition.

2nd. A comparatively small Christian population, divided into three distinct and of course hostile categories, namely, Greeks, Armenians, and Nestorians.

These last, the Nestorians, who alone possess a kind of national organisation, belong almost exclusively to the province of Diar-Bekir. As to the other two, the Armenians are more numerous in the provinces of Erzeroum and Sivas, the Greeks in that of Trebizond. In the provinces of Angorah and Kastemouni, Greeks and Armenians appear to

be pretty evenly balanced. Protestants and Catholics are numerically too insignificant to require special consideration.

3rd. Great natural resources: that is, a well-watered soil, fruitful at the surface and rich in ores below, besides much forest and excellent pasture-lands.

The forests are chiefly towards the coast, the pasture-lands towards the centre, the arable soil throughout. Silver and copper appear to exist almost everywhere; lead is frequent; gold is talked of; common salt and saltpetre are plenty inland. Coal and iron may exist, and we believe they do, in the interior; but the only mines of that description now worked are near the coast.

4th. Great negligence and mismanagement, dating, though in different degrees, from old times, in the use or non-use of these resources.

5th. Great natural difficulties in the way of intercommunication, occasioning much territorial subdivision, and thereby deepening the demarcations of race and modes of life between the several fractions of the population.

In the Russian frontier provinces, which, to avoid unnecessary length of detail, we will group under their general designations of Caucasia and Georgia, the Christian population is, for most localities, numerically superior to the Mahometan, and comprises, I believe, about three-fourths of the present inhabitants. In natural resources, these provinces are not inferior to the Anatolian, but intercommunication is much easier.

We will now return to the Ottoman frontier districts. It is evident, on recalling to mind the features just enumerated, that it would be no easy task for any Government whatever to rule provinces so conditioned in a manner conducive at once to the advantages of governors and governed. Let us see how the Ottoman Government proceeds in the solution of this problem.

And first with regard to the executive administration. But in order rightly to understand this point, and the two following, we must in each case have recourse to the history of the past, because there alone we find, directly or antithetically, the key of the present. Accordingly before the changes introduced by the Sultan Mahmood II., and followed out by his successor, the Sultan Abd-el-Mejeed, that part of the empire which we are now considering was, with rare exceptions, in the hands of the Déré-Begs, or valley chieftains, so called from the position of their strongholds, which were very generally placed at the entry of some narrow gorge or pass amid the mountains. These Déré-Begs bore a certain resemblance to our own feudal lords of the middle ages. Some of them were Timariots, that is holders of fiefs or timars, conferred for life on account of military or other service; some were hereditary chiefs, whose ancestors had held the land prior to the Ottoman conquest; but, whatever their origin, they ruled with almost absolute authority over the territory around, and over the vassals whom they claimed for their own, by title of birth, conquest, or imperial donation. They were at once lords and landholders; their retainers and followers subheld from them tenure of the soil on various conditions, sometimes not far removed from real servage, sometimes little more than nominal.

Towards the Government at Constantinople, these Déré-Begs were bound, firstly, to the remittance of a yearly tribute under the title of "ushur," or tithes, of which they were themselves the collectors, and which they sometimes paid over, and sometimes did not. Secondly, it was their duty to furnish, on requisition, a stated military contingent, the men being armed and mounted at the cost of their chieftain, who, as a rule, commanded them either in person or through one of his relatives.

The result of this uncentralized and semi-feudal system was on the



whole favourable, at any rate to the local interests of the provincial population. By the presence of the permanent chief, with all his half-barbaric state, the productiveness of the district was encouraged, and the wealth drawn from it was mainly expended again within its limits, while military spirit, the best supplement of Eastern patriotism, was kept up; occasionally also arts and learning were patronised, local improvements were made, and the resources of the province were often permanently augmented.

The Sultan, for his part, conferred on these hereditary chieftains titles of various rank; and in return received from them, though not without the irregularity inherent in such a system, a tribute of money and its equivalent in time of peace, and a strong military contingent in time of war.

Now all is changed. The lands of the Déré-Begs, great and small, have been taken from them, either by avowed confiscation or under the unsatisfactory disguise of an inadequate compensation. With their lands, all their power, civil and military, has gone also; and in place of the Déré-Beg, a Pasha, generally a civilian, and no less generally an utter stranger to the province, is sent thither to govern. His tenure of power lies in the arbitrary currents of friendship or enmity among his personal patrons or rivals at Constantinople; while in the welfare of the population over which he is appointed he has no individual, and therefore mostly no real, interest. His authority, seemingly large in programme, is limited by a Defterdar, or Chancellor, and a Muavven, or assistant, both men ordinarily like himself, born strangers to the province and to the people among whom they are sent, both also dependent on what personal favour or protection they may have at Constantinople; and hence, like the Governor, much more pre-occupied with the intrigues of the capital than with any provincial topic whatsoever. The Pasha is further fettered in the executive department by numerous Mejlises, or assemblies, and by continued and arbitrary orders and counterorders from the Ministry. For effectuating roads, public works, and the like, he has neither the authority nor the means, except within very narrow and unsatisfactory limits. The police force placed at his disposal is almost invariably insufficient, ill-paid, and ineffective. Over the judicial proceedings of the Kadee and Mufti, of the Mahkemeh and its adjuncts, he has no corrective control, any more than over the military stationed within his province, the Custom-houses, and whatever Government monopolies of mines, salt, and forest may happen to exist within the same limits. In one respect alone is the Pasha sure of the cordial support of his masters, and is invested with the fullest powers, namely, in the collection of taxes; and on this point the whole energy of the local Government is henceforth expended. As for the great provincial families, and the descendants of the old chieftains, no notice is taken of them, except to keep them, as much as possible, out of all share in the administration.

Such is, taking it in the gross, the system. Now for the results. They are—

1st. A rapid and progressive diminution in the resources of the province, as is but natural under a local administration careless, and, even when careful, powerless for any serious improvements calculated to develop or increase those resources. that is, by making good roads, opening or working mines, extending irrigation, and the like. Nor is the central administration likely, in these matters, to supply the deficiencies of the local, as we shall more accurately consider further on.

2nd. A proportional decrease in the population, more especially in the Mahometan part of it. Why in particular this diminution is more sensible among the Mahometans than among the Christians shall be

explained afterwards. The causes just enumerated bear, that is in themselves, on all categories and on all ranks alike: they are summed up in the general law of nature, that the numbers of a population fluctuate with its resources.

3rd. A general and deep-seated indifference of the people towards the Government, exceeding, perhaps, even that of the Government towards the people. Deriving no benefit from their government, central or local, none at least in proportion to the sums annually levied from them, and liable, on the other hand, to all the frequent vexations and individual malgerence inseparable from a feeble administration, they remain its subjects only by reason of their own greater feebleness, and, where Mahometans are concerned, from a shadowy remnant of religio-national attachment to the titles of Sultan and Khaleefah—an attachment now almost as purportless as the hatred which the same titles arouse in Levantine Greeks; and even this fading loyalty of Islam has been yet further dimmed by the internal no less than of external policy assumed by the Sultan Mahmood II. and his successors, till it bids fair soon to vanish away altogether.

4th. The old families, once the rulers, still exist, and are, not like the rest passively, but actively disaffected. Their power has been suppressed; their firmans, granted as irrevocable, revoked; their lands, where not absolutely and simply confiscated, taken from them at a nominal price, and even that nominal price often left unpaid; they themselves systematically thrust into the background, and kept there. They look on the Governors as upstart rivals, and on the Government itself as faithless and hostile; and great though were their faults when masters, the sympathy of the common people is invariably on their side still, because the men of their own kin and race, a fact much ignored at Constantinople, but not the less real.

Of the Caucasian or Circassian exile colonies and their chiefs, recently established here and there throughout these districts, I shall say nothing here. Their position is exceptional, and requires to be treated apart.

5th. With the old military chiefs, the old military spirit of the people has totally disappeared; and it is with difficulty that the Ottoman Government now obtains its present petty supply of "nizam" and "redeef" from districts which once furnished their thousands of fighting men ready to the war.

By the new regulations, or Teshkeelat, a kind of popular representation, tending to bridge over the chasm between governors and governed, has been apparently provided, in the institution of semi-elective tribunals, and even of elective sub-officials throughout the provinces; but this species of representation is here a delusion, and is felt to be such. The only representation of any practical worth in these countries is that afforded by the local rulers themselves, as identified with the localities, the very representation of which the last vestiges were swept away by the reforms of the current century.

Nor have we in Turkey any supplementary link between governors and governed by means of a clerical body or a judicial organization. Mollahs, Muftes, and Kadees do indeed exist; but their whole establishment is no less exotic to the provinces than that of the governing Pashas themselves. Their persons are, for the most, foreign to the districts where they officiate; their nomination, their removal, are absolutely dependent on Constantinople; their whole office among the people may be resumed in the word "fee collecting," just as that of the Pashas in "revenue-collecting." Nothing but great vigour and great equity could render such a system tolerable, not to say popular, and both unfortunately are wanting.

It may also be remarked that mere tax-collecting, especially where the taxation falls principally on the poorer and the agricultural classes—a point which shall be accurately considered in its place—implies no strength in the Government which does it. It is an effort of which the weakest Administrations are capable, and which has often, in the examples of history, precipitated their ruin.

The Turkish Administration in the provinces is civil, and the Governors are mostly civilians.

The suppression of the Janissaries was a necessary measure, though perhaps it would have been better had even that corps been gradually modified and transmuted, rather than suddenly and violently annihilated, but the suppression of the Sipahes was an unmitigated evil.

The Sipahes were irregular troops, chiefly cavalry, equipped by the Déré-Begs and other hereditary or half-hereditary governors, of whom we have already spoken. Their organization was a part of the semi-feudal system, universal down to the beginning of this very century in Anatolia, Syria, and Egypt; and which yet exists, though under special modifications, in Arabia. These troops, even more than the Janissaries, formed the staple of the Turkish army; their further details belong to history.

The disappearance, utter and traceless, of the Sipahes, was the immediate result of the act by which the Constantinople Government seized on the lands of the great proprietors and chiefs, Déré-Begs and Pashas. The tree was rooted up once for all; but a further result was the extinction, not of the military only, but of the military spirit also, and with it of almost all patriotism among the inhabitants of the provinces.

While these troops existed, it was impossible for an invader to enter Anatolia with the least chance of success; while, on the contrary, their presence enabled the Ottoman Empire to wage aggressive wars on a scale which, comparing the present with the past, now seems almost fabulous. The whole East Empire, its Christian inhabitants alone excepted, was in fact a military organization. The very titles and terms of territorial subdivision, still used to denote civil equivalents, were mostly military. Georgians, Curdes, and Turkomans, all formed a standing army awaiting the orders of the Ottoman Sultan, and that without drawing on Government for the cost of their maintenance, or requiring arms from a Government arsenal.

The regular army, or Nizam, now established in their place, possesses none of these advantages. Its numbers are insufficient, its discipline defective, its cost heavy, its officers too often uninstructed, and disconnected from their men; lastly, its existence, under its present conditions, confers nothing to the maintenance of that military spirit which created and long upheld the Ottoman Empire. To the defence of the frontier in particular it is quite inadequate. Its organization is besides entirely distinct from that of the civil Administration, with which it is not always on friendly terms. In fine, not only does it fail to add to the general stability and union between the State and the people, but it is even at times a cause of instability and disaffection.

Of the double evil caused by the present system of enlisting only Mahometans in the Nizam, we have spoken elsewhere. Certainly the Mahometan population is harassed and oppressed by the conscription, under which it is dwindling away; while the Christians, regarding their own exemption as simply due to the distrust and fears of their rulers, are all the more disaffected because excluded. The system seems, in fact, contrived in order to ruin the Mahometans in particular, and to alienate all parties in general.

These ill results are felt throughout the whole East Ottoman Empire, but they are especially perceptible in the frontier provinces. Nowhere

could a local militia be more easily set on foot, nowhere would its organization be more heartily welcomed, nowhere is the Nizam more distasteful. Still the Georgian and Turkoman populations, though grumbling, submit to the conscription; but the Kurdes, as a rule, refuse to serve—a great and, owing to their border position, a dangerous loss of strength to the Ottoman Government.

The old system of local chieftains, with their Sipahce troops, was already withering before it was torn up, and cannot of course be replanted; nor can the Ottoman Government reasonably hope for a renovation of Islamic zeal powerful enough to rekindle extinct loyalty, or to re-fuse what has once cooled asunder into separation; nor would such a renovation, even if possible, be altogether desirable.

We now come to the third section of this review, namely, the taxation and the financial organization of the provinces.

It is in this department that we find the greatest defects and the most startling faults—faults which, in some parts of the world (in Europe, for instance), would lead to certain revolution, but which in Anatolia, where the circumstances of the country put any general rising out of the question, conduct only to depopulation and decay.

Here once again, to illustrate the present we will have recourse to the past. Under the old rule of *Déré-Begs* and life-lease *Pashas*, there is no doubt that great local extortions were frequently practised, and that large sums of money, or of its equivalents, were often violently taken from the proprietors; but the wealth, even when thus collected, was in the main expended within the limits and to the profit of the provinces themselves, and served to the military equipment of their youth, to the construction of much which might avail or ornament their districts, to the encouragement of agriculture and industry: in a word, Constantinople received much, but Anatolia retained more. General commerce, and whatever traffic had to traverse long inland routes, and cross several province-frontiers, was indeed liable to great obstructions, and sometimes pillage, from the quarrels of the chiefs among themselves, and from the arbitrary tolls which, as fancy took them, they imposed on the merchandise passing through their estates. Hence this source of revenue flowed but interruptedly, and at times stopped altogether. On the other hand, the immediate and local circulation and consumption of the products of the country was kept up; and if foreign manufacture was partially excluded, native and provincial industry flourished the more.

A simple tour through the interior of Anatolia, with ordinary attention paid to the phenomena of the country, will convince the observer that local or native art and manufacture have there declined in an even more rapid proportion than agriculture, flocks, herds, and inhabitants. Whole cities, which till a comparatively recent date subsisted and flourished, some by one and some by another special branch of manufacture, now lie ruined and desolate.

With the *Déré-Begs* the entire tribute system has disappeared, and has been succeeded by regular and nearly uniform taxation, to the direct profit of the Imperial *Exchequer*. This would at first sight appear to be an advantage, but it is far from being such in reality; indeed the change has been decidedly for the worse. We will now consider how and why.

Under the present system two great evils are in constant operation. The first is the unwise distribution of the taxation burden, which in the existing arrangement weighs heavily, out of all proportion, on the class which is precisely the least able to bear it, namely, the agricultural. This is chiefly owing to two special taxes: one, the "*ushur*," or tithes; the other, the "*saimch*," or cattle and sheep tax.

The "*ushur*" consists of a fixed quota levied on the annual produce

of the soil, varying from a tenth to a seventh of the whole crop. It is raised, though not with equal strictness, on corn of all kinds, on rice, tobacco, cotton, beetroot, turnips, garden produce, fruit-trees, silk, and the like. It is paid in kind.

This tax coming on the back of the "verghi," or property-tax, and the "temettua," or income-tax, which are imposed on the whole population alike, and from which no exemption is made in favour of the peasantry, acts as a direct discouragement to agriculture. The conditions of society in which it originated, and which once, to a certain extent, justified it, have long since passed away, while the actual tendency of capital in the Ottoman dominions to flow together in commercial speculation, and towards the sea-coast towns, leaving the inland empty, and its tillage neglected, would require an exactly opposite system.

But the evil of this tax does not stop here. It is further aggravated by the manner in which it is collected, being farmed out to speculating capitalists, Armenians the most, who again sub-farm it to others, till the amount exacted from the peasant far exceeds that remitted to the Government. Peasants and exchequer are thus both rendered losers, to the profit of the "farmers" alone. Meanwhile the labours of the harvest are delayed till the lessee or sub-lessee be on the spot to watch the proceedings of the peasant, and to ensure that nothing is subtracted from the action of the tax, and the crop has consequently to be left exposed in the open air, to take its chances of the autumn weather, till the proportion which falls to the share of the "farmer" has been meted out and separated from the heap, a full month, or even two months, after date. How injurious such a system must be to agriculture needs no explanation.

Further still, these lessees are also in general money-lenders at small sums, short dates often renewed, and usurious interest, not unfrequently amounting to 120 per cent. per annum. Thus these men doubly despoil the peasant, for when the latter, pressed by want, and with the improvidence usual to his class, has once begun borrowing of the lessee, he is certainly ruined. The debtor in such cases, after paying the original sum several times over in the form of interest, is often in the end sold out of his whole stock in hand for the capital. Nay, sometimes the very materials of the cottage from over his head, and the clothes from off his back, are disposed of to the same effect, and of course under such circumstances, at half their real value. Finally, the rigour of these proceedings, though not less illegal than inhuman, is readily enforced by the Government itself, for the reason that the usurer and creditor in these cases is the identical lessee, who being a Government debtor, all the more easily obtains official support in the prosecution of his own debts, on the getting in of which depends his own solvency to Government in its turn. Whole districts have thus been first impoverished, and ultimately depopulated; and as the misfortunes of one year bring no mitigation in the tax of the next year, the downward progress is rapid, and recovery from ruin impossible.

It should be noted here that a second tax, not of produce but of producers, namely, the military conscription, falls mainly on the agricultural population; the towns from various causes, needless to detail here, contributing but little towards it. Now the loss of an able-bodied youth, taken from his family for five, seven, and often more years, is an additional weight on those who may be already not unaptly compared to drowning men.

A third, and a most injudicious tax, of the same description is forced labour. For every ill-planned road commenced, but never to be completed, for every public work, often misdevised and unconnected with any real local interest, this requisition is made on the over-charged and



failing peasantry. Nor is the labour only unpaid, but even the miserable pittance of bread supplied, nor that always, by Government to the labourers, is barely sufficient to keep body and soul together, much less to fit men for hard work. Sicknes, and even death, are the not unfrequent consequences. The peasants are, moreover, often compelled to journey two, three, and even more days' distance from their villages to muster on the scene of labour; and thus, not five days only, as in the official programmes, but eight, ten, and even a fortnight of field-work is lost. That work executed under such circumstances is badly done, stands to reason; but this point does not belong to our present review.

Could the "saimeh," or cattle and sheep tax, be as rigorously enforced as the "ushur," it would, considering the exhausted state of the provinces, be hardly less injurious. But fortunately the nature of the object taxed renders evasion comparatively easy. The Kurde nomades in particular, as a rule, refuse or shirk its payment.

Lastly, the practice of imprisonment and of selling out in case of non-payment of taxes, a practice hardly to be justified under any circumstances, becomes absolutely intolerable when applied to the peasant who with his family subsists on his day's labour. It is cutting down the tree to get at a very meagre fruit.

The second great evil, and which belongs to the present financial system as such, is that the wealth drawn by taxation or otherwise from each province is directly and indirectly expended without the province itself, which derives little or no benefit from what it has thus contributed to the common stock. This is owing to several causes.

Firstly, to the monopolies, some direct, as of mines, forests, and salt, or for the extra duty imposed, is in a great degree equivalent to a monopoly indirect, as of tobacco. Regarding the mines and forests, in particular, we may safely say that in their case Government monopoly means very generally non-productiveness. Some mines, rich it seems in silver and in copper, are not worked at all; others insufficiently so. Iron and coal, though indications of them are frequent in the provinces under consideration, have not, with the exceptions of the petty ironworks near Vona, and the coal-works opened by Englishmen at Herakli, been even tried.

The forests are totally neglected, and while they are jealously guaranteed against useful enterprise, they are wastefully, and with impunity, cut down by the peasants. Of the salt monopoly, considering the wealth that might flow into the Treasury were this product treated as an article of open trade, we may say, that, though lightened by the recent reduction in the Tariff, it must still be held for evil. The extra duty on tobacco also, though wisely diminished of late, is yet too heavy to be altogether wise. And, in fine, all these sources of wealth are, some absolutely, some mainly diverted from the provinces, and drawn almost exclusively direct to the capital.

But, setting monopolies and extra duties aside, the province has little profit even from its other and ordinary sources of income, for each province, in theory, collects its own revenues by the means of its own Governor, and the revenues thus collected are, according to existing requirements, to be applied partly to objects within the province itself, and for its immediate benefit, such as the payment of officials, public works, police, and the like, partly to be remitted, on demand, to the Central Treasury, at Constantinople. And the theory is a good one.

But in practice all this is next to unmeaning: firstly, because the Provincial Governor himself, and his Defterdar, or Chancellor, by whom and into whose hands the sums in question are gathered, have, as we have

already seen, their liveliest interests vested in Constantinople, where their patrons or rivals reside, their dullest only in the province.

And hence their natural impulse is to secure themselves favour and a good name at the capital by sending thither, as much money as can be scraped together, leaving the smallest possible balance for the province, not always enough even for the payment of the subordinate officials, the local police, and the like.

Now to suppose for an instant that any provincial mejlis, or assembly, however electively appointed from among the inhabitants of the district, would efficiently correct such an impulse in its Presidents, namely, the Pasha and the Defterdar, especially when backed by such motives, and cause a suitable balance to be detained within the province itself, would be to transfer European ideas to the East, a mistake continually made by system-builders and theorists, and with evil result.

Nor will we here go into the supposition of money remitted clandestinely to Constantinople for private intrigues, nor of sums purloined from the public accounts, and invested at distance to purchase estates, to build residences on the Bosphorus, or to lay up store against the time of "retirement." Such mal-practices exist in all irresponsible administrations, and are not unfortunately peculiar to Turkey, though it is clear that the special circumstances of a feeble and wrongly-centralised Government, amid a framework of Levantine society, is likely to favour their growth. But leaving aside topics of surmise and scandal, we will here confine ourselves to the direct and legitimate tendencies of the present financial system.

Secondly, the fair theory of provincial finance is unmeaning, because the indifference of the local Governors to their Anatolian districts is very commonly outdone by the practical ignorance of the head authorities at Constantinople regarding these very provinces. Hence should, as not unfrequently happens, some intelligent Governor, from the sheer force of "juxta-position," wake up to the necessity of some public work within the province, to the utility of some enterprise, to the expediency of increasing the means for local police and good order, and, in suite, endeavour to divert for such purpose a rivulet from the full current flowing from the Local Treasury to the Central Exchequer, the chances are strongly against any serious attention being paid to his representations at Constantinople, where little is understood, or at heart cared about these topics; while, on the other hand, there pre-exists a strong and positive disinclination to sanction what would imply a lessening in the sums required to meet the immediate and pressing wants of the Imperial Treasury. Nor is Government without fear lest its outlying servants might if entrusted with money for some public but distant object, misuse their trust to personal ends.

Another great evil, widely prevalent, is that of shifting the burdens of one province upon the shoulders of another. This takes place as follows:—

Supposing that a certain expenditure has been sanctioned for some public work, or for the payment of some long-due salaries, or the like, within, for example's sake, the province of Erzeroum. Some difficulty occurs in meeting the demand from the money chest of that province. Hereon, a Government order for the amount required, with its special application, is given on some other widely-distant province, we will say, Angorah. Meanwhile an official in the Government service within the district of Angorah has very likely, I have seen it done myself, received an order for some months of arrears, payable at Trebizond, and so on throughout the provinces.

Hence a double inconvenience. Firstly, that of burdening a local

chest, probably not over-full, with the obligation, not of general interests to which, as a portion of the State, it could be fairly called on to contribute, but of the partial interests of another locality, in which it has no concern, or at most a very remote one. Secondly, a great waste of time and expense in reclaiming the money so assigned, which must, in the majority of cases, be done personally, after countless delays, and in a country where travelling from one place to another is a matter of much cost and serious difficulty, sometimes of personal danger; for, though Europeans are seldom waylaid and robbed on a journey in Anatolia, natives often are, even when on Government duty.

Still, if the wealth collected by tithes, by cattle-tax, property-tax, income-tax, and monopolies from the provinces, were, after being centred at the capital, to be redistributed thence in works contributing to the development of local resources, to the encouragement of native industry, to the facilitation of trade and enterprise, to additional guarantees of security for life and property, to a better and less costly administration of law and justice—in a word, to the ends for which any nation maintains any Government, and by the honest fulfilment of which alone any Government has right to look for loyal and helpful subjects—if, I say, all this were so, the evils now pointed out, however great, might be patiently and even hopefully borne, at least by those who are in fact the greatest sufferers, the Mahometan populations of Anatolia. Easterns are by no means Utopians, and they will put up with much, if on the whole they see or feel reason to be satisfied with the result, in spite of many avowed imperfections in the process by which that result is obtained; but when, on the contrary, we view matters as unfortunately they are in this part of the Empire—the non-execution of useful public works on a serious scale; the diminution and the insecurity of wealth, of property, and of life itself, owing to an inefficient Administration; ill-regulated law, defective justice, and insufficient police; the absence of all encouragement, nay, the positive discouragement, given to local growth and industry; the neglect of national spirit, art, and religion; the higher officials overpaid, and the lesser servants of Government, its soldiery and police, left often months in arrear of their scanty salary, or even with that salary arbitrarily retrenched to cover extra Court expenses; the unprotected state of a frontier country, stripped of all available defences, and bared as though on purpose to invite the invader: these and other points considered in this Memorandum, where much has indeed been said, but much also, for mere brevity's sake, has been left unsaid—we come to the conclusion that the present Administration, executive, military, and financial, is all a "taking without giving," and hence that it is one leading, by the directest and nearest road, to a bankruptcy, the worst of all bankruptcies, that not of finance only, but of subjects and of men.

It is a mistake, though a common one, to attribute the growing desolation of Anatolia to want of energy in its inhabitants, to fanaticism, to fatalism, to tyrannical Pashas, to corrupt or arbitrary Governors, and the like. The people, I speak chiefly of the non-Christian portion, are as a rule hard-working and energetic; their religion is freer from fanaticism than that of far most elsewhere; fatalism is a mere book theory, misunderstood too, and perfectly harmless as it here exists; the Governors and Pashas are, with exceedingly rare exceptions, neither tyrannical, arbitrary, nor even corrupt; on the contrary, they are in general well-meaning, often intelligent, sometimes highly moral and upright men. It is Constantinople that is ruining Anatolia; it is the fiscal exaction; it is a system, executive and military, traced out by theorists, and wholly unadapted to the country. Individual intelligence and worth are plenty throughout the provinces, both among Governors

and governed; but both are paralysed by the general causes set forth in this Memorandum, and, while these causes subsist, can never have more than partial and spasmodical results, incapable to arrest the work of ruin.

Nor should we be blinded to these real evils, to the diminution of population, industry, capital, national and military spirit, means of defence, and even of existence, by the activity communicated to the metropolis and the sea-coast by steam traffic and European capital, directly or indirectly invested in its consequent trade; nor again by the resulting afflux of population to some special point of the coast, to harbour or town, to Constantinople, at least Pera, to the Bosphorus, Smyrna, Beyrout, and the like. These long-shore aggregations of individuals and capital are not growths but excrescencies; they are in Turkey, but not for Turkey; their life stimulus is from without, not from within. What gain they afford is almost exclusively for two classes—the foreigners who give the impulse, and the “Greek” and Levantine population, which affects brokerage and small dealing, sometimes large also; but all this is no accession of life or strength to the Ottoman Empire, no real renewal to the decaying provinces. The mainland and its population, notably the Mahometan, have little share in it, or none; the palsied limb has been chafed and moved from without, but it is palsied still.

It would be hard to indicate a corrective for the evils last considered, those consequent on the present financial and taxation system. All remedies hitherto tried seem only to aggravate the disease, and so it must be as long as Constantinople continues distinct from Turkey. The root and origin of the ill lies, not in the financial organization itself, but further back, in political and national causes.

Trebizond, March 20, 1868.

APPENDIX.

During my visit at Erzeroum and its adjacent districts of Kars and Ardahan, at Amasia, Chorum, and Yuzgat, places reported the strongholds of Turkish fanaticism; at Sivas, Kaisareeyah, and Kastemouni, towns in the very heart of the interior, in a word, everywhere on my way, I made and caused to be made minute inquiries regarding their alleged grievances from the Christians themselves, Greek, Armenian, Protestant, and Catholic.

The result was that not a single grievance, not a single allegation of real weight, as regards the point in question, or which on examination did not resolve itself into mere exaggerated generalities, was brought before me.

The cases came under two categories, that of personal insult and that of judicial injustice.

Regarding the first category, or that of personal insult, it was to be observed that where differences of religion exist, it can hardly be expected that the masses of religionists, especially those of the lower orders, should always abstain from mutual ill-manners. Nor can Turks, in particular, be expected to feel much love for those who, though themselves Ottoman subjects, yet openly parade their sympathy for avowed rebels and for hostile Powers. But in such event it is not precisely the Turks who can be held responsible.

However, in every single recorded case of abusive language and reciprocal insult, I found that Government punishment had fallen much more severely on the Mahometan offenders than on the Christian.

Cases of open violence and bodily hurt were specified in the very badly-administered district of Kaisareeyah, and there only. The victims were some Mahometans and some Christians, the cause not fanaticism or religious hatred, but the weakness of the local Government, seconded by the inefficiency of the "zabteeyah," or police, who were led by the scantiness of their pay to connive at disorder, sometimes to take share in it. And if Christians appeared to have been occasionally singled out for assault rather than Mahometans, it was that their cowardice and their wealth rendered them fitter objects for such treatment.

In what regarded judicial injustice, I found that category subdivided as follows:—Firstly, cases in which the instigator and real oppressor was some rival or interested Christian who had made a tool of the Ottoman Administration to injure his brother Christians. Thus, for instance, the Christian villages of Ak-Dagh, in the Weleyat of Angora, have been ruined by an Armenian Christian of Yuzgat; his tools were other Turkish officials, gained over by Armenian bribes. Secondly, cases in which weakness or mal-administration in high places, injured Christians and Mahometans alike, but more frequently the latter than the former, for reasons to be stated further on; religious or fanatical motives had nothing to do with it.

Something might here be said regarding the only Turkish Tribunal in which Christian witness is formally and officially non-admitted when given against Mahometans, I mean the "Mahkemah," or Ecclesiastical Court. None complain more bitterly than do the Turkish officials themselves of the "*imperium in imperio*" exercised over them through this very tribunal by the Sheykh-el-Islam, and the mollahs and kâdes under



him. Its inconveniences can, however, in most cases be in a roundabout way, remedied by reference and appeal to the Civil Tribunals; and it is to be hoped that Turkey will, in time, be able to take with regard to her Ecclesiastical Courts those steps which even in Europe have been a matter of time and difficulty. But the proposed re-organization of the "Mahkemah" belongs to another section of this report.

Now let us turn the question, and view it from the other side.

And firstly, at the present moment, the whole burden of military service, active and reserve, falls exclusively on the Mahometan population. The Christians do indeed pay into the public treasure a small, a trifling sum, bearing no real proportion soever to the advantages it obtains them for their exemption; but even were the "Bedel-Askeri," or "ransom service" tax, weighty enough to balance the effective value of such exemption to the Christians, it could never equipoise the misery which it entails on their Mahometan fellow-subjects by the enormous burden of the conscription thus thrown on their unassisted shoulders.

And this, be it well noticed, not vice or any other book-fancied cause, is the true reason why the Mahometan population proportionately decreases, the Christian increases. The whole "unproductive" element of the empire is formed out of the former alone. It is a crying injustice, and calls for serious consideration and prompt remedy.

Secondly, the Mahometan population is absolutely "unrepresented" at Constantinople, where the Mahometan subjects of the Sultan have really no one to whom they can make known their interests, or expose their wrongs. Meanwhile the Christians have, at the capital and throughout the empire, as many courts of appeal, and redress-demanding representatives, as there are Consulates, agencies, and sometimes embassies, at hand. Indeed not only are their complaints listened to when made, but even fabricated for them when not made.

Hence, and it is a deadly consequence, the full weight, firstly, of fiscal oppression, so natural to a Government at once centralized and absolute, like the Ottoman, and, secondly, the chief weight of local and individual oppression, unavoidable, where a weak, yet unbalanced Power, resident at the capital, neglects, as it is sure to do, the provinces, falls on the Mahometan, and not on the Christian population. For the very reason that the cry of the former is practically unheard; the latter have a thousand spokesmen.

Thirdly, and this is a corollary of the above, open sedition and abominable crimes, severely and speedily punished when perpetrated by Mahometans, are only half punished, or are even pardoned altogether when Christians are the culprits: the hands of justice being, for them, tied up by Consular or analogous intervention.

The subject might be still further investigated, and instances given in illustration; but thus much may suffice for the main. I will only add that a striking and visible confirmation of what has now been stated is afforded, not on the coasts only, but in the centremost interior, the very supposed focus of Mahometan fanaticism, by the manner in which the Christians of those districts flaunt their ostentatious wealth in splendid houses, gay dresses, and all the ornament of prosperity, a manner wholly incompatible with anything of that oppression so much talked of for them at a distance. Among the Mahometan population these conditions are sadly reversed.

It is a mistake, though not an unfrequent one, to attribute the evident prosperity of the Christians in Turkey, by comparison with the Mahometans, to some greater energy on their part, industry, and other virtues. Truth is, that in vigour, in probity, and in steady work the Mahometans are, as a rule, decidedly ahead of their Greek and Armenian fellow-

countrymen. But the former have been and are systematically overburdened, not to say oppressed, while the latter, under protection of their advantageous position in the Ottoman empire, have been enriching themselves for the last half century.

Nor can the Ottoman empire right itself till its burdens be equally distributed on its two shoulders, the Mahometan and the Christian, not exclusively heaped up on the former, as they now are. Either the Christians must be put on a level with the Mahometans, by being brought down to them, or much better, the Mahometans must be brought up to a level with the Christians by a conscription, lightened because shared, and by an equable administration, combined with some attention to the interests of the provinces, and of a loyal and hard-working, not merely of an intriguing and money jobbing population.

As matters now stand, the Ottoman Government lies under the very serious charge of oppressing its Mahometan, in favour of its Christian subjects. I regret to have to confirm the charge.

Such are the observations suggested to me on a somewhat thread-bare topic, by what I have in person seen and heard during my visits to the inlands.

SAMSOON.

It is a pretty little town, occupying the base of a wide bay, which is sheltered by a promontory on the west, and to some degree by the low and distant headland of Chalti-Boroun on the east, but is open to all winds between W.N.W. and E.N.E. Hence, though the anchorage ground is good, the roadstead is insecure, and the sea often rolls in with extreme violence.

Samsoun is situated on lat. $41^{\circ} 20'$, and on long $36^{\circ} 20'$ Greenwich. Its distance by sea-line from Trebizond is about 180 miles west; from the Bosphorus, about 430 miles east.

Within the present town, on the sea-shore, stands the fort, or old town of Samsoun, still surrounded by its now useless walls and towers, of Turkoman construction, though sometimes erroneously attributed to the Genoese. The Greek town of Amisus stood on the promontory, to the west.

Samsoun possesses a large seray, or palace, where resides the Lieutenant-Governor, or Muteserif, of the entire Sanjak. It owns also a large Custom-house, where is stationed the Director-General of all the Ottoman Black Sea customs from Bosphorus to Batoum.

In front of the Custom-house is a stone wharf for disembarking goods; it has been badly built, and serves but little. There are three batteries of five or six guns each on different points of the harbour; there is also a barrack inland, built at much cost, but now disused and ruinous. A lighthouse, belonging to the same company, and with the same regulations and dues as that of Trebizond, stands on the western point; the harbour dues are the same here also.

The market-place is tolerable; the number of shops is about 360. A special tobacco mart is now in construction.

The number of inhabitants, as given by the last census, is—Mahometans, 3,895; Greeks, 756; Armenians, 589; Jews, 7; Total, 5,236.

Since, however, this census was taken, the population has much increased, and may now be reckoned at nearly 7,000.

There are Russian, Austrian, and Persian Vice-Consulates at Samsoun; the two former are also steam agencies. There is also a French Consular agent; he is at the same time agent for the "Messageries," and, but provisionally and unpaid, for British interests. Lastly, a Levantine broker is Consular agent, after the old and time-dishonoured fashion, for the Italian, Swedish, American, and Greek Governments.

Behind, and on either hand of the town, the hills stretch away, low, grassy, and often wooded. Streams and marsh plashe abound; hence Samsoun is held for somewhat feverish; else the climate were healthy.

Statistical returns of steam and shipping, of the coasting trade and of the export and import of Samsoun have already been given. I here translate also and insert some notes on the commerce of Samsoun, furnished me by the same M. Doulect. They are as follows:—

Passengers.

Generally speaking, the passengers who embark or disembark at Samsoun belong to the poorer class. They are mostly day-workmen, porters, and the like, on their way to Constantinople in search of employment, or returning homewards from the capital with what small profits they may have collected there.

There are about 20,000 departures of this sort from Samsoun to Constantinople yearly, and as many arrivals. During the years of Crimean war, the number was still greater, and any similar event in future would no less augment it again.

Here I insert that, substituting 30 or 35 for 20,000, and leaving the rest as it stands, the above paragraph may equally serve for Trebizond. To continue.

Commerce.

Samsoun is the port by which passes all that the "Sanjaks," or Pashaliks of Janik, Amasia, Yuzgat, Sivas, and Kaisareeyah, with their neighbourhood, receive from Europe, or send thither. If the little collateral ports of the Janik,—namely, Bafrah, Thermah, Ooniah, and Fatsah, be included in Samsoun.

What Europe sends consists chiefly of the following articles:—Sugar, coffee, wine, spirits, drugs, cottons, iron, steel, hard-ware, crockery, and the like, giving an average total of 150,000 bales or loads yearly, the weight of which may be estimated at 7,425 tons.

This estimation applies almost exclusively to the steamer traffic.

The exports consist chiefly of corn and grain, wheat, both hard and soft, linseed and hempseed, maize, and the like; also of what may serve for drugs and for dyeing, such as scammony, madder, Persian berries, or jahree, and similar produce; also cotton, wool, skins, furs, preserved meat, silk cocoons, silk, and sundries.

To which enumeration of M. Doulect's should be added, and at the head of the list, tobacco.

The total number of bales made up from these various articles, may be reckoned year by year at an average of 190,000, and at a weight equalling about 8,695 tons.

The difference in kind between the articles exported from Central Anatolia by Samsoun, and those exported from Eastern Anatolia by Trebizond, as enumerated in the report itself, cannot fail to be noticed. The reason of such difference is that the inland lines of traffic from these two places are totally distinct, both in course and in direction.



Harbour Movement.

Steamers.—All these arrive and depart weekly.

Sailing Ships.—These are in proportion to the corn and grain. Ships generally arrive here in ballast and freight grain for clearance.

This is because the costlier articles go usually by steamer.

Coasting Trade.—The greater number of smacks bring and take fruit, eatables, firewood, charcoal—in short, articles of local and daily use.

Thus far M. Doulcet.

The importance of Samsoun arises from its coast position at the exit of the Great Valley, or, at least, of the succession of comparatively low grounds, leading up from the sea to Sivas, a point whence diverge the important routes of Erzinghian, Kaisareeyah, Yuzzat, and Angora, but above the main route leading to Kharput, to Diar Bekir, Mosool, Bagdad, and Basrah. Hence Samsoun now is to Central Anatolia, Mesopotamia, Chaldœa (these names are unknown in the countries themselves, but we give them because more readily understood among Europeans than would be the real and modern nomenclature), and the Persian Gulf, what Trebizond is to Armenia, Curdistan, and Persia. Though in Persia, Samsoun also, through the routes from Bagdad to Teheran, and from Aboo-Shahr to Shiraz, has also a share. Lastly, the Indian trade can hardly fail to send, sooner or later, a considerable stream of traffic by the long-neglected Tigro-Euphrates valley, and its Anatolian offshoot.

Not for road making only, but for railroad also, I understand, the route from Samsoun to Diar Bekir has been surveyed, though with what degree of completeness I am not aware. But it seems proper in this Appendix to give some statements relative to this route and its advantages in connection with other routes practicable in Anatolia.

Roads.

Anatolia is traversed by four principal lines of communication. Three of them are in actual use, the fourth almost belongs to history. The directions of these lines are determined by the course of the mountain ranges and valleys of this region.

The first route is that which, starting from Trebizonde, and passing south-east from Erzeroum and Bayazi, cuts off the north-eastern or Armenian corner of Anatolia, and communicates directly with Tabreez, Resht, and Teheran. Of this route full particulars have been given already.

The second is that now under special consideration, namely, from Samsoun to Amasia, Zileh, Tokat, and Sivas, whence it bifurks, the lesser branch going to Kaisareeyah, and thence through the narrow pass once known as the Cilician gates, to Tarsoos, the greater branch turning eastward, crossing the Anatolian watershed at Delikli Tash, and thence on to Kharput, in the Euphrates, and to Diar-Bekir, in the Tigris valley.

The direction of this second route is also south-east, and almost parallel to that of the first; but its diagonal intersection takes Anatolia nearer the centre.

The third route, not diagonal like the two former, but nearly parallel with the long axis of Anatolia, starts from the Marmora sea-coast at Ismid, passes by Boli, Tosia, and Osmanjik, and falls in crossways with the second route at Amasia.

The fourth route is, like the first and second, diagonal, but instead of cutting off the north-eastern, it cuts off the south-western corner. This is the route by Browsersa, Ak-Shahr, and Kôniah, thence passing to Tarsoos

and Syria. But this route, though much used in Byzantine and Seljook times, is now little frequented, and serves only for a small local traffic, or individual travelling. We may, therefore, dismiss it from the present report.

Now let us return to the second route, and follow it stage by stage.

First, from Samsoun, south by west, to Marsivan, distance 16 hours, or about 50 English miles. This part of the road passes over undulating hills; the greatest height traversed is 2,700 feet above the sea; Marsivan itself is at about 1,700 feet; Marsivan is a town of about 2,500 houses, or 12,000 souls, of whom near one-fourth are Armenians; it is an active commercial centre. The routes of Osmanjik from the west, and of Yuzgat and Chorum from the south, unite here on their way to the sea; the former route sends much rice and fruit, besides some overland traffic from Constantinople; the latter sends corn, barley, flocks, and hides.

From Marsivan the road passes to Amasia, a distance of seven hours, or about 26 English miles. The ground is nearly level, the road traverses the "Sooli Ova," or "Plain of Waters," and thence enters the valley of the Yeshil-Irmak, or "Green River," mentioned in this report.

Amasia is a second, and even more important, commercial centre. The town itself contains 3,200 houses, 700 of which are Armenian, and 50 Greek. Here is the great silk-rearing district, it reaches to Marsivan; excellent fruits, amongst which are the best apples known in Anatolia; hemp, flax, corn, barley, rice, and opium are hence supplied; also the wool too of the flocks hereabouts is much esteemed. An easterly route connects Amasia with Charshembah, Niksar, and Kara-Hisar all trading districts. In fine, Amasia is the centre of a province containing 780 villages, that is, of a population of 200,000 souls at least, and of which the agricultural and pastoral taxes alone are farmed out by Government for 37,000 yearly, whence the amount of intermediate traffic to be here taken up by the road may be conjectured.

From Amasia the road passes south to Zileh, at 30 miles distance. During this space it rises about 350 feet. Zileh is a town of about 1,800 houses, and is rendered important by the great market held here every year in the autumn, when goods are brought from Yuzgat, 80 miles to the east, and from Eylé-Bazar, Sooli-Serey, and all the 167 villages of Artyk-Ova, or the "Central Valley." Here accordingly the road will not pass in vain.

From Zileh to Tokat the road enters and traverses the length of Kas-Ova, or "Goose Plain," all even ground for 32 miles. Tokat is a town of 4,570 houses, nearly half of which are Christians, 1,500 being Armenians, 240 Greek, 210 Catholic, 40 Jewish, and the remaining 2,580 Mahometan. Here are the great smelting works for the copper ore brought from the mines of Arganah, beyond Kharput. 663,897 okes, that is, 871.52 tons English, were sent from Tokat to Constantinople during the course of last year only. The further export of Tokat consists of fruit, raisins, silk, cotton, opium, and grain of different kinds, from which we may conclude the traffic value of this station for the road itself.

From Tokat to Sivas is only 18 hours, or about 60 miles in a direct line. But, to avoid having to climb the heights of Kara-Jela Dagh, and of Chemlek Dagh, each nearly 5,000 feet, it would be well to follow the Winter Road, taking a slight roundabout to the west, by the villages of Kiniz and Yeni-Khan; the road would in this case be prolonged by about 20 miles, but would be much easier, the rise being more gradual.

Sivas itself stands at a height of 4,150 feet above the sea. The male population of Sivas is—Mahometans, 8,279; Armenians, 6,538; Gipsies, 110; Greeks, 103; Catholics, 35; Protestants, 9; total, males, 15,074.

to which number, if we add the females, we get a total of about 31,000 souls.

But Sivas is also the centre of a "Sanjak," comprising 962 villages, and of a male population, the new Circassian colonies included, of 217,198 souls, or, the women reckoned, of about 440,000 in all. It is a region of wheat, barley, hemp, flax, beet, and the like produce, besides flocks and herds; the agricultural tax alone of last year was farmed at 31,000*l.* sterling, and the produce of the salt mines at Toozli and Pallas reckoned at the almost incredible sum, but I give it as stated to me, of 150,000*l.* sterling.

The revenues of Sivas belong, however, to another section of this report. Suffice here to say that Sivas must, from its geographical position, always bear to the overland commerce of Anatolia the same relation that Damascus does to that of Syria, and Bagdad to the Euphrato-Tigris regions.

From Sivas to Diar-Bekir the distance by the present post road is reckoned at about 320 miles English; the route crosses the Anatolian watershed at Dilikli Tash, about 26 miles south-east of Sivas, thence entering the valley of the Euphrates, it crosses out of it into that of the Tigris by the lofty Mihrab Pass, near Arganah. Full description of the country thus traversed, and of its commercial resources, whence may be fore-estimated the advantages of the route, is given in the copious reports furnished by Her Majesty's Consul for Kurdistan, Mr. Taylor, within whose district these regions are included. Nor is it necessary to track the route further in this Appendix.

But a few particulars must be added regarding the route from Sivas to Kaisareeyah, because this off-road is one of the most important "feeders" of the principal line.

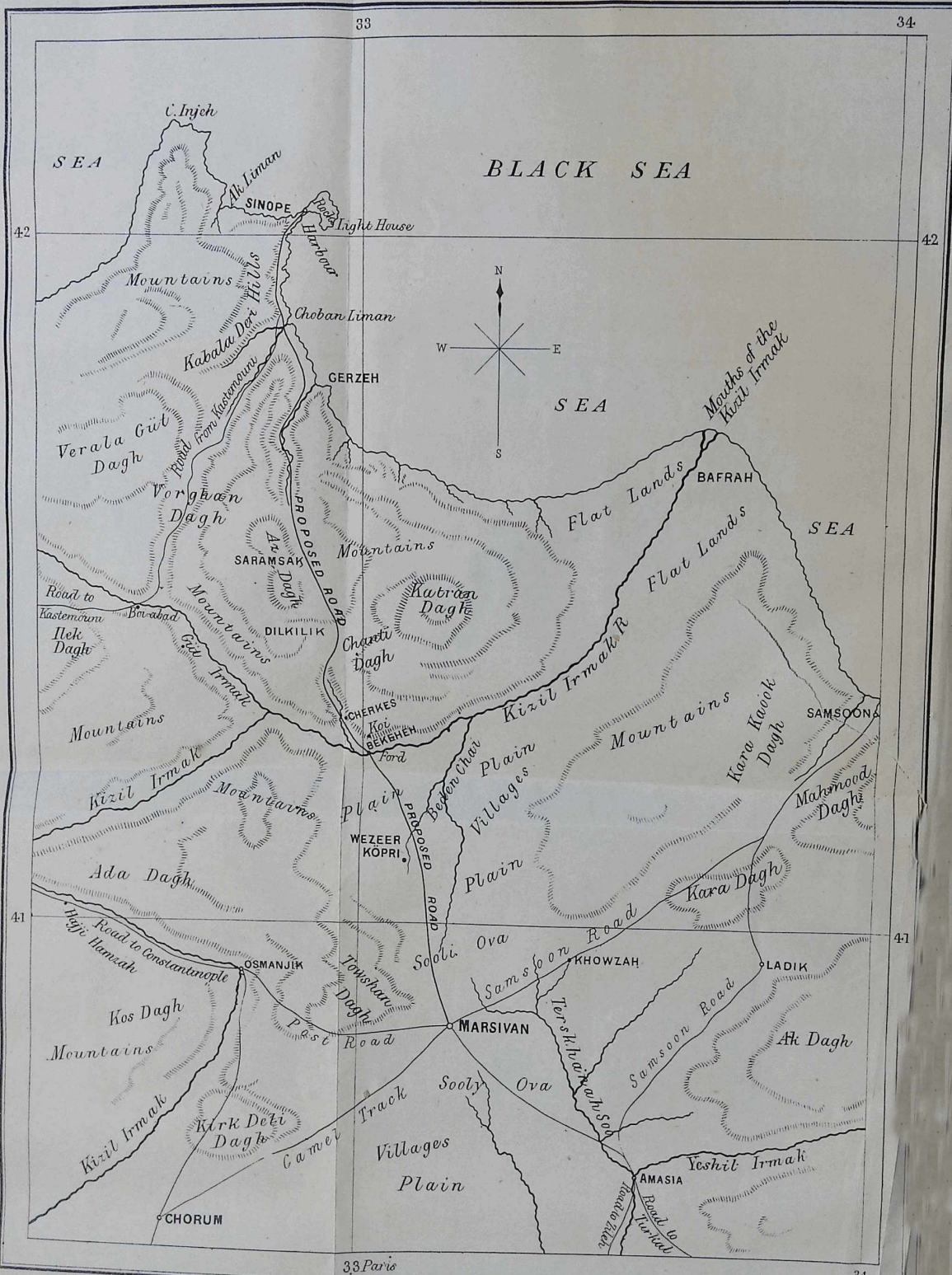
The distance from Sivas to Kaisareeyah is about 120 miles; the road crosses the valley of the Kizil-Irmak, mounts the Yòn-Yokush ridge, 5,200 feet above sea-level, or 1,000 feet above Sivas itself, and then continues by a succession of highlands, and between rocks of fine white marble, much quarried during the Byzantine and the Seljook dynasties; the average sea elevation of this plateau, till within 12 miles of Kaisareeyah, is 4,000 feet. On the route lies the saline lake and the salt works of Pallas, of which mention was made above. The district is well peopled, and pretty evenly divided between tillage and pasture; the Koïoun-Seymeh, or sheep tax, is farmed by Government for 8,900*l.* annually.

Kaisareeyah itself is a town of 22,647 inhabitants, of whom 14,776 are Mahometans, 6,498 Armenians, and 1,373 Greeks. Its market-place, or bazar, is the largest and best constructed in Asiatic Turkey, and contains 2,692 store magazines, besides about 4,500 open shops, making 7,192 in all. There are five large "khans" still in use, possessing 150 store-rooms for goods, besides 28 small "khans," and the ruins of many more. The number of schools, both Mahometan and Christian, is 104.

The town stands in a large basin-like plain, only 3,500 feet above sea-level; in the centre of this plain rises the great volcano Argæus, now extinct, but hot springs, containing sulphur and iron, still well up at its base. The soil is throughout volcanic, and richly cultivated. The number of the villages in this plain is 166; that of the inhabitants is 106,898, of whom 8,034 are Armenians, 9,364 Greek, 433 Protestant, the rest Mahometan.

From Kaisareeyah a route leads south-west to Kòniah, and another due south to Tarsoos and Adanah. The distance in either case is about seven days of horse-travelling on bad roads, that is, in Turkey, about 160 miles. These routes, with that of Sivas, give Kaisareeyah even now

M A P
 SHEWING THE COURSE OF THE
 PROPOSED ROAD
 FROM SINOPE TO MARSIVAN.



considerable commercial importance, In old times it was the chiefest emporium of the East Byzantine empire, and it will readily become much the same again, whenever good roads and perhaps railroads shall have set on foot once more the land traffic, which now coasts round Anatolia in steamer.

Special activity has latterly been given to Kaisareeyah by the neighbourhood of the newly established Circassian colony at Azeezeyah. The settlement contains about 10,000 families, or 60,000 souls. It has been placed in a fertile, though hilly district, somewhat east of the road half-way between Sivas and Kaisareeyah, or rather nearer the latter, behind the range of Kizil-Dagh, or "Red Mountain," towards Darindah. The colony draws all its requirements from Kaisareeyah.

Another source of export is the saltpetre refinery here established; it sends to Constantinople 100,000 okes, or 125 tons, at 20% a ton, or a total equivalent of 2,500% yearly. The saltpetre itself is chiefly brought from Boghazlian, a district some 30 miles north-west of Kaisareeyah, all which will take the Sivas road when that is made.

Lastly, a road, had indeed, but frequented, joins Kaisareeyah to Angorah. The distance is about 190 miles. The Sivas road can reckon ultimately on this side-stream also.

Now, from what has thus far been stated, may be formed an approximate idea of the traffic which will flow into this channel from Anatolia itself, besides the main current to and fro between the coast, Diar-Bekir, Mosoul, and Bagdad. This route is certainly the shortest, and the most productive, but it has one objection, namely, the want of a harbour at its sea end, that is, Samsoun. We will now consider how this objection can be obviated.

It is a fact that the roadstead of Samsoun is so open that anchorage there is often insecure, and shipping operations at times impossible. There has been much talk of improving the roads by means of a breakwater running out from the western point, but the project would imply great expense, nor is it ever likely to be executed. We may therefore safely dismiss it from consideration.

But all difficulties would be removed, and the entire plan advantageously modified, were the starting point of the route, whether road or railroad, to be taken not from Samsoun, but from Sinope, where a first-rate harbour, fit for all shipping and navy operations at all times and in all weathers, exists ready to hand.

At the present moment no road exists from Sinope in the south-westerly direction, and for this reason, joined with the ordinary ignorance of whatever lies off the beaten highway tracks in Anatolia, a belief generally prevails that no such road could be made. This my own observation enables me to contradict, as follows:—

By the map, here inserted, a map drawn up by myself in concert with a Polish engineer, resident at Sinope, after carefully going over, and, so far as possible, surveying the ground, it will appear that a road might easily be made to pass, firstly, from Sinope along the sea-coast to the opening of the Saramsak Valley, near Gerzali. The distance is 15 English miles; the ground presents no difficulty, beyond small streams and torrents, easily bridged, and some slight undulations, none exceeding 300 feet. The soil is stiff clay, with a little stone here and there.

Next: quitting the sea-shore, and changing its direction from S.S.W. to nearly due south, the road will ascend the broad and easy Saramsak Dere. or Valley, up to the village of Saramsak itself. The distance is about 12 miles; the rise in the ground 2,800 feet, giving 22.4 feet per mile, or exactly $\frac{1}{24}$ th. The soil, which is clay mixed with stone, is good for road-making.

Third stage. The road will now cross the main ridge, or Az-Dagh, the "Lesser Mountain," at a height of 3,600 feet above the sea, and go on to Dilkilik-Koi, or "Fox-ground Village;" distance five miles; the rise $\frac{1}{3}$ rd exactly.

Fourth stage. From Dilkilik-Koi the road will descend again by Chanli-Dagh, or "Pine Mountain," till it enters the valley of the Kizil-Irmak, here only 320 feet above sea-level, at the recently established village of Chirkos-Koi, and so comes to the ford of Wezeer Copri, or the "Vizier's Bridge" over the Kizil-Irmak, close by a little Békcheh, or guard-house. The distance is 17 miles; the ground gravel and clay, with some sand; the descent $\frac{1}{7}$ rd nearly, and manageable; a little winding.

Fifth stage. From the Békcheh, and the other side of the river, the road goes S.S.W. straight to the village of Wezeer-Köpri; the distance is six miles; the ground nearly level; the plain is full of villages and well cultivated; there are 70 villages in this district alone.

Lastly: leaving the heights of Towshan-Dagh, or "Hare Mountain," on the right, a gradual rise brings the road to Marsivan, at a distance of 22 miles from Wezeer-Köpri. Here we fall in with the main route already described.

The total distance from Sinope to Marsivan is accordingly 80 miles, being about 30 miles longer than that from Samsoon to Marsivan, a difference amply compensated for by the excellent terminus thus to be obtained in Sinope and its harbour.

We may remark that this road, namely, from Sinope to Marsivan, Amasia, Sivas, and Diar-Bekir, would be infinitely preferable, both for commercial and for imperial purposes, to that sometimes talked of, from Ismid, either by Boli and Osmanjik, the present post road, in which case about 300 miles of road would have to be traversed before reaching Marsivan, or by Brousa and Angora to Kaisareeyah, a distance of full 400 miles; while in neither such case could the collateral traffic equal or approach that implied by the route which we have here traced.

Further advantages resulting from fixing the sea-terminus at Sinope rather than elsewhere shall be explained in the article on Sinope itself.

To sum up, in the present condition of this part of the Ottoman Empire, commercially considered and otherwise, three routes are of prime importance: First, that from Trebizond to Bayazid; second, that from Sinope to Diar-Bekir; and third, a cross route from Ismid, falling in with the second at Sivas, and with the first through Erzeroum.

Of these three routes the two former demand more immediate construction, and of these two, the first should be, if possible, a good waggon-road; the second a railroad; the third, like the first, a waggon-road. Besides these three, other cross routes would be expedient; but they are of less pressing exigency, and would follow in time.

A concluding remark is necessary on the manner in which the Ottoman Government is now taking these things in hand. Every town, every village, is naturally anxious to improve its road communications; and the several "Walis," or Governors, encourage these projects with very creditable zeal. But the result is that too much is attempted at a time, and too little method is observed in what is attempted. The engineers employed are frequently, perhaps always, men capable of doing well under proper orders; but the "Walis," or Governors, cannot, in their ignorance of such matters, direct them to any good purpose; while the engineers themselves on their part have neither the science nor the steadiness requisite to conduct unguided great undertakings. Hence the projects are vague and uncombined, the lines ill traced, the work superficial, slovenly, and unenduring. I speak from what I have myself

seen. Nor does any one of the Corps appear to appreciate the advantages accruing to trade or to good government, not to mention campaigning, from one route rather than from another; nor, indeed, does any one seem to have, what, however, is absolutely necessary for so doing, a proper knowledge of the general bearings of Anatolia, and the relative importance of its lines, within or beyond its frontiers. The while every "Wali," or Provincial Governor, eager to signalize his own energy, adopts all imaginable projects for routes within his own "Weleyat," or province; unconsidering their profit for, or harmony with, what may lie beyond his personal limits: and he easily obtains a sanction from Constantinople for attempting his plans, however crude and ill-assorted. Hence Anatolia in general, and every province in particular, is burthened with the labour and the costs of a patch-work, piece-meal, and most defective road-making, and all to nothing, but to impoverishment and inconvenience; while the means which would have sufficed to the most profitable enterprises are wasted, and to no purpose.

SINOPE.

The actual commerce of Sinope may be estimated from the returns, A", B", C", and D", given in the body of the report; nor is any general description of the town and harbour, both already well known from the writings of historians and of travellers, here necessary. Still a few particulars ought to be added, to complete what regards the place, its trade, and, above all, the position which it occupies, or might occupy, in the Ottoman Empire.

Sinope has never wholly recovered from its bombardment by the Russians in 1853, and a large quarter of the old town, near the castle, is still in ruins. The present census of the inhabitants gives 7,299 Mahometans, and 2,369 Greeks and others, making a total of 9,668. The number of shops and store-houses conjointly is about 500; most are in the hands of "Greeks;" and of these again a large proportion are retail spirit sellers, for the benefit of the sailors, of whom rough weather continually detains a large number in this secure haven.

Sinope possesses a handsome "Seray," or palace, where the Pasha Muteserrif of the Sanjak, or district, resides; the head of the Government is at Kastemouni. Also a telegraph office, which communicates with Samsoun by a single wire; three steamer-agencies, French, Austrian, and Turkish; one Austrian Vice-Consul, and a consular agent for the Russian and Italian Governments together.

There is also here a huge castle, originally of Byzantine construction, but repaired and strengthened by the Seljook Sultans; it stands on the narrow Isthmus which forms the base of the bay; and would, if put in order, be even yet useful for defence. By an unmeaning arrangement, the quarantine is included within its limits. The old town, also surrounded by massive Byzantine walls and towers, occupies the eastern part of the isthmus; the new town nestles against the inner or harbour-margin of the peninsula.

Close by the castle is a small dock, where one ship has been this year repaired, and two built; and hard by a battery furnished with six guns. About 20 more guns lie here and there, dismantled and rusting. Thirteen batteries, all empty and going to ruin, linger on different points of the harbour and coast; their positions have not always been well chosen.

A light-house tips the north-eastern extremity of the peninsula. The light-house and harbour dues are the same here as at Trebizond.



Commerce.

In matter of commerce, Sinope has no direct dealings with Europe ; the circle of its immediate communications, including only the adjoining Black Sea coast, Constantinople, and, on the main land, so far as Boi-Abad, and the valley of the Gök-Irmak, at a distance of 18 hours, or 62 English miles nearly.

Hence foreign shipping of large tonnage seldom enters this harbour for trade, unless it be an occasional collier, bringing its cargo for the French and Austrian coal depôts here established ; such usually leave in ballast. But many steamers, and shipping great and small, put into Sinope harbour for shelter in foul weather.

Throughout the neighbouring inland districts, a rich soil and well watered, agriculture is on the increase. Sinope now grows its own tobacco, instead of importing it, as formerly, from Samsoun ; 60,000 mulberry trees, for rearing silkworms, have been planted here within the last three years. Cotton, too, was tried in the year 1865, but did not succeed ; in fact, considering the climate, I do not think that it ever could.

Other staple products, maize, rice, and corn, thrive in plenty. Pine, fir, oak, beech, chestnut, and elm-trees abound on the higher mountains, about 15 miles up the country. Wood-cutting in these forests, which are of immense extent, is subject to a nominal Government monopoly in favour of the dockyards at Constantinople.

Specimens of the gross amount of annual export are given as follows :—

	Okes.
Rice	900,000
Linseed	20,000
Fruit, apples, pears, &c. .. .	2,500,000
Tobacco	400,000

The tobacco is in quality inferior to that of Samsoun. The oke, as aforesaid, equals 2·8 lbs. English.

Since the year 1848 Sinope has had a new commercial rival in the roadstead of Ineboli, situated at a distance of about 80 miles by W.S.W. along the coast, and where most steamers touch, or try to touch. The routes from Ineboli to the interior, though less important in their direction than those from Sinope, are easier of passage ; but, on the other hand, the Ineboli anchorage, being quite unsheltered, is a very inconvenient one for landing or for embarking goods. Hence it happens that merchandize sent to Ineboli, must often lie there for weeks and even for months together, before it can be got on board for export ; while articles destined by steam or sail for Ineboli, have not unfrequently to be carried on past it to Sinope, and must there await fair weather before returning to their original address.

To obviate these inconveniences, the Turkish Government commenced in 1865 an inland road from Sinope ; not the route leading to Marsivan, but one of much less advantage and of greater difficulty, leading up the valley of Kabala-Dere to Boi-abad, and thence to Kastemouni. The total distance by the line adopted would be about 140 English miles, of which about five miles have been already laid down ; but so ill, that even this insignificant piece of work, on which, as I understand, more than 6,000*l.* have been expended, is, and must remain, practically useless.

Profit would accrue to Sinope, to Turkish, and even to European commerce, were a good road opened inland from Sinope, especially in the direction of Marsivan, for Kastemouni is merely a blind alley ; and were

the finest harbour but one on the Black Sea, a harbour now next to useless for want of communications on the land side, thus utilized.

BATOUM.

Batoum stands on the western side of an excellent harbour, the third in goodness on the Black Sea, Sebastopol being the first, and Sinope the second. The form of the harbour is nearly circular; its base is to the south, its entrance north-north east. So complete, however, is the shelter afforded by the lighthouse point on the western side, and the opposite point, called "Serey," on the eastern, that no wind, from whatever corner of the compass, has any serious effect within the haven. The anchorage is good, and the dimensions of the harbour admit of about twenty large vessels riding here in security.

The town of Batoum was till recently little more than a Lazistan coast hamlet, mainly tenanted by fishermen and smugglers. But many circumstances, which will be explained in the course of this Appendix, have caused it a rapid increase, and are still causing. The present town census gives—4,500 Mahometans; 350 Greeks; 120 Armenians: making a total of 4,970 townfolk. The market-place contains nearly 150 shops, and 50 more, lately built, stand in the neighbourhood of the quay.

Besides this, Batoum possesses a custom-house, spacious and well placed; a quarantine, awkwardly situated within the town limits; a large and ill-built Governor's palace; the vestiges of two batteries, one on each side of the port entrance; two guns; a double harbour-light, in lieu of a lighthouse; also a small barrack, where lodge a company of soldiers; and, by far the stateliest and best-placed building; a Russian consulate. The Russian consul, who is also steamer agent, acts, moreover, as consul for all other foreign nationalities, British included. The Persians alone have here a distinct consular agent.

From the landing-place, and close by the Russian consulate, runs out a long wooden pier; opposite to it is anchored a huge buoy, belonging to the Russian Steamboat Company. This buoy is further connected with the shore by a cable, and is so placed as to give the central and most advantageous position before the quay to the Russian steamers, which alone have a right to its use; while, at the same time, it materially inconveniences everyone else, especially the small coasting craft, which, under stress of certain winds, find their entrance into the harbour almost precluded by this same Russian buoy and its cable, and, indeed, are not unfrequently wrecked on it. Many boats have thus been lost, and some lives. It is true that, on the serious and repeated remonstrances of the Turkish harbour-master and the inhabitants in general against this nuisance, a firman directing its removal has been issued at Constantinople; but Russian influence at Batoum, or elsewhere, has caused the firman to remain thus far a dead letter.

The population of Batoum is of a very mixed character, comprising Turkish, Laz, Georgian, Circassian, Abkhasian, and even negro; all blacks having been, by Imperial decree, exiled from the Caucasus. The "Greeks" here resident are of that ambiguous description common in the ports of the Black Sea; they are chiefly small victuallers, or retail spirit sellers. The Armenians of Batoum are a recent colony; they come from the inlands about Erzeroum.

It may be noticed, that the presence or the increase of Armenians in a town of the East has much the same significance as a like movement among the Jews of Europe; it is a thermometer to mark the growing prosperity of the place, and the extension of its monetary transactions.

For climate: in spite of drainage lately attempted, and in part effected, the swampy ground lying west of the town towards the Chorok,

renders Batoum somewhat feverish. Since, however, the Circassio-Abkassian immigration, and the consequent increase of cultivation, chiefly maize and rice, in the neighbourhood, the general climate has grown healthier year by year.

Commerce.

From Trebizond eastward, and so round to Odessa, there are no steamer lines but Russian on the Black Sea.

Till August last year, the French Steam Company of the "Messageries" had a weekly service at this post, belonging to their supplementary line between Poti and Trebizond. But since that date the line, though avowedly a very profitable one, has been given up, and the steamer itself sold to the Russians.

The present state of commerce at Batoum may, to a certain extent, be estimated from the accompanying returns, faithful in the main, though, it is probable, not mathematically exact: a remark already made on a former occasion, and which applies, more or less, to all the numerical statements in these reports. Of the returns before us—

A'''.—RUSSIAN Steamer movement at the Port of Batoum Yearly.

Nationality.	ENTERED.		
		No.	Tonnage.
Russian	From Constantinople, for Batoum ..	52	28,007
	From Odessa, <i>via</i> Kertch, for Batoum ..	26	16,203
	From Poti, for Batoum, small steamers..	104	16,818
Total .. ..	..	182	61,028
CLEARED.			
Russian	From Batoum, for Constantinople ..	52	28,007
	From Batoum, for Odessa, <i>via</i> Kertch ..	26	16,203
	From Batoum, for Poti, small steamers.	104	16,818
Total .. ..	..	182	61,028

B'''.—SHIPPING movement in general at the Port of Batoum, for the Year 1867.

Nationality.	ENTERED.				CLEARED.			
	In Cargo.		In Ballast.		In Cargo.		In Ballast.	
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
Turkish	16	1,251	2	97	18	1,348	..	..
Russian .. ..	..	..	2	384	2	384	..	..
Norwegian	2	431	..	..	1	240	1	191
Austrian	1	371	..	..	1	371	..	..
Total	19	2,053	4	481	22	2,343	1	191

C'''.—COASTING Trade at the Port of Batoum, for the Year 1867.

Nationality.	ENTERED.		CLEARED.	
	No.	Tonnage.	No.	Tonnage.
Turkish	258	3,519	260	3,541

a'''.—IMPORT during one Month by the small succursal French Steamer "Rion," at the Port of Batoum, 1867.

No.	Description of Articles.	Single Value.	Total Value in Turkish Money.	Total Value in English Money.
		Piastres.	Piastres.	£ s. d.
7	Boxes of Lemonade	100	700	5 18 0
41	Bales of Manchester Goods	2,000	82,000	683 6 8
18	Bales of Flannels	1,500	27,000	225 0 0
182	Bales of Sundries	500	91,000	758 10 0
50	Sugar, in chests	600	30,000	250 0 0
75	Wine and Spirit Boxes	400	30,000	250 0 0
1	Money in Group	2,583	2,583	21 5 0
	Total .. ..	..	263,233	2,193 19 8

Passengers, 44.

b'''.—EXPORT during one month by the small succursal French Steamer "Rion" at the Port of Batoum, 1867.

No.	Description of Articles.	Single Value.	Total Value in Turkish Money.	Total Value in English Money.
		Piastres.	Piastres.	£ s. d.
15	Bales of wool	300	4,500	37 10 0
14	Knots of walnut-wood	1,000	14,000	116 16 8
24	Bales of sundries	500	12,000	100 0 0
41	Barrels of train oil	200	8,200	68 6 8
170	Sacks, corn and barley	80	13,600	113 6 8
12	Bales of flax	1,000	12,000	100 0 0
1	Money in Group	780	780	6 10 0
	Total .. ..	..	54,280	542 8 0

A few remarks, explanatory of each return, are here subjoined in order:—

A'''.

This return includes three different lines of steamers, all three Russian:

First. The weekly line from Constantinople to Batoum and back. They touch at Trebizond, coming and going.

Secondly. The line from Odessa, *via* Sebastopol, Yalta, Kertch, and so round the east Black Sea coast to Batoum. The steamers employed on this line, which is fortnightly, are mostly of large calibre.

The Russian Black Sea Steamer Company has in active service fifty five steamers, most of large build, and arranged to carry six guns and upwards each: a formidable fleet under a mercantile title. The commanders and officers are taken almost exclusively from the Russian navy.

Thirdly. The short line from Poti to Batoum. This line is twice a week, and is served by little light-built steamers, which can clear the bar outside Poti at the mouth of the Rion, and cross the thirty-four miles of sea which lie thence to Batoum. Sometimes a third steamer follows within the week; but such extras are to balance occasional deficiencies in rough weather, and need not be set down separately in this report.

The total number of arrivals, as of departures, is 128 yearly. The total tonnage, 61,028.

B'''.

This return is defective. Three or four English vessels, which to my certain knowledge entered Batoum harbour last year, have been omitted, and perhaps others also.

As here given, the total of sail is 23; of tonnage, 2,053. Timber and grain are the chief cargoes taken in; coals and sundries disembarked.

The port of Batoum and its commerce being, from the circumstances above described almost wholly in Russian hands, and those employed there being mostly Russian, or, from the nature of their functions, in Russian interest, it has not been easy to obtain even the scanty returns here given, nor can they, when obtained, be implicitly trusted. To see English steamers on the Black Sea, and at Batoum and Poti in particular, is what, of all things, the Russian Steamer Company most dreads; and hence a natural endeavour, on their part, to keep back from publication whatever might tend to encourage the rival idea. Other and more dependable sources have indeed also been drawn from in making up the present returns; still some gaps remain, to be filled up, if possible, afterwards.

C'''.

This return of the Coasting Trade is also imperfect. It gives, for total of craft, 260; for total of tonnage, 3,451, the average tonnage being thus $13\frac{1}{2}$. The traffic is in the usual long-shore produce of the "Sanjak" of Lazistan.

a'''.

The "Rion," French "Messageries" steamer, and named after the great Mingrelian river the Rion, once Phasis, was a long flat-bottomed boat, originally constructed for river service on the Danube, and carrying about 250 tons burden. Her weekly line was from Poti to Trebizond and back, touching at Batoum on the way; her flat build enabled her to get over the bar at the mouth of the Rion, but rendered her unsafe for the open sea between Batoum and Trebizond; hence passengers and cargo were often shy of her. In winter she often contented herself with running between Poti and Batoum, not coming to Trebizond.

Her import, of which a somewhat imperfect statement is here given, was identical in kind with that now carried on by the Russian steamers. It comprises other articles, not mentioned here, but noted in the fuller Returns of the like trade at Samsoun.

The monthly value of import by "Rion," here appears at 2,194*l.*, which would imply about 26,328*l.* yearly. Following the same proportion, and assuming a numerical three-and-a-half to one, with double tonnage, we shall have for the ordinary import value of the Russian steamer lines at Batoum about 185,000*l.* yearly.

b''.

In export the "Rion" had little to do at Batoum, her charge being usually made before leaving Poti, hence the smallness of the value given in this Return, or 542*l.*, equalling 6,504*l.* yearly. By the Russian steamers it may be reckoned at about two thirds of the import, or 124,000*l.* yearly.

Much export, however, goes by sailing ships and coasters. The Harbour-Master of Batoum states that about half the coasters enter in ballast, and that all leave with cargo. The value of this export, which consists chiefly of corn and other grains, of flax, rice, timber of various sorts, and something in cloth and other Tiflis manufactures, which find their way round by Achizka and Southern Georgia, may, following the prices given in a former part of this report, amount to about 55,000*l.* yearly.

As for the shipping, we have accordingly in round numbers—Yearly import at Batoum, by steam or sail, reckoning the latter, which is chiefly coal, at about 14,000*l.*, 199,000*l.*

Yearly export at Batoum, by steam or sail, 179,000*l.*

Passengers, mostly of the poorer sort, are very frequent at Batoum, owing to its frontier position, and to the peculiar relations existing between Turkish and Russian Georgia. For such the "Rion" returns give us 528 arrivals, and 3,300 departures yearly. This, following the proportions above laid down, would furnish 3,700 arrivals by steamer, and 13,100 departures yearly. But a number at least equal to the above come and go by sail, and if we reckon the arrivals at 8,000, and the departures at 24,000 yearly, we shall not be above the mark.

The excess of departures will be noticed. It is mainly due to the proximity of the Russian Caucasus, Batoum being the first gathering point, not only of avowed emigration, but also of numerous individual refugees, who, after stealthily crossing the frontier, restart hence avowedly for other points of Turkey.

By land Batoum has two main lines of communication and commerce. The first by the mountains of Ajarah, going almost due east along the Turkish side of the frontier, till, descending into the valley of Poskow, it crosses the border at Badelaki, about 80 miles from Batoum, and thence goes on to Achizka, Southern Georgia, and Tiflis. A branch road, much frequented, leads to Erivan.

In spite of the difficulties of this track, more fully described by us under the heading of "Lazistan," considerable traffic struggles through it in summer and autumn. Persian traders to and from Tebreez by Erivan and Nachivan occasionally follow this line—it is the shortest.

The second route follows the valley of the Chorok, due south to Liwaneh, and there turns off by the narrow gorge known as Jehennan-Deresi, or "Hell Valley," to Ardahan, whence it communicates with Olti and Erzeroum on the south-west, and with Kars on the south-east.

This route, facilitated besides by the water traffic down the Chorok from Liwaneh to Batoum, is a comparatively good one, the four hours or fourteen miles that lie between Liwaneh and Ardanooh, including the "Hell Valley," being its only difficult part. Traffic had, however, long neglected it, till the increasing importance of Liwaneh, its manufactures and silk trade, with the late extraordinary demand for corn, so abundant in the arable district all around Kars, opened it to an active commerce, which is like to continue. Already the attention of the local Government has been drawn hither, and attempts are being made, but in the usual incomplete and blundering way, to better the road.



The non-existence of any tolerable commercial harbour, so far along the coast as Soukhoum-Kalè on the north-east, and Trebizond on the south-west, has erected Batoum into a coasting and a shelter station of great importance.

In fine, after Trebizond, with its Persian transit, and Sinope with its noble harbour, Batoum is in rank the third station of the South Black Sea. The excellence of its harbour, the reopening of its roads inland, and the large Circassian colonies now established in its neighbourhood, are all in its favour, and the town is steadily and rapidly rising in consequence.

It is, all things considered, by no means a place to be neglected.

J. 4380 ✓

