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Author Jackson John

Title Journey from India 1777

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JOURNEY FROM INDIA,

TOWARDS

ENGLAND,

IN THE YEAR 1797;

BY A ROUTE COMMONLY CALLED OVER-LAND, THROUGH COUNTIES
NOT MUCH REQUIRED, AND MANY OF THEM HITHERTO
UNKNOWN TO EUROPEANS,

PARTICULARLY BETWEEN *THE* RIVERS

EUPHRATES AND TIGRIS,

THROUGH

CURDISTAN, DIARBEEK, ARMENIA, AND NATOLIA,

IN ASIA;

AND THROUGH

ROMANIA, BULGARIA, WALLACHIA, TRANSYLVANIA, &c.

IN EUROPE.

ILLUSTRATED BY A MAP AND OTHER ENGRAVINGS.

.....

BY JOHN JACKSON, ESQ

LONDON;

PRINTED FOR T. CADDELL, JUN. AND W. DAVIES, STRAND,
BY G. WOODULL, NO. 22, PATERNOSTER-ROW,

1799.

TO
THE HONOURABLE
THE CHAIRMAN, DEPUTY CHAIRMAN,
AND
COURT OF DIRECTORS,
OF THE
UNITED COMPANY
OF
MERCHANTS OF ENGLAND,
TRADING TO THE
EAST INDIES;
THIS BOOK
IS RESPECTFULLY INCCRIED
BY
THEIR MUCH OBLIGED,
AND
VERY OBEDIENT SERVANT,

LONDON, NOV. 1799.

JOHN JACKSON,

PREFACE

THOUGH much has been already written respecting the communication between GREAT BRITAIN and her INDIAN possessions, yet, as those possessions have within a few years been much extended, the subject of course becomes additionally interesting; and any work that may, even in a small degree, tend to facilitate that communication, will, no doubt, be acceptable to those who are in any way concerned, in trade, or by other connections, with the EAST.

When the Author undertook this journey, he had not the most distant idea that his remarks would ever be required to appear before the public; for, had he enter-

tained such a presumption, he might have written more fully, and would certainly have been more particular in his inquiries. What he did write was always on the spot, from day to day, and was chiefly confined to circumstances which fell under his own observation.

Many persons may be apt to inquire, what motives could have induced a man to undertake such an uncommon route, with the certain prospect before him of many fatigues and dangers, particularly when, without even a shadow of pecuniary advantage, he must necessarily incur a considerable expence.

In truth, curiosity was the prime mover to this enterprize. The Author went to INDIA by sea, and having occasion to return to ENGLAND, wished to vary the scene, instead of coming back by way of the CAPE OF GOOD HOPE.

Having been accustomed to an active life, therefore, having always lived temperately,

perately, and enjoying a good flate of health, he was induced, when at BOMBAY, to embrace an opportunity which then offered of returning by fhipping as far as BUSSORA, though at a fcafon when the paflage had perhaps never before been attempted, being generally thought impracticable; trufling to Providence and his own exertions, and poffeffing that enterprifing fpirit which enables men to furmount difficulties and dangers that to more timid minds appear infupcrable.

Various journalifts have written on the different routes over-land (as it is vulgarly called) from INDIA, each very naturally recommending the route adopted by himfelf; thus, fome defcribe that by way of SUEZ and CAIRO; fome again, that over the Great Defert to ALEPPO; others have recommended to pafs up the EUPHRATES as far as HILLA, then to BAGDAD, and after that through ASSYRIA, ARMENIA, &c. &c; but all have been unanimous in declaring, that this latter route was pcrfectly

fectly impracticable in the months from April to September.

The following fleets will serve to prove, that it is practicable at all seasons. If the traveller pass through ARABIA in winter, when it is temperate, he will find it excessively cold among the high mountains in ARMENIA. If he suffer a little from the excessive heat of the summer in ARABIA, which may be justly said to be the hottest place in the world, he will find the rest of his journey temperate and pleasant, which may be said to be, in some measure, a recompence. When the Author was in ARABIA, at midsummer, the fruits were in full season, and they continued in that state all the way he came to VIENNA; and fruits are in those climates a very great luxury.

As few Europeans can readily accustom themselves to the Turkifli manner of living, or of accommodation, the Author could not recommend a better route to BAGDAD than the one by which he came,

particularly *if* the traveller be incumbered with much baggage. If he should be entrusted with dispatches, and celerity be desirable, the Author would advise him to leave BUSSORA on horseback, and come up the Great Desert in a straight line to HILLA, accompanied by an Arab Sheik, or a Chookadar*, and only two attendants. In this case, he should be provided with a very light tent to sleep under, a quilt to throw over him, and a small quantity of coffee, biscuit, &c. By this mode of travelling, he may easily reach BAGDAD in six days ; it requires great exertions, however; and few men are able at first to bear it, particularly if their constitutions have been enervated by the luxuries of the EAST.

To any one who may adopt the route described in this work, the following HINTS OF INSTRUCTION may not be unacceptable.

* An officer in the army, of a rank about equal to that of a sergeant.

At

At BUSSORA, he should equip himself in all respects like the Arabs. It will be necessary for him, as soon as he embarks, or even before, to suffer his beard to grow; but, as it may be uncomfortable to wear his beard at full length, it will be sufficient if he do but preserve his mustaches. This, however, must be particularly attended to, and can by no means be dispensed with; for, though a man without a beard might be safe in a large city, or in any civilized place, yet in a journey of this nature, wherein he will often meet with barbarous wandering tribes, who would not hesitate a moment about putting him to death if they should discover that he was a Fringui*, he will perceive the necessity of imitating the Arabs in dress as nearly as possible.

As few Europeans have any knowledge of the Arabic language, particularly as it is spoken in ARABIA, he will be much at

* A term applied to Christians in general. The Arabs call EUROPE Fringuistan.

a lofs, efpecially' when he has none but Arabs about him. He will, therefore, find it ufeful to have with him a kind of vocabulary, to enable him to afk ufeful or necefiary queftions.

While the Author was proceeding up the EUPHRATES, the HIE, and the TIGRIS, he compiled a fmall vocabulary for his own ufe, which he found afterwards of infinite fervice.

When the traveller arrives at BAGDAD, he will find that the Englifh are more refpected than any other nation ; he will therefore feel the nceefsity of acting in the moft honourable manner in every tranfa£Hon, that he may fupport the dig*-nity of the national character; for fuch is the illiberal way of thinking among thefe people, that fhould an individual of any country act meanly, the people would condemn all his nation; and the bad conduct of one perfon might thus endanger the lives of hundreds of his countrymen, who might adopt the fame route.

From

From BAGDAD there is but one mode of travelling, which is under the guidance and protection of the Tatars, or mefifengers of government. Thefe men are under the immediate orders of the Baihaw and his minifters; but are at all times ready to enter into any contract with an individual, which they ufually make very profitable to themfelves, particularly when they have to conduct thofe who are enabled to obtain firmauns*; for, by virtue of thefe, the Tatars are enabled to take feveral horfes and attendants, and a large quantity of merchandize on their return, which pays them very well. In the Author's firmaun it was intimated that he was an Englifh Conful, which enabled his Tatar to obtain guards (free of expence) whenever there was danger to be apprehended from the wandering tribes. This is by far

* Thefe give the Tatar and- traveller a greal deal of authority over the people, particularly over thofe who are appointed by government to accommodate the Tatars.

the fafeft way of travelling, as the perfon of a Conful is feldom infulted.

Great care, however, fhould be taken when an agreement is about to be made with a Tatar. It is advifable to pay him only half of the money agreed for at BAGDAD, that he may have an intereft in delivering the traveller fafe at CONSTANTINOPLE. Care fhould be taken alfo, that the Tatar does not engage to carry merchandize for any one, which he will do if poffible.

The neceffaries which the traveller takes fhould be compreffed into as narrow a compafs as poffible. A little tea, coffee, and fugar, will be ferviceable in the winter feafon; and fome fpirits, either brandy or iiollands, may be ufeful; but he fhould by no means be encumbered with either of thefe in fummer, as it would be highly dangerous to drink any fpirits in that climate in *the* heat of that feafon. The Author himfelf drank very little befide
water

water and milk, between BUSSORA and CONSTANTINOPLE.

The traveller should be equipped in the same manner as the Tatar, which will always ensure him respect. Some have attempted to travel under the character of the Tatar's servants (the Armenian merchants in particular do this); but the Author considers it as too degrading for the character of an Englishman. The Tatars, who are accustomed to travel very far, usually ride the hindmost horse of the company, and whip the other beads to keep them going. This should never be permitted; but whoever attempts a journey of this kind should be a good horseman.*

The traveller ought not to encumber himself with specie, except about half a dozen piastres, to give as presents to those who may render some little services. He will, it is true, be often solicited for gifts, but should always refer the applicants to

his

his Tatar ; and when they find that, they will not apply a fecond time. It is much more prudent to take bills drawn by the merchants, which will ufually meet due honour, while they offer no temptation to jobbers.

From CONSTANTINOPLE, if the traveller be unacquainted with the language, it will be nceffary to engage a Janizary to conduct him to the frontiers, who will be paid in about the fame proportion as the Tatars.

It has often been a fubjeel of inquiry, which is the fpeedieft method of forwarding difpatches to and from INDIA. The Author is of opinion, that the route by which he came muft be the molt expeditious for forwarding difpatches to INDIA. When the meffenger arrives at BAGDAD, he can fet out immediately in a Kiraffe down the TIGRIS till he reaches the HIF., down which he will proceed till he enters the EUPHRATES. By this channel he may be able to reach BussOR A in three days
which

which mull be much quicker than going by land to HILLA, and from thence down the EUPHRATES.

The ufual mode of forwarding difpatches from INDIA is by the way of BUS-SORA, over the Great Defert to ALEPPO ; from thence to CONSTANTINOPLE, and afterwards by the German poft to VIENNA and HAMBURGH. This is certainly done at an eafy expence, and much lefs than by way of BAGDAD ; but the latter would, no doubt, be a quicker route in cafe of necefsity, as the Arabs are obliged to crofs the Great Defert on camels.

A JOURNEY

FROM

INDIA, TOWARDS ENGLAND.

ON the 4th of MAY 1797, at eight P. M. left BOMBAY, and embarked on board the country (hip Pearl, R. SPENCE, Matter, bound to BUSSORA ; having in company JAMES STEVENS, Efq. in the Civil Service, Capt. JOHN REID, late Commander of the Princefs Royal India-man, and Mr. JAMES MORLEY.

We had pleafant weather and fmooth water, with light airs from the W. N. W. and N. W. which continued till the 12th, when we were in lat. $11^{\circ}. 9'$. North, and $62^{\circ}. 16'$. Eaft longitude. It then began to grow cloudy, and the, wind increafed.

2 A JOURNEY FROM INDIA,

On the 15th, in North lat. 14° . 42'. we had a fresh breeze, W. by N. with a heavy swell from the N. W. and a strong current setting to the East ward,

On the 17th, at half past one, A. M. spotted a small ship bearing East, distant about a quarter of a mile; and at sunrise, she bore S. S. E. distant five or six miles. We supposed her to be an Arab ship, called the Morning Star. With fresh breezes from the N. W. the ship ran at the rate of seven and eight knots.

On the 18th we had strong gales from the West, and the weather cloudy. At two A. M. wore ship to the Southward, supposing that we were in foundings. Thick and hazy all round, with a very heavy swell from the N. W.

On the 20th, in 23° . 20'. North lat. had a light breeze and pleasant weather, the ship going five and six knots, and the wind from the S. S. W. At one, P. M. saw

the land, bearing from N. by E. to W. by N. distant about five leagues, and several Arab boats; and at five, P. M. we rounded Cape RAS-EL-GAT. At sun-rise, on the 21st, two Arab boats came along-side with fish, which we bought at a very moderate price. At seven P. M. the wind E. S. E. ship going four knots, observed a dhow in chase of us. From her manoeuvring (sometimes hauling her wind, at others failing free), we suspected her to be a pirate. She failed remarkably fast, and in an hour was in our wake, distant a cable's length. She then hailed us. Our seaports immediately fired a volley of musquetry into her, when she hauled her wind and ran in shore.

On the 24th, at day-break, the GREAT QUOIN bore S. W. by S. distant about four leagues; extremes of the Island of KISHME, from W. N. W. to N. W. distant seven or eight leagues; and the Island of ORMUS bearing N. by E.

We now saw twenty-two dows in chase of us; some of the small ones, sailing very *fail* upon a wind, soon came up with us within a cable's length. They were full of men, who were all armed; we therefore beat to quarters and prepared for action, though many of the large vessels had great guns on board. The smaller ones that had come up with us appeared afraid to begin the attack till the larger had reached them. We were to windward of the large dows; and, as a fresh breeze sprang up from the Westward, and those vessels are obliged to wear instead of tacking, they made much leeway, by which circumstance we were enabled to keep ahead. They continued to chase us till two P. M. when we had very strong gales from the N. W.; and, many of the large dows dropping to leeward very fast, they gave up the chase, and ran behind the Island of KISHME.

The gale increasing, we kept the sea, beating to windward under double-reefed topails,

topfails, not choofing to anchor in fhore for fear of again meeting with our enemies*

On the 28th we faw a large fliip in SHARAS ROADS, under Arab colours.

We continued beating to windward amongft the iflands on the Perfian fide of the Gulph, the wind ufually blowing from the N. W. till the 30th at noon, when the extremes of the Perfian fhore bore from N. N. W. to E. by S. diftance four miles. It was now calm, and fo continued for about twelve hours, during which time many locufts flew on board; a common indication of ftrong gales from the N. W. which accordingly occurred the next day at three A. M. when, the weather being hazy, we fuddenly ran foul of a large Arab dow clofe under our (hip's bows. She had a boat towing afiern. Our bower anchor hooked her high poop and tore it up, carrying away our fpit-fail-yard, the chain of the ihand painter, and the bolts out of the larboard bumpkin. The Arabs im-

B 3

mediately

mediately fell to prayers, and let the dow drift to leeward. At fun-rife we faw her in a very fhattered ftate.

On the 1ft of JUNE we had very heavy gales from the N. W. the fhip pitching very much, and making more water than ufual. At eight P. M. furled the top-fails; and at nine, the gale becoming more moderate, fet clofe-reefed fore and main-top-fails, and continued working to windward up the Perfian fide of the Gulph.

On the 4th of JUNE, in $28^{\circ} 36'$ North lat. faw a large white mofque on the Perfian fhore, bearing E. N. E. diftant three miles, with a town and feveral groves of date-trees along fhore. At eleven A. M. faw the low land about BUSHIRE, bearing N. by W. We had now a moderate breeze from the N. W.; and on the 5th, at fix P. M. we anchored in BUSHIRE ROADS in four fathom water, the town bearing Eaft. The Captain immediately went on fhore in the pinnace, to procure
an

an order from the :Sheik for the fhip to receive a pilot from the ifland of CAR-RICK, which order cofts 200 Bombay rupees. In the roads we found an Eng-liih brig called the Baflein, belonging to Captain TORIN, chartered by the government of BOMBAY to take bale goods and difpatchcs from BOMBAY to BUSSORAH. She had failed froh BOMBAY three weeks before we did ; and Captain TORIN informed us, that he had been captured by twenty-two dows near the ifland of KISHME ; that he was two days in their hands; that when they took him, two large dows, one on each fide, boarded him with above 100 men each, beating their tom-toms, and giving their war-yell; that the weight of the men made his veffel heel very much ; but they had, after plundering him by taking away his powder and his pump-gear, with fundry other articles, releafed him, partly on account of his belonging to the Englifh Eaft India Company, but chiefly in compliance with the intercefsion of a pafenger, brother to the Nabob of MASULAPATNAM,

a Muflulman, who could fpeak a little Arabic. The Arabs told the Captain, that they were at war with the EMAUM of MUSCAT, and had miftaken his veffel for the Morning Star belonging to MUSCAT. The fame veffels had two years before captured a French brig, coppereed, which was then lying behind KISHME; and about feven years back had made prize of another fhip called the Beigly Beig, from BENGAL for Bus-SORA, and which was flill lying on the rocks behind the QUOINS on the Arabian fl\ore. We now learned that the large fhip which we faw in SHARAS ROADS was a man of war belonging to the EMAUM of MUSCAT, with above 1000 men on board, fent to cruife againfi the dows.

On the 6th, at four P. M. got under way. At three A. M. tacked; diftance off CARRICK three miles. At four A. M. hove-to till day-light, when we made fail with light airs from the S. W. the lead conilantly going. At five A. M.

in

in 16 fathom, and before we had time to take another cast with the lead, the ship struck on a reef of white coral rocks, and stuck fast. We founded around the ship, and found $10\frac{1}{2}$ feet water forward, $5\frac{1}{2}$ fathom aft, and $4\frac{1}{2}$ fathom abreast the main-mast. It was near high water when the ship struck, and the ship drew about 15 feet water upon an even keel. We hoisted out the pinnace and long-boat, and carried out the best bower anchor aft, which we let go in 10 fathom water, and attempted to heave her off. Not succeeding, however, we fired two guns, and sent an Arab (one of the crew) on shore to the Sheik for assistance. Meanwhile we struck the top gallant yards and masts, and threw some ballast overboard. At nine A. M. the Sheik SULLIMAN, with six boats and a hundred men, came to assist. We employed all hands in lightening the ship; loaded the six boats with rice, putting a seapoy in each to guard it; and made many attempts to heave the ship off, but to no purpose. At noon there came on a strong breeze

breeze from the N. W.; and had we not been upon a weather shore, the ship must inevitably have gone to pieces.

On the 7th, at four P. M. we weighed anchor with the long boat, carried it further out, brought the cable to the capstan through the cabin windows, and had it taught. The Sheik and his people layed on board all night, the boats with the rice lying at anchor near the ship, and a feapoy remaining in each. At half past five A. M. of the 8th, the wind still blowing fresh from the N. W. set the top-fails aback; and, the tide rising much higher than on the preceding evening, hove the ship off without having received any apparent damage, not making more water than usual. We now took the rice on board, cleared the ship as soon as possible, weighed, ran off CARRICKTOWN, and anchored in 11 fathom.

Captain JOHN REID and myself went ashore in a country boat, to try if we could shoot any antelopes, of which there
were

were many on the island, having first obtained the Sheik's permission. We took with us two Arab guides, and presently saw about twenty antelopes, which, however, were so very shy, that we could not get near enough to have a shot; nor do I think it possible to take them without hawks, the mode usually practised in those countries. The swiftest greyhounds would be of no use, for the antelopes are much swifter of foot than any animal I ever saw before. They are of a light fawn colour, about the size of a goat, but with longer legs, and have small horns almost erect.

We directed our walk to the highest part of the island, which appears to have been a volcanic production, having coral rocks and sea shells on its very summit; and in many places great quantities of lava have run down towards the sea. Here is plenty of good water, but very little vegetation, except near the springs. Being on shore in the middle of the day, I
found

found the heat much greater than I had ever experienced in INDIA.

On our return to the fhore, we found the Sheik dividing among his people the fifteen bags of rice which he had received from Captain SPENCE for his trouble. He feemed to be perfectly fatisfied with the quantity, though it appeared to Captain REID and myfelf to be but a fmall reconipenfe for the important fervices he had rendered in faving both fhip and cargo.

The Sheik was about fifty years of age, but could neither read nor write. He begged of us to give him fome fmall thot, which we did, and added to it all the powder we had with us. We were alfo ihongly inclined to have given him both our fowling-pieces, could we pofsibly have fpared them, fo much were we pleafed with the good man's condu6t.

The ifland of CARRICK, which contains between fix and feven hundred inhabitants,

habitants, is about twelve miles long and (even broad. It abounds with goats, but has very few cows, and no beads of prey. Nor are there any fowls, tame or wild, except ftock and turtle doves, of which we fhoot feveral. It produces very few vegetables, particularly at this feafon, the heat being fo intenfe as to deftroy all vegetation, except in the immediate vicinity of water. Wheat, rice, and barley, however, are grown, but not in fufficient quantity to fupply the inhabitants, the principal part of whole food is fifh, which they catch in abundance all round the ifland. There is alfo very fine turtle, but the natives do not eat it.

On the 8th, at three P. M. a pilot, named ZODUN, having taken charge of the fhip with his trankey*, we weighed

A veffel about the fize of a Peter-boat, fharp at both ends. It is built of very rough pieces of wood rudely put together, and covered over with a thick coat of bitumen, with which the country abounds. Thefe veffels fail very faft either end firft, having no diftinction of head from ftem.

and

14 A JOURNEY FROM INDIA,

and made fail with a freth breeze from the Weft, running between the ifland called KORGO, and the Perfian fhore.

On the 9th and 10th we had light and variable airs, and were often obliged to anchor, not being able to item the tide.

On the 10th, at midnight, the pilot fent his trankey to found for the bar.

At fix A. M. of the 11th, faw the trarikey at anchor in $2\frac{1}{2}$ fathom, bearing N. N. E. diftant three miles, with her colours up, a fignal for her being on the bar. At eight A. M. weighed and made fail, the land bearing N. W. At eleven A. M. croffed the bar 21 fathom for two cafts with the lead, then 3, and $3\frac{1}{2}$ the reft of the way over. At noon faw the entrance of BUSSORA RIVER, N. W. diftant off thore three leagues. At half paft one P. M. anchored in five fathom; and, while we were at anchor, a great many pelicans hovered about the fhip.

MONDAY,

MONDAY, JUNE 12.

GOT the ship under way about one A. M. and made a very good tide's work, gaining about 12 leagues.

At nine o'clock Captain REID and myself went aihore on the Arab side of the river, taking with us our guns; but we only shot a few wild pigeons, procured some eggs and greens from the Arabs, and bought a bullock for six piafres. The extent of our walk inland did not exceed about half a mile, which space was planted throughout with date-trees, the male trees being generally planted North West of the females, because the wind usually blows from that point. The males are very easily distinguished, being higher than the females, and not so full of leaves at the top. The ground is full of cuts for the purpose of letting in the water from the river at tide-time ; for without this
the

the dates would not thrive, as they require much moisture.

After we had passed through the plantation, we entered some villages on the edge of the Desert, beyond which neither trees nor other vegetation were to be seen. All our prospect consisted of a burning desert covered with a crust of salt, making a noise under the feet similar to that caused by walking on frozen snow.

Without being on fire in the middle of the day, and at the season near Midsummer, a stranger to this country could not possibly form any idea of the heat upon the Desert. The bare feet of an European would be blistered in a moment, and I felt some inconvenience to mine, even through a pair of strong boots,

The houses here are built of clay, and covered with the leaves of the date-tree^

The inhabitants are very numerous, and most of them have weak eyes, occasioned, probably, by the reflection of the sun upon the desert. Their dress is very Ample; that of the men being in general no more than a woollen cap to defend the head from the sun; and a coarse woollen cloak, with short wide sleeves. I should observe* that an Arab always wears his woollen cap, though he has often no other clothing. The woman's dress is equally Ample, being only a few yards of blue cotton cloth wrapped round them.

These people have numerous flocks of cattle, sheep, and goats, which they drive every morning at sunrise to the river side, where they find very good pasture. They are watched all day by men, women, and children, who frequently amuse themselves by bathing in the river; for an Arab, when he has an opportunity, will bathe five or six times a day. The flocks are always driven back at sunset to the villages, where they remain all night.

Every village and fixed refidence is founded with a lofty mud wall, to defend it from beafts of prey, particularly lions, "which are here very numerous.

The Arab women were not fo fhly as we expelled to find them. They feemed much entertained by the novelty of our drefs, and very civilly offered us milk, bread, &c. Their bread is in cakes, but not fine; and their milk is not very palatable to an European, being curdled and quite four. It immediately turns four after fun-rife; but we found that the Arabs preferred it in that ftate, Being much amufed with the novelty of the fcene, we remained longer on fhore than we intended. The fhip, however, getting under way, fired a gun, and hoifted a fignal for us to return on board.

On the Perfian fhore are the ruins of a very large and ancient city, extending about twelve miles along the banks of the river, and containing many tombs which
ftill

ftill appear entire. We were informed, that this city was deftroyed by the Periiian Emperor, NADIR SHAH ; and among the ruins we defcried feveral wolves.

The tide not continuing fo long as we expected, we had only gained about twelve miles before we were obliged to anchor at three, P. M. the wind blowing firong from the N. W.

In the whole extent from the fea to this part of the Perfian fide of the river, there is very little culture, and but a thin population. It appears, however, to have been once well cultivated; there are ftill many embankments to prevent the river overflowing the country, and numerous canals to water the ground, fimilar to thofe on the oppofite Arabian fliore. As to plantations, we only faw a few ftragglng date-trees, which, being neglected, bore very little fruit.

TUESDAY, JUNE 13.

WE weighed anchor this morning at two o'clock; but the wind still blowing fresh from the N. W. and very little flood tide, we only gained about five miles, and anchored again at five.

We now saw numerous herds of cattle, flocks, and goats, with a great many horses, on the Arabian side of the river. An Arab Sheik, or a man of any consequence, usually keeps several horses ready saddled, in case of any alarm, and is always ready to ride off at a moment's notice. These horses are fed with grass cut by the side of the river at low water, or on some of the islands, which are very numerous. For this purpose they make use of large baskets, covered with a coat of bitumen, which effectually keeps out the water, and two men will paddle in them at a tolerable rate. Some of these baskets are large
enough

enough to carry a dozen people, and are frequently used as ferry-boats.

The wind increafing from the N. W, We were not able to move with the afternoon's tide.

WEDNESDAY, JUNE 14,

THIS morning at three o'clock, the wind falling a little, we weighed, ran about fix leagues, and anchored again at feven. The tide now falling off very faft, and the wind ftill blowing from the N. W. we had no profpect of reaching BUSSORA for fome time. Capt. SPENCE, therefore, difpatched an Arab fervant with a letter to the Company's Refident at that place.

On the Arabian fide of the river the culture and population were nearly the fame as before; but the Perfian fide had a better appearance. Vegetation was there

much more flourishing; and at fun-fet, a considerable tribe, with their flocks, began to pitch their tents, not appearing to have any fixed residence. They lighted fires, which continued burning all night,

THURSDAY, JUNE 15.

WEIGHED anchor at three o'clock; but, the wind continuing as before, only gained about Six miles. The Perfian fide of the river improved in its appearance, having a few fmall villages clofe to the river fide, and fome date-trees. It being rather fwampy, there were alfo a good many willows, and a few elm-trees.

The Arabian fide, too, looked better than what we had lately pa/Ted, being cultivated farther from the river. The date-trees being planted about ten feet from each other, and full of leaves at top, afford a very good fhade; and the people are enabled to cultivate the ground during the whole day, without fuffering much inconvenience

convenience from the heat of the sun, which out of the shade, and in the middle of the day, is at this season not to be endured. We found here a very strong brown soil, which does not appear to want any manure, nor do the Arabs at this place ever make use of any.

FRIDAY. JUNE 16.

WENT under way this morning at four o'clock. The wind continuing as before, and very little flood tide, we only gained two leagues.

The Persian side of the river now exhibited a high degree of cultivation. We saw many inhabitants and numerous flocks and herds; but had not much intercourse with the people, as they are not so much to be trusted as their opposite neighbours the Arabs. They are a very strong, robust, hard-featured people; and their dress is nearly similar to that of the Arabs. A

piece of blue callico, about five yards long, is the whole of the woman's drefs, and the children are entirely naked. The men have a very ferocious appearance, and will defstroy whomfoever they can overpower, which renders it jmpctffcible to travel much in this country. Wild hog§ are very numerous among the mar flies, and there are various kinds of game in great plenty, which affords fine fport to a ihooting party ; but it will be always neceifary to go in a confiderable body, and jiever very far from the river, to avoid being cut off by the favage inhabitants.

The Arabian fide of the river was nearly the fame as before, except that the qanals were cut farther inland, which implied of courfe more cultivation. Some of the canals are very broad, and I crofled pver feveral in the wicker bafkets before defcribed, which are indeed very convenient where there is not much current,

SATURDAY,

SATURDAY, JUNE 17.

GOT the fhip under way this morning jit five o'clock; but for want of wind, only gained about two leagues.

A party of us wept out a-fhooting on the Arabian fide of the river, but were not very fuccefsful in our fport. Extending our walk inland about three miles, we found the whoje well watered by jneans of canals from the river, and the population was very great. The dates and other trees afforded an agreeable lhade, and made our little incurfion very pleafant. We found great abundance and many varieties of garden vegetables; fome of them European, and feveral peculiar to the country. Befide the dates, which are the chief fupport of the inhabitants, there were great quantities of ppmegranates pearly ripe; red and vyhite grapes, fome of them ripe; an abundance of oranges, limes, and lemons, but none of thefe had attained

attained maturity. There were also many well-tailed apples, chiefly of the kind called codlings, but a little sweeter than those in England. We took with us about a bushel of these, for which we paid a very trifling sum.

I was very much pleased with this little journey; and, though I had lately been in the island of CEYLON among the cinnamon, in the Travencore country, and in every port on the Malabar coast, I certainly should give the preference to this place; for the abundance of various kinds of fruits, the fragrant smell from the oranges, lemons, and sweet-scented shrubs, and the agreeable shade of the lofty date-trees, rendered it a most delightful spot.

The inhabitants, too, were remarkably civil. There being no regular road, we frequently lost our way; and they would very readily offer their services to conduct us into the right path.

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We had, however, one advantage, which strangers to this country can seldom enjoy; I mean in having several Arabs belonging to the ship, who could interpret for us. We therefore never went on shore without taking some of them with us.

SUNDAY, JUNE 18.

WEIGHED anchor this morning at five, ran about two leagues only, and anchored again at nine.

At half past three in the afternoon I set out for BUSSORA by land, with an Arab guide. We were frequently stopped on the road by soldiers; but my guide always satisfying them, I was permitted to pass without molestation. Many of the inhabitants seemed to view me with astonishment; and in all probability some of them had never seen an European before, this part being out of any accustomed road, and where no one can travel
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on horfeback on account of the numerous canals.

The country through which I paffed had a delightful appearance, being well watered, and in luxuriant vegetation. Extensive crops of wheat, barley, and paddy, were nearly ripe; and of fruit and vegetables the quantity was immense. The city of BUSSORA is fupplied from this neighbourhood, and the Turks and Arabs confume a very large quantity in proportion to their other food.

After walking about ten miles, at half paft fix o'clock I reached the Englith factory at BUSSORA. Here I obtained a horfe, and a guide, alfo mounted, and fet out immediately from BUSSORA for MARGILL, the country residence of SAMUEL MANESTY, Efq. the Refident. This Hands about three miles above the city, and is pleafantly fituated on the banks of the river.

I remained

I remained a week at MARGILL, during which time I experienced every mark of civility and hospitality.

Mr. MANESTY fills the office of Resident with great ability, and is deservedly esteemed by every one who has the pleasure of knowing him. His conduct, in every instance, is most truly that of an *Englijli gentleman*; and he has rendered Government very essential services during the present war, by seizing the French dispatches, and preventing that nation from carrying on any correspondence with INDIA by land.

During my stay I frequently visited the city of BUSSORA, which is very large and extremely populous. The Bazar, or Market-place, is near two miles long, and appears to be well supplied. It abounds with drugs of various kinds peculiar to the country, and which, though of considerable value in EUROPE, may be bought here at a moderate price, money
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being of more value here than in many other countries.

European manufactures are scarce and dear; and the people prefer those of ENGLAND to all others. Our superfine broad cloth, and our watches, will sell for more than double what they cost in ENGLAND.

The length of the city walls, from the river toward the Great Desert, is about four miles, and from North to South about three miles. The walls are chiefly built of clay, and of course cannot make any very stout remittance, particularly against artillery. Of this, however, there is very little in the country; in the city, I observed only ten pieces, most of them brass indeed, but only two or three of them serviceable. Being exposed to the sun, the carriages were dropping to pieces.

Here are several mosques and minarets, many of which are very handsome buildings.

iags. Some of the latter are entirely covered with variegated tiles, which have a very Angular appearance. Mod of the public buildings, as mofques, minarets, and hummums, are built of brick; but the Englifli factory is now by far the beft ftu&ure in the whole city.

Within the walls are feveral vacant fpots not built upon, and which appear to have been occafioned by fire. The houfes in general are very indifferent, being chiefly built of clay with a fmall proportion of bricks. Their timbers are the trunks of date-trees, not fquared, but round, and in the fame ftate as when brought from the plantation: they are alfo very foft and fpongy, and will not laft long. The very thick walls, and thefe clumsy timbers, form together a very uncouth piece of architecture.

The roofs are flat, and furrounded by a parapet. Here the inhabitants fleep during

ring the summer season, in the open air. To an European every house appears like a prison, as it can receive no light from the street, because it has no windows. Every house forms a square, and the inhabitants have no communication with their neighbours. Within the square are various offices; some under ground, where the people retire during the heat of the day. The kitchen, the water, and not unfrequently the horses, are kept on the ground floor. The hall, where they receive company, the harem, and many other offices, are on the second, which has generally a gallery supported by pillars continued nearly round the inside of the whole building. They have generally two flights of steps; one leading to the hall, where alone strangers are admitted; the other leading to the harem, to which none but the family can have access.

Women of the higher classes are seldom seen out of doors; but when they do go out,

out, they are always veiled. Many of the Arab women, particularly of the lower classes, expose their faces.

Both men and women slaves are sold publicly in the Bazar. I have before said, that the city is very populous. The majority of the people are Arabs, the rest are Turks and Armenians. The Turks are mostly men of some consequence, either being officers in the army, or holding some other posts under government. The Armenians are the merchants, and some of them are very respectable. They have a considerable trade with the EAST INDIES, and chiefly to BENGAL. In this trade several ships are employed, the largest of which does not exceed 400 tons, on account of a difficulty in crossing the bar. •The ships from BUSSORA to BOMBAY, or BENGAL, usually receive a full cargo, the greater part of which consists of copper in small cakes and drugs of various kinds; and the BOMBAY ships generally take dried fruits. It is very seldom, however,

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ever, that a vessel fails to any part of INDIA without taking a considerable number of Arab horses. There are many instances of ships carrying away silver, in bars and specie, to the amount of twenty lacks of rupees, the specie chiefly in Spanish dollars and Venetian sequins. The greatest part of the trade of this branch of the Turkish empire is in the hands of the Armenians, who, when they have a considerable sum on hand, in order to prevent the Turks from laying hold of it, (which is sometimes the case) export it to INDIA, where they often receive 12 per cent, interest. The interest is usually remitted back in piece goods, with which they supply the greatest part of the Turkish empire. A considerable quantity of sugar and rice also is frequently imported from INDIA. The specie is sent here by the Armenians to their correspondents in moor parts of the empire; considerable sums likewise are often sent from CONSTANTINOPLE. These are usually forwarded under the care of the
Tatars,

Tatars*, meflengers of government, who receive a handsome premium for their trouble. The Tatars, however, are sometimes robbed and slain by the wandering tribes, who in formidable bodies infest the greater part of the Turkish dominions in ASIA. An instance of this happened only a month ago, when a Tatar, returning from CONSTANTINOPLE to BAGDAD with 6000 Venetian sequins, was attacked, robbed, and murdered, between DIAR-BEKIR and MOSUL.

With respect to the Arabs, the most numerous class of inhabitants, there are a few respectable men amongst them; but great numbers are "extremely poor, labouring very hard for small wages. With a very little pay, however, they are enabled to support their families; for their dresses cost them little; and their food consists of dates, bread, and water, with which they

* Usually, but very improperly, printed *Tartar*, See " Campbell's Journey over-land to India," and other works. It is pronounced *Tatar*, the accent being on the last syllable.

are perfectly fatisfied; and indeed, though their food is fo fimple, they have, generally fpeaking, twice the ftrength of Europeans, and are able to endure much more fatigue.

The ftreets in this city are fo extremely narrow, as frequently to admit only one horfe at a time; added to which, they are in many parts fo very rough as to make it difficult for horfes to pafs.

Here is a Roman Catholic Church, a tolerably good building; and the people of that perfuafion are not in the leaft molefted.

Every perfon wears the drefs of the country, particularly muftaches. I met here with the famous Armenian JOSEPH EM IN, who had been many years in England, and has lately published, in the Englifh language, his travels and adventures, written by himfelf. He propofed going with his fon to BENGAL, and thence to take him to ENGLAND, I made him
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an offer to take his son with me to ENGLAND, as he would have been a very good interpreter, understanding the Armenian, Arabic, Turkish, and English, languages. The son, who was about 17 years of age, was very willing to accompany me; but the father, after deliberating some time, determined on following his original plan.

SUNDAY, JUNE 25.

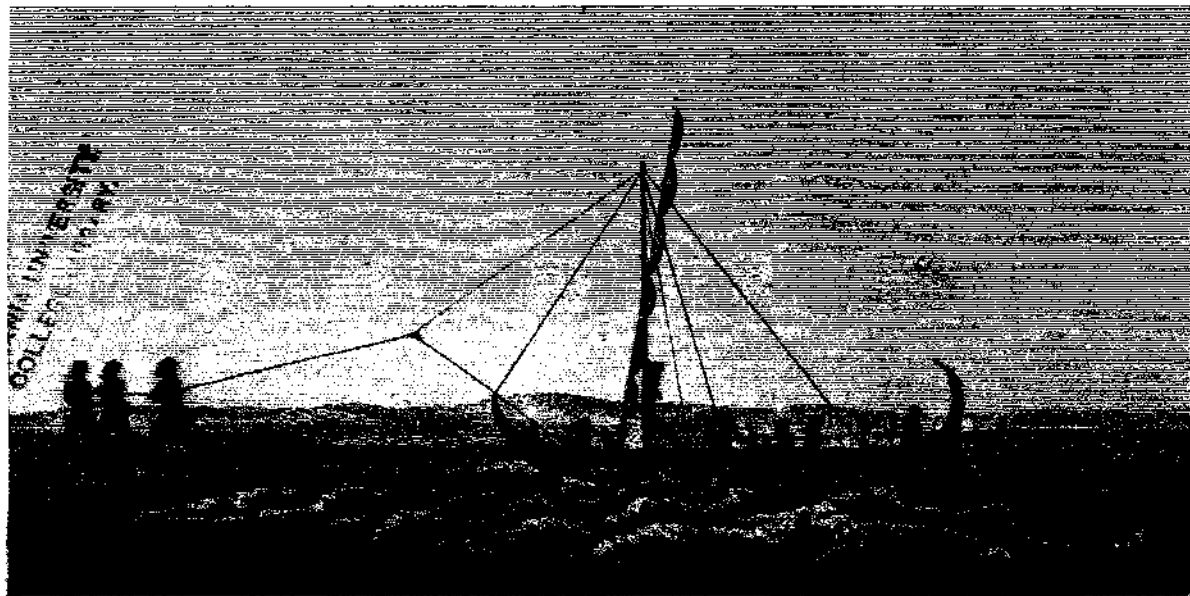
EVERY thing having been prepared, under the direction of Mr. MANESTY, for our departure for BAGDAD, an Arab Sheik, named ABDALLAH TEEF, a very respectable man, engaged to conduct us safely thither; for which we paid him 1300 piaftres. This sum, it is to be observed, was only for three boats and guards, having ourselves provided a good flock of provisions of all sorts, with culinary utensils, cooks, and other servants, which cost us 500 piaftres more.

The clothes provided for each person were as follow:

- 1 Arab cameline, or riding cloak,
- 2 Under coats.
- 2 Pairs of drawers.
- 2 Shirts.
- 1 Cumberband.
- 1 Turban.
- 1 Woollen cap; and
- 1 Pair of yellow flippers.

Our boats being brought up to MARR - GILL, at five o'clock we took leave of Mr. MANESTY, and embarked; two of the boats containing the passengers, the other boat our additional guards: Immediately after embarking, we were dressed so as exactly to resemble the Arabs in our appearance; and our mustaches were now grown pretty long, having never shaved since we left INDIA,

Every attention was paid to our personal safety the vessel being always in one of



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our boats, and his brother, AHMOOD SOLLAY, in the other.

As these boats were admirably calculated for their intended purpose, the following account of them may not be unacceptable :

Defcription of the boat generally called a Doiiek, but sometimes a Kzraffe, used by the Arabs upon the rivers EUPHRATES and TIGRIS.

The extreme breadth is 7 feet 9 inches. The length 42 feet. It is built of strong rough timbers at 18 inches distance, connected by small rough pieces of board, and covered with a coat of bitumen about half an inch thick on the outside, which, in case of a leak, is very easily repaired. The inside is lined with the same kind of rough boards, none above 3 feet long, and of very unequal breadths; the lining is, of course, full of holes,—Some of these boats, instead of boards, are covered with

basket-work, having a Coat of bitumen upon it.—They are very fliarp at each end, and fail faftv—Their oars are rough poles, having a piece of board tied on with a cord. They have besides ftrong timbers, which go down to the keel, and are about 3 feet above the gunwale; thefe are full of notches, to which they faften the oars with ftrong kya rope; and by thefe means they either raife or lower the oar, as is moft convenient. They have no tiller; but are enabled to fteer with great accuracy by means of a ftrong kya rope faftned to both fides of the rudder; and they very feldom ufe more than five oars at a time.

We had part of the boat, abaft the mail, covered with mats to defend us from the fun, which we found of great fervice.

In the fore-part was a place built with brick and clay for the purpofe of dreffing our victuals; and, this convenience we found

found of great use, as it enabled us to provide every thing necessary without delaying the passage by frequent landings.

These boats usually go from ILLA down the EUPHRATES to BUSSORA in three days, and are seldom four. From BAGDAD down the TIGRIS to BUSSORA they can never go in less than eight days, though the stream is much more rapid than the EUPHRATES; but it is above twice the length, on account of the many windings, and it runs a great way to the Eastward towards PERSIA.

We had a very pleasant breeze from the Southward, and with sails and oars went at the rate of five miles an hour, fleeing due North till 12 o'clock.

MONDAY, JUNE 26.

THE wind decreasing, we continued rowing till day-light at the rate of three miles an hour, when we stopped a short time

time on the Perfian fide of the river, for **our** people to refrefh.

On the Arabian fide, above MARGILL, there is neither cultivation, inhabitants, nor even vegetation, except near the banks of the river, where we faw a great number of camels grazing. Here was alfo much game.

The Perfian fide of the river had a better appearance, exhibiting extenfivc plantations of date-trees, and many vilr lages.

The river is here about two miles broad, bearing N. N. W. and S. S. E.

The tide fetting down, and having little wind, we were obliged to track. At eleven o'clock we eroded the mouth of a very large river on the Perfian fide, called by the natives SHAT-EL-AJAM; which, in Arabic, fignifies a river of PERSIA; and they had no other name for it.

At one o'clock we arrived at CORNY, the conflux of the rivers EUPHRATES and TIGRIS. Here we remained two hours, and observed that the TIGRIS bore E. N. E. and the EUPHRATES due W. A ship of war was moored near the middle, between the two rivers, as a guard-ship, and to prevent vessels passing without paying customs. The two rivers, united here, form an immense body of fresh water.

From this place to the Persian Gulph is called by the natives SHAT-EL-ARAB,

The tide has seldom any influence so far as CORNY, except at the full and change of the moon; and even then the water is only raised a little; the current is not turned,

CORNY is supposed by some learned men to have been the site of the Garden of Eden. Its present wretched appearance, however, gives it no pretensions to the name of the Terrestrial Paradise, as described by MILTON. It is a small village,
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furrounded by a mud wall; containing few inhabitants, with very little cultivation. There is, indeed, a small plantation of date-trees between the village and the river, and which forms a very agreeable shade. Here the Arabs sit and spend most of their time, seeming to depend for their livelihood much more on their expectations from passengers, than on their own industry.

The officers of the customs expected a present from our Sheik; but as he had no merchandize under his care, he did not pay any thing.

We left CORNY at three o'clock, and went up the EUPHRATES, which is called by the Arabs SUAT-EL-FRAATE. We now crossed over to the western banks of the river; but having little wind from the East, and being obliged to track and row, we went at the rate of only three miles an hour. The country here was very little inhabited, being wet, swampy, and covered with reeds and willows. I fired
at

at a crane among the willows; and instantly after the report, a large herd of wild hogs rushed out, some of them of such extraordinary size, that at first sight I could scarcely believe they were hogs. Their colour is a deep red. In the neighbourhood of Buss OR A some wild hogs have been killed, whose carcases have weighed 10 cwt. English. As the Arabs do not eat them, they are permitted to remain unmolested. It is said, that they continue growing as long as they live; and indeed the immense size of some of them seems to sanction such an opinion.

At sunset we saw several jackalls prowling near the banks of the river. I fired at one with ball, and killed it.

We continued rowing and tracking till eight o'clock, when we made our boats fast to the western banks of the river near a large tomb, where we remained all night, but had very little rest, the musquitoes being extremely troublesome, and the howling of the jackalls, wolves, and

other wild beafts, in the neighbourhood, rendering our (ituation truly difmal.

TUESDAY, JUNE 27.

AT day-break we refumed our voyage, tracking up the right bank of the river. The country here afforded a pleafing profpect, abounding with plantations of date-trees and fields of corn. At two o'clock we paffed feveral Arab encampments, near which were great numbers of cattle, buffaloes, fheep, and goats. At three we paffed a breach in the right bank of the river, which has overflowed the Great Defert for about three hundred miles, and has alarmed the inhabitants of BUSSORA and that neighbourhood very much. The excefsive heat of the fun, with the immense numbers of filh and animalcules that perifh when it dries up, ferve to putrify the air, which in general proves fatal to great numbers; and hence the Arabs call it *the water of death*.

Here

Here were many men employed to stop the breach; but with all their humble efforts, it appeared that it would be some time before they would be able to accomplish it. They were carrying along embankments made of bundles of reeds, which were often forced away by the stream as soon as they were laid. I am persuaded that half a dozen Englishmen, with proper implements and materials, would complete in a few hours what fifty of these people could not finish in a week.

At sunset we made our boats fast to the right banks of the river, on which we remained all night; but, as on that preceding, we could get very little rest on account of the mosquitoes, and the horrible noises made by the wild beasts in the vicinity.

WEDNESDAY, JUNE 28.

AT day-break unmoored, and continued tracking as before. We parted feve-

ral *more* breaches in the banks, which had overflowed great part of the neighbouring country, and prevented the inhabitants from fowing their corn and paddy. We likewise pafled feveral Arab encampments with abundance of cattle. Our continuing always on the fame fide of the river was matter of choice merely, and becaufe we did not perceive any thing interefting on the oppofite ftiore. The courfe of the river is from W. to W. by S.

At fun-fet we arrived at a very large town on the right bank of the river called SUKE-SHUE. Here Mr. STEVENS, Captain REID, and myfelf, procured each a mufquito tent, which we found of infinite fervice, as it enabled us to get a little fleep, which we very much wanted. Though we always laid upon the bare ground, we were now enabled to fleep very comfortably, being relieved from thofe tormenting inferns, by whom I have been frequently fo much bitten as to be fcarce-ly able to open my eyes.

THURSDAY,

THURSDAY, JUNE 29;

WE remained at SUKE-SHUE the whole day, fome of my boatmen having behaved impertinently to AHMOOD SOLLAY, who drew his tohva on one of them, and was With difficulty prevented from taking his head off. Our Sheik, therefore, difcharged the boat and crew, and procured another of the fame kind; Of courfe, all our ftorcs were to be moved, and a new place built for our cook to drefs the victuals in.

We were here trdated by our Sheik with a dinner in the Arab fafhion. It confided of a dozen and a half of fifh, about the fize of mackarcl, fryed in ghie; a dozen boiled fowls; and cakes made of barley flour, freih baked, with plenty of milk. We fat upon the ground, agreeable to the cuftom of the country, in a garden adjoining the river, under the ftiade of a grove of date and fig-trees. The fifh, fowls, and bread, were very
E fweet

fwheet and good; but the milk was four, and not very palatable to an European. We did not make ufe of knives and forks, as in Europe, but ate with our fingers, as the Arabs do, tearing the fowls and fifh in pieces; and the Sheik feemed highly pleafed by our compliance with their cuftoms.

I was much amufed by obferving the dexterity of the Arab women in baking their bread. They have a fmall place built with clay, between two and three feet high, having a hole at the bottom, for the convenience of drawing out the afhes, fomething fimilar to that of a lime kiln. The oven (which I think is the mod proper name for this place) is ufually about fifteen inches wide at top, and gradually grows wider to the bottom. It is heated with wood, and when fufficiently hot, and perfectly clear from fmoke, having nothing but clear embers at bottom (which continue to reflect great heat), they prepare the dough in a large bowl, and mould the cakes to the defired fize
on

on a board or (lone placed near the oven. After they have kneaded the cake to a proper confidence, they pat it a little, then tofs it about with great dexterity in one hand, till it is as thin as they chbofe to make it. They then wet one fide of it with water, at the fame time wetting the hand and arm with which they put it into the Oven. The wet fide of the cake adheres faft to the fide of the oven till it is fufficiently baked, when, if not paid proper attention to, it would fall down among the embers. If they were not exceedingly quick at this work, the heat of the oven would burn the fkin from off their hands and arms; but with fuch amazing dexterity do they perform it, that one woman will continue keeping three or four cakes at a time in the oven till fhe has done baking. This mode, let me add, does not require half the fuel that is made ufc of in EUROPE.

SUKE-SHUE is a very large and populous town, and the refidence of SHEIK TWYNEY, a very powerful Arab Prince;

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having

having under his government the whole of the right banks of the EUPHRATES, from nearly as high as HILLA down to BUSSORA. He was once in open rebellion against the Turkish government, and took possession of the city of BUSSORA. Being defeated by the present Bafhaw of BAGDAD, he fled into PERSIA; but afterwards returned to solicit his pardon; and as he was much revered by the Arabs, and likely to prove a powerful enemy, the Bafhaw thought it prudent to pardon him, and reinstate him in his government. He was not here, however, at this time; for, being a most able general, he had been sent by the Bafhaw of BAGDAD, to oppose the progress of the WAABY, who is extending his conquests up the western shore of the Persian gulf almost as high as GRAIN, and propagating a new religion, which, like MAHOMET, he enforces by the sword.

The SHEIK'S army amounts to thirty thousand men; of whom ten thousand are Turkish foldiers, and twenty thousand Arab recruits.

I took

I took a walk with our Sheik through the town, and went into the Bazar, or market, which is about a mile long. It is opened at fun-rife, and continues till nine o'clock; it is then fhut up, opened again at three, and continues till fun-fet.

The Sheik alfo took me into a coffee-houfe, where I was treated with coffee, after the cuftom of the country. I was alfo obliged to fmoke tobacco, they prefenting me with a pipe about a yard and half long. I fat down on a mat crofs-legged, like the reft of the company, and they ferved the coffee in a fmall China cup about the fize of half an egg-fhell; but I could not get either milk or fugar, without which the beverage was rather unpleafant, till I became accuftomed to *it*.

FRIDAY, JUNE 30.

THIS morning the Sheik who officiated in the abfence of Sheik TWYNEY paid us a

vifit, and brought his daughter with him. She was about twelve years of age; and every perfon was obliged to Hand in his prefence, except ourfelves and our Sheik. I had here an opportunity of obferving the refpect which the Arabs pay to their Chiefs. An Arab of diftinction, having a letter of fome confequence for the Sheik, prefented it on his knees, and received it back again in the fame pofture, the fecretary having, after reading the letter, put the Sheik's feal on the back of it.

The Sheiks and principal people wear on the left hand a neat filver or gold ring, in which a fquare ftone is fet, with their names engraved on it at full length. On this ring they lay a thick ink, till it will make a fair impreffion, then ftamp it on the letter, and this ferves for their fignature. , Some of the ftones are red, and fome white cornelians.

We were much peftered here by a number of people having different diforders; far
they

they imagine that an European can cure all complaints, and implicitly adopt whatever is preferred for them.

Our Sheik now engaged to take another boat under his protection to BAGDAD. It contained a few bales of BENGAL piece-goods, and had for passengers an Armenian woman, with her son, about sixteen, and two daughters, one about fourteen, the other thirteen years of age.

Setting out from SUKE-SHUE at eleven o'clock, and leaving one boat behind, we crossed the river, and tracked up the left banks till three o'clock, when we recrossed, and made our boats fast near a village called GOMCREEK, where we pitched our tents.

There being much game in the neighbourhood, I took my gun, and having an Arab with me to carry my powder and shot, saw some beautiful green birds, which I wished much to examine. It was not long before I brought one down; but the

Arab ran immediately and cut off its head, calling out *zain, zain*, meaning that it wag very good to eat. I afterwards ihot feveral birds of different kipds, all of which the Arab ferved in the fame way, nor could I prevent him.

Several branches of the river meeting at this place, we found ftationed here a Collector of the Cuftoms, who was a native of CONSTANTINOPLE, on which he yalued himfelf not a little. He was a very great drunkard, and would do any thing tor wine. We gave him a few bottles of Shiras, confidering old Madeira and old Claret as too good for him. He was greatly pleafed with our prefent, and foon became intoxicated.

SATURDAY, JULY

WE waited here this morning till nine o'clock for one of our boats which had been left at SUKE-SHUE; as foon as it came up, we departed.

The river, a little above this place, is very broad, nearly as far as the eye can reach; but in many parts it is so very shoal, that reeds make their appearance above the surface of the water. We now altered our course to the Eastward, and entered a river called by the Arabs SHAT-JSJ,-DEGELA, which communicates with another named SHAT-EL-HIE, being a branch of the TIGRIS.

I cannot quit the EUPHRATES without taking notice of its falubrious water, which is by much the most pleafant that I ever tasted. Though very muddy when it is first taken up, it soon becomes perfectly clear; and while I could get this water, I had not the least desire for either wine or spirits. We continued tracking up the river (or rather canal) called SHAT-EL-DEGELA till six o'clock, when we made our boats fast to the banks, and pitched our tents not far from some Arab encampments.

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Our Sheik reprefented to us, **that** this was **a** very dangerous fituation, and recommended us to keep our arms in our tents, in cafe of an attack. We had each **a** gun, a brace of piftols, and a fabre; and our Sheik, his brother, and all the guards, remained under arms during the night. They placed fome ceiitinels at a diftance from the tents for fear of a furprize, and pafled the watch-word from one to another the night through. We were not, however, moleiled.

To be obliged to have weapons by my fide while lying down on the bare earth to take a little reft, was what I had never before experienced. Whoever travels through thefe countries, ought not to put fo much value on his life as I conceive Europeans in general do where they are perfectly free, except from cafualties. This country is in a ftate of perpetual warfare; many of the inhabitants, under no controul, live in a ftate of nature, and are not fufceptible of the nobler paffions.

They

They murder and plunder, without remorse, all whom they can overpower, and are at war against all the world, except their own tribe. Such is the present state of one of the most fertile countries in the universe. No traveller is safe, having reason to expect every moment to be attacked by a superior force; but when I undertook this journey I was perfectly resigned, and prepared to encounter difficulties and dangers. Our Sheik conducted himself much to our satisfaction, and did every thing in his power to make us comfortable.

SUNDAY, JULY 2.

THIS morning we struck our tents at day-break, and at eight o'clock arrived at the head of the DEGELA, when we entered a larger river, which is divided into two branches: the one that we went up running S. E. the other W. We proceeded up this river in a course almost due N.

Whether

Whether these branches have been cut to water the country, or not, is uncertain ; but I am inclined to think they have. The ground for about forty yards from the river is usually three or four feet higher than it is further inland. This I have frequently observed when I have gone a-footing. The larger branches are often near a quarter of a mile broad, and the smaller about half that distance. They make the country through which they-run exceedingly fertile; but I have no doubt that these different branches are much larger than they were originally, and that they are still increasing, as the TIGRIS, from which they are supplied, is much more rapid than the EUPHRATES, particularly at this season, when the freshes are coming down from the snowy mountains.

At twelve o'clock we entered the river palled by the Arabs SHAT-EL-HIE, running from the N. N. W. We found it divided into three other branches, beside the one at which we entered; two branches
running

running Weil, and one Eaft of that we came up. At one o'clock, pafing the mouth of a river running from the Eaft, we continued tracking till four, when we refted an hour to refrefh, and at fix made our boats faft to the banks, where we remained all night.

I obferved that our Sheijt always chofe as open a country as he could find, to remain in all night, for fear of being attacked by the Arabs at a difadvantage.

We were again much difhirbed by the jackalls, who feemed very near us, and made a moft hideous noife.

MONDAY, JULY 3.

WE ftruck our tents, and fet out at fun-rife, continuing to track up the river SHAT-EL-HIE. At ten o'clock the courfe of the river was from N. N. E.; at eleven, due North, and it continued nearly North till fix o'clock, when we made our boats
faft

faft to the banks, and were foon after vi«*
fited by fome Arabs on horfeback. They
were about twenty in number, armed with
fpears and tolwas. As the horfemen ap-
proached, our Sheik, with a double-bar-
relled gun in his hand, walked about twenty
yards to meet the Chief of the other party,
who alfo advanced before his people about
the fame diftance. After fome conver-
fation between the two Chiefs, the whole
advanced* I obferved that the Chief was
mounted on a beautiful Arab mare, and
remarked it to be a general rule, that
Sheiks and men of confequence are always
mounted on mares, which are ufually va-
lued at three times the price of horfes.

To thofe who are ftrangers to the lan-
guage, manners, and cuftoms, of this
country, it is no unufeful thing to re-
collect, that whenever a man is mounted
on a mare it may be depended on that he
is above the common clafs. Drefs can-
not be relied on; for a Sheik will often
have his meaneft fervant drefled much
better than himfelf, and will eat out of
the

the **fame** difh with him, as if they were equals.

Shooting being the only amufement I could enjoy, and here being plenty of game, I wifhed to embrace every opportunity. I had ufually taken an Arab or two with me on thefe expeditions; but here I could not prevail on any one to accompany me, and was particularly delired by the Sheik not to go, there being much jungle, from which I might be furprized by the Arabs, or attacked by lions, which he faid were very numerous in this neighbourhood. Our Sheik fully expected a night-attack, and therefore, with his brother and all the guards, remained under arms all night, the Sheik constantly walking round our tents with a double-barrelled gun in his hand. A very good look-out, and probably the preparations which the horfemen obferved us to be making for our defence, prevented our being molefted.

TUESDAY,

TUESDAY, JULY 4.

THIS morning we struck our tents, and departed at a quarter past four o'clock. At five we arrived where two rivers meet, one branch running from the N. N. W. the other from E, by N. We took the latter, and continued tracking till twelve o'clock, when we rested under the shade of some willows till three; for, in the middle of the day, the heat of the sun was so excessive, that our boatmen were not able to endure it. They were in general nearly naked, having no other covering than a small woollen cap, which barely fits the crown of the head. The course of the river winding from North to West, we observed the banks of those large branches seven and eight feet above the surface of the water.

I have not seen one stone the natural produce of the country since I left BUS-SORA, but a soft brown soil, very deep;
and

and a bank of seven or eight feet does not make the lead alteration in the colour of the foil. The rapid current continues deepening the beds of these rivers, and in consequence the Arabs are not able to water many parts of the country, which renders it uninhabitable except on the banks of the river. Where they cannot have water, the excessive heat of the sun soon destroys all vegetation, and particularly at this season.

At five o'clock we passed a village on the Western banks of the river, called WAASUT. The river is here above half a mile broad. Our Sheik was particularly careful not to go near the village, but continued tracking up the opposite banks, and made as much haste as possible. "All the inhabitants," said the Sheik, "are desperate thieves, and have no mercy on those who are so unfortunate as to fall into their hands; for they are under no government or controul except that of their own leaders, who are every whit as bad as themselves."

At fix o'clock We made our boats fast to the weftern banks of the river, not freing able to find a convenient place on the opposite fide. We pitched our tents clofe to the water's edge, the Sheik keeping a good look-out for fear of a furprize; nor was I permitted to fhoot, for fear the report fhould difcover where we were, having a very thick jungle behind us.

WEDNESDAY, JULY 5.

WE (truck out tents and fet out this morning at one o'clock, our Sheik not thinking it fafe to remain in fuch a neighbourhood after the moon went down. At fix o'clock we flopped to refrefh, and in half an hour continued our courfe, the river winding very much, and bearing from S. W. to North. We refted under fome willows from twelve till two; and at three arrived at the town called H I E , from which this river takes its name. It is fituated on the Eaftern banks; and, the inhabitants of this town not being much

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better

better than thofe of WAASUT, our Sheik muftered all his guards a little above the town, amounting to thirty men, all exceedingly well armed, and dreffed in their beft clothes. On account, I fuppofe, of their formidable appearance, our Sheik was not required here to pay any thing.

He fpread a carpet on the ground, and with his brother, and another principal officer, fat down, having all the guards under arms drawn up near them. Here they were vifited by the principal men in the town, who were treated with pipes and coffee. The Sheik, however, kept the double-barrelled gun lying on the carpet before him, and ready to fire in a moment; the other officers and men being equally prepared.

This ceremony muft appear very ftrange to thofe who are wholly unacquainted with the fingular manners and cuftoms of thefe people; but all this caution is perfectly neceffary till they have given the falam and ate together. When that has

been done, there can be no room for apprehension. An Arab, after he has eaten or drank with another, let him be ever so great a stranger, and of whatever religion or country, would sooner rather than suffer him to receive the least injury, either in person or property; and whoever, in distress, puts himself entirely under the protection of an Arab, may rely upon being defended in the most faithful manner.

An instance of this singular trait in the Character of the Arabs occurred not long ago. A Frenchman was carrying dispatches to INDIA, across the Great Desert, from ALEPPO to BUSSORA. He had with him an Interpreter, and an escort of about eighty men, mostly on camels. When about five days journey from BUSSORA, they were attacked in the evening by a wandering tribe of Arabs. The Messenger had a double-barrelled gun, with which he shot the Sheik of the hostile party; but they rushed with such fury at the first onset, that before he had time to charge again, he was cut down with a sabre,

Most of the MefTenger's guards being killed, they were ftripped by the conquerors, and the Meflenger among the reft, it being imagined that he was dead. After the engagement, the Arabs lighted fires to make coffee and refrefh themfelves; and, as is cuftomary with them, fat on the ground in a circle round the fire.

The MefTenger's wound not proving mortal, (for though he had one fide of his face cut down, his fkull was not materially injured) he at length recovered his fenfes; and finding himfelf entirely naked, as well as much weakened by the lofs of blood, he had nearly given himfelf up to defpair. But, recollecting to have heard of this fingular difpofition in the Arabs, he refolved to try the experiment, as the only means of faving his life, or putting an end to his exiftence. He took a view of the Arabs fitting round the fire, and fingled out him whom he thought moft likely to be the Chief, as being the oldeft looking man in the company. Naked as

F 3

he

he was, and almost covered with blood, he rushed into the ring, and threw himself at his feet. His conjecture was right. This old man was the Chief, who immediately covered him with his cloak. He was now at a loss for an Interpreter; but, on search being made, the Interpreter was found in a similar situation, wounded, but not dangerously. The Messenger had his clothes and dispatches returned to him; and the Chief entered into an agreement to deliver him safe at BUSSORA, on the Messenger promising to pay him one hundred Venetian sequins. Both parties performed their agreement; the Messenger arrived safe, and had engaged a drow to take him to MUSCAT. This having reached the English Resident's ears, he seized the Messenger with his dispatches, and had his wounds dressed by the English Surgeon. It was imagined that the Messenger, if suffered to proceed, would not have reached INDIA, as his wounds required much surgical assistance.

But

But to return from this digrefsion:

It is cuftomary for thefe people to lay very heavy contributions on veffels and paffengers that pafs this way, or plunder them when they do not comply with their demands; and in cafe of the leaft refiftance, they will feize the boats and murder every perfon on board. In this they have an advantage over boats going up the river, which being obliged to track againft both wind and fream, their progrefs is feldom more than four miles an hour; but going downwards there is very little danger; for the current being very rapid, and the wind ufually blowing frefh from the N. W. all veffels go at a great rate, and particularly the fmall doneks, which fail remarkably faft. H I E is a fmall town furrounded by a mud wall; but the inhabitants are very numerous in proportion to the fize of the place. We left it at five o'clock, and continued tracking till half paff feven, our men making more hafte than ufual, to get as far as poffible out of

the reach of those people, lest they should attack us in the night. We made our boats fast to the opposite banks of the river.

The locusts in this country are very numerous. I caught one this evening of a different colour from the common locust, and much larger. Its very extraordinary appearance induced me to make a sketch of it from life, of the exact natural size. Every part of it is green, except the under wings, which are crimson; and when flying it has a beautiful appearance. The eyes are very remarkable.

THURSDAY, JULY 6.

THIS morning at four o'clock we struck our tents, and tracked briskly till eight, when we refreshed, set out again at ten, and continued tracking till six in the evening, without any delay. We then secured the boats, and pitched our tents on the Eastern banks of the river.

I took

I took an Arab with me and went a-footing about a mile from the river, where I found a great many partridges. This part of the country, excepting about fifty yards by the river side, is a perfect desert, though it appears to have been once cultivated, there being still the remains of canals that have been cut to water the country, at distances of about two hundred yards, on the banks of the river, and communicating with each other inland. In some places banks have been made all round, to keep the water, as in paddy grounds.

The river here runs so rapidly that it has deepened its bed; the banks are ten feet perpendicular above the surface of the water, yet at that depth there is not the least variation in the colour of the **soil**.

The surface of the earth at a distance from the river is whitish, having a mixture of fait for about half a foot in depth;
and

and below that, a dark brown earth, the same as on the banks of the river.

At a great distance to the eastward, we saw a long chain of lofty mountains ranging N. W. and S. E. called the Curdistan mountains.

FRIDAY, JULY 7.

WE set out at four o'clock this morning; and at eight, by an E. N. E. course, entered the river TIGRIS, called by the Arabs, SHAT-EL-AMAR. Nearly opposite, on the eastern banks of the TIGRIS, is a small town called COOTE, off which several stout vessels were lying at anchor.

The main body of the river runs S. S.E.; and from the best observation I could make, it appeared that the HIE, which we came up, had been originally a canal cut to water the country, but had in course of time increased to a very large river,

river, containing much more fresh water than the THAMES.

The TIGRIS is here above a mile broad; and, though reckoned at its height, on account of the snow melting upon the mountains, the banks were upwards of ten feet perpendicular above the surface of the water. Several large droves of camels were grazing upon its banks.

We found the river very crooked, winding from N. N. E. to South. At six o'clock passed a Turkish camp pitched on the western banks, and made our boats fast to the same banks, about half a mile above them. The Turkish tents had a very handsome appearance, some being red, others green, and some white. The army consisted of six thousand horse; and the Bafhaw had two armed vessels to attend him on the river; these were about 150 tons burden each, and were built much like the Galleys in the EAST-INDIES.

This

This army had been sent to punish some rebellious Arabs in this neighbourhood, who had murdered the Sheik of HILLA, and several other officers under the Turkish Government. Our Sheik dressed himself and half a dozen of his slaves in their best clothes, and paid a visit to the Baftiaw,

SATURDAY, JULY 8.

WE struck our tents at three o'clock this morning, and continued rowing and tracking incessantly till twelve, when we rested under some willows till three, the course of the river winding from S. W. to West. We found an intolerable stench from the Western banks, and were informed, that it proceeded from the bodies of some Arabs who had been put to death by the Turkish army. We were also told, that many of the Chiefs of the rebellious Arabs had escaped by flight on the approach of the army, leaving behind them their flocks, which were seized by order
of

of the Bafhaw, and driven to BAGDAD to be fold.

We tracked till half paft fix o'clock, and then pitched our tents on the weftern banks of the river.

SUNDAY, JULY 9.

WE fet out at four o'clock, and continued rowing and tracking till twelve, when we remained an hour to kill a bullock. The courfe of the river winding from N. W. to N. N. E. we tracked till three o'clock, and (lopped an hour to refrefli; then tracked up the weftern banks till half paft fix.

I took my gun, attended by an Arab, and went a-fhooting upwards of a mile from the banks of the river. I ftiot feveral kinds of birds, particularly fomc very fine partridges, which were nearly of the fize of Engliffti pheafants.

It

It did not appear that this part had ever been cultivated; nor did I perceive any signs of vegetation, except near the banks of the river, which are in general covered with a thick jungle of willows and shrubs. The Arabs are frequently obliged to cut a passage through the jungle, for their sheep and cattle to get to the river; and the banks are in many places so steep, that they are even obliged to cut them, and make a road to the water's edge.

At the upper end of a small island, near the middle of the river, we saw the wreck of a large dhow, hull under water. She was lost there three weeks before, and was worth ten lacks of rupees, having on board four lacks of Spanish dollars, and other specie, and being loaded with copper for BUSSORA. The owners have a guard to watch her, and purpose weighing her when the river is at the lowest, which is usually about Christmas.

Though the river is here at least two miles broad, two of the guards, who were stationed

ftationed to watch the veflel, fwam acrofs. In fwimming they greatly afsift themfelves by the ikin of a goat, blown like a bladder, which they keep under their bread, where, however, it is not fattened, but only kept in its position by one hand, while they pufh forward with the other and their feet; and in this manner they can crofs the river almoft as foon as a boat. Their clothes, and fometimes their fire-arms, they faften on the top of the head, and carry them over perfectly dry. Thefe men having informed us, that we fhould be much more comfortable on the oppofite banks, where there was very little jungle, we croffed the river at nine o'clock.

MONDAY, JULY 10.

BEFORE we fet out this morning, we were vifited by fome Arabs from the neighbouring encampments, which extended, to the right and left, as far as the eye could reach, having with them innumerable flocks of fheep and herds of cattle.

We

We were perfectly safe among these people, and our Sheik informed us, that we became wholly out of danger as we approached Bearer the seat of government. We set out at sun-rise, and passed several droves of camels grazing on the banks. The river ran very crooked till eleven o'clock, when we entered a long reach lying N. E. and S. W. the stream very rapid, and about a mile and a half broad.

I had here an opportunity of observing the progress of the hot winds, called by the natives Samiel, which sometimes prove very destructive, particularly at this season. They are most dangerous between twelve and three o'clock, when the atmosphere is at its greatest degree of heat. Their force entirely depends on the surface over which they pass. If it be over a desert, where there is no vegetation, they extend their dimensions with amazing velocity, and then their progress is sometimes to windward. If over grass, or any other vegetation, they soon diminish, and lose much of their force. If over water, they

they lose all their electrical fire, and ascend; yet I have sometimes felt their effects across the river where it was at least a mile broad. An instance of this happened here. Mr. STEVENS was bathing in the river, having on a pair of Turkish drawers. On his return from the water, there came a hot wind across the river, which made his drawers and himself perfectly dry in an instant. Had such a circumstance been related to him by another person, he declared, he could not have believed it. I was present, and felt the force of the hot wind; but should otherwise have been as incredulous as Mr. STEVENS.

Captain REID, who had often been my companion in boating (an amusement of which he was equally fond as myself), having been unwell, I had been deprived of his company for above a week past; and he now became so much overpowered by the excessive heat, as to be scarcely able to walk. The heat being also too much for our rowers, at noon we made

our boats fast to the eastern banks of the river, where our people rested under the shade of some willows for two hours.

Going through the jungle to the edge of the Desert, I saw some partridges at a little distance, and was tempted to try if I could get a shot; but having only my flippers on, I found great inconvenience from the excessive heat of the Desert, and was glad to get back again to the river; for, though my feet were not blistered, yet the skin soon after peeled off the soles. Hitherto I had always worn a pair of strong boots, which I found extremely convenient both with respect to the heat, and as a safeguard from the reptiles and venomous insects, which in some places were very numerous; and I was particularly careful never to go out again so lightly equipped.

At two o'clock we resumed our voyage, and continued tracking up the eastern banks of the river till half past six.

My

My feet being very tender from what I had suffered at noon, and an impenetrable jungle lying behind us* in which our people said there were many lions, I contented myself with shooting pigeons by the river side near the boats, whither they came in great numbers to drink at fun-fet.

TUESDAY, JULY 11.

WE fet out again at half past four o'clock, and tracked up the eastern banks, the course of the river winding very much, and bearing from N. E. to West* At noon we crossed, and tracked up the western banks, till the evening, when we recrossed, and pitched our tents near an extensive Arab encampment, where the river was above a mile broad. Our Sheik, not being under any apprehension from the neighbouring Arabs, lay down near our tents, and took his regular sleep.

Captain REID was how become exceedingly ill, and, as it seemed, must inevitably perish without some medical assistance. He was much troubled with bile, and had a liver complaint. I had brought some medicines with me from INDIA, made up by our surgeon, and wished to give Captain REID an emetic to take off the bile ; but on examining my drugs, though closely packed in a tin case, I found the whole entirely spoiled, having got wet when the ship was landed on the island of CARRICK.

In this neighbourhood were many pelicans, by far the largest birds that fly. . I often flew at them, but was never able to take one.

WEDNESDAY, JULY 12.

WE set out this morning at four o'clock, and continued tracking till two; then flopped till three to refresh. The river winding as before from N. E. to West,
with

with fliort reaches, we met fveral Kiraffes laden with refreshments for the Turkifh army, the cargo of one of them confiding entirely of water melons.

We continued tracking till half part fix o'clock, having been interrupted fome time by a difpute among our boatmen, who fought up to the middle in water, fome with fpears, others with tolwas. Several fpears were broken, but no lives loft. Our Sheik remained a quiet fpec-tator of the affray, the quarrel being entirely among the boatmen, and none of his people being concerned in it.

We made our boats faft to the eaftern banks of the river, and pitched our tents near the ruins of the ancient city of CTESIPHON.

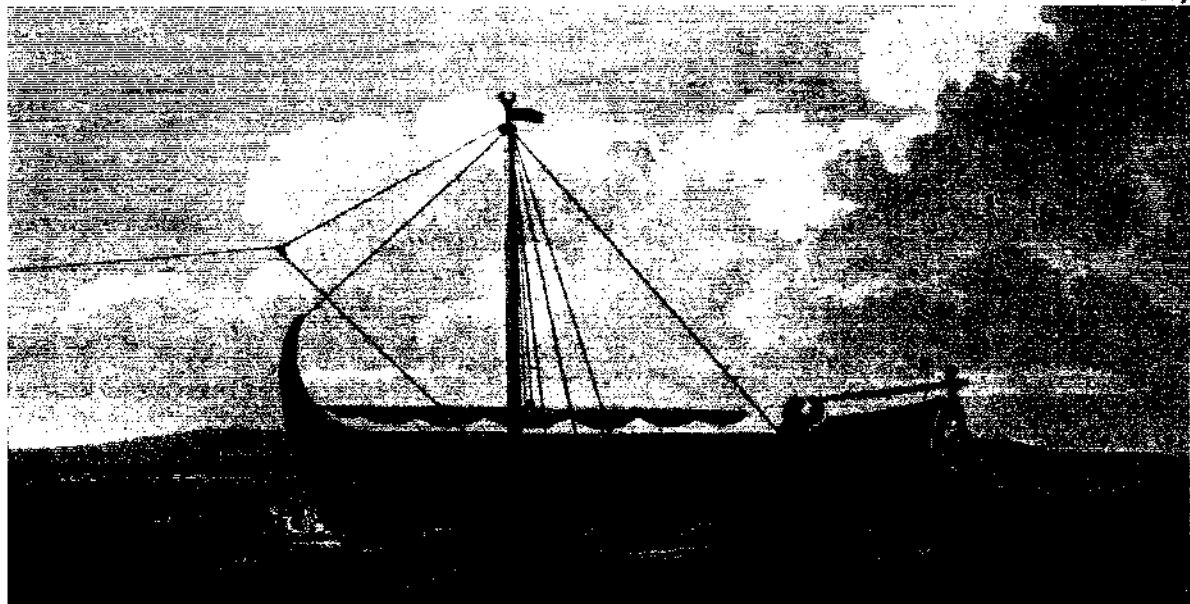
THURSDAY, JULY 13.

DEPARTING this morning at half paft four, we tracked up the eaftern banks,

and often observed, , that many parts the current fretting against them had worn them away considerably The banks being near ten feet perpendicular above the surface of the water we saw the foundations of several ancient buildings, which were chiefly of brick, and so strongly cemented together as often to overhang the water. Here were also visible a great many earthen jars; some half exposed, Others ready to fall into the river; and some of them were of singular construction.

The river here takes a circuit to the southward for about ten miles, and leaves only a narrow neck of land, on which are still standing many lofty walls and towers, being fragments of ancient CTEPSIPHON.

We met with several float vessels, some upwards of two hundred tons burden, Laden with fire-wood, and bound to BAGDAD. They appeared to me of such a Angular construction, and so ill adapted



for the purpose, that I was induce!*tb
take a (ketch of one of them.

The rudder is composed of a great quantity of rough timbers very awkwardly put together, and is guided by a tiller. They are built of very coarse materials, and covered with a thick coat of bitumen. The lofty head is generally ornamented with a variety of {hells stuck into the bitumen. They form altogether a very tin-couth specimen of naval architecture, and require twenty, and sometimes thirty trackers; but when the wind blows strong* even they are not able to move them.

On my enquiring the reason why they made use of vessels so ill adapted to the purpose, that a man with a very slight knowledge of naval architecture might soon discover their inconveniences, and observing, that a vessel built upon a plan similar to our warp barges would carry as much cargo, draw less water, and might be worked with one-third of the men; the

answer I received convinced me of the danger and inutility of attempting any innovation among these people. I was told, that the children invariably continued to follow the trade of their fore-fathers; thus the sons of a carpenter are all carpenters, &c; that their fore-fathers had always built vessels upon the same plan, and that it would be reckoned very prophane in them to deviate from the custom of their ancestors. This completely solves the problem, and shews to what a length superdition and prejudice is carried among them.

These people have continued from the earliest period to speak the same language, wear the same kind of dresses, and eat and drink in the same manner. Their mode of warfare is still the same; and scarcely the slightest deviation has taken place in their manners and customs, prejudices and passions; though almost every other nation has undergone a thorough revolution within a few centuries.

Should

Should a man here, convinced of a defeat in any branch of trade, offer to adopt an improvement, complaint would soon be made to the Mufti, and the artist probably pay for his temerity with his life.

At fun-fet we passed JAVER, on the western banks of the river. Though but a small town, it is much celebrated on account of a very beautiful mosque that stands in it. At nine o'clock we crossed the mouth of a large river running from the North, called by the Arabs SHAT-EL-DEAAL, and at half past nine made our boats fast to the eastern banks of the river, which were here upwards of twelve feet above the surface of the water. They were likewise so steep that we could scarcely ascend them; and we found the top of them so rough with small thorns, that we were obliged to clear a place before we could lie down. Among these thorns, however, were many of delightful fragrance.

FRIDAY,

FRIDAY, JULY 14.

We fet out this morning at two o'clock, and continued tracking till two in the afternoon, when we reached BAGDAD. The river was very crooked, being nearly round the compafs, yet from the place where we fet out in the morning was only three hours walk by land.

We arrived at the houfe of Mr. J. L. RENAUD (an agent to Mr, MANESTY, of BUSSORA), which was very conveniently iituated adjacent to the river.

An Englishman has at BAGDAD a privilege which is not granted to the people of any other nation. Whatever baggage he may have with him, inftead of being taken to the Cuftom-houfe, is allowed to be carried to the place where he is going to refide, and an officer of the cuftoms is fent thither to examine it.

This

This privilege was obtained by the foljU citation of Mr. MANESTYHI favour of his countrymen, and will at all times be advantageous to the intereft as well as the convenience of a traveller.

BAGDAD is feated on the eaftern banks of the TIGRIS. It is a large and populous city, extending along the banks of the river about three miles; and the length of the walls from the river being about two miles, gives it the form of an oblong fquare. The houfes, though very inferior to the European, are much better built than thofe of BUSSORA, but nearly in the fame ftile.

Many of the public-buildings, fuch as mofques, minarets, and hummums, are conftru6ted of hewn Hone, and make a very handfome appearance. Here is alfo an extenfive Bazar, which is well fupplied with variety of articles; but the prices in general are much higher than at BUSSORA,

The

The Armenians are the principal merchants here; the manufactories carried on are few," and those confined to articles for immediate use, as shoes, boots, clothes, fadlery, and culinary utensils.

The Armenians at MOSUL send great quantities of copper down the TIGRIS to BAGDAD upon rafts of timber fattened together. On their arrival the rafts are fold, wood being very scarce here. The copper is afterwards shipped for BUSSORA on-board large dows, which are usually about six months in performing the voyage thither and back again. The copper is in small round cakes about six inches broad, and nearly two inches thick in the middle, but gradually sloping to the edges. It is of a quality nearly the same as English battery cake copper.

This trade, which has not long been carried on, is still increasing to a very great extent; for sometimes ships sail from BUS* SORA laden almost entirely with copper; and

and I am perfuaded that it will in time prove prejudicial to the Engli/h manufactories. Labour being much cheaper in thcfe countries than in EUROPE, they arc enabled to carry it to a market at a much cheaper rate ; and this makes it very profitable to thofe at prefent concerned in it.

Though BAGDAD is much better built than any other city in this part of the world, it is ftill very inferior to many cities in EUROPE. Every houfe wears the appearance of a prifon, as defcribed in BUSSORA, but compofed of better materials; they are in general of brick, and the timbers very good, being thofe which are floated down the TIGRIS.

The ftrcets are very narrow and dufty. I had near half a mile to go every night to fleep, and ufually fet out abduet eleven o'clock, always taking a Turkifli fervant with a lanthorn, as it would have been very dangerous to walk at fuch a time without a light. Scorpions, tarantulas, and other noxious infedls, were very numerous.

merous. Of the former I have frequently killed four or five in a night; they are of the large black kind, and their flings often prove mortal.

All perfons at this feafon of the year fleep on the tops of their houfes; and I have often been entertained by feeing the people run off with their clothes in their hands at fun-rife ; for as foon as it has rifen above the horizon it becomes excefsively hot. I foon learned, however, that even looking over our own parapet-wall was a deed of danger; for that the Turks would not hefitate a moment to fhoot at any perfon whom they might difcover overlooking their houfes. The houfe where I flept was near the middle of the city, and very lofty, none being higher in the city, except the minarets, the feraglio, and a few houfes belonging to the minillers and principal officers.

Here are many cranes, much larger and very different from any that we have in EUROPE. They build their nefts upon the
tops

tops of the minarets and the loftiefl houfes, where they are never molefted, and are in confequence very tame. I have often been within two yards of their nefts without exciting in them any fear.

As there are no canals to water the city, many poor people are constantly employed in carrying water from the river in fkins. Some take it on their backs, while others have afles and mules.

Without the walls, to the weft ward, is entirely deferl, not having the leaft traces of vegetation, except on the banks of the river. Behind the city, to the northward, the fame barrennefs prevails; there is no water nor any cultivation. To the eaftward, along the banks of the river, there are excellent gardens, which extend about four miles; and a great many houfes filled with inhabitants ftand without the walls.

The city, however, is chiefly fupplied with fruits and vegetables from the oppo-
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ite fide of the river, where there is much cultivation.

The Bafhaw and fome of the principal people have country feats in this neighbourhood. This was the fcite of ancient SELEUCIA, built by SELEUCISS, one of ALEXANDER'S generals, who fucceeded to the government of this part of the country; and feveral of his coins are ftill to be met with in BAGDAD. The gold coin is worth about two guineas; it bears as ftrong an impreffion of the head as the ancient Roman coins, but has a long beard.

A little farther, towards HILLA, are ftill to be feen fome ruins of ancient BABYLON.

Etiring my Hay at BAGDAD the Turkifli army, confining of fix thoufand horfe, returned from their encampment on the banks of the TIGRIS; and their crofsing the jiver over a bridge of boats at the
upper

tipper ehd of the city at fuh-rlfe in fegu-hr procefsion, had a very pretty appearance. The day before *their* arrival they fent to BAGDAD as many fheep and cattle as fold for a lack and a half of piafters. Thefe were the flocks that belonged to the rebellious Arabs.

BAGDAD at prefent is filppofed to contain more treafure than any city of equal fize in the world; and the immenfe quantity of fpecie and bullion found in the coffers of the late Kya (or Prime Minifter) of BAGDAD feems to warrant fuch a conjecture. He was murdered a few months ago by confpirators employed againft him by the prefent Kya; and when the Baihaw feized on his property, an exact account was taken of his treafure, which amounted in value to upwards of 3,000,000l. fterling.

The following ftory is related of the late Kya by the merchants ;and many of them, much to their forrow, are enabled to vouch for the truth of it : it alfo proves to what a length many of the Turkiftx

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Minifterg

Minifters and Bafhaws carry their tyranny and oppreffion. He was a man (fay they) of fuperior abilities, had the confidence of the Bafhaw, and kept a moft ftrict. watch over the conduct of all officers, civil and military; hence it was, that fo many of them readily joined in the confpiracy. He was withal very avaricious, and invented many lingular methods of adding to his treafure; among others, the following proved very productive: he always kept fpies over the merchants in the Bazar; and when he heard of any difpute among them, he would firft fend for one of the parties, queftion him refpe6ting the patter in difpute, and, under a plea of the government being in want of money, enquire how much he would give to gain /his caufe. The fum was ufually in proportion to the wealth of the complainant, and the animofity between the parties; fometlmes fo much as four or five thoufaiid porters. He would then fet this man are, fend for the other party, and examine him refpecting the qurrel, and as to the fuin that he would give to gain his caufe.

caufe. This done, he would confront the two parties, and decide in favour of him who had given the greater fum, returning the other his money, with fome harih cenfures of his condu6t. At length this practice of the Kya was attended with a very good effe£h. The merchants found themselves fo egregioufly fooled and fleeced, that whenever any difpute occurred, they were very glad to fettle it amicably among themfelves, taking all pofsible care to prevent its reaching the ears of the Kya.

The prefent Kya can neither read nor write. He was originally a Georgian flave boy, and brought up in the Haram; but was afterwards raifed to an inferior office on the military eftablifhment. Having heard that the Bafhaw's daughter wiflied to marry him, he gained over fome of the military and civil officers, and caufed the Kya to be murdered one evening as he was returning from the Seraglio. When the Bafhaw heard of it he immediately fled for protection into the Haram, where he con-

cealed himself till he was informed that no injury was intended towards him.

There was a considerable commotion in the city for a few days, which, however, was soon settled by orders being issued, that whoever was found in arms in the streets should immediately be put to death. The present Kya was soon after appointed to succeed, and married to the Balhaw's daughter.

"When it became necessary to transmit an account of the affair to CONSTANTINOPLE, it was stated, that the late Minister had intended to poison the Balhaw, which was the cause of his being put to **death-**

I have often seen the present Kya; He does not appear to be thirty years of age, is comely, and has a very graceful figure; but in all probability he will not continue long in office; the lives of princes in this country are extremely precarious, perhaps
more

more fo than in any other country in the univérse, as no less than seven have been affassinated within the last twelve months.

The last of these was the celebrated Sheik TWYNEY, who was slain, while asleep in his tent, by a slave belonging to the Waaby. This happened only a week ago; the news arrived soon after we came to BAGDAD, and has very much alarmed the government, because much confidence was placed in the superior abilities of the Sheik, and he was fully relied upon to check the progress of the Waaby, who immediately after attacked and defeated the Turkish army, and it was apprehended that he would reach BUSSORA.

Few Europeans transact any business at BAGDAD, or keep any Consuls there. The English have no Consul, but their business is managed by an Armenian named COJA MAKELL, a very respectable man. I had letters to another Armenian merchant named COJA STEPHON BABECK, a very worthy man, who speaks tolerably good

Englifh, and, I believe, is the only resident in the whole city that understands a word of it.

The French at prefent have here a Conful named ROUSSEAU, who is a relation of the famous writer JEAN JAQUES. They do not, however, carry on much bufinefs here, having at prefent no communication with INDIA. The French, during the prefent war, have often attempted to fend difpatches to INDIA by way of BUSSORA and MUSCAT, but thefe have always been intercepted by the vigilance of the Eaft-India Company's Refident at BUSSORA. Here are feveral Frenchmen, who appear to have very little employment; many offered me their fervices as interpreters and companions to CONSTANTINOPLE; but I refufed their proffers, as fervants are at all times, and particularly on fuch a journey, a very great incumbrance; and I would never recommend a perfon who travels to employ any other than the people of the country he may be in,

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The following circumstance ferves to fliew in what refpect the Englifh are held here:

Mr. RENAUD, though only a clerk to Mr. MANESTY, about five o'clock one afternoon waited on the Bafhaw for a firmaun for me. As he was pafing near the Seraglio, he heard fome men crying out mod lamentably. On enquiry he was informed, that they were to receive two hundred lafhcs each, a punifhment almoft equal to death. He defired the people to defift, as he could not bear to hear the men's fhrieks, (who by the bye had only received five or fix ftrocks on the foles of their feet) and he would intercede with the Bafhaw to mitigate their punifhment. On his mentioning this affair to the Bafhaw, the latter replied, that for his fake he would not only releafe them, but would fend them to his houfe, where they iliould be entirely at his difpofal.

As foon as Mr. RENAUD returned, he told us the circumftance. About nine

o'clock the fame evening, while we were at fupper on the top of the houfe, the two men, both Arabs, were brought up to us, ftill uncertain of their deftiny. Mr, RENAUD, who fpeaks the Arabic as fluently as Englifh, told them that he had prevailed with the Bafhaw to releafe them, and they were now at full liberty to go where they pleafed. It is impofible to give the reader an adequate idea of the alteration in the poor men's countenances when they heard this. They fell on their knees, and prayed to GOD and the Prophet to protect their deliverer.

Captain REID being now exceedingly ill, and there not being the leaft profped: of his recovery, my other companions being alfo unwell, I began to prepare for my departure; Mr. RENAUD having obtained my paffport, or firmaun, under the Bafhaw's feal, and having alfo engaged a Tatar, named SIAD AHMED AGA, to attend me,

The Mookadar (or keeper of the feals) paid us a vifit, which was confidered as a very great honour. He gave directions to the Tatar in my prefence to be attentive to the preservation of my perfon and property, for that otherwife he fhould forfeit Ills head. I had now for the firft time ait opportunity of obferviirtg the ceremony of perfuming, &c. which is ufually paid to men of confequence. But the Mookadar was an exception to one very general cuf-tom amongft the Turks, as he did not fmoke tobacco. On his taking leave he was complimented with an elegant white muflin turban and cumcbrband, the arti-cles molt commonly prefented on vifits of ceremony,

My Tatar drefs being ready, as well as the trappings of my horfe, I began to pre-pare for my departure from BAGDAD. Though I was to travel under the title of Conful, yet it was neceflary to wear the Tatar drefs, to avoid being infulted by the populace, as is always the cafe when they difcover an European, whom they call

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Fringui.

Fringui. I had also my bead fhavcd, which I found to be of great fervice, as it kept me cool, and was more convenient to me in wearing the Tatar drefs.

I had entered into a written agreement with my Tatar to give him eight hundred piafters; five hundred to be paid in ready money at BAGDAD before my departure, and the remaining three hundred on my safe arrival at CONSTANTINOPLE ; and he engaged not to take any other pafengers or merchandize under his care. I took bills from BAGDAD on CONSTANTINOPLE both for my Tatar's three hundred piafters, and the money I had provided for the remainder of my journey. I had also letters of credit on CONSTANTINOPLE from Mr* MANESTV, in cafe I fhould have occafion for more money.

My drefs confided of a yellow cap about a foot high, broad at top and almoft flat, but becoming gradually narrower till it fitted the head. The lower part of the cap was covered all round with black lamMkin



about four inches deep, the inside lined and quilted, and in the upper part fluffed with wool extremely tight. Being thus Calculated to resist any weapon, it is an excellent Safeguard to the head. This cap, which being very heavy, feels unpleasantly at first, is called a Culpack, and is only worn by the Tatars.; My other-articles of apparel were, a brown cloth coat trimmed with a broad black silk binding, wrapping quite round the body with short wide sleeves, and hanging down to the calf of the leg; blue Turkish trousers trimmed with black silk binding, made very wide, but buttoning tight round the small of the leg and fastened round the waist to pull over the trousers as high as the calf of the leg. The under-dress is a Turkish* gown, with long sleeves buttoning close round the wrist; and a shirt with out a collar. Turks of all descriptions have the neck entirely bare. The Tatars wear drawers; but I wore a pair of strong leather breeches under my trousers, which I found of very great service. A cummerbund
about

about fix yards long was tied very tightly round my waift, and in this I hung a brace of piftols, befide having a large Turkifh fabre faftened round my middle with a belt. My European clothes, and whatever I had not immediate occafion for, I had packed up in wax cloth; fhirts, ftockings, and other neceffaries that I fhould have occafion for on the journey, I had put into a leather-pouch, which was faftened behind the faddle.

THURSDAY, JULY 20.

BEING with my Tatar completely equipped, at five o'clock our horfes were brought, and I took leave of my companions. Captain REID was reduced almoft to a fhadow by the exceffive heat of the climate: he had been my companion in many agreeable excurfions, and I could fcarcely refrain from tears on thus taking leave of him, without the fmalleft hope of ever feeing him again.

We

We rode near a mile through the Bazar, where the merchants, having been apprized when I should go, were waiting with their letters. My Tatar took, I am sure, upwards of two hundred under his charge, this being the only method they have of forwarding letters from one city to another. The merchants and Tatars are, therefore, always upon very good terms; and the office of Tatar, as it is of the greatest trust, is also very profitable; for, beside their other emoluments, they receive considerable presents from the merchants. The letters are not any great inconvenience to them, giving no farther trouble than the mere carriage; for when a Tatar arrives at any considerable city, the merchants immediately go to the Onac for their letters.

Near the western gate of the city a caravan was preparing to set out, several hundred camels being already loaded.

As soon as we were without the gates we set off at a brisk trot, the first part of
our

our road being a perfect desert, without the least appearance of vegetation. Having ridden about four miles, we overtook the Tatar's fervant with three horses, the one on which he rode had my European clothes, a few necessaries belonging to the Tatar, and a couple of leathern bottles with water. The second horse had only a cloth on him and a bridle; being brought as a reserve, in case of any accident happening to the other horses. The third was laden with two bales of merchandize, a thing expressly against our agreement. I had actually deprived myself of many necessaries that I might not be encumbered; and now finding that my Tatar had deceived me, I thought of returning to BAGDAD, and charging him with his breach of contract. Reproaching him for his conduct, I threatened to return, which alarmed him very much, as such a step would in all probability have ruined him. He solemnly assured me, that he should only take them to MOSUL.

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Though much difconcerted by this conduct in my Tatar, yet having already paid him five hundred piafters, I thought it better to proceed, even though I might be detained a few days. The Tatar then promifing to make as much hafte as poffible, we continued our journey, and about nine miles from BAGDAD arrived at the banks of a branch of the TIGRIS. The road was here very rough, and full of ftunted ihrubs. We foon left the river, and at ten o'clock pafled through the town of YANKJA. In the vicinity were feveral flocks of iheep, watched by ihepherds for fear of the jackails, which were very numerous, and made a moft hideous noife. On crofing a plain weftward of YANKJA, though between ten and eleven o'clock at night, I felt much inconvenience from a hot and fulphureous wind. I tied a handkerchief over my mouth and nofe till it pafled us, and my Tatar did the fame; but I began to apprehend fome danger. As thofe winds were fo ftrong even in the night, what havock might they not make when the fun was at its height, and the
earth

earth at its greatest heat I We continued our journey at the rate of about five miles an hour till eleven o'clock, when we arrived at a town called DOVCOLLA, where we slept in the open air on a quilt and a pillow, with all our clothes on. This place and YANKJA are both small straggling towns, every house being surrounded by a separate mud wall.

FRIDAY, JULY 21.

WE set out this morning at half past four o'clock, and were soon joined by a Turk with a servant and three horses. We passed through several villages, and saw many very fine fields of corn, with great quantities of game. Small cuts that led from a large canal supplied the country with water, and made it very rich; the bridges over these cuts were narrow, and sometimes dangerous for the horses to pass being only a few planks laid across, and covered with clay.

The

The Turk, to fhew his dexterity, went on full gallop over one of thofe bridges; but his horfe fell down, and threw him to a confiderable diftance.

We continued our route at the rate of four miles an hour till half past six o'clock, when we arrived at a Conac in a small village, called HOPE. Here I breakfasted on eggs and milk, and went to sleep under the shade of some trees near the canal. A very fine stream of clear water ran through the village, in which were large quantities of turtle.

We fet out again at half paft four o'clock, galloped for fome time over an open defert country, and at feven arrived at a fmall town, furrounded by a mud wall, called MASSABBAS, near the banifcs of the river DE AAL. In this neighbourhood were the remains of fome military trenchments. We faw alfo feveral wild hogs, fome of which were very large. They came out to feed at fun-fet, and one of extraordinary fize drew near us, and

did not appear alarmed* Being very, well moisted, I rode full gallop towards him with my fahre in my hand, expecting the creature would have run away; but I was foon deceived; for when I came near him, he put himself in a pofture of defence, prefenting one fide, and inclining his head towards me. I thought it prudent to make a precipitate retreat, and am of opinion that had I attacked him he would have deftroyed both myfelf and horfe; for, though I had both a fabre and piftols, I do not imagine that I could have made any impreffion on fuch a monftrous animal.

We now rode at the rate of five miles an hour, crofted the riyer DE AAL over a ftone bridge which had two very lofty ftone pillars at one end, and at half pad nine o'clock arrived at a village called CHU-BUCCAN, where we fleft on the bare ground in the open air.

SATURDAY,

SATURDAY, JULY 22.

AT half past one o'clock, as we were remounting, a large party of Arabs on horseback entered the village. We pursued our journey at the rate of four miles an hour, and at four o'clock again crossed the river DE AAL over a stone bridge at a village called DE AAL-ABBAS. Before day-break we met several parties of Arabs on horseback between CHUBUCCAN and this place; but they did not molest us, and we very seldom stopped to speak to them, only giving the customary salutation as we passed. Here I procured bread and new milk, on which I made a very comfortable breakfast. We mounted again at half past four, and, turning due East, passed through a well cultivated country along the banks of the river DE AAL till six o'clock, when we arrived at ADANAQUE.

This town is situated at the foot of a range of mountains, running East and

Weft, and is well watered by fome clear rivulets that run from the mountains* Though here is plenty of ftone, yet all the houfes are built with clay, and are only one ftory high. In this place cranes are fo abundant, that there is fcarcely a houfe which has not feveral nefts upon it. They are very tame, and the inhabitants never moleft them. When any thing difturbes thefe birds, they make a violent clatter with their long beaks, which is fometimes repeated by the others all over the town; and this noife will fometimes continue for feveral minutes. It is as loud as a watchman's rattle, and not much unlike it in found.

From ADANAQUE we fet out on frefh horfes at half pail four o'clock, and afcended the mountains by very narrow pafles. Some were cut through the folid rock, giving room only for one horfe to pafs at a time. On the top of one of thefe mountains fome Arabs were encamped, who exacted a few piafters from my Tatar. There were indeed only half a dozen of them,

them, but they were all well armed; and I observed them getting their matchlocks ready, in case my Tatar had refused to comply with their demands. It requires some time for a man to prepare a matchlock, as he has to strike a light. They are very certain at a steady mark, but otherwise cannot be depended upon. They are chiefly rifle-barrels, and the Arabs are near a quarter of an hour in charging them.

After crossing these mountains we entered an extensive vale, through which a considerable river runs from West to East, called by the natives SHAT-EL-NARIN. There were several Arabs with their flocks on the banks of the river, which we crossed at sun-set. Though a considerable body of water, it is a fine clear stream; but has no bridge over it near this place.

About the banks of this river were several very curious animals, a species of the Jerboa as described by BUFFON. They burrow like rabbits, seem very tame, and run very fast upon their hind legs. The

tail is extremely long in proportion to the body, and has a large white tuft at the end. When fitting on the ground they have much the appearance of rats, but are about twice the size, and of a much lighter colour.

We continued our journey, travelling at the rate of about three miles an hour, and at ten o'clock arrived at a town called KARATAPA, Here my Tatar dismissed the messenger he brought from BAGDAD, after giving him a severe horse-whipping. At eleven we set out again on fresh horses, the Turk and his servant (till accompanying us.

SUNDAY, JULY 23.

AFTER we left KARATAPA, though the road was often very rugged, and we had sometimes difficulty enough to discern any track, we rode full gallop the greater part of the way. One servant usually leads one or two horses, and those are whipped

whipped by the Tatar or other fervants who follow. One of the fervants rode up to whip my horfe; but, being as well mounted as any of the party, I thought myfelf able to ride as well as they. It alfo appeared to me fomewhat difgraceful to fuffer my horfe to be whipped by another perfon; and on one of the fervants (hiking my beaft, I turned round and lashed him. This was a broad hint, to be fure; but it had the defired effect; for they never offered to whip my horfe afterwards.

Travelling ftill on full gallop, we pafled more of thofe encampments where the Arabs are ftationcd to exact money. As the night was very dark, no moon being vifible, and the roads exceedingly rough, there was fcarcely a horfe among the party but had one or more falls, though thofe cattle are in general very fure-footed.

We arrived at KUPPREE at hjalf pafst two o'clock, after crofsing the river NARIN over a ftone bridge.

At four o'clock we fet out again on freih horfes, and pafled over a very barren country, not meeting with a fingle habitation. We continued along the bafes of a chain of hills on our right, running Eaft and Weft, and, though galloping all the way, met with no accident, the road being in general very good. Some of our horfes, however, were fo much tired, that we were obliged to leave them behind, and mount the led horfes which are always kept in referve. At half paf fix o'clock we arrived at a town called Tvs-COMARTEE, where we refted,

TUSCOMARTEE is very pleafantly fituated to the North, at the foot of fome hills, and is well watered by feveral clear ftreams that flow from them. It commands a very fine profpect over an extensive vale to the South; in which it fhould feem that in winter there is a great deal of grafs, if we might judge from the long brown tufts that ftill remained. The fun is (o very powerful at this feafon as to deftroy all vegetation, except near the rivulets that

that flow from the mountains,^ where we find numerous flocks of fheep and herds of cattle. Thefe, however, the fhepherds are always obliged to drive to the town in the evening, on account of the wild beafts. Though we had a view over this vale for near fifteen or twenty miles, I could not difcover a Angle habitation.

Our fare at the Conacs was tolerable, and the people were very attentive. Indeed, if any of the fervants, or even the mailers of the Conacs, had negle&ed their duty, my Tatar would not have failed to give them a good horfe-whipping.

Their mutton is very fine, as is their poultry alfo. Their kids too are very good; but they drefs their victuals too much for an Engliihman, and eat extravagantly of the fat. Their bread is moftly in thin cakes, and tolerably good. My diet here was chiefly bread and milk.

At four o'clock in the afternoon we left TUSCOMARTEE; and, galloping the whole
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of the way over a barren country, arrived at half past six at a town called TAOOK.

TAOOK is situated on the North of the same extensive vale, which is about twenty miles over, and has a chain of mountains on each side, running East and West.

We set out from TAOOK at half past eight o'clock, and, after riding about four miles, arrived at a town called TEPELLEE in the same vale, watered by several streams flowing from the mountains on the North. We did not stop at TEPELLEE, but continued our journey, riding at about four miles an hour, the roads being very rough, and sometimes intricate.

In the nights, which were now very dark, I could not but think that going full gallop over such rough ground must be attended with some danger; and I therefore checked my Tatar; but while the day-light continued permitted him to go as fast as he chose.

The Tatars are excellent riders, being the greater part of their time on horseback; they have not, however, the least regard for the beasts, but gallop up hill or down without distinction, and keep on till sometimes the horses fall under the fatigue, unable to go any farther. Nevertheless, these horses are much more hardy and able to endure fatigue, than those of EUROPE. The riders do not seem to be much afraid of a fall, which often happens in galloping down hill; for the cap preserves the head, the cummerbund the body, and the strong boots the legs;¹ and the foot is very easily disengaged from the stirrups, which are iron-plates, nearly as long as the foot.

MONDAY, JULY 24,

WE continued riding moderately till two o'clock, when we arrived at KIRCOOK, also situated in the vale before-mentioned.

We

We fet out again on frefh horfes at three o'clock, and foon after afcended the chain of mountains on our right. Near the fummit we found feveral Naphtha pits. Thefe are dug out of the rock, are about three feet deep, and into them the Naphtha oozes in a thick liquid, having a very ftrong fmell, nearly refembling that of our coal-tar. Juft above thefe pits were feveral rocks of fait.

We soon after found ourselves among some hills shaped like hay-cocks, which appear to have been so formed by water, being covered with pebbles and shells, like those usualy seen on the sides of rivers.

Toward the top of this chain of mountains, these round hills were very large; but they gradually diminished for about two miles, when we descended into an extensive vale.

This was to us a great relief; for it was
 moft unpleafant travelling among thofe
 5 hills,

hills, being obliged to make a zigzag course, and finding them in some places *fo* extremely deep, that it was with difficulty our horses could keep their feet, the roundish pebbles giving way under their tread. Some of those hills towards the bottom were not much larger than a good-sized hay-cock; and seen from the vale below they had a very Angular appearance, extending from East to West, as far the eye could reach*

This immense range of mountains appears as if it had once formed a barrier. Along the top are the remains of a very strong wall, built with stone and cemented with bitumen.

Soon after we had descended into the vale, we pushed on, in a gallop the greater part of the way, to ALTON KUPPREE, where we arrived at half past seven o'clock.

This is a large and populous town, built on an island formed by the river ALTON, dividing

dividing itself clofe above the town, and uniting again a little below it, the town nearly covering the whole ifland. Here is at prefent a very large garrifon of Turkifh foldiers; and the town may be deemed impregnable, being difficult of accefs, and the ufe of artillery not known in this country.

On entering the town we crofled the river, over which is a ftone bridge of one arch, the higheft I ever faw. The paflage over this bridge is very difagreeable, it being exceedingly fteep on both fides, and like a Gothic arch running up to a point in the center. The pavement upon the bridge too is very bad, and my horfe had feveral falls before I got over it. This town is at prefent the capital of Turkifh CURDISTAN, and a Bafhaw refides in it.

We fet out again at five o'clock in the afternoon, and on leaving the town eroded the other branch of the river, over which is a bridge of two arches. This river contains

tains a large body of water, and falls into the TIGRIS, a few miles below the town*

Soon after we left ALTON KUPPREE, we entered a very line and well cultivated country, fertile in corn and garden vegetables, the former being then about to be cut. A journey of about iix miles brought us again among hills, with very little cultivation; nor did we fee much fertility till we arrived near EVRILL, which is thirty-two miles from ALTON KUPPREE.

EVRILL appears to have been formerly a place of fome importance, for it exhibits the remains of an old cattle on the top of an artificial hill on the Well fide of the town, and in the vicinity are feveral Naphtha pits. It is faid to be the ancient ARBELA, near which ALEXANDER fought with DARIUS, and the country for fomedillance round it is an open champaign. We did not change horfes here, but continued our journey four miles farther, and at eleven o'clock arrived at a town called ANKAVA.

For

128 A JOURNEY FROM INDIA,

For the greateft part of this flage the road was *very* good.

TUESDAY, JULY 25.

THIS morning we fet out from ANKAVA at half paft one, and, riding very faft, at five reached a fmall town called KILLICK, on the banks of the river ZARP^ Here was a caravan waiting to crofs the river, a paflage that muft take up a confiderable time, being without boats. The horfes and camels fwim acrofs, three or four at a time, being led by a man who fwims buoyed up by a goat's fkin inflated with wind, which he keeps under his breail. The merchandize and paflengers are carried over on a platform, which is fupported by the fame kind of lkins blown up in proportion to the weight they have to carry: We crofled over in this manner, and were not detained long, the conductors of the caravan giving us, as flrangcrs, the preference.

The

The ZARP is a very large and perfectly clear river, flowing from some very high mountains to the northward, capped with snow. The country near the river appears to be very fertile, and produces great quantities of corn, which the inhabitants were employed in cutting. Having crossed the ZARP, we were soon re-mounted, and after riding about six miles through a fertile country, arrived at another considerable river called the HAZIR, which flows from near the same source. This is not so large as the ZARP, but as there were no conveyances, it was with some difficulty we were enabled to ford it, being now unusually high on account of the snow melting from the mountains.

We rode very fast over a fine champaign for about six miles further, and at eight o'clock arrived at a town called KARAKOOSH.

Horses not being ready, we had to wait an hour, though I was very anxious to get to MOSUL this morning, as I thought it

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would gain me a day. Horses were brought a little after nine o'clock; but the sun was now become excessively hot, the inhabitants began to retire into the shade, and some of them down into deep vaults. This part of the country is reckoned the most dangerous at this season, on account of the Samiel winds, which are now at their greatest strength, and more people are destroyed by them than in any other way. Both my Tatar and myself being exceedingly well mounted, we set out at full speed, and continued that pace most part of the way, which is near twenty miles; for the Samiel winds were beginning to rise before we could reach MOSUL, and they would have gained strength so fast, that I have no doubt if we had been an hour later, exposed as we were, the whole party, men and horses, would have been laid dead on the ground. We reached MOSUL at a quarter before eleven o'clock, after crossing the TIGRIS over a bridge of boats. From my long exposure to the sun, the skin had come off both my hands and face. Immediately

on my arrival I went to bathe in the hum-taums, which I found very refrefhing.

MOSUL, which is faid by fome of the inhabitants to be the ancient NINEVEH, is pleafantly fituated on a declivity upon the right banks of the TIGRIS. What it may formerly have been I cannot fay, but it is now a very large town, and contains many handfome buildings, exclufive of the hum-mums, mofques, and mhiarets, which are all built of hewn ftone.

Here is not fo much referve of manners as in the cities to the eaftward, women of all defcriptions being nearly as much expofed as in EUROPE. The town is very populous, and comprifes men of various religions; but the great bulk of the inhabitants are Curds, or, as the "Arabs call them, Kurks,

I took a guide and went over moft part of the town. The Bazar is large and well fupplied; and moft of the articles, except

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clothing,

clothing, are very moderate. The people appeared much more industrious than any I had seen before since I left India. Various manufactories are carried on, and in some they excel the Europeans. Their saddles and trappings for horses, in particular, are very elegant. They also make carpets of silk, with flowers worked in them, which seem to vie with the best of our manufactures. They are also very dexterous in making edgings and trimmings of various kinds, both for men and women. Their manufactories in copper and iron too are very numerous; and a great variety of articles made of those metals are sent down the TIGRIS as low as BUSSORA, exclusive of the immense quantity of metal sent down unmanufactured; for they get the ore in abundance from the mountains to the northward.

The town of MOSUL is surrounded by a strong lofty wall built with hewn stone. The space within the wall is not entirely occupied by houses, many places being
covered

covered with ruins, which proves that it has once been much more populous than at present.

Directly opposite the Conac where I flopped was the Court of Justice. The trials here are very short; for in less than five minutes after the prisoner is taken before the court, if he be found guilty, he is conveyed to receive his punishment. The Court of Justice is opened at sunrise; but it does not continue above two hours, for, as the reader will perceive, they have a method of dispatching business very quickly,

I met here a Venetian Padre named MONEUR, with whom I conversed in Latin, which he spoke very fluently. He had recently received letters from CONSTANTINOPLE, giving an account of the French having invaded his country, at which he seemed much concerned. He was a very intelligent pleasant man, and much more learned than many of the fraternity. He had his mission from the Pope, had

been at MOSUL two years and eight months, and intended going to INDIA very soon. There was not a person in the whole town that understood either French or English.

I here found that I could not proceed by the usual route, on account of the then turbulent state of the country. The inhabitants of JESSEERA were in open rebellion against the Turkish government, had killed the Bafhaw, and committed many other excesses. I was also told, that it was very dangerous to go even a few miles from MOSUL without a strong guard. In consequence of this information, my Tatar waited on the Bafhaw with the firman, who immediately ordered a guard of an officer and fifteen horsemen.

WEDNESDAY, JULY 26.

AT four o'clock in the afternoon we were informed that our guards and *fcr*-yants were ready. We mounted, and
found

found them waiting for us at the western gate.

I had now the mortification to find my Tatar again breaking his promise by taking the merchandize further. I thought I had not hitherto been much detained by it, I thought that it might be a temptation to the numerous hordes of banditti that infest this country; but as I had no alternative, I was forced to submit to this gross imposition. The horses belonging to the whole party were exceedingly good, and this was perfectly necessary, as we had to travel upwards of a hundred and fifty miles before we could obtain fresh ones. The officer's horse was a beautiful white Arabian, exceedingly swift.

Soon after we had left the town, many of the horsemen, to give their beasts a breathing, exercised with their spears, which to me was one of the finest fights I had ever beheld. The officer wore a scarlet gown and cameline; his cap was near two feet high, and shaped like the crown of a
K 4 hat;

hat; his beard was long and black; and he was about thirty years of age. The foldiers were drefled in white, with fcarlet caps and turbans, and only wore muf-taches*

The unfettled flate of the country compelled us to travel up the right banks of the TIGRIS. We rode moderately at about four miles an hour, and at feven o'clock arrived at a fmall village on the banks of the river, where we refreshed. The country through which we had pafled from MOSUL to this village is very well cultivated, producing great quantities of corn; and nearly the whole of the way we fa'y ruins on both fides of the river, fome at a confiderable diftance, and others clofe on the banks. This village is fituated on the top of an almoft perpendicular cliff, about a hundred and fifty yards above the river.

We fet out again at eight o'clock, our guard now amounting to twenty horfemen. The road foon became very hilly and rugged; but after we had got through
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fome very fteep and narrow pafles, where only one horfe could go at a time, we again came to the banks of the TIGRIS, The night was dark, and the road fo very bad, that it was with much difficulty we could make any progrefs. We now turned to the fouthward, leaving the TIGRIS on our right, and joined a large caravan going to DiARBEEKIR. It confifted of about two thoufand camels, three thoufand affcs and mules, and one thoufand horfes; the whole being conducted by an Arab Sheik, with a confiderable number of guards.

THURSDAY, JULY 27.

SOON after we had come up with the caravan, which was about one o'clock in the morning, feveral Tatars going to DiARBEEKIR joined our party; for, though equipped to travel much fafter than a caravan, they were afraid to pufh forward. There are no fixed refidences in this country, and it is at prefent much infefted by wandering hordes of banditti. When the
Tatars

Tatars had joined our party it amounted to forty horfe. We now rode fafter than the caravan, which formed a continued line of full fix miles, and came up with the head of it at five o'clock. We then flopped by the fide of a fmall rivulet on an exteqfive plain. Here alfo the caravan flopped, unloading their beafts of burden, and pitching their tents as they came up.

My Tatar not having provided proper accommodations, I was obliged to lie down on the bare earth with all mv clothes on. I flept, however, till feven o'clock, when the fun became very hot, I then went into the Arab Sheik's tent, and breakfafted with him.

Near this rivulet is a lofty mound of earth, which commands an extcniive profpect over the plain. On the top of this mound the Sheik kept a watch the whole day, to prevent a furpiize. Of thole lofty mounds of earth there are many in this country, and they are no doubt artificial, as they always (land fingly on extenfive
plains.

plains. They muft, however, have cofl much labour, fome of them being extremely large.

I here caught fome locufts of an extraordinary fize, and very thick in proportion to their length. They have no wings move flowly, and are eafily taken. I foon found it neceffary to be careful that they did not bite me, for I am perfuaded that they could eafily have bitten my finger to the bone. I tried one with a twig about as thick as a quill, which it bit through inftantly. I then differed one, and on examining one of its grinders found it nearly as large as a human tooth, and fo hard, that I was not able to make any impreffion on it with my penknife. The grinders were nearly the colour of mahogany.

Finding that we were not molefted by flics or other infects, and afcribing this circumftance to the excefsive heat of the fun at this feafon, I made an experiment on one of thefe large locufts, by expofing it to the fun, which actually killed it in

lefs

less than an hour. I also found that flies, when exposed in the middle of the day, fell down almost instantly; and that all kinds of insects must either get into some shade, or inevitably perish.

The Sheik was under some apprehensions that he should be attacked, and took, of course, every necessary precaution. He kept about fifty horsemen ready to mount in a moment, and sent others eight or ten miles round as a patrol. It was near this place that the Tatai; whom I have mentioned before * was murdered, and this circumstance was still fresh in the minds of the people. It must, however, have required a very considerable force to have cut off this caravan, there being nearly as many men as horses of burden, and every one armed with some sort of weapon. The greatest part had long spears, and though these might not appear very formidable against regular European troops, they are perfectly well adapted to the

present mode of fighting in this country—Some of the people had bows and arrows, and, indeed, one of the Tatars was armed with them. This man was very dexterous in shooting; when on horseback, he carried his bow and quiver flung over his shoulder, and appeared capable of doing more execution than the spear-men.

The ground whereon we were encamped was covered with long dried grass and tobacco leaves, both quite brown and withered; for no green thing appears here, except in the immediate vicinity of water.

Some of *the* people belonging to the caravan set the grass on fire to leeward of the encampment, which spread very rapidly, and quickly consumed its fuel.

At half past five o'clock we set out with this immense caravan, which required two hours to be put in motion; and our MOSUL guard now returned.

FRIDAY,

FRIDAY, JULY 28.

WE continued in company with the caravan till three o'clock this morning, travelling at the rate of only three miles an hour. The forcmoft perfons of the caravan then began to pitch their tents by the fide of a rivulet.

Being joined by the DIARBEKIR Tatars and five Arabs, which made our party amount to twenty horfc, we now left the caravan, and pufhed forward, at the rate of fix miles an hour, over an open defert country, in which not a habitation nor any fpecies of cultivation were to be feen.

At fun-rife we came to fome rivulets, whose banks were covered with grafs and ruihes, growing very thick and long. Among thefe were feveral wild hogs, which ruihed out to the neighbouring plain as we approached. I faw one drove of about twenty running towards a
rivulet,

rivulet, as if they intended to cross us; and all the noise the whole party could make was not sufficient to turn them. Being exceedingly well mounted, I pursued them at full speed, having with me two Arabs armed with their long spears. We overtook them at the rivulet, when the whole herd rushed through, and ran across the plain, except one, which attempted to hide himself among the bushes. The Arabs with their spears soon found him out. He attempted to run across the plain after the others, but we pursued closely, and turned him- I soon found that the Arabs were more dextrous than myself, for they had speared him before I was able to get a cut at him with my sabre. After he had been wounded two or three times, he became exceedingly furious, and ran at our horses, while we endeavoured to keep him off with our weapons. The Arabs had the advantage with their long spears, as I could not cut him with my sabre till I was very near him. Through my inattention and want of experience, he at one time actually touched my horse with his tusks, and I

was

was very near being difmounted. Such an accident might have proved fatal, as the hog would foon have deftroied me while on the ground. He alfo touched one of the Arabs horfes, but did not greatly injure either, the horfes being very quick in their motions. He foamed at the mouth, and fnatched at the fpears, or any thing that came near him. While he had ftrength we were all afraid to clofe upon him, and only wounded him as he run at us. He foon, however, became weak through lofs of blood, and we then clofed. upon him, fpearing and cutting till at laft he fell. I did not obferve that he made the lead noife either during the chace or while we were killing him. He was rather under the middling fize, and his colour was a deep red.

The reft of the party did not interfere, but remained quiet fpectators, and were highly entertained. To me it was one of the greateft treats that could poffibly have happened, as I had never witneffed any thing of the kind before. I had frequently
fcen

feen wild hogs, and had wifhed much to attack them; but was afraid to do it alone, and am now fully convinced how imprudent it would have been. They defend themfelves much longer than I could have imagined, and when irritated no animal can be more furious. We left the hog dead upon the ground, and foon afterwards faw a very large brown wolf.

We again continued our route at the rate of fix miles an hour, till half pall eight o'clock, when we arrived at one of thofe artificial hills fituated on an extenfive plain by a pleafant rivulet of clear water. There is no fixed refidence to be feen near this place, and the tents are only temporary, to accommodate travellers who are obliged to pafs through this unfrequented route on account of the prefent difturbed (late of the country.

We flept in a tent pitched by the fide of the rivulet, and I was fortunate in getting a little bread and milk. I bathed in the rivulet, and found it very refrefhing.

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I also felt much ease and comfort from having my head shaved, and always washed my head in cold water whenever I had an opportunity.

At five o'clock in the afternoon we again mounted our horses; and after travelling ten miles nearly due West, over an open country which appears to have been once inhabited and cultivated, though now entirely forsaken, we came to some fine streams of water, on the banks of one of which are the ruins of a city, which appears to have been once very extensive, and nearly in the shape of a half moon. Here were many hewn stones of very large dimensions; and among the ruins I saw a stone coffin, with the lower part entire, but could not discover any inscription either on the stones or on the coffin. About this unfrequented place no living creatures are to be seen, except wild hogs, a few wolves, and some eagles, the latter very tame. The streams, however, abounded with fish.

We

We continued our route nearly due West till nine o'clock, when, having crossed a rivulet, we turned to the northward. One of our party about this time lost his way, but on his firing a pistol, we were enabled to find him. The night being very dark, and there being no road or path to follow, it was sometimes with the utmost difficulty that we could proceed.

At midnight we reached a small place called THIES, which contained merely a few houses built on one of those artificial hills of which I have before made mention. We rested here half an hour; for I was now almost exhausted with hunger and fatigue.

SATURDAY, JULY 29.

WE set out again from THIES at half past twelve o'clock, without having been able to procure any refreshment. Soon after our quitting the place we lost our way, it being extremely dark, and got

into some swampy ground, from which it was near an hour before we could extricate ourselves. We then crossed several streams that flow from a chain' of mountains to the northward, and rode briskly till three o'clock, when we arrived at NISSIBIN.

I congratulated myself on again entering an inhabited country, with marks of cultivation, which I had not seen since I quitted the neighbourhood of MOSUL.

Our Arab guides now left us; but we were still fifteen in number, and for a party so large we were not able to procure a sufficient number of horses before seven o'clock.

NISSIBIN is at present a small and miserable place; but the many circumjacent ruins imply that it has once been of more consequence.

We had now got into the common road; but most of the party being badly mounted, we were obliged to travel slowly. The
fun

fun becoming exceedingly hot, I wished much to get to MARDIN as soon as possible.

About six miles westward from NISSIBIN are some magnificent ruins of an ancient palace, which appears to have been very lofty, some parts of the building being still of a great height. I had the curiosity to ride into the inner square, where I found some Kurds drawing water from a well in the centre about forty yards deep. The water was very cold and exceedingly clear. The walls of the building are of astonishing thickness; a stone staircase remains almost entire; and some parts of the walls, which have been undermined, are so strongly cemented, that in their fall they still adhere together.

We now passed through a finely cultivated country, a chain of lofty mountains on our right ranging East and West, having their sides covered with fir-trees.

About twelve miles weftward of the firft ruins is another heap, among which a very lofty arch remains entire. Near thefe ruins, and a little out of the road towards the mountains, were fome young Curd women milking their goats, I took my Tatar with me, and procured fome milk. The features of thefe women were much handfomer than thofe of the Arabs, and they are nearly as fair as the women in ENGLAND.

Being now again expofed in the middle of the day, I fuffered much from the excefsive heat of the fun. The hot winds too began to coiled; but before they had acquired ftrength enough to be dangerous, we pafled the village called ARIN, and afcended the fide of the mountain towards MARDIN, when I happily found myfelf out of their reach, as they never prevail in elevated filiations; and I have frequently obferved, that whenever they /hape their courfe towards a mountain, they foon fubfide. From near the top of

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thefe

these mountains, I had an opportunity of observing the progress of the hot winds, which was nearly similar to what I had observed of them when on the banks of the TIGRIS, with this difference only, that this being a mountainous situation, and the other quite level, they here lost their force by approaching the mountains, and in the other case by crossing the river

Though there is much cultivation and some fine pasture in the vale below, the people are obliged to drive their flocks towards the mountains, whenever and so long as those winds prevail.

The ascent was by a bad road, and our progress so very slow, that it was three o'clock in the afternoon before we arrived at MARDIN, and our horses were completely tired.

MARDIN, situated at the top of a very lofty and rugged mountain, is a city of considerable size, and very populous. The greater part of the inhabitants are Armenians,

nians, who are very induftrious, and carry on feveral manufactories. The city is furrounded by a ftrong and lofty wall built with hewn ftone; and on the fummit of the mountain is a ftrong fort, on which a few cannon are mounted.

The city is built on the fouth fide of the mountain, at a part where it is extremely fteep. The houfes are much better built than any that T had feen fince I left INDIA. The ftreets run Ealt and Weft, and have fteps communicating from one to another. The bafes of the houfes in the upper freet are even with the tops of the houfes in the freet below. The city is very well fupplied with water, and of good quality.

The inhabitants, who feem to be a hofpitable well-difpofed people, enjoy a pure air, have as fair complexions as the people in ENGLAND, and in general appear ruddy and healthy. Many of the women are very beautiful, and expofe their perfons nearly as much as the ladies in EUROPE,

Provisions, and vegetables in particular, are plentiful, good, and cheap; they have also mod kinds of fruits, and of the finest quality, the climate being exceedingly hot in the valleys, and temperate on **the** mountains*

I found here a missionary from ROME, with whom I conversed in Latin. He was an intelligent pleasant man, and informed me of many occurrences in EUROPE, of which I had not before heard. The missionaries correspond with each other all over the Empire, and are speedily acquainted with every material transaction both here and in EUROPE,

The Turks are of a disposition precisely the reverse, and appear perfectly indifferent to every thing that does not immediately concern them.

This city, by its situation, may be said to be impregnable; and some historians affirm, that TAMERLANE laid siege to it
for

for three years, without being able to reduce it.

Finding that it would be dangerous travelling to DIARBEEKIR without protection, my Tatar waited on the Bafhaw with the firmaun, who immediately gave orders for a guard.

SUNDAY, JULY 30,

WE left MARDIN this morning at eight o'clock, accompanied by one of the DIARBEEKIR Tatars and his attendants, and descended the north side of the mountain on which the city is built; of which, though very steep and rocky, every little patch of ground capable of cultivation bore proofs of the industry of the Armenians, in abundance of grapes, apples, pears, plums of various sorts, cucumbers, melons, and almost all kinds of European fruits and vegetables.

After

After we had crofled this lofty chain of mountains, we reached an extenfive range of round hills, the bottoms of which were cultivated wherever there was water. The Curd women here labour in the fields as Well as the men, and refemble much the peafantry of ENGLAND. Among thefe hills we continued travelling for near twenty miles, when they gradually diminished as we defcended, and cultivation re-appeared. Some people were fowing, and others reaping. They have cattle and horfes in abundance, very few iheep, but a great number of goats, which feem better adapted to the fituation. The hills in general were thickly planted with trees, and we did not get clear of them till half part two o'clock, when we arrived at the place where we were to receive our guard for DIARBEEKIR.

We found here a great number of fmall fheds made of the branches of trees, having their door-ways toward the North. The people live in thefe in preference to houfes at this feafon of the year, and they were
very

very full pf inhabitants, who appeared to be all diligently employed.

The women drefs differently from both the Arabs and Turks. They wear a cap like that of a Huffar, feven or eight inches deep, covered with a white cloth, and bound with a fliawl or handkerchief round the forehead. Part of the white cloth protects the neck from the fun; but the face below the forehead is entirely expofed. Over their under drefs, they wear a loofe gown with ihort wide fleeves, tied round the waift by a fafh. They wear no (lockings, but have yellow Turkifh flippers.

They fpin with a rock and fpindle, and I have feen fome of them weaving. I believe them to be as happy people as exift in the world, and, indeed, content appears in every countenance.

We dined in one of thefe houfes, or rather ftieds,' with fome Turkifh officers, among whom was the commandant of
a party

a party stationed here, to whom my Tatar presented the Bafhaw's order for a guard. Though I have called it dining, the fact is, that I could not eat their victuals, every dish being rendered so very fat and greasy. Fortunately, however, I prevailed on one of the women to go and milk a goat for me, and made a comfortable meal of milk and bread.

It was eight o'clock in the evening before we set out, being obliged to continue on our MARDIN horses. After we had parted over this uniform range of hills, we had (till to travel through some steep passes, among which, about ten o'clock, it being then very dark, a laughable circumstance occurred. The commander of our guard, who appeared to be a man of courage, saw a beast moving at a little distance. As we were far from any habitation, the whole party thought that it was a lion, and the size and colour of the animal favoured the deception. The officer mustered his troops, most of them being exceedingly well mounted, and armed with
long

long fpears, and rode toward the fupposed lion in a body; nor was it till they were almoft near enough to fpear him, that they were undeceived, by difcovering that it was a hog.

On enquiry I found that among thefe hills lions are very numerous, and deftroy many of the flocks belonging to the induftrious inhabitants.

At eleven o'clock we forded a river, on whofe banks were a great many tents belonging to numerous gangs of banditti who infest this part of the country. As foon as we had pafled them, our guard, expecting that they would follow us, halted for a quarter of an hour, while we continued our route. The robbers, having observed the troops, did not make any attempt, and our guards foon overtook us. At twelve o'clock we forded the river TIGRIS.

At MARDIN, and to the fouthward of that extenfive range of lofty mountains, the Arabic is the prevailing language. To the

the northward, the Turkiih language is more common.

MONDAY, JULY 31.

AFTER we had forded the TIGRIS, which was here very broad, we entered a fine level well-cultivated country; and travelling at the rate of four miles an hour, at half past four o'clock we again forded the TIGRIS at DIARBEEKIR. We had to wait till sun-rise, however, before the gates could be opened.

DIARBEEKIR is a large populous city, and the capital of an extensive province of the same name. It is pleasantly situated on an eminence upon the western banks of the TIGRIS, and surrounded by a strong lofty wall built with hewn stone. On the land-side it has once been protected by three walls and two ditches, part of which are still to be seen. Toward the river, which runs nearly half round the city, nature has strongly fortified it by a solid

solid rock about twenty feet perpendicular. On the walls are several towers, in which a guard is constantly kept.

They have also some cannon here, chiefly brass field pieces of a small calibre, and a few brass mortars; but very few of either are serviceable.

The city commands an extensive and delightful prospect over a fertile country, and the winding streams of the *TIGRIS* add much to the beauty of the scene. It is well watered by means of a canal from the *TIGRIS*, which is cut several miles above, and in some places through very rugged ground. A branch of this canal runs on the outside of the walls, on the western side of the city, and soon after falls into the river. On this branch are several corn mills; and it being very steep where those mills are built, the water falls upon the wheel, and by this means a small body of water acquires great power. They are something like our overshot mills in *ENGLAND*.

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I took a guide and went through the greater part of the city. The houses are built with hewn stone, and the streets all paved. Many of the public edifices are very elegant. The Armenian cathedral is a large and handsome structure, about the length of Westminster-hall, but not so wide. The roof is supported by two rows of pillars, and the whole of the floor is covered with carpets, for even the Turks on entering it pull off their shoes. The Armenian mode of worship is nearly similar to that of the Roman Catholics; they have their crucifixes and burning lamps. In the court before the cathedral is a very handsome fountain, which throws its water to a considerable height.

I visited the manufactories also, of which there are great numbers. They manufacture copper, iron, wool, cotton, silk,* and several other staples. Some of their wool is very fine, and the weavers are numerous. People of the same trade usually live together; thus, one street contains nothing but weavers; another street, shoe-makers;

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another,

another, smiths, &c. Their leather is very good, and they work it exceedingly well. I had shoes made for my pistols, which were executed very neatly. Here are a great many dyers, and the waters of the TIGRIS are said to be peculiarly adapted to the purposes of that trade.

In some branches, these people are equal, if not superior, to many Europeans; but the weavers are very inferior to the English; and the cloth they make, whether of woollen, cotton, or silk, is always very narrow. They entertain a very high opinion of the British manufactures, and the very name of an Englishman is sufficient to gain the greatest respect

The superfine broad cloth worn by the principal people is of English manufacture, as are also their watches, of which latter I saw a great many with Arabic characters, made by " Brookbank, of Cornhill, London," and some by " Prior, in London.'*

People of all descriptions seem here to enjoy much liberty. The various sects of Christians have their chapels and churches, and each follows his own mode of worship without molestation.

My Tatar informed me, that there was a Padre here who could speak English; but, as he was lame, if I wished to see him I must go to his house. I had some doubts at first whether the Tatar was in jest or earnest, as he often spoke ironically; I therefore made him go with me. I found the Padre to be a Capuchin Friar, with his brown-hooded cloak on. He was exceedingly ignorant, did not know a word of English, and understood but little Latin. He was very corpulent, had got the gout, and appeared as if he had been long accustomed to drink something stronger than water. He was a father confessor, and had a round screen of black gauze that he could let down by a line from the ceiling, and which inclosed the fair penitents when they came to receive absolution; but finding him so extremely

ignorant, and fuch a difgufting figure,
I made a very ftiorft ftay.

I conceived this to be a mere device of my Tatar, to fhew what a mean opinion he entertained of the religion of the Franks, or, as they are commonly called, Fringuis (the Arabs and Turks calling EUROPE Fringuiftan). He certainly thought that I had been of the fame perfuafion, but finding me as little fatisfied with my vifit as himfelf, and being informed by me that the Englifh had no more crucifixes and images in their mofques than the Turks, he was inclined to entertain a more favourable opinion of the Englifh ; and I do not remember his ever calling me Fringui afterwards.

I do not, indeed, wonder that the Turks fhould entertain fuch a prejudice againft the Chriftian religion; for all the Chriftian countries bordering upon the Turkifh empire (and even the Greeks and Armenians among the Turks) have their crucifixes and images, which reprefent a
kind

kind of idol worfhip, to which all Muflulmen have a particular averiion; and that alone is fufficient to prevent them from making any inquiries into the real merits of Chriftianity.

I went a little above the city to bathe in the TIGRIS, the hummums being too relaxing. I had bathed in the hummiftns both at BAGDAD and MOSUL, which answers very well for cleanfing the fkiri, but I found much more benefit from bathing in cold water. I took with me a guide, and a fervant carrying fruit and refrefhments.

The city has two gates to the weftward, which are the only ones ever opened. There is one to the eaftward, but it is always kept ihut, and we were in confequence obliged to go round greater part of the city, which covers about a fquare mile, all the walls, except to the fouthward, being quite ftraight, and about a mile long. Above the walls, on the eaft fide of the city, is a path cut through the

folid rock, and another leading acrofs the hill towards the river. On the fide of this path are many holes cut out of the rock, large enough to hold half a dozen people, and into many of thefe the water falls from the rock perpendicularly. The lofty trees near the rock forming an agreeable ihade, and making it a pleafant cool retreat, we faw, as we paffed along this path, many Armenian women and children bathing. I was a little furprifed to fee them as fair as any in ENGLAND; but they walk much better than the women in EUROPE, their loofe drefs allowing frqe a6tion to the body, and they have befide a peculiar grace in every motion, to which Europeans are entire ftrangers.

Though DIARBEEKIR is a populous city, provifions plentiful, good, and cheap, every inhabitant enjoying full liberty, and that it is in many other refpedls a defirable place to live in, yet there is one thing which is both difagreeable and dangerous, and reflects great difgrace on its government: the circumjacent country, to
a con-

a confiderable extent, is fo much infested with banditti, that no one can travel to or from the city without a ftrong military guard.

TUESDAY, AUGUST I.

MY Tatar having procurea from the Baihaw an order for a guard, we fet out at half paft four o'clock in the afternoon, without any other than our own fervants. A Tatar wifhed to accompany us, but I was abfolute in refufing him, having before been detained for want of horfes when our party was numerous.

We rode about five miles over a very rich country, the whole of which was well cultivated. At half paft five we arrived at the barracks where we were to receive our guard, As they were not ready, it was half paft feven before wc fet forward. The guard confifted of an officer and fifteen men, all well mounted and armed,

M 4

fome

fome with fpears, and others with fire arms. For a *few* miles we had a tolerably good road, and a fine open country, with a good deal of cultivation; but at ten o'clock we entered a wild defert country, the ground of which for many miles was covered with largo-ftones, which made it very difagreeable travelling. At eleven we croffed the bed of a river, now dry, in which a large gang of banditti had pitched their tents. Our guard continued with us til! midnight; but by that time we had got into a very good road, the guard, therefore, left us and returned. We now galloped for two hours as fall as the horfes could be made to go.

WEDNESDAY, AUGUST 2.

, TURNING to the right, and pafsing over fome rocky ground and a few hills, we afcended the mountain on which AR-QUEENAH is built, and arrived at the Conac at five o'clock in the morning.

ARGEENAP

ARGEENAH is a large and populous town built in a most extraordinary situation. The mountain on which it is founded, is much steeper than that of MARDIN, and cannot be ascended in front. There is, therefore, a road up each side of the mountain; and across the front of it are little narrow tracks, so very steep that a false step would be inevitable definition both to horse and rider. What could induce the building of a town in such a situation it is difficult to conjecture. There is an extensive plain below, with plenty of water; yet this is left wholly without cultivation, except a little below the ARGEENAH mountain.

The mountain appears at a distance like a barren rock, incapable of producing any vegetation; and, indeed, there is no spontaneous product; but the industry of the inhabitants amply repairs the deficiency. In many places they have gardens, producing various kinds of fruits and vegetables, and in others they even carry mould
to

to make little artificial gardens. They have plenty of good water, and the mountain abounds in iron ore, in the extracting of which a great many people are employed*

We only rested at ARGEENAH two hours, setting out again at seven o'clock on fresh horses,

Soon after our departure we found ourselves entered on a complex chain of mountains, so replete with dangerous narrow passes that we were above six hours before we got over them,

A considerable branch of the TIGRIS runs at the foot of these mountains, making a winding course among them, Over this there has formerly been a very fine bridge of three arches, but only one now remains entire. This bridge appears, by the remnant of it, to have been the handsomest piece of architecture that I had seen since I entered the Turkish dominions.

We crofled a mountain above MEDAN, which is commonly called ARGEENAH MEDAN, leaving the town on our right. It is a confiderable fmelting-place, and had between twenty and thirty fmelting-houfes at work. They colle6l from the furrounding mountains iron, copper, and filver ore, and fome gold Thefe they do not dig out of mines, as is the cafe in moil countries, but collect it from the furface.

We pafled feveral men and boys employed in breaking pieces *off* the rocks; but the mountains are fo ftecp, that they are obliged to carry the ore on the backs of alfes and mules, There is fcarcely any vegetation. The poor labouring people are very numerous, and go almoft naked.

The officer who fuperintends the fmelting houfes is ufually eftecmed the moft confidential fervant in the Turkifh government, and is perfectly independent of the Baihaw of DIARBEEKIR, though MEDAN is within his Pachalic.

We

We now passed many dreadful precipices, the paths being frequently not more than a foot broad, and saw several skeletons of horses that had fallen down those dangerous places. Having at length travelled beyond these mountains, we came into a very pleasant valley, through which the TIGRIS runs. Here were great numbers of fresh water turtle, some of them rather large. I should imagine that they would be good eating, but on enquiry I found that the natives never killed them.

This is the most western branch of the TIGRIS, which rises among some hills at the head of this valley, and here several streams uniting form a tolerably large river.

Having crossed the valley, we turned to the right over some rugged hills, and came to the side of a considerable salt-water lake, fifteen miles long and about four broad. Though several small rivulets run into this lake, none run out of it. Towards the west end of it is a small island called GURGEIK, from which the lake takes its name.

name. The ifland is entirely covered with houfcs; and here are great numbers of boats, the inhabitants receiving water and every neccflary from the fhorc.

We pafled the weft end of the lake at fun-fet; but fome of our horfcs were fo much wearied, that it was with difficulty we could proceed; two of them, indeed, laid down, and we were obliged to leave them.

Soon after quitting the lake we got again among fome lofty mountains, and at half pad twelve o'clock at night arrived at a large town called GERMILLY. Of the laft thirty-two hours I was twenty-eight on horfeback, and out of the laft forty-two hours had only had one of fleep. My Tatar had in this refpect greatly the advantage; for I have often feen him fleep on horfeback when the road was good and we were travelling at a flow pace.

On our arrival at the Conac, we received *every* attention that our fituation required;
but

but as our beds were on the **top** of **the** Conac in the open air, we could not fleep after fun-rife.

THURSDAY, AUGUST 5.

NOT having been able to procure frefh horfes here, we fet out again at eleven o'clock on thofe which we brought from ARGEENAH. After riding about eight miles over a very beautiful and well cultivated country, we reached another considerable town called KESSIREEK at one o'clock.

Here too we were unfuccefsful in getting horfes, and we found a BAGDAD Tatar, named MALA BEKIR, waiting for the fame accommodation. He was returning from CONSTANTINOPLE to BAGDAD, with **fix** loads, being twelve bales of broad cloth, under his charge. For his merchandize and attendants he required fifteen horfes. I found, on enquiry, that the ufual allowance for a horfe-load of merchandize
from

from CONSTANTINOPLE to BAGDAD is five hundred piaftres.

We remained here all day under fome trees by the fide of a pleafant fstream, and at night dept upon the ground in the open air.

I had brought fome Hollands gin with me from BAGDAD ; but not being much accuftomed to drink fpirits, I gave the whole of it to MALA BEKIR, who foon got drunk with it, together with a few more Tatars to whom he had given fome. The Turks who drink fpirits are certainly very beaftly in their manner of ufing them; for be the liquor ever fo ftrong, they will not touch it unlefs they have above half a pint for a draught.

The Armenians in this country make a fpirit from the grape which they call Rackee, and this they fell privately to the Turks. A young man, named MUSTAPHA, whom my Tatar brought from MOSUL, and intended to take to CONSTANTINOPLE,

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TINOPLE, procured some Rackee, with which he got drunk, and behaved very ill. MUSTAPHA was in the character of an upper fervant. His business was to look after the guides, and to drive the horses as an assistant to my Tatar, an office for which he was intended in due time. He was the son of the Master of the Conac at MOSUL, and was taken into our service by my permission, on which account I had received many civilities from his father, who was particularly attentive to show me every thing worth seeing in MOSUL.

This misconduct of MUSTAPHA induced my Tatar to beat him the following morning. Soon after he had been corrected, however, having a pair of pistols of his own, he attempted to shoot the Tatar, but was prevented by some of MALA BEKIR'S attendants. The pistols were now taken from him and broken to pieces; he was beaten again, and seemed to be very penitent and submissive. This affair had passed over some time; but one day, hav-

ing a large creefe hidden under his cloak, he got near my Tatar, and when he thought he had a favourable opportunity attempted to cut his head off, which he! certainly would have done had he not been prevented by another Tatar who Was prefent, and feized his arm as he was making the ftroke. The two Tatars now feized him, took the creefe from him, and thrashed him moft foundly. They did not, however* wiith to take his life, though he well deferved it; , thus discovering much more forbearance than ever I expected to have witnefled among the Turks. MUSTAPHA at laft extricated himfelf and attempted to run away; but when he had got a few yards my Tatar threw the creefe at him, which turning round as it flew, the point of it ftuck in the lower part of MUSTAPHA'S back. He did not die while we were here ; but there was not the leaft probability of his furviving it, there being no medical afsiftance to be had. The creefe is a weapon which the Turks wear in their cumberband, and the blade of which is ufually from two and a half to

three feet long. They are chiefly won* by the poorer claſſe; for thoſe who can afford to purchaſe more coſtly articles wear a dagger and a brace of piſtols. The handje of the dagger is either ivory or ſilver, and the piſtol-ftocks are moſtly covered with ſilver.

FRIDAY, AUGUST 4.

WE were ſtill detained for want of horſes, there being none here at preſent in a condition to proceed.

MALA BEKIR ſet out at noon with mules to carry his merchandize. We remained, and received a promiſe of having as many horſes as we choſe in the evening.

Several people belonging to the town now brought their ſpinning machines, and began ſpinning under the ſhade of the trees that were near us. Obſerving that they made conſiderable progrefs with a very ſimple machine, I employed my ſelf in taking a SKETCH of it.

Defcriptim



*Defcription of a Spinning Machine; ufed at
KESSEREEK AND GERMILTY, in ARME-
KIA, by which one man fpins two thneads,
iwijls the two threads he has fpun before,
and turns the zvheel at the fafne time.*

- a* The fpinner.
- b* The wheel,
- c* The three fpindles*
- d* The two threads fpinning*
- t* The ftrong line with which he tarns the wheel fixed
to his cumberband, and running in a block
fattened to a poft behind him*
- f* His former threads with a plummet thrown over a
forked ftick behind him.
- g* Two forked fticks over which he throws his threads
while fpinning*
- b* Another forked ftick for his former threads.
- i* The clue on which he winds his work when finifhed*
fattened by a hook to his belt or cumberband*

N. B. The threads may be as long as the fpinner
choofes, if the ground be fuitable. The line which
turns the wheel muft be twice the length of the ground.
He joins his two threads at the end and ;hooks them
to the plummet, then joins his former work, and
winds it on his clue as he returns to the wheel; then
puts the two threads *on* to the third fpindle and begins
again.

A Turk of some consequence in the town invited me and my Tatar to sup with him, and treated us very handsomely. We had pillaw, curry, and several other good dishes, and our host behaved in the most friendly manner- While we were at supper* word was brought that our horses were ready.

At half past eight o'clock, we set out from KESSEREEK, and for the first four hours rode through a very populous and well cultivated country, at the rate of about five miles an hour.

I had often had occasion to find fault with my horses, the Tatar generally taking the best to himself. For this time, however, a Very beautiful and high-spirited white Arabian had fallen to my share. This I ascribed to the very good humour I had put my Tatar in by praising him for his conduct in the late skirmish with MUSTAPHA; for I always observed, that he was excessively fond of flattery; and to tell him that he was a man of courage,

was

was enough to fweeten him for fome hours. Befide which, I found it very neceflary to take his part; for, had any thing happened to him, I (hould have been in a very aukward Situation, though I had now acquired a little of the language.

I often found that the vifit* paid us by the Mookadar of BAGDAD had been of great fervice ; for it led my Tatar to confider us all of fome confequence, and I often heard him mention it with a deal of ielf-comphcency,

SATURDAY, AUGUST 5.

ABOUT one o'clock this morning we entered a very mountainous country; and as our way lay through many narrow and dangerous pafles, I was under great apprehenfions from my horfe having too much fpirit, as a falfe ftep would have been inevitable deftruction to us both; yet, I thought it not advifeable to check him, and very fortunately he brought me

N 3

through

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through all our perils without any accident

At five o'clock we arrived at a large melting-town, called GABAN MEDAN. It is extremely populous, and great numbers of its inhabitants are employed in collecting ore from the neighbouring mountains, as at ARGEENAH MEDAN.. Here is also a very handsome mosque, and a lofty minaret, both built with hewn stone.

The town is seated near the bottom of a steep mountain, a river running below it in a very deep channel, which soon after joins the EUPHRATES, We had travelled about ten miles by the side of this river, passing many steep precipices, and our path frequently so very narrow, that it was with great difficulty our horses could make good their footing.

We left GABAN MEDAN at ten o'clock, and soon arrived at the banks of the EUPHRATES, being only about a mile from

the town. The river here ran in a very deep channel, and our way was down a narrow path cut through the solid rock. We then crossed in a ferry-boat, capacious enough to carry fifteen or twenty horses. The river is at this place much larger than might be expected at so great a distance from its mouth. I drank the water, and found it had a peculiar taste, wholly unlike that of any other water that I had ever tasted.

After crossing the EUPHRATES, we entered a strait path between two lofty mountains, by which we continued ascending for near two hours, keeping to the left as much as we could. On the top, to my great surprise, I found the ground highly cultivated. Proceeding a little farther, we reached the summits of some higher mountains, on which were no signs of culture. From these, however, I had a most extensive prospect. To the northward was a chain of exceedingly lofty mountains, ranging N. W. and S. E. having their tops covered with snow. From

this elevation, favoured too by an atmosphere perfectly clear, I could trace the EUPHRATES as far as its source. Running along the bases of those lofty mountains, it receives many very large streams that flow from them; and this it is that gives it the appearance of extraordinary amplitude near its source.

The TIGRIS, running nearly parallel, receives all those large rivers that flow from the CURDISTAN mountains. On our left, to the southward, were many stupendous mountains which supply the other branch of the EUPHRATES; for in this way it receives almost the whole of its contents, no large rivers joining it till it meets the TIGRIS.

We continued our route almost due West over a very hilly country, with little cultivation, till seven o'clock in the evening, when we arrived at some tents pitched on the top of a mountain. Here we remained an hour to refresh, and were visited by some of the Chiefs belonging to the

the encampment. One of them boasted that he had seven wives, and enquired how many *I* had in ENGLAND. It must be observed, that in this country it is customary for a man to have as many wives as he can support, and the more a man keeps, the better is he respected.

Many of the people in this country, during the sultry summer months, leave their towns and villages, which lie chiefly in vallies, and encamp upon some lofty hills, taking their flocks with them. On the mountains they enjoy a cooler purer air, and in general appear as fair and ruddy as the country people in ENGLAND,

Leaving this encampment, we descended some rugged passes by a road so very bad, that it was sometimes with much difficulty we could make our way. At ten o'clock we arrived at a small town called EMIR, situated on the west side of a very pleasant and well cultivated valley,
with

ISS A JOURNEY FROM INDIA,

with a very fine stream of water running towards the North, Here we remained all eight, sleeping upon the bare ground,

SUNDAY, AUGUSTS.

FROM EMIR we set out at half past five o'clock. There being several Tatars, and a great many other people going our road, horses were become very scarce. My iTatar, therefore, got a mule to carry his merchandize, and, joining a large party, they travelled very slowly.

For some time our way lay over stony ground, which made our journey fatiguing and unpleasant. I pushed on, however, with a Tatar who had only dispatches under his care, and was going to HASSAN CHILLABY. We passed over a very hilly and 'woody country, with seldom any track to direct us. On this account we often lost our way? the Tatar's guide not being well acquainted with the country.

Great

Great numbers pf people were here em* ployed in making charcoal for the ufe of the fmelting-houfes at GABAN MEDAN, They carry it from this place on mules in panniers, and we fometimes met fifty or fhitty in a drove laden with it.

Many of the peafantry here fix their dwellings by the fide of a hill, the top of the houfe being even with the ground; and I Rave often ridden over the top of a houfe without knowing it, and have with difficulty avoided falling through.

At one o'clock we arrived at the encampment of HASSAN CHILLABY; for here alfo the inhabitants, having quitted the town, which was about two miles diftant, had encamped on a hill.

I now found that we could not proceed farther without a very ftrong guard.

The people belonging to the tent wherein we refed were very attentive, and I was fortunate in cultivating the
friendfhip

friendship of the women, who took some pains to provide such food and refreshment as they thought I should like best. I had also a favourable opportunity of observing their manners and customs.

The whole of the cattle belonging to these encampments are driven every morning into such of the valleys as contain the greatest plenty of water and vegetation, where they are watched all day by two or three persons employed for that purpose, and in the evening are brought back again. The tents are always pitched in a circle, and the cattle remain all night in the centre.

The people rise at dawn of day, and the first employment of the women is to milk their cows and goats, which are immediately sent off again to pasture. The women then put the milk into a sort of bottle made of a goat's skin, every part of which is sewed up, except the neck; but when they are churning, the neck is tied with a firing cloth and tight enough to prevent the milk running out. They then fix
three

three ftrong flicks in the ground, in a form fomething like what we often ufe in raifing weights, only on a fmaller fcale. From thefe they fufpend the goat's-fkin tied by each end, and continue ihaking it backward and forward till it becomes butter; and they eafily know wfcen it is ready by the noife it makes. They then empty the fkin into a large veflel, fkim off the butter, put hot water into the (kin to clean it, and hang it up to dry.

Befide this employment, they have alfo to bake bread every morning for the day's confumption; for all this work is performed by the women. The bread is baked on large iron plates, as in many parts of E U - ROPE; but fhould any of the women happen to lie longer than ufual in the morning, fo as not to be able to get their work done before the fun becomes hot, they not only have to work in the fun, but are heartily laughed at by better houfe-wives.

The principal men who have many wives keep them in tents in a particular part of the encampment.

MONDAY, AUGUST 7.

IT took up a long time to provide such a number of horses as were now wanted} for in our train were forty horse-loads of silver from ARGEENAH MEDAN, for CONSTANTINOPLE. The guard amounted to fifty horsemen; but the silver was under the immediate care of two Tatars and an officer of discipline. The troops were commanded by three elderly men.

The whole party set out at eight o'clock in the morning. The troops scoured the country on each side of the road, going at full speed into every inlet where they could expect to find any of the banditti that infest this country.

About four miles from HASSAN CHIL-LABY, we found neither cultivation nor inhabitants,, though there is plenty of good water, and the foil appears favourable for culture.

We met a caravan going to DIARBEEKIR, and I had the favour with my Tatar of drinking coffee with the Chief.

The caravan consisted of horses, asses, and mules, camels not being able to thread many of the steep narrow passes with which this country abounds.

For about fifteen miles my Tatar and I kept company with our guards; but we then pushed on at a brisk gallop for about seven more; and at one o'clock arrived at HADJEE KHAN.

This is a large village lying in a valley. The land is well cultivated for about half a mile round*it; but the inhabitants in general are very poor, and much addicted to thieving.

TUESDAY,

TUESDAY, AUGUST 8.

WE fet out this morning at half part five o'clock with the filver, having the fame guard as yeilerday. The firft part of this day's journey was over a hilly country, and the horfes with the filver travelling very flovvly, I went before the reft at an eafy trot till I got about two miles before them, when I came to fome lofty mountains, from which I had a very extenfive profpect. The face of the country, however, had not a very favourable appearance, being chiefly mountainous, except to the N. W. which exhibited a very extenfive plain without any cultivation, and over which lay our road. On this plain were three encampments, pitched in a triangle. Two of thefe were near the path, but I continued my route at about two miles before the reft of the company, not having any idea that I was in danger.

When

When I got abreast of the first encampment, an officer and six men from the guard came up to me on full gallop, and said that the people in the encampment would cut my throat. They took hold of my bridle and wanted me to return; but thinking it useless, as a part of the guard were now in fight, I remained here till the whole of our party came up. A few men came from the encampment and conferred with the officer. They were remarkably strong hardy-looking fellows, but had a something in their countenances which seemed to indicate that they did not get their livelihood very honestly.

Having enquired who I was, the officer told them that I was an English Consul, that being the title which I bore in the firman. The men examined the arms of our guard very attentively, and wished to lay hold of some of them, but the guards would not suffer it. I was not under the least apprehension of their doing me any personal injury, even before the military came up; for in case they had attacked

me I fliould not have attempted to refift; but I thought it prudent afterwards to keep near my Tatar.

On our reaching the fecond encampment, four men, armed with fabres and piftols, flood in the way to oppofe our pafsing; and as we rode up, they fcizcd my bridle, my Tatar's, and thofe of two other Tatars in company, who were all riding abreaft a little before the military. I was perfe6tly pafive, not fuppoing that they could mean to rob us, as the military were only a few yards behind. A fcuffle, however, enfued; but the guard coming up refcued me. The man who had held my bridle in one hand had a drawn fabre in the other; but on one of the officers telling him that I was an Englifh Conful, he immediately let go the bridle. I had my piftols ready, and was prepared to have fhoot my opponent, had any of the Tatars fired; but I did not think it proper to begin, not knowing the intentions of thefe people. One of the Tatars cocked a piftol to fhoot a young man who feemed to
be

became very violent; but the military interfering prevented him. The young man, however, continuing to threaten the Tatar with his sabre, the guard, by order of one of the officers, surrounded him in such a manner with their spears and sabres, that had he moved an inch he must have been killed. - In that situation we left them; but they soon after came up with us, and had not put the young man to death as I expected.

These people seem to be most violent against the Tatars, who frequently pass through the country without paying any tribute; for, being the messengers of government, they think they ought to be exempt. The people here had demanded fifteen piastres from each Tatar, who, having such a strong guard with them, boldly refused. The young man whom I have just mentioned as having been more violent than the rest, had lately had a brother shot by a Tatar.

This is a very extensive uncultivated plain, and contains neither ftieep nor cattle but what belong to thefe banditti. The ground, however, being favourable to tilting, and the horfes with the filver travelling very (lowly, our guards made feveral matches. They would fometimes draw out of the ranks half a dozen on each fide, and throw blunted fpears, at which exercife thefe men are wonderfully dexterous, being able to pick up fpears from the ground without quitting their horfes. They have alfo a particular method of avoiding their opponents fpears by hanging down on the oppofite fide of the horfe, and thus expofing only one foot, yet at the fame time going on full gallop. But though the men are at this exercife fo much fuperior to Europeans, I was even more entertained by obferving the motions of the horfes, fome of which were beautiful white Arabians. The horfeman makes very little ufe of the reins on thefe occafions, and the horfe is governed by the motions of the rider's body. If the latter
lean

lean towards the right or left, the horse will turn to that side, and if the motion be quick will gallop full speed. If the rider lean forward, the horse gallops straight on; and if the man raise his body upright, the horse, though at that time on full speed, will stop in a moment, without the rider touching the bridle.

At about six miles distance from the second encampment, we approached another, the Chief of which came to us alone, and demanded money from our commanding officer, which was refused. He got, however, a few piastres from my Tatar.

We then continued unmolested till we got within about two miles of DELECTETAS, when we observed some men armed, on horseback, pursuing us at full speed from the second encampment, where it will be remembered we had the dispute. The Tatars, being much frightened, set out full gallop for DELECTETAS, and as I

was dressed in the same manner, and thought they might take me for a Tatar, I pushed on with them, leaving the military drawn up to receive them,

We arrived at DELECTETAS at two o'clock, and the Tatars hid themselves for some time, lest they should be pursued into the town.

When the banditti came up with the military, and found that the Tatars had rode off, they returned. These people always keep a number of horses near their tents to be mounted at a short notice, and some of them ready bridled and saddled.

The military themselves were very importunate for money, and I have, not unfrequently, been seized by some of the common soldiers, but they were always satisfied if I only gave them a few paras. This indeed was almost always the case when they could find me alone; and even **the** officers were not above asking for money;

S

pey;

ney; but as I did not expect any harsh treatment from them, I always referred them to my Tatar.

DELECTETAS is a small town, situated on the side of a mountain, in a barren country, and having little cultivation about it in proportion to the number of its inhabitants. Here is plenty of good water; and in the middle of the town is a large square stone building. This, as I have observed similar structures in several towns, I am inclined to think is intended as barracks for soldiers, having a great number of fire-places in them.

Many of the inhabitants have stacks of corn on the tops of their houses. Here also were some stacks of hay, being the first that I had seen in ASIA, a proof that the winter is very severe among these mountains,

WEDNESDAY, AUGUST 9.

WE fet out from DELECTETAS at feven o'clock this morning, mounted on very fine horfes, and with the fame military guard as before.

On leaving DELECTETAS, we had very rough roads among fome fteep mountains covered with fir-trees. Beyond thefe, we crofled an extcnfive uncultivated plain, fimilar to that we had come over the day before.

After pafsing fome mod dangerous places, where, in cafe we had been attacked by banditti, we could neither have pufhed forward nor returned to our guard, we galloped a few miles, accompanied by one of the military officers who had the care of my perfon.

At ten o'clock we arrived at a town called ULLASH, pleafantly fituated by the
fide

fide of a river which flows from the mountains we had patted, and runs into the river CASALMACK. Between the town and some mountains to the northward are two fair lakes, one about three miles in circumference, the other about two. From ULLASH, in the neighbourhood of which there is a great deal of cultivation, we departed at eleven o'clock. Our effort had taken a different route, going between the mountains on our right and the two fair lakes. We overtook them in an hour, but did not remain with them long. I observed several other lakes of the same kind on our left, which are very easily distinguished, their shores being fringed with fair

We now passed over several fine plains, though wholly uncultivated, and at two o'clock ascended some very high mountains, from which I had an extensive prospect. On our right to the northward were several large towns, and a fine well cultivated country. Beyond that was an exceeding

ceeding lofty mountain covered with snow, from which the river CASALMACK takes its rise. I have rarely witnessed a more beautiful prospect: than I had from this mountain, particularly over the country to the North, the winding streams of the river CASALMACK enriching the scene.

On the top of these mountains the road was tolerably smooth, and our horses being good we galloped as fast as they could go, and passed over much ground in a short time. At three o'clock we descended by a very steep road, and, after crossing the river CASALMACK by a neat stone bridge of three arches, arrived at SIVAS,

SIVAS is a very large populous town, and exceedingly well watered, having several fountains and a great many clear streams running through it. It is seated on the west side of a very fertile valley, which is almost surrounded by lofty mountains, having no opening except where the river runs in and out, through
a very

p. very narrow channel between two deep hills. Here are two ftone bridges at about a mile diftance from each other.

Great quantities of corn grow in this valley, but not much fruit, excepting plums, apples, and pears; but of garden vegetables there is great abundance. In the middle of the town are fome very extenfive gardens; and on an artificial hill js an old caftle now tumbling into ruins.

Though the neighbourhood furnifhes plenty of good materials for building, the Jioufes in general have a very ordinary appearance, a great quantity of unfquared timber being employed to fupport an immense weight of ftone and clay, with which the houfes are covered. The inhabitants appear to enjoy much liberty ; nor are the women confined, as in fome large cities to the eaftward.

SIVAS is nearly as large as LIVERPOOL, contains as many houfes, and is, I think, fully as populous, Though moft of the
private

private houses are but indifferent structures, many of the public buildings are elegant, and some of the minarets very lofty.

This might be said to be the first civilized place we had met with since we left GABAN MEDAN ; for the greater part of that extensive country through which we had passed is infested by numerous tribes of roving banditti, who, like many of the Arab tribes, have no fixed habitation, nor ever continue long in one place; and even the military are afraid to molest them. The small towns we had come, through were little more than military stations, where troops are always kept for the purpose of conducting those who travel under the protection of the government. From this place to CONSTANTINOPLE no guard is necessary, and the forty loads of silver required only the officer and the two Tartars to protect it.

THURSDAY,

THURSDAY, AUGUST 10.

WE were detained for want of horfes till nine o'clock this evening, when, late as it was, we fet out from SIVAS, accompanied by twelve more Tatars. Soon after we had left the town we afcended fome very lofty mountains, on the top of which was a plain for a few miles; but we foon got again among fleep heights, and continued travelling as fad as the road would permit. At day-break we arrived at the foot of a very lofty mountain, in the lhape of a fugar-loaf; which, notwithstanding our then very elevated fituation, appeared as high above us as any mountain in ENGLAND.

We continued among thefe heights till ten o'clock, when we defcended through fome fteep narrow pafles and arrived at To CAT.

Throughout

Throughout this stage the toads Were tolerably good, confidering the face of thei country; and we had riot fo many frightful precipices to pafs as in the neighbourhood of MEDAN. There was only one indeed that could be reckoned dangerous, and that was over a ftone bridge of two arches near the higheft mountain. One of the arches was nearly down, having only a very narrow path Handing, that fcarcely left room for a horfe, and no parapet to prevent accident.

TOCAT is about the fize of SIVAS, but has a much better appearance than any town that I had before feen in the Turkifh dominions. The houfes are all tiled, and chiefly built with wood. Here was the greateft abundance of fruits that I ever faw, and remarkably fine in their kind; the grape vines, in particular, were abundant and excellent* The Armenians, who are very numerous here, make an excellent red wine, of a flavour fomewhat like claret, but much ftronger. I fent my
Tatar

Tatar to purchafe fome, and he brought about two gallons, taking care alfo to purchafe as much rackee. On tafting the wine I found it had a very ftrong body, and did not drink above half a wine glafs. There were a great many Tatars and Turks irt company, who laughed very heartily at my drinking wine, obferving, that I drank it like coffee. They would not tafte it, unlefs they had at leaft a pint to take off at a draught, and with the wine and rackee they all got drunk.

I now went into the Bazar to buy fome fruit, and found that I could purchafe for the value of a farthing as much as a man could eat of either mulberries, pears, apples, Reaches, or apricots; and thofe, in general, much finer in their kind than ever I faw in EUROPE.

The town is furrounded by eminences, and is well watered. On the top of a lofty rocky mountain, on the weft fide of the town, are the remains of an old caftle,

castle, part of the wall of which has been built on the edge of a very steep rock, and much of it has fallen down the precipice.

What could have induced the early inhabitants of these countries to build in such situations I cannot imagine. I have generally observed the ruins of castles in situations very difficult of access, and with their fronts always on the edge of a frightful precipice. Every necessary must have been conveyed into them with much trouble, except water, which is always plenty among high mountains. They have been all built with hewn stone, but have not such heavy masonry walls as we often meet with among ancient ruins in other parts of the world. They appear to have been built with a taste almost equal to our best pieces of modern architecture.

FRIDAY,

FRIDAY, AUGUST 11.

WE fet out, a very large party, from TOCAT at half pall four o'clock this afternoon; and, being all badly mounted, and the greater part drunk, made a curious figure as we rode through the town. The ftreets being much crowed, the Tatars roared like fo many bulls for the people to clear the paflage, every one being obliged to give way to them, as in ENGLAND to the mail coaches; and if they were not very quick in getting out of the road, they were fure to feel fome of the Tatars long whips,

From the town to the banks of the river CASALMACK, about a mile, is entirely covered with gardens and orchards. We forded the CASALMACK, and, turning nearly due Weft, travelled for about eighteen miles through one of the mod beautiful vales I ever faw.' The richnefs of the foil, and the great number of inhabitants,

P

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habitants, has compelled them to partition the land; a circumstance that I had never before observed since I left INDIA, except in the case of gardens and orchards. The river CASALMACK runs through this vale, and the hills on each side are covered with trees. We turned to our right, and after crossing some woody heights, arrived at half past nine o'clock at a small town called AS SIN, in which stands a large square stone building as at DELECTETAS.

SATURDAY, AUGUST 12.

WE set out this morning from ASSTN at five o'clock, and a little below the town crossed, by a wooden bridge, a river that runs into the CASALMACK. We now took a course nearly due East, having high mountains on each side covered with trees. We then turned to the North up a valley, which interfered this range of hills on our left, and continued for **about five miles.**

At

At the head of this valley was a coffee-house, where we rested a short time and drank coffee. Our party, not having been able to get either wine or rackee since we left To CAT, were all become pretty sober again.

We now crossed some very high hills at the head of this valley, thickly covered with trees, and entered a fine well cultivated vale, lying East and West. We turned to our left down this vale, the hills on each side covered with wood, and when we had travelled about fifteen miles turned again to the North over some lofty mountains, among which we continued till we descended to AMASIA, where we arrived at two o'clock; though some of our horses were so much tired that we had been obliged to leave them in the mountains.

For nearly a mile above the town was a deep valley, in which were many gardens and orchards. There was also a fine stream of water running from the moun-

tains that we had come over, on which were feveral mills.

AMASIA is a very extenfive and populous town, nearly as large as TocAT, and is furrounded by many lofty rugged mountains. The faces of fome of thefe mountains have nearly half a mile of almoft perpendicular height; and in one of thefe are feveral places cut in the folid rock, fimilar to a Hindoo Pagoda, and which can only be approached by little narrow paffes cut through the rock.

The river CASALMACK runs through AMASIA, but cannot be feen at one view for more than the length of the town, making a circuitous courfe among the mountains, and running in a deep narrow channel both above and below the town. It is here a very large river, but much too rapid for navigation.

The town is well watered, particularly the lower parts, by means of large wheels
near



near thirty feet in diameter. Thefe are turned by the fstream, having a great many large buckets fattened to them. As the wheel turns round, thofe buckets empty themfelves into troughs fixed within a few feet as high as the wheel. By this method they are enabled to keep up a continual fstream of water, which is conveyed by pipes from the troughs to the hum* mums, fountains, &c.

The houfes in AMASIA are moftly built with wood, but many with ftone, and covered with tiles as at Toe AT. The greater part of the inhabitants being Chriftians, here is only one mofque, and two lofty minarets, all built with hewn ftone, and very hand fome ftructures. The ddme of the mofque is covered with lead.

The hummums are very extenfive, and built with hewn ftone. Before thefe are fome pleafant walks, with feveral rows of trees, and the whole is furrounded by a lofty wall.

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The town can only be approached by two narrow pafles, one toward the North, and another toward the South; and thefe are fo very rugged, narrow, and fteep, that they might be eafily defended by a very fmall force.

They make here a very good white wine, fomewhat like fherry, and very ftrong. With this and rackee our whole party again got drunk. A SIVAS Tatar, named SUXIMAN, who had accompanied Us from SIVAS, attempted to fhoot another Tatar who was returning from CONSTANTINOPLE, but was prevented by the reft interfering. It is impofible to defcribe the confufion among thofe people when they quarrel. Upon the flighteft provocation they have immediate recourfe to their arms, for they are never without a brace of piftols and a dagger by their fide. I have feen many quarrels among them, and fome of the party feverely Wounded, but never remember any to have been killed upon the fpot.

My

My Tatar not being quite ready, I fet out at feven o'clock in the evening with a Turk who had accompanied us from SIVAS. He had four horfes under his care, one for his guide, one for himfelf, and two with each a pair of leather bags, but not heavy. He came under the prote&ion of SULI-M A N , the Tatar. This Turk was "as fond of wine and rackee.as any of them, and wag reckoned by the Turks a very fine finger. Whenever we entered or left a town, he would iing and roar loud enough to be heard a mile. I have frequently feen the people run out of doors in great numbers to hear him.

Soon after we had left the Conac, our Turk having drank as much wine and rackee'as rendered it foniewhat difficult for him to keep on horfeback, he began iinging and roaring, and whipping his guide; fo that before we got out of A M A S I A the guide wifhed to return, but the Turk would not permit him.

We ascended a very lofty mountain towards the northern pass, and before we got to the top it became very dark. As we came near a spring of water, the guide said that he wanted to drink. Putting, therefore, the fore-horse's bridle into the Turk's hand, to hold till he returned, he availed himself of the darkness of the night to run away unperceived. We waited for him some time, but at last, suspecting the case, pursued our journey. The Turk leading three horses, we with some difficulty got to the top. Here we soon lost our road, but were fortunate enough to discover a light about eleven o'clock, which we found proceeded from a small encampment, where some of the inhabitants of AMASIA were employed in getting in their harvest. I was very happy to meet with these people; for the Turk being quite drunk, the night dark, and the ground steep, I found myself very unpleasantly situated. Even after we discovered the light, we had to descend some very steep places before we could reach it. When

we had got to the encampment, we tied the five horfes together, and went to fleep upon the ground.

SUNDAY, AUGUST 13.

T H E Turk having been much refreflied by his fleep, at half paft two o'clock we got ready, it being now a little moonlight, and by the afsiftance of one of the people belonging to the encampment we got into the right rqad. It was very rough and fteep for fome time, and I was glad when it became day-light. At length we got from among thcfe dangerous fteeps, and defcended into an cxtcnfive uncultivated vale about fifteen miles over. We galloped moil of the way acrofs this vale, the Turk leading the horfes, and I a6ting the part of a Tatar, in whipping the horfes to keep them on a gallop. We arrived at MARSIWAN at half pall fix o'clock, where we found the reft of our party. Our horfes were completely knocked up; even
mine,

mine, though a very good one, was, by galloping from one side to the other to whip the horses, become so weary, that I was afraid I should have been obliged to leave him before we reached MARSIWAN. The Turk seemed much gratified by the assistance I had given him.

MARSIWAN is a town nearly as large as SIVAS, and situated near the foot of some woody mountains on the north side of this extensive vale. It is well watered, and abounds with corn, as well as most kinds of fruits, which were now ripe. They have many vineyards near the town, and make a very good red wine similar to that which we had at TOCAT. The Turk who had accompanied me from AMASIA again got drunk, and roared till he became excessively disordered in his stomach.

We set out again from MARSIWAN at eight o'clock, and continued on the north side of the vale for about twenty miles. At the west end is a town called AJAMQUE, situated

fituated in a very fine country; we did not, however, go through this town, but paffed it on our left.

We now turned to the northward, and entered a very hilly woody country, thridding fevcal iieep and narrow pafles by the fide of a river, fome of which were fo lofty and fteep as to make my head giddy.

We met with little cultivation after we paired AJAMQUE, till we arrived in the neighbourhood of OSMANJIKE, which we reached at feven o'clock.

The town of OSMANJIKE is built round a fteep rocky mount, on the top of which alfo fome lioufes have been erected. It is a tolerably large town, and ftands on the banks of the river ATOEZU.

We fet out: again at eight o'clock in the evening, and crofted the river Over a riate ftone bridge of fifteen arches. We then continued on the weftern banks of the

2 the

the river, and rode very fast over much rough and woody ground. It was very dark till the moon rose; but we continued to ride as fast as our horses could go till half past twelve o'clock, when we arrived at a small town called HADJEE HAMZA. This stage was thirty miles.

MONDAY, AUGUST 14.

WE set out this morning from HADJEE HAMZA at six o'clock, and continued for about an hour on the banks of the river ATOEZU. We then found the river take a turn to the northward, being joined by another considerable one that flows from the westward. We forded the latter, and continued on the north side of it for two hours. The country through which we passed was very hilly and woody; near the river were several paddy grounds, and as much cultivation as the face of the country would permit. We rode briskly all the morning, and at ten o'clock arrived at TOSIA, a neat town built on the side of a hill,

hill, at the foot of which is a fine fertile country. This stage was twenty-seven miles.

Quilting TOSIA at one o'clock, we passed several vineyards, and then got into a very, hilly woody country. We travelled some time by the side of a river, on the banks of which were a few paddy grounds in such spots as were capable of cultivation. We rode briskly the greater part of this stage, and arrived at seven o'clock at a small town called COJASATE, situated in a barren hilly country. The Conac here is a new building, and had better accommodations than I had met with since I left BAGDAD.

From COJASATE we set out at ten o'clock at night. Till the moon rose, it was very dark, and the roads bad. The Tatars galloped as fast as they could, and in about an hour we got out of the bad road into a country rather hilly, but perfectly clear from wood. In descending a hill, a horse fell down and broke one of his

his fore-legs. He was loaded with a pair of leathern bags belonging to the-SiVAS Tatar SULIMAN; the trappings were immediately taken off the horfe, and put on another; fo that we were not detained many minutes. Leaving the horfe upon the ground, we fet out again, the road becoming tolerably good, except being rather hilly. We continued to ride as faft as our Jiorfes could go, and in two hours after the firft accident, galloping full fpeed down a hill, another horfe fell, broke hrs neck, and died infantly. We were not, however, much detained by this accident, having plenty of fpere horfes; but rode more moderately after the fecond accident, and arrived at half part two o'clock at CARACHURIN. This ftage was twenty-eight miles.

CARACHt/RiN is a large ftragging town built on both (ides of a rivulet between two hills. The houfes in general very mean, and badly built. They are only one ftory high, aa4 have flat roofs.

TUESDAY,

TUESDAY, AUGUST 15.

WE departed thence at half past four o'clock, and soon after we had left the town entered a fine open champaign country. The roads being very good, we arrived at CORREGELAR at five o'clock, being only twelve miles.

This is a small and ill-built town, containing about two thousand inhabitants, who are chiefly employed in cultivating the neighbouring plains. A party of French horses detained us here till one o'clock, when we again set out, and, after travelling over a fine cultivated open country for twelve miles, arrived at half past two o'clock at SERKEES, a small but neat town, many of the houses being built with hewn stone. We dined here, and set out again on the same horses at three o'clock.

We

We rode briefly over a fine well cultivated country till five o'clock, when we got among some very steep mountains, great part of the road over which was so dangerous, that one false step of the horse would have plunged us from the height of at least three hundred yards into a river.

Quitting at length these dangerous passes, we entered a fine open country on our right, where was a small town by the side of a river. We turned, however, to the left, and arrived at BAINDER at six o'clock. This stage was eighteen miles.

BAINDER is a small town, but stands on an eminence, and at a distance has a very pretty appearance. The mosque is an indifferent building, but the minaret is very handsome and lofty; and the houses are chiefly built with wood.

We left BAINDER on fresh horses at ten o'clock; and, though it was very dark till the moon rose, and the roads indifferent,
we

we reached JEREDARC at half past two in the morning, without meeting with any accident.

WEDNESDAY, AUGUST 16.

ON our arrival at JEREDARC, we met with good accommodations* The town is in an elevated situation, being almost at the top of a high hill, and it being a cool morning they had a good fire in the Conac, and the people were civil and attentive.

The town is large, and has a good Bazar, well supplied. They excel here in manufaturing leather, and many other articles; and there are also several copper manufactories.

The houses have a singular appearance, being in general built with large round trees let into each other at the ends, and the crevices filled up with clay. Very
Q few

few houfes are tiled, being chiefly covered with deal boards.

We left JEREDARC at feven o'clock, and for the firft five miles patted through a hilly woody country. We then entered a very fine cultivated vale, furrounded with hills covered with wood. In the midft of this vale is a fine lake of frefli water.

Here is a great deal of corn; the country is cultivated nearly the whole way to BoLI; and it appeared to me to produce more corn, in proportion to the extent of land, than I had feen in any part of ENGLAND. Here was alfo abundance of fruits of various kinds.

After pafing feveral villages both tQ the right and left, we arrived at BOLI at two o'clock. This llage is forty miles.

About half way between JEREDARC and BOLI I obferved fome ruins, of which
moft

mod of the ftone was marble. Much of it appearing to have been cut in a ftile of workmanihp fuperior to any Turkifh mafonry that I had yet feen, I was induced to take a nearer view, and rode among the ruins. On one marble column I fyw feveral Greek letters, but much defaced. I was able, however, to trace the word *Zevg*, and am perfuaded, that could I have fpared time, I might have been able to have made out great part of the infcription. My Tatar and the reft of the party had left me behind, and I was in confequencce prevented from flopping fo long as I could have wifhed. About three miles nearer BOLI, on the right fide of the road, are fome more ruins, with walls of an extraordinary thicknefs; but I did not obferve any thing interefting among them, and therefore paffed on.

BOLI is a large town in a fertile fituation. It contains, however, nothing worthy of particular notice. The mofques, minarets, and hummums, are all very ordinary buildings. The public edifices are

numerous, and the town is well fupplied with good water.

From Bo LI we fet out on frefh horfes at half pad feven o'clock. It became very dark in about an hour, at which time we entered a large foreft, wherein we continued for twenty-five miles. This, my reader may imagine, was difagreeable enough; for the night was fo dark, that I could fcarcely fee my horfe's head and was frequently in danger of being knocked out of my feat by the branches of trees. It was with fome difficulty that our party could keep together, and the road was fometimes fo very fteep, that I could fcarcely fit my horfe.

THURSDAY, AUGUST 17.

IN this extenfive foreft we continued till we nearly reached DUCHEA, at which place we arrived at two o'clock, after fording a large river. This ftage was thirty-fix miles.

DUCHEA

DUCHEA is a small village (situated in a very fertile country, but entirely surrounded by large forests.

We departed thence at six o'clock, and soon entered a woody country with very little cultivation. On our road we met a hundred horsemen conducting a Turkish Bahaw, who rode in the centre of the troops in a palanquin carried by four mules, two before and two behind. The palanquin was flung so as to be easy in every position.

We soon entered another thick forest, similar to that which we had passed through the night before. In this we had to travel about twenty miles, and arrived at HINDAK at half past twelve o'clock. This stage is twenty-seven miles.

HINDAK is an inconsiderable town, (situated in a valley amid large forests, and contains nothing worthy of particular notice.

It was half past five o'clock before we were able to procure fresh horses here; and seeing nothing but forests around us, I was unwilling to proceed, as it would be dark long before we could reach SABANJA, and I recollected the many dangers we had escaped the preceding night; but after being well assured by the Tatars that the road was tolerable, I consented to proceed.

For the first three hours we travelled through a woody country, partly cultivated in the interjacent vallies.

We now passed upwards of a thousand buffaloes carrying ship-timber to CONSTANTINOPLE from the forests through which we had travelled. Some of the timbers were remarkably fine; and the whole had been squared and formed in the forests, where we had seen many sawyers at work as we came through.

At nine o'clock we crossed the river ZACHAREA over a wooden bridge about a

quarter of a mile long. We were, however, obliged to dismount and walk over this bridge; for, instead of planks, it was covered with half round pieces of wood, which frequently gave way under the horses' feet, and it had neither parapet nor railing.

After crofſing the ZACHAREA, we continued in a very woody country till we arrived at the lake SABANJA; whence, keeping along the weſtern ſhore, we arrived at half paſt eleven o'clock at the town of the ſame name. This flage was thirty-fix miles.

The lake SABANJA is near fix miles long, and nearly of a triangular form. It is a very fine flieet of frefh water, and its being fituated in a woody country, adds much to its beauty. I found the road tolerably good all the way, as the Tatars had reprefented at HINDAK.

Behind SABANJA, to the fouthward, is
flill a continuation of thofe extenfive
forefts

forests through which we had travelled. They are above two hundred miles in length, and about sixty broad. In some places they are very lofty, and form an extensive chain of mountains ranging East and West, which I have always observed to have been their situation since I came into the country. Our route through the forests was generally North, and across these was a paved causeway that continued the whole way. It appears to be very ancient, and is now much out of repair. The stones are very large, and the earth in many places has been washed away from both sides of the pavement to the depth of near three feet. It is in many places undermined, and has fallen down; yet, though it is now so very rough that the horses can only go upon it in a few places, it still serves as a guide to those who travel across these forests.

FRIDAY,

FRIDAY, AUGUST 18.

WE fet out this morning from SABANJA at four o'clock, and rode through a beautiful country. At about eight miles distance we had a fine profped: of ISMIT, which we reached at half past eight o'clock.

ISMIT is a large town, and has a delightful appearance from the valley before it. The houfes are not over-crowded, and the profpect is much enlivened by cyprefs trees interfperfed all over the place. The lower part of the town is wafhed by the fea. Being built on the flope of a hill facing the South', it is very well fupplied with water; and on the fide of the hill, both to the Eaft and Weft, are many vineyards and orchards, but more particularly to the weftward, which is entirely covered with gardens, orchards, and vineyards, for five or fix miles. The neatnefs of the town, the garden grounds, the fea, the
finely.

finely-cultivated country on the opposite shore, and the two rivers, with the corn-fields in the vale before the town, form altogether one of the finest prospects I ever saw.

We set out from ISMIT at half past nine o'clock, and continued near the sea, sometimes on the beach. About twenty miles west from that place are some ancient ruins close to the sea. Part of the walls, some of which are about ten feet thick, have fallen on to the beach. Seven miles further west is the town of COUSHAN, very pleasantly situated on the side of a hill. Hoping gradually to the sea.

About this town are many hundreds of acres disposed in vineyards, and gardens for a great variety of other fruits, which were now chiefly ripe.

At COUSHAN we left the sea and turned northward. After we had passed the vineyards belonging to the town, we entered a very fine plain, through the middle of which

which runs a small river that has a neat stone bridge of three arches over it. We now rode briskly on: of the way, and arrived at half past five o'clock at GABAZA.

GABAZA is a small but neat town, pleasantly situated on the side of a hill, from the top of which is a very fine prospect of the ARCHIPELAGO, and part of its numerous islands.

From the town to the sea, which is about three miles, is entirely covered with gardens, orchards, vineyards, and corn-fields.

From GABAZA we departed at half past six o'clock on fresh horses, and passing through a very fine country near the sea, sometimes on the beach, arrived at a town called MARICAR, where we remained an hour to refresh.

We set out again; but, going very slowly, it was two o'clock before we reached SCUTARI.

Here

Here we rode down to the sea-beach, unfaddled our horses, and remained till day-break, when we procured a boat, put into it what little baggage I had with me, and crossed over to CONSTANTINOPLE to have it examined at the Custom-house. The officer suffered it to pass upon receiving a piaftre; and we crossed over to PERA, to the house of PETER TOOKE, Esq. the East India Company's Agent, to whom T had letters of recommendation.

CONSTANTINOPLE having been so often described by travellers, and being so well known to English readers, the author thinks it neither expedient nor proper to swell this volume by accounts that cannot possibly possess either novelty or interest to recommend them. His object has been to describe such parts as he has visited, and which had been but little frequented by former travellers from ENGLAND.

FRIDAY,

FRIDAY, AUGUST 25.

HAVING flayed a week at CONSTANTINOPLE, I obtained frefh pafports from the Porte, and from the Imperial Minifter Baron HERBERT *DE* RATHKAAL, and at half part feven o'clock in the evening of this clay fet out, accompanied by a Janizary, who was to be paid three hundred pialires to conduct me to the frontiers.

After travelling two or three miles from CONSTANTINOPLE, we entered an open country without the fmalleft marks of cultivation, and not bearing the leaft appearance of being in the vicinity of a large city. Even round the city itfelf the garden grounds and orchards are very fmall in proportion to the population.

At nine o'clock, looking back towards CONSTANTINOPLE, I obferved a dreadful iire, which my Janizary informed me was at SCUTARI.

We

We continued our route over an open barren hilly country, travelling at the rate of five miles an hour; and at half past ten o'clock arrived at a small neat town called CHAQUE MEDJA.

This town is pleasantly feated at the head of a fait lake about fifteen miles long, but of very unequal breadth. The lake is about two hundred yards from the ARCHIPELAGO, but has communication with it by a very narrow channel over which is a ftone bridge. The ground being fwampy, there is a ftone caufeway of about a quarter of a mile long, for the convenience of paflengcrs,

SATURDAY, AUGUST 26.

WE fet out from CHAQUE MEDJA this morning at half past five o'clock; and after crofsing the bridge and caufeway at the head of the lake, afcended fome hills, whence we had a very fine profpect over the ARCHIPELAGO and the furrounding country,

country, which had a more favourable appearance than in the neighbourhood of CONSTANTINOPLE, it being in high cultivation and almost crowded with villages.

After leaving several vineyards on our right, we arrived at BEU CHAQUE MEDJA at half past eight o'clock.

BEU CHAQUE MEDJA is a tolerably large town, situated on the west side of a hill at the head of a fair lake about four miles long, which has communication with the sea. Here too is a stone bridge, and a cause-way about a quarter of a mile long between the lake and the sea.

Nearly opposite to BEU CHAQUE MEDJA, on the East side of a hill, is a small neat town called CALLITRATTA, behind which are many vineyards, and on the sea before the town were several small vessels riding at anchor.

We left this place at half past nine o'clock, and continued along the shore, sometimes

fometimes on the beach; and at about fix miles weft of BEU CHAQUE MEDJA we came to four villages lying nearly equidiftant from each other, two being inland, and two near the ihore. The firft we came to is called COMBURGUS. It is a fmali village, but has many ruins about it, which imply that it has once been of more importance than it is at prefent.

Continuing our route along the beach fix miles further, we reached a very neat town called BADUS. Here is a confiderable building ftanding on the beach, having part of its walls wafhed by the fea. It is a fquare ftrufture and very lofty; the whole is built entirely with hewn ftone, has been very well finifhed, and ftill remains almoft entire.

Soon after we left BADUS, we crofled fome hills, whence we had a very fine profpect over the fea. The wind being wefterly, there were about a dozen (hips, befide great numbers of fmaller craft, going towards CONSTANTINOPLE. Within
the

the iftands alio there were three Turkifh thips of war *teturning* from a cruize, a fifty gun fhip, a frigate, and a corvette. Thefe veflels were warping out of the harbour the morning I arrived at CONSTANTINOPLE.

We continued our journey along the *fAore* for ~~**~~⁶ar eight miles, leaving on our right a very finely cultivated country, Which fopes gradually down to the fea. After pafing many vineyards and orchards for about a mile, we arrived at KILLEEVER at half paft two o'clock.

KILLLEEVER* is a large and populous town, which has once been well fortified, a great part of it being ftill furrounded by a ftrong wall. Some of the mofques and minarets are very handfome buildings. The lower part of the town is wafhed by the fea. We faw feveral veffels, fome of about two hundred tons burden, riding at anchor in a very fine bay, which

* Silivria in the Maps.

appeared to me to be so well sheltered by the high land on each side of it, that (hips might, in any weather, ride in safety*

SUNDAY, AUGUST 27.

FROM KILLEEVER we set out at three o'clock this morning, and journeyed about eight miles along the sea-shore, sometimes on the beach. We then turned to our right, and, quitting the sea-coast, passed over an open country, with little cultivation and few inhabitants. The first village we came to was CONNYCLUE, where we arrived at half past six o'clock, and remained an hour to refresh. After leaving CONNYCLUE, we came across a very dreary country, in which not a tree nor a stone was to be seen. The soil is very white, but is neither clay nor sand; and what little vegetation there is, is nearly destroyed by innumerable quantities of ground squirrels.

The first signs of cultivation we met with were the vineyards belonging to a town called CHOURE, and which are near three miles long. At CHOURE we arrived about ten o'clock, and remained an hour, when we pursued our route over an open barren country*. About eight miles beyond CHOURE we crossed a river, over which is a bridge of fifty arches, all built with hewn stone, and neatly turned. So many arches, however, did not appear by any means necessary at present, as there was not a great body of water in the river.

We now entered a country possessing higher cultivation and more inhabitants, and turned about a quarter of a mile out of our road, to feed our horses at a town called CARRASTAN. In a deep narrow valley near this town were three lofty stone pillars, which, I was informed, were to support pipes for conveying water across the valley to the town.

We only reiled half an hour here, and then continued our route. Little variation occurred in the face of the country till we arrived in the neighbourhood of BORGAS, which we reached at half past six o'clock. Here our prospect was much enlivened by the appearance of a neat town, and trees interperfed about the furrounding country; for we had not feen any, except a few fruit trees, fince we left the fea-coaft.

MONDAY, AUGUST 28.

THIS morning we fet out from BORGAS at four o'clock, and foon after we left the town entered a large foreft, in which we continued for about twenty miles without feeing either habitation or culture, till we reached a fmall village called ASSIBALY. From this place to KIRKLEESAN, about four miles, the whole way is covered with vineyards.

We

We arrived at KIRKLEESAN at ten o'clock. This is a very large and populous town, having ten mofques and minarets, and feveral hummums. All the public buildings are of hewn ftone and marble, and fome of them very handfome. Here we procured frefh horfes, having continued upon the others all the way from CONSTANTINOPLE.

At twelve o'clock we fet out from KIRKLEESAN, and foon entered a very woody hilly country, which abounded with fine marble. Being on frefh horfes we rode brifkly, and at three o'clock arrived at a fmall village called ERICLEE, around which there was a little cultivation, the firft we had met with fince we paffed the vineyards of KIRKJLEESAN.

we did not flop here, however, but continued our route without any delay till half paf four, when we arrived at a village called CANAREA, where we put up at a Greek's houfe to refrefh. The Greeks are a very civil obliging people, and our

hoft brought us out the beft refreshments he had in the houfe. In thefe fmall villages there are very few Turks, and if there be orie, it is almoft certain that he is a barber; but he will ftrut about and affume as much consequence as a baihaw. I had frequently obferved thefe great men in the little villages we 'pafled through, and, on enquiry, was generally informed that they were barbers. This made me rather more attentive to the actions of the One we met with in this village, who, after giving the falam in great form, came to converfe with my Janizary. I was enabled ever afterwards to diftinguifti thefe important perfonages.

We only remained here half an hour, and then continued our journey through fome very thick woods. At half pad feven o'clock we reached a village called FACCUE, where we changed horfes, and fet out again at half part eight. The whole of our road was through a clofe wood till we arrived at a town called KARRAPCXONAR, which we reached at half pad twelve o'clock.

The distance from KIRKLEESAN to FACCUE is thirty-fix miles, and from thence to KARRAPOONAR fifteen.

TUESDAY, AUGUST 29.

FROM KARRAPOONAR we fet out at four o'clock. For the firft two hours our road was through very thick woods, and I obferved that our route had been nearly due North ever fince we left the fea-coaft.

At eight o'clock we arrived at a village called BENLEE, where we ftopt half an hour at a Greek's houfe to refrefh. The mailer of the houfe had two very beautiful daughters. The Greeks in general have handfome features; but thefe particularly attracted my attention. They, as well as the peafantry in general, had a very ridiculous cuftom of tying all their treafure round their necks; and I have actually feen fome wear three or four hundred Venetian fequins perforated and

fattened round their necks with filk fixings, This cuftom, however, is confined to the unmarried part of the fex, wives having no ornament whatever on that part of their perions.

An arm of the BLACK SEA reaches within two miles of BENLEE, which in part feparates ROMALIA from BULGARIA.

After we left BENLEE the country had a better appearance, exhibiting a great deal of cultivation all the way to IDOS, which we reached at ten o'clock- It abounded with fine cattle, all milk-white except their ears and the end of the tail, which were brown; there were alfo many buffaloes.

IDOS is a tolerably large town, and pleafantly fituated. Many of the houfes are built within a compound, fimilar to thofe of the Bramins and Nairs in INDIA, which makes the town at a diftance appear jwxch larger than it really is.

The

The peafantry here feparate the corn from the ftraw by the fame method as in ASIA MINOR, and which I havS obferved to be adopted in all countries where the rains are periodical. They make a ring about forty yards round, fometimes of clay, and fometimes paved. They then bring their corn from the field, and throw it in a heap in the middle of the ring. They have a fledge too, which is fometimes drawn by bullocks, fometimes by horfes, and fome of thefe have pieces of iron driven into the bottom to cut the ftraw as it goes round; though in others I have feen flint ftones fattened to the bottom. Upon the fledge is a heavy weight. Befide the perfon who drives the cattle, another is employed with a fork in tofsing the ftraw from the ring if the grain is extracted, and taking frefh from the heap in the middle. In this manner they are enabled to continue till they have extra6ted the whole of their corn, without being in any danger of Jiaving it fpoiled by rain. This is much quicker

quicker, and eafier too, than our mode of thrashing in ENGLAND.

As the weather in ENGLAND is local, perhaps more fo than in any other part of the world, and cannot be depended upon many days together, might notthofe who have large farms and extenfive buildings follow a fimilar plan, or even build iheds, which would anfwer as well, and abate much of the very heavy labour of thrafhing? By this mode they would alfo fave time, and confequently be better able to attend to the cultivation and improvement of their lands.

We fet out from IDOS at twelve o'clock on frefh horfes; and at two miles beyond the town entered an extenfive foreft, in which we continued till feven o'clock, when we crofled a pretty ample river called DERRA, and arrived at a fmall town named CHENGA near its banks.

The road through the forest was sometimes very bad. We followed the bed of a river for an hour, which was rough and rocky, and the horses were sometimes in danger. Though we were frequently near the BLACK SEA, the trees were so very thick that I had not often an opportunity of seeing it; yet we were sometimes within two hundred yards of the beach, and saw a ship standing towards CONSTANTINOPLE,

The forest in many places has the underwood cleared away to encourage the growth of the oaks; and there being a great many of these, and some very fine timber among them, from their vicinity to the sea they may be shipped with little trouble.

WEDNESDAY, AUGUST 30.

WE set out from CHENGA at four o'clock, and after passing a little cultivation near the town entered another thick forest,

foreft, which led us to a village called ENECHEE, after crofsing a river bearing the fame name about eight miles from CHENGA.

We foon came to another forest, in which we continued till we arrived near PRAVADEE, which we reached at feven o'clock.

. PRAVADEE is a large and well inhabited town, containing many very good buildings. It is situated in a narrow vale running N. and S. between two steep rocky hills. We remained here an hour to refresh and change horses.

Afcending the hill on the weftern fide, we had a fine profpect of the furrounding country, and on the top of the hill on the eaft fide of PRAVADEE is another large town called DISDARCHUE.

We now entered a fine country, and passed through a great many villages in high cultivation, and abounding in orchards

chards and vineyards. Most kinds of fruit were now ripe, in great plenty, and very cheap, as were likewise provisions of all kind\$,

Our road lay now more West, and we passed through a remarkably fine country in the neighbourhood of a town called CHBLEPCHA, twenty miles West from PRAVADEE.

On leaving CHELEPCHA we passed a village on our right called MADARA ; then rode across an extensive plain for twelve miles, and at three o'clock arrived at CHUMLOO.

This is a very populous town, and, though not regularly fortified, is of great natural strength from its situation, having a steep mountain behind the town, forming a semicircle, on which the Turks have planted several batteries of cannon.

During the late war a considerable Russian army appeared in the plains before
this

this town, and defeated the Turkifh forces. The latter retreated into the town, and threw up a mud wall with a fofle and paling before the town, and up each fide of the mountain. [This temporary fortification ftill remains entire.] As the Rufsian army approached the town, the Turks played upon them from their batteries on the mountain. The Rufsians here loft their General and retreated.

On the weftern fide of the mountain is a thick foreft which is perfectly inaccefsible to an army.

We left CHUMLOO at five o'clock on frefh horfes, and, travelling weft ward through a well cultivated country, came at twelve o'clock to a large town called ARNOOTKA, fituated in a valley. At one we reached RASGRAT; and this is reckon*ed thirty-two miles from CHUMLOO.

THURSDAY,

THURSDAY, AUGUST 31.

AT half past fix we fet out from RASGRAT on freih horfes, and at eight o'clock Hopped an hour to refrefli at a village called UCHENCHA.

We now rode for near forty miles through one of the fineft countries I had yet feen, with corn and ploughed land on each fide as far as the eye could reach.

At fix o'clock we arrived at ROCHUKE, but could not fee the town till we were within half a mile of it, being fituated on the banks of the DANUBE at the foot of a hill, which continues for feveral miles near the DANUBE, and is covered with vine* yards.

ROCHUKE is a large populous town about the fize of LIVERPOOL. We did not, however, ftop here, but croifed the DANUBE, and landed about three miles below

below on the opposite side, at a town called ERGNOFF. The DANUBE is here an ample river, but does not appear to me so large as either the EUPHRATES or TIGRIS.

We refreshed at ERGNOFF, and waited near two hours for horses and carts, in which we were conveyed to a village called COPUCHEN, where we arrived at eleven o'clock. On enquiry, I found that this was the manner in which I was to travel through WALLACHIA, These post carts are light, and run very easy upon four wheels. They have not, either about the cart or the horses furniture, the smallest particle of iron or other metal whatever. The horses are small, but run very fast; for we travelled, upon an average, rather quicker than by the mail coaches in ENGLAND.

FRIDAY,

FRIDAY, SEPTEMBER 1,

WE fet out this morning at fix o'clock, I had one poft-cart with three horfes, and my Janizary another with the fame number. We met with no cultivation till nine o'clock, when we reached a village called CALLIGURRAN, where we breakfafted and remained till half pad ten.

We then refumed our journey through a very fine country, though little cultivated. The foil, however, appears well adapted for culture, being a ftrong brown earth, very even, and not a ftone to be feen the natural produce of the place.

At twelve o'clock we crofied a large river called ARJECTS over a bridge of boats made faft by a cable. Loofe pieces of wood, half fquared, were laid athwart the boats, which made it very difagreeable crofsing. We then continued our route through a fine country in which

little corn was grown, except maize, and at three o'clock reached BUKAREST, the capital of WALLACIA, and the residence of the HOSPODAR.

I now made use of the fetters of introduction which I had received from the Imperial Minister Baron HERBERT DE RATHKAAL at CONSTANTINOPLE to M. DE MERKELIUS, the Imperial Consul General here; from whom I received the greatest civilities, and at whose house I remained till Monday the 4th.

He politely took me in his carriage all round the environs of BUKAREST, and gave me every information that I could wish respecting the country.

BUKAREST is a very extensive and populous city, containing three hundred and sixty Greek churches, one Roman and one Lutheran chapel, and a few convents. Here are no Turkish mosques, nor are they permitted to be built in any part of the province. Gentlemen's carriages are
here

here very numerals, And a HMUI is looked upon in *no* other light than as a fervant or a peafant, who does not keep one, A coach, with a pair of horfes and a driver, may be all kept here for fifty pound? fterling. The coachmen and footmen are in general Egyptian flaves.

There is much intrigue carried on in the higher clafles, particularly among the married people, A man neve fees his intended bride till they exchange rings, a ceremony that takes place a few days before \he marriage; for the parents or guardians of both parties make up the match without alking the confent of either.

In a very fhort time after the marriage ceremony the parties generally difcontinue fleeping together, each carrying on their refpective intrigues. The ladies ufually keep their feparate carriages, as a coach, with a proper equipage, is commonly a part of the marriage portion. The unmarried

young ladies, however, are kept up as elofe as in a nunnery, and are, not permitted to keep company with any men whatever until the ceremony of exchanging rings with their intended hufbands has taken place.

I believe there are few people in the world, particularly among thofe who call themfelves Chriftians, that make more profefsions of religion than thefe people, and in reality have lefs. In fome af the churches here they have prayers continually from morning till night, and there **are** chaunted as in Catholic chapels.

Their language is harmonious, fome-thing refembling the Greek, and indeed has feveral Greek characters in it

WALLACHIA poffeffes in general a rich foil, but is rather woody. In the greateft part of the province there is fcarcely a hill or ftone the natural produce of the country. Their corn is chiefly maize, of which

Which they have a great quantity; yet good wheaten bread is to be had in the Jarger towns.

Provisions of all kinds are very cheap; and I bought a "fine fowl for fix Turkifh parra, value about three halfpence fterling.

The inhabitants in general are Greeks, and they have not many foreigners among them. In the larger towns, however, there are fome Jews and a few Germans.

They ere6l crucifixes near the roads; fome of thefc are of ftone, but they are chiefly made of wood. All, however, are painted; fome having JESUS CHRIST, fome the VIRGIN MARY, others the Twelve Apoftles, fome the Ten Commandments, prayers, &c. depicted on them. Thefe crucifixes are very numerous, and moft of the country people make their obedience as they pafs them.

The province is well watered; the bridges are all built with wood ; but they

S 3

have

have a very ridiculous cuftom of laying loofe pieces of half-squared timber acrofs the bridges, which frequently give way under the horfes feet.

MONDAY, SEPTEMBER 4.

HAVING provided fome neceffaries and provifions for my journey, as well as fome trifles which I might have occafion for while performing quarantine, I took leave of my kind hoft, M. DE MERKELIUS, to whom I am apprehenfive that I piuft always remain indebted.

I had here a poft-cart fimilar to what I came in, but with four horfes, for I wifhed to travel as quick as pofsible. I had a Janizary to accompany me, who rode on horfeback, and was of much fervice in interpreting, as well as in providing horfes, fo as to prevent unneceffary delays. I was anxious to arrive at the LAZARETTO before fun-fet the following day, as I fliould thereby fave a whole day and night. I travelled,

travelled, 'therefore, much faster than I could have expected, and even quicker than the mail in ENGLAND, as will appear by the following distances and towns through which I passed.

German POFTS.,

BUKAREST to	POLONTINE.		1½
	FLOREST.		2
	GIEST.		3
	GIERBUOFF.		2
	PITTEST ..		1 ½
	MOARA ..		1½
	ARGISH.		2
	SALATROOK.		3½
	PERISHAW.		2
	KEENEN.		2
	ROTHENTHURNPASS,		

where I performed quarantine,)

22½

which, reckoning 12 English miles to a German poft, is 270 miles.

The above are not the only towns through which I passed ; but are specified as being the places appointed for fresh

horfes, which are always kept ready on purpofe to convey the German mails, and are paid, for that fervice by M. DE MER* KELIUS, who has great part of the management of forwarding the German poft from CONSTANTINOPLE to the frontiers, and through whole hands all the Eaft India Company's difpatches pafs, on their way to VIENNA,

I arrived at the ROTHEN THURN PASS at five o'clock in the afternoon of the 5th September; when my quarantine commenced. I had brought letters from M^{re} DE MERKELIUS to the Director of the LAZARETTO, however, which proved of much fervice; for I was in confequence particularly attended to, had a fervant appointed to wait on me, and was fupplied with plenty of the beft provifions, wine, *and* fruits,

When at CONSTANTINOPLE, I wifhed much to come through SERVIA and BELGRADE, and to perform quarantine at JJEMLIN, but was indqeet to decline
coming

TOWARDS ENGLAND,

coming that route on being informed* that I should be detained thirty days; whereas by this route I should only be delayed ten days by the quarantine. This route also being appointed by the Germans for conducting the post, I experienced no other detention whatever; in the other, I should have been liable to many delays.

My Janizary and myself had travelled so fast as actually to keep in company with the post till after we crossed the DANUBE, when I found myself so much fatigued that I preferred remaining all night to continuing with the post any longer. I have often had the vanity to think that I was as able to endure fatigue and hardships as most men, always enjoying a good strong constitution, and from choice having been accustomed to live temperately; but I have had experience enough to know, that I must submit to the Turks,¹ whose patience and perseverance in performing the longest journeys exceed all belief.

From

From the night of the 25th Auguft to the evening of the 31ft, I bad travelled fix Juindred and feventy-two Englifh miles, as will appear by the following diftances, given me by M. dE. MERKELIITS, the Director of the Poft, and on whofe knowledge and vppacity I may have perfect dependence,

German Pofta

From CONSTANTINOPLE to ROCHUKE
on the DANUBE, through ROMALIA
and BULGARIA 50

From ERGUOFF on the DANUBE to
BUKAREST 6

56;

which, reckoning 12 Englifh miles to a German poft, is 672 miles.

The latter has been accurately afcertained by the German engineers, who had the conducing of artillery to ERGUOFF in the late war.

% On the 14th September my quarantine expired, the day on which I arrived being reckoned

Reckoned as one, because I was there before fun-fet;. As there was no carriage ready, the Diredtpr recommended me to wait till the following morning, the poll being expected at fix o'clock. After breakfasting with the Director, who made many apologies for not attending me better, being preyented from having any communication, I made his two children a pefejit, and took my leave, perfectly fatisfied with his conduct.

J fet out in the poft-cart, a carriage built on purpofe, and with better accommodations and more conveniencies than the WAJ-LACJUAN; though both are very light.

Our road for the firft fix miles was near the banks of the river ALAUTA, with very high hills and thick woods on each fide. There are many fieep narrow pafles here, but juft broad enough for the carriage, and which have been cut out of the folid rocks.

At

At BOETZHAR all my paffports, and certificates of having performed the quarantine, were examined.

After getting through thofe paffes we entered a fine open country, in which numerous villages and fome confiderable towns were to be feen, and the greater part of the whole was cultivated.

At eleven o'clock we arrived at HERRMANSTADT, the capital of TRANSYLVANIA,

Here I delivered the letter which I had brought from the Imperial Minifter at CONSTANTINOPLE to the General Commandant of the province, who behaved very politely, and made me welcome at his houfe. He entertained a very high opinion of the Englifh, (by whose troops he had once been taken prifoner when in FLANDERS) but knew very little of the language; for he often repeated all that he knew of it, which were only two words, the common expreffion in fwearing

2 ingt

ing, which he said he learned while a prisoner.

The passports I had received from the Imperial Minister at CONSTANTINOPLE (for what purpose I cannot say) mentioned that I was a bachelor, which the General observing, he wished me much to marry a German, saying that they had plenty of very handsome women, and that if I would fix upon any one, he would pledge himself that I should not meet with a refusal in the whole province.

HERRMANSTADT is a tolerably well built city. The promenade is very pleasant, and they have also a very handsome theatre. Their music is excellent, having the advantage of some of the first German performers. The people are very polite, and observe much formality\ for no person above the rank of a servant can walk in the streets without a sword by his side. They are also very particular in their dresses; and a native of the province wears a dress similar to what was >vora ia

ENGLAND upwards of a hundred yearf ago, viz, a long coat almbft reaching td the ground^ trimmed all round with fur; a pair of boots like thdfe of our heavy cavalry, with a cocked hat fomething like a Dutch fkipper's. People from every province are knowri here by their refpective drefles; and even every tradefman is diftinguiftied by his appafel.

Whoever vifits this city, if lie can fparc two hours, ihould not neglecSl feeing Baron BRUKENTHAL'S exterifivc collection of the moft valuable paintings, many of which are by the firft mafiers, GUIDO, RUBENS, REMBRANT, &C; His antique coins, medals, and other curiofities, alfd are well worth feeing. His library is very extenfivc, and confidered of great value* He has likewife a beautiful garden about half a mile out of the city, laid out after the Englifh tafte.

The Baron is almoft 80 years of age; he was many years Civil Governor of this province, and fpeaks Englifh tolerably well.

TRANSYLVANIA is, generally fpeaking* a fine country, but capable of much irn^ provement. It produces great quantities o(moft kinds of grain, and ilax of a very good quality, which is manufactured into linen*

The nobility are *for* the moft part very proud and keep their peafantry in a ftate of flavery; for out of fix days in the week the peafantt is obliged to labour four for his mafter, having only the remaining two days for himfelf.

This province pays to the Emperor in taxes of all kinds 1,500,000 florins annually, which is chiefly impofed upon the land, for what the citizens pay is very trifling indeed.

I bought at HERRMANSTADT a carriage of that kind called a calalh, being much more commodious than the common poft-carts, as in cafe of rain the pafengers can throw the calaih "over them for fhelter.

They run upon four wheels, and are very easy in their motion.

Beside the letters to the General Commandant, I had others to HADJEE * * * * * . * , a banker, who introduced me to two Greek merchants that were going to VIENNA, and recommended me to take them in my carriage. As they were acquainted with the language, I agreed to it, and on the 18th September we set out from HERRMANSTADT,

We travelled post, and without any delay, by day and night, till we arrived at TEMESWAR, the capital of BANATE, where we were detained a few hours to have our passports examined. This being a strong fortification, the officers were very particular in examining all strangers, and I was obliged to go before the General Commandant, with whom I conversed in Latin. When informed that I was an Englishman he showed me much attention.

The

The BANATE is a very fine province, the greater part of it being level and well cultivated, except on that side adjoining to TRANSYLVANIA, which is mountainous and woody*

Provisions of all kinds are good and cheap; and their wines are excellent, particularly at a large town called Luoo.

The two Greek merchants, my companions, continued to pay on the road, and I observed them frequently endeavouring to cheat the port masters and postillions. When we stopped at an inn too, they behaved very ill. I considered myself disgraced by such conduct; but when at last they even attempted to impose upon me, I thought it high time to break off all connexion with them, which I did immediately on our arrival at PEST.

This conduit in the Greek merchants confirmed the opinion I had always entertained of those people, who may be said to be in a degraded state, and whose

whose flog is not refpedted by other nations. It might be thought illiberal to enumerate the various nations and people whose conduct ihould be watched with a jealous eye; in ASIA, however, I may mention the Armenian; in EUROPE, the Greeks and Jews. I have witneffed the low chicanery of the two former, and I believe we have here ahrtoft daily proofs of the latter. On the contrary, I Jiave obferved, that whenever the flag of any nation is refpe6led, the people of that nation conduct themfelves in a manner that will at all times command refpect Thefe confiderations convince me, how much every individual ought to confider himfelf interested in fupporting the dignity of his national character.

PEST is at prefent the capital of the kingdom of HUNGARY. It is a large and populous city, and has been much improved within the laft fix years, great part of the city having been entirely rebuilt. It is feated on the left banks of the DANUBE.

On

On the opposite side of the river is the city of OFFEN, nearly as large as PEST, and remarkable for its excellent wines, which are held in much esteem all over the Empire,

OFFEN is situated on the side of a hill facing the South, which is covered with vineyards for about six miles below the city. The wine is red and something like port, but has a stronger body and is very rough. We have a prospect of some of this wine reaching ENGLAND, as they are now cutting a canal from VIENNA to TRIESTE.

On the river DANUBE below PEST, are many floating saw-mills, which are admirably adapted for the purpose. The vessels on which the mills are built are always kept afloat, and at anchor, in the middle of the stream; the wheel is turned by the current; and I am of opinion, that mills built on a similar construction might be made serviceable on the river THAMES,

without obftructing the navigation; for we have too many instances of flour and bread advancing in price, on account of the mills in the neighbourhood not being able to raife a fufficient fupply, particularly in dry feafons.

On the 25th September, at four in the afternoon, I fet out from PEST, and arrived at VIENNA at 12 o'clock at night. The road was in general tolerably good, and I travelled about as quick as does the mail coach in ENGLAND,

At VIENNA I remained nearly three weeks, being much fatigued with the journey; and during my ftay I received many civilities from Sir MORTON EDEN (now Lord HENLEY) the Britifti Minifter.

On the 12th Oaober I left VIENNA, coming through BOHEMIA, and remain* ing two days at PRAGUE to take a view of the city and its environs.

Leaving PRAGUE I came on to DRESDEN, the capital of SAXONY, where I remained two days, and did not confider my time mis-fpent. There is a degree of elegance in this city and the neighbourhood, fuperior to any thing that I have elfewhere feen. The gallery is fuppofed to contain the largefi: and beft collection of paintings in EUROPE, and it had lately received confiderable additions; for, on the French entering ITALY, many of the beft pieces were conveyed to DRESDEN, as a place of fafety.

After leaving DRESDEN, I travelled through LEIPSICK, HALLE, HALBERSTADT, BRUNSWICK-LUNENBURG, and to HAMBURGH, which I reached on the evening of the 28th October.

THE END.

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REFLECTIONS

ON THE

COMMERCE

or

THE MEDITERRANEAN.

REFLECTIONS
ON
the Commerce
OF
THE MEDITERRANEAN.

DEDUCED FROM ACTUAL EXPERIENCE DURING A RESIDENCE ON
BOTH SHORES OF THE MEDITERRANEAN SEA.

Containing
A PARTICULAR ACCOUNT OF THE TRAFFIC
OF THE KINGDOMS OF
ALGIERS, I NAPLES, &
TUNIS, SICILY;
SARDINIA, THE MOREA,
&c. &c. &c.

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AND A PARTICULAR INSCRIPTION OF THE

British Manufactures

PROPERLY ADAPTED FOR THE COUNTRY.

SHewing ALSO THE TENDENCY OF INCREASING THE NUMBER OF BRITISH CONSULS; AND THE
SUCH ADVANTAGES MAY RESULT TO THE ENGLISH BY HOLDING POSSESSIONS
IN THE MEDITERRANEAN, AS NEARLY TO EQUAL THEIR
WEST INDIA TRADE

BY JOHN JACKSON, ESQ. F.S.A.
Author of the Journey over Land from India, &c.

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10 THE RIGHT HONORABLE

THE GOVERNOR,

THE RIGHT WORSHIPFUL

THE SUB-GOVERNOR,

AND

COMPANY OF MERCHANTS

TRADING TO

THE LEVANT SEAS,

THIS WORK

IS MOST RESPECTFULLY

DEDICATED.

PREFACE.

IN the following pages we have not had recourse to the flowers of description, or availed ourselves of a traveller's privilege, in magnifying his adventures; on the contrary, we have confined ourselves to a simple narrative of facts, drawn from experience, during a residence on both shores of the Mediterranean, which we have told in so unvarnished, so simple, and so plain a manner, as we trust will be intelligible to every reader. The following sheets contain no uiore than a digested journal or diary of actual observations, on the trade>

laws, manners, and customs of the people we have had occasion to visit.

We have not presumed to enter into a minute detail of that part of the Mediterranean Trade, with which many British merchants are already so well acquainted; but we have treated only of such parts of the intercourse and commerce as yet remain uncultivated and generally unknown, submitting to the superior powers of the legislature, at the same time, the incalculable advantages to be derived from increasing the number of British consuls in those seas and upon those shores, where the importance of such a measure seems to be so little thought of, or so partially understood.

If these, our endeavours, to enlarge the trade of the united kingdom, and to

increase thpse revenues of our country, which arise from the very heart-string of its wealth and glory, namely, its commerce, and the exportation of its manufactures, shall be attended with that success which we have promised ourselves, our design will be accomplished, and our fondest hopes will be most amply gratified.

J. J.

TABLES

OF

MONIES, WEIGHTS, AND MEASURES.

ALGERINE MONEY.

Accounts are kept in Mazonas, Piasters, **and** Sequins.

24 Mazonas = 1 Piaster

3| Piasters = 1 Sequin.

All sorts of Spanish money is current in Algiers.

4 Mazonas = 1 Real de Plata

8 Mazonas = 1 Pistoreen or Pi set ta

40 Mazonas = 1 Hard Spanish dollar.

The Algerine quintal, or 100lbs. is equal to the English 112lbs.

JEOPOLITAN MONEY.

1 Ducat = 5 Terri

1 Terri = 2 Carlini 20 Grains

1 Carlini = 10 Grains

Grain = 12 Cavaletti

Publici = 1 Grain 6 Cavaletti

Scudi = 12 Carlini

There are piece of 10 Carlini

—————of 5 Carlini or $\frac{1}{2}$ Ducat

—————of 2, S, and 4 Carlini

—————of 4, 12, 13, 24, 26 Grains

Also the Tornese of 6 Cavaletti

———— piece of 9 Cavaletti

—————of 5 Tornese or $2\frac{1}{2}$ Grains.

Accounts are kept in Ducats and Grains.

100 Giainsmake 1 Ducat.

NEOPOLITAN WEIGHTS AND MEASURES.

The cantar of 100 rotolo = 196 lb. English.

Each rotolo weighs $33\frac{1}{2}$ ounces.

The cantar of Naples contains about 280lbs. of 12 ounces, the small weight of Naples ; and the English cwt. of 112lbs. is $57\frac{1}{2}$ rotolo, or $160\frac{3}{4}$ lbs. the Neopolitan small weight.

A salm of Galipoli oil contains 10 stara of 32 pignatelli. The salm is equal to $5\frac{1}{2}$ barrels of 85lbs. Leghorn weight and measure, and $5\frac{1}{2}$ salm make the ton of oil. A gallon of this oil weighs $7\frac{1}{2}$ lbs. equal to 15 cwt. S qrs. 6 lbs. per ton. of 236 gallons.

* • •
XIII

A Caretti of staves consists of staves for 100 casks, with heads and hoops assorted.

The carre of wine, Neopolitan measure, makes 2 butts of 12 barrels each: 1 butt is about half a ton English.

5i Tumuloes of wheat = 1 English quarter
i Carre of wheat = 36 Tumuloes
1 Carre or 8 palms = 2½ Yards English.

SARDINIAN MONIES.

G Denari = 1 Calari
6 Calari = 1 Soldi
30 Calari = 1 Real
11 Heals and 1 soldi = 1 Spanish silver dollar
10 Reals = 1 Scudi of Cnlari
71 Reals and 1 Calari = 1 Scudi of Piedmont.

Accounts are kept in Denari, Soldi, and Livres.

12 Denari = 1 Soldi
20 Soldi = 1 Livre.

SARDINIAN LARGE WEIGHTS.

12 Ounces = 1 Pound,
104 Pounds = 1 Cantara
l'2tf Pounds == 1 Cwt. English.

SICILIAN MOKITS,

20 Grains	sss	1 Terri
12 Terri	=	1 Scudi
50 Terri	=	1 Ounce,

Accounts are kept in Ounces, Terri, and Grain*.

	Terri	Grt.
The hard Spanish dollar is current for	12	12

The money of Sicily has the same value as that of ISaples, but under different denominations.

The ounce of Sicily } is equal to { 30 Carlini of
or 300 terri } Naples.

The terri of Sicily } is equal to { the Carlini of Na-
of 20 grains, } ples of 10 Grains.

The scudi of Sicily } is equal to { the Scudi of Naples
of 12 terri } of 12 Carlini.

SICILIAN WEIGHTS AND MEASURES,

The cantar of 100 rotola = 178 lbs. English,
Each rotola weighs 30 ounces or 2½ lbs.

The-Sicilian cantar is about .10 percent, less
than the Cantar of Naples.

The measures of Sicily are nearly equal to those
of Naples.

XV

TUNISIAN MONIES.

12 Burboes a 1 Asper
 SyAspers = 1 Caroob
16 Caroobs — 1 Piastre
4½ Piastres 1 Maboob or sequin.

Accounts are kept in Burboes, Aspers, and Piastres.

12 Burboes == 1 Asper
52 Aspers = 1 Piastre.

The par of exchange is 15 piastres per pound sterling.

TUNISIAN WEIGHTS AND MEASURES.

100 lbs. Tunisian = 112 lbs. English,
Corn of all kinds is measured in tumeloes.
16 Tumeloes = 1 Caffees,

Each tumelo of good wheat should weigh 50lbs.
Tunisian weight

4¼. Metals of oil, Tunisian measure, will make one
ton English of 123G gallons, weighing nett 15cwt.
3qis. 6 lbs.

10 Metals of oil at Stisa will make 12 Tunis
10 Metals of oil at Soliman will make 14 J Metals,

A GLOSSARY

or

PROVINCIAL WORDS.

Cuttfilicr, the registrar in a consulajy office.

Funduc, the French consul's house at Tunis.

Gyps, a sort of stucco made in Barhary.

Journata Company, the farmers of wax, hides, 8cc.

Kya-, a governor of a province.

Prattiquc, being free from quarantine.

Stavodore, a man employed to stow a ship's cargo.

Tariff', the rate of custom-house duties.

Tiskery, a licence from the Dey of Algiers or Bey of Tunis.

REFLECTIONS
ON THE
COMMERCE
OF
THE MEDITERRANEAN.

CHAR L

THE ADVANTAGES OF EMBARKING IN THE
MEDITERRANEAN TRADE CLEARLY IL-
LUSTRATED.

IT may be considered a very unfortunate circumstance to the united kingdom, that the coasting trade of the Mediterranean should have hitherto been so little known to British Merchants in general: the principal object of this work is, to make it better understood, and to point out the essential benefits this country

may derive therefrom; and we are persuaded that a great many very respectable merchants will soon find it their interest to embark in this commerce, and even the ship-owners will be very materially interested in it; when other employment for their shipping does not immediately offer, they may at all seasons send them up the Mediterranean for cargoes. They may certainly very reasonably conclude, that it is always much better to have their ships employed to advantage, than keep them lying in harbour; and in the Mediterranean trade they have this peculiar advantage, that whenever a ship cannot procure a cargo on freight, the owners, by advancing a small sum, may always procure a full cargo on the ship's account. It must then be very extraordinary, if the ship's freight, as well as the merchant's profit, does not turn to a good account. And we shall farther observe, that, in this case, where the ship and cargo are one property, and the whole ship's car-

go does not amount to a large sum, say* For example, no more than 500/. first cost, it will be always better able to bear the charges of insurance, and other expences, in proportion to cargoes of greater value. In most parts of the Mediterranean there are great quantities of bulky articles, which require much shipping to transport; and many of these bulky articles may be purchased for a moderate sum; between two and three hundred tons, of some goods, will not cost more than 500/. sterling. This will, no doubt, appear to some merchants very extraordinary, and particularly to those who are not well acquainted with the commerce of the Mediterranean* In this work we shall enumerate many articles, which, we are persuaded, will be sufficient to prove our assertion very satisfactorily to all who may consider it their interest to enter into this trade. It very frequently happens that the master of a ship of between two and three hundred tons burthen, is often obliged to

draw upon his owners for more than 500*L* to pay his ship's expences, in lying only a few months in a foreign port; this is very often the case in the port of Leghorn.

When this commerce is better understood, it will then be found' to be of great national consequence; we shall endeavour to demonstrate, in the clearest manner, the immense number of merchant shipping that may be employed to advantage in it.

In the year 1797> the French merchants from the port of Marseilles alone, loaded in the different ports of the kingdom of Tunis above three hundred sail of merchantmen of various descriptions, being usually from eighty to three hundred tons burthen.

This will appear extraordinary, for auch an immense number of shipping to obtain cargoes in only one of the

Barbary states. With respect to the number of shipping, we are convinced that it is right; we received this information from the French consul himself, at Tunis, in the Fundiic, in the year 1799* The cargoes for these shipping were in a great measure obtained from the proceeds of sales of French manufactures, with a small proportion of other goods. We might hazard a calculation on the probable amount of all these cargoes, but we should be liable to error, and probably mislead. It may be sufficient for us here to say, that the French have, for a considerable time past, considered this trade as of the greatest national consequence. We shall endeavour to point out, that British manufactures, staples, and collonial produce would have-been preferred.

France has hitherto reaped all those extraordinary advantages, by having a great number of merchants residing in

foreign countries, to conduct their commercial affairs.

We consider the present a very favourable opportunity for the British Merchants to establish themselves, and to reap some benefit in availing themselves of the high character the nation bears at present on all the shores of the Mediterranean.

For many years past there has been much more attention paid to the West India than the Mediterranean trade; and our government, in making treaties of peace, have always been more attentive to hold West India possessions, than any acquisitions in the Mediterranean. However, we now begin to entertain very sanguine hopes that this subject will be more attended to, when we consider the many millions of people that inhabit both the shores of the Mediterranean, who prefer British manu-

factures as well as staples, to those of any other nation.

The French have always paid particular attention to this, as the most valuable part of their commerce; in consequence of the immense consumption of their manufactures, as well as collonial produce, they were accustomed to import the raw materials of other nations, and afterwards send them back, in a manufactured state, at an enormous profit.

In the proceedings of the Board of Commerce, established at Marseilles, it will be found, that they paid more attention to this, than any other part of the French commerce. They made laws and rules to regulate it in every stage, from the most important affairs, down to the smallest minutia,

And we do not consider it as irrelevant to this subject, to shew why the

present rulers in France are so extremely jealous of the English holding any possessions in the Mediterranean; at present the English hold Malta, which must always be considered a very desirable object; and it would have also been very advantageous to have retained Minorca also. The Minorkeens are a trading people, have a great number of shipping, and through them England would have enjoyed the greatest part of the Barbary trade, as the Minorkeens have always been accustomed to it. The harbours of Pott Mahon and Malta are esteemed the two best harbours in the world,

The First Consul of France has always been very anxious to ingratiate himself into the good opinion of the people in the South of France; and it is understood that he has reserved that for a retreat, in case of any sudden commotion; and he has promised the people to make Marseilles a free port.

This will Certainly be doing a great deal; and, in some measure, will ensure him the esteem of the people in that part of France: but it will avail very little, if tKe French are shut out of the Barbary and the Levant trade. This will certainly appear,\beyond a doubt, to be the principal cause why the French government are so very anxious to shut the English entirely out of the Mediterranean. And we hope and trust the English government will always see, that it is the interest of the country to hold some possessions there*

We shall here endeavour to point out a plan, by which the small possessions the English hold at present may be made most beneficial to the country.

We have an idea that retaining the possession of Minorca was considered by our government as likely to be attended with considerable expence; and that the advantage of the commerce

carried on there would not have been adequate to it; as merchants, we are of a different opinion; and really think, that small garrisons of that kind might be made, nearly to support themselves; not by any trifling impost upon any particular species of goods, which is very vexatious, and is always disadvantageous to commerce, but a tonnage duty on all shipping, say, for example, one shilling per ton on British, and two shillings per ton upon all foreign bottoms.

The commerce of the Mediterranean is better able to bear a duty of this kind than any other part of the world. The profits in general are very great, being very often thirty and forty per cent, on bulky articles, and sometimes more, from one port to another, and these ports only at a small distance.

This duty alone, in such a port as Malta, in time of peace, would be almost sufficient to pay the expences of

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the garrison; and could not be considered as very burthensome to the shipping. This would be attended with very little trouble or expence, as the prattick master and his clerk would be quite sufficient to collect it. The Mediterranean shipping in general having no register, it might be done in a very liberal and handsome manner, by taking a rough calculation from the master of what number of tons his ship could conveniently carry: by these means our retaining those acquisitions would not be very burthensome to the state; and commerce, which is most benefited by them, contribute, in some measure, to support them. We cannot imagine that this could be considered as oppressive, when it is compared with the very heavy duties that are paid in most of the ports in the Mediterranean, amounting frequently to fifteen or twenty per cent. *ad valorem*. This is paid on all goods imported; and in some ports, the duties on exports amount to half the first cost of the goods.

CHAP. II.

OK THE KECESSITT OF MERCHANTS BE-
ING WELL ACQUAINTED WITH THE
POLITICAL ECONOMY OF FOREIGN
NATIONS.

THERE are a great many men who have always insisted and argued that merchants have nothing to do with the politics of other nations, and that they should only attend to their own commercial affairs. These arguments are generally made use of by men who imagine themselves to move in a sphere above the merchants: the principal cause is jealousy. These would-be great men are seldom found to possess a general knowledge of the world, in any degree equal to what is frequently met with amongst merchants. These gentlemen, in a sort of

reveftge, often descend to the most scurrilous abuse; hence the cause why merchants are so frequently loaded with so many harsh and low epithets, which in this country has never yet had the effect these gentlemen have always expected from it, for the merchant has hitherto been able to support his dignity, to their no small mortification.

We certainly do not consider it advisable for merchants to enter into political or religious disputes in any country whatever: no good can ever be derived from it; it is much better to remain quiet spectators, by which means they will be better able to be perfectly acquainted with every thing that transpires. It is the merchant's interest to be well informed; and by his travelling into foreign countries it is but reasonable to conclude that he possesses a more accurate and general knowledge of the world than the nobleman or gentleman who remains at home.

In all countries subject to convulsions and internal commotions, where the laws are either defective in themselves, or badly administered, and sometimes both, and very little stability in the government, money will be always of more value, and interest much higher than in countries where the governments are *steady, energetic, and powerful*. This is a general rule in every part of the world where the use of money is known; surely it will not be considered by reasonable men that merchants should not make themselves well acquainted with the nature and causes of these variations.

The merchant who trades with, or travels in foreign countries, should possess a tolerable knowledge of the various classes of people, and we particularly wish to caution all merchants not hastily to place too great or implicit confidence in the individuals of those nations or sects of people who have no flag, or whose flag is not respected by other nations. It

may perhaps appear to some of our readers invidious in us to enumerate and point out any of the nations or sects of people who unfortunately fall under this description. We by no means entertain any particular disrespect or antipathy against any of those nations or sects, but we consider the information too interesting to be omitted, and it is certainly our duty to caution all British merchants and British subjects against impositions; and there is more chicanery and imposition practised on the coasts of the Mediterranean, than all the rest of the world.

The JEWS are very numerous in all the Barbary states; they are not tolerated in Spain, but are in considerable numbers in Marseilles, and the South of France till very lately; they were formerly excluded from Piedmont, but they are very numerous in the other Italian States, down to the Roman; they are not tolerated in Naples, Sicily,

or Malta; there are a great many in the Austrian sea-ports, in the Adriatic. In the Seven Islands, Morea, and Turkey in Europe, they are not very numerous; and there are very few in Turkey in Asia, Syria, or Egypt. Whatever agreement is made with a Jew in any of the Barbary states, whether for purchase, sale, or barter of merchandize, provided the particulars of the transaction are not registered by a *cancilier* in one of the European consulary offices, and samples deposited, and the parties bound in a penalty to perform the contract, the Jew will not abide by his agreement, however solemnly he may have pledged himself, if he has the least prospect of gaining by his breach of contract; and whenever he is reminded of his breach of faith, and non-performance of contract, he will shrug up his shoulders, and say *domane*, signifying he will perform it on the morrow; and he will repeat this as often as he is applied to. In most other places they are bound to

perform, though the agreement is only verbal, provided it is in the presence of a broker.

The Jews have no flag, but are usually protected where they locally reside, and in some places enjoy nearly the same privileges as the natural born subjects. They never consider their word or faith pledged in the least binding, and many an Englishman has often cause to reflect upon his credulity ; but when a person is well acquainted with their principles and their prevailing passions, some good business may be done with the Jews, as well as other people, particularly in making purchases, as the Jews will in general sell, provided they can make a profit, however small; but the merchant must be a competent judge of the article he is purchasing, otherwise he will most assuredly be imposed upon; the Jews will soon discover whether he is competent or not, and when they find him deficient, they

will descend to all the low mean chicanery that can possibly be practised or invented, even to bribe the merchants' servants.

It will be necessary to observe the same caution with respect to the Greeks, who compose a considerable part of the population of the northern shores of the Mediterranean. They are chiefly subjects of the Grand Signior, and are at present in a very deplorable state; they have a flag for their merchantmen, but that is not considered as an independent flag by other nations, and whatever insult may be committed against them at sea, they cannot easily obtain redress; the Greeks have no other power, except the Porte, to apply to for redress, and their complaints have very seldom been attended to. The Greeks being a numerous people, the Porte has always been jealous of them, and instead of redressing their grievances, which would soon make them appear respectable in

the eyes of other nations, has taken every opportunity of reducing them by degrees to the most abject slavery. The Greeks finding every representation for a redress of their grievances treated with indifference, they now (it may be termed) take the law into their own hands; whenever a Greek ship at sea receives any insult from an armed vessel of any other nation, being too strong, the Greeks patiently submit to the insult; but whenever they meet with another vessel of that nation at sea, and can overpower it, the Greeks will most assuredly destroy every soul on board, plunder the vessel of every thing valuable, and then sink it; therefore it is considered dangerous meeting with a Greek ship of superior force at sea.

There are also a great many Greek pirates, who are sure to find protection in those ports where there are no Turkish garrisons. The Greeks are a people who are by no means to be depended upon;

they are always practising every low mean artifice that can possibly be invented ; having no name or character at stake, they are more barefaced and less cautious in their impositions than the Jews.

This shews in a very strong light how far the minds and principles of individuals, and even a whole nation, may be reduced from the highest degree of refinement, the most amiable *virtues* and *accomplishments*, to the very lowest ebb of human depravity, when deprived of all political influence.

It also proves the necessity of every nation and people causing their flag to be respected by other nations; it does not concern the executive power alone, every individual is equally interested, and it certainly constitutes a crime in any man whatever, to look with apathy and indifference on his country's wrongs.

The *Armenians* are another nation or race of men who are not to be relied on with implicit confidence. They have no king or head of their nation, neither are they formed into a republic; they are deprived of all political authority; though they are much better than either the Jews or Greeks, yet whatever virtues are found amongst them, are more from necessity than principle. In Armenia, and in those countries where they are in considerable numbers, no man can travel from one province to another without a proper passport; therefore, whatever fraud or crime an Armenian commits, he is easily detected. The Armenians enjoy the greatest part of the commerce of Turkey in Asia, Arabia, Persia, and the major part of the Caravan trade. The Caravan ships between Bengal and Bussora are usually freighted by the Armenian merchants to and from India. They are protected in their commerce by the Turks, who are of themselves in general

but very indifferent merchants:, and they usually employ the Armenian merchants to conduct their commercial affairs. They have a great many of the Oriental manners and customs, and have a few good traits in their character. The Turks treat them with more respect than they shew towards the Greeks. The Armenians are more submissive, harmless, and inoffensive, and do not possess so much of that vindictive spirit, so universal amongst the Greeks. There were very *few* Armenians in Italy or the Morea, and none in Barbary; but in Turkey in Asia they form the major part of the population. There are several European states and nations on the northern shores of the Mediterranean, many individuals of which should not be too hastily or implicitly confided in: on the contrary, the greatest caution and circumspection will at all times be found necessary. This is owing to their flag being held in little estimation by other nations;

and shews how much political respect operates upon the minds and principles of the people of that nation. Whatever the nature of the government may be, whether *hereditary* or *elective*, a monarchy, aristocracy, or democracy, provided the government causes its flag to be respected by other nations, whether from love or fear, it will have the same effect : the individuals of that nation will cause themselves to be respected in foreign countries, and carefully avoid doing any mean action that might in the least degrade their high national character. There are many instances of governments losing their energy, and the morals of the individuals, and nearly the whole of that nation, falling off in proportion.

Only two or three centuries past, there was much noise in Europe about Spanish honour, Spanish valour, and Spanish integrity. Spain conquered the new world; was then a rich and powerful

n

monarchy, and kept the other nations of Europe in awe. The Spaniards then boldly exposed their persons to danger : they would rather perish, than be guilty of any mean action that might cause the least disagreeable reflection upon their high national character. This is universally allowed to have been the character of the Spaniards at that time. View them in their present state, and they will be found almost the reverse. From a succession of weak princes, they are reduced to a most degraded state, both by land and sea; they will shrink from danger: they have now very little idea of a national character; and a Spaniard, without remorse, will assassinate in the dark. In the time of their power and prosperity, the very idea of such a horrid and detestable crime would have been sufficient to have made a brave Spaniard shudder.

There are other monarchies in Europe reduced to a similar situation as Spain.

As a thorough knowledge of this subject may be considered interesting to those who travel into foreign countries, we beg leave further to elucidate this matter, by giving examples of some republics, which will be sufficient to prove that every state, nation, or people whatsoever, are in some measure concerned in the support of their political respect; even the whole civilized world are influenced by it, and in these times it is certainly necessary that this subject should be well understood by every Briton,

The republic of Venice, not two centuries past, was reckoned the richest and most powerful republic in Europe; all the other states courted its friendship; it maintained very powerful armies; and its shipping were almost innumerable. At Candy it sustained one of the longest and heaviest sieges that was ever recorded in history; and for several years the republic of Venice supported itself against the whole force of the

Turkish empire. At that time the Venetians were generally esteemed a virtuous people; and they possessed, in a great degree, the true *amor patriae*. It is now our duty to point out, in a clear and concise manner, the principal causes why they fell off into that deplorable situation to which they were reduced, at the time they were struck out of the list of independent states.

The state of Venice was always an aristocracy, and continued the same to the last. It fell off by degrees, and the virtues of the people fell in proportion, until they became the most depraved people in Europe. The great body of the people was not originally to blame; the fault was in the princes and nobility; they were extremely jealous of each other, and *plots, conspiracies, and assassinations* became more frequent in Venice than any other part of the world; by the frequent change of its rulers, the government lost its *stability, energy, and*

virtue, and the people became corrupted.

The Venetians have lately experienced a very considerable change; and there is not the least doubt, but that the people in general will be very materially benefited by it. They are now under the government of the house of Austria; a very short time will serve to shew how far a favourable change of the government influences the principles of the people; we have an idea it will be very favourable.

We are enabled to affirm, from our own knowledge and experience, that the inhabitants in general, in the hereditary dominions of the house of Austria, are the most virtuous people in Europe.

The republic of Genoa was an aristocracy, and lost its influence in a similar manner to that of Venice; it has also

experienced a considerable change, but by no means so favourable for the welfare of the people; there is not the least doubt but we shall see a very striking contrast in a very few years.

The various changes in the united provinces may serve as an instructive lesson to other nations.

CHAP. III.

OF THE ADVANTAGES TO BE DERIVED FROM
ANY POSSESSIONS THE ENGLISH MAY HAVE
IN THE MEDITERRANEAN.

As Malta is now the only possession the English hold in the Mediterranean, we beg leave to submit our ideas on the very great commercial advantages to be derived from it. Malta is very conveniently situated for the trade of the eastern part of Barbary, Egypt, Syria, the Levant, the Morea, &c. &c. It affords excellent accommodation for shipping, both for those which have to perform quarantine, as well as those that have obtained prattick. It is admirably situated to serve as a depot for British merchandise, as well as the various merchandise, the produce of the several

countries it lies contiguous to In the Morea, Levant, &c. the ports are not very numerous where a large cargo of merchandise could be disposed of all together to any considerable advantage, and it is generally very inconvenient taking large ships from port to port. An immense number of small fast-sailing vessels, well armed, about one hundred tons burthen, might be constantly employed in disposing of British goods and manufactures, at the same time they might easily procure cargoes in return, proper for the British or other European markets, and take them back to Malta; whether these vessels were kept in quarantine, or had obtained prattick, they need not be detained in port above a week, both to discharge and take on board a fresh cargo; thus they might be constantly employed, without losing much time : by these means the whole of that intricate navigation in the Archipelago would very soon become perfectly familiar to our seamen; the coasting

trade of the Mediterranean would soon be better understood, and open such an extensive trade, that very few merchants at present have any idea of. It has been at all times acknowledged, that, by the shipping lying long in port, is always prejudicial to seamen, and even to the shipping, as well as to all concerned. In a very little time this valuable commerce would be perfectly understood ; and more particularly when the merchants themselves, or British supercargoes sailed in these trading vessels, they would readily acquire a knowledge of the various languages, as well as much useful information.

We certainly are of opinion, that upwards of one thousand of these small vessels might be constantly employed in disposing of English merchandise, and procuring other cargoes* This is, exclusive of a considerable number of large ships, more proper to load in *than* ports, where they can obtain a full cargo, with-

out being under the necessity of weighing anchor.

No foreign commerce, of whatever nature it may be, can ever succeed and be lasting, unless the shipping is very materially benefited by it; and long detentions in harbours is one of the greatest evils that shipping labour under. In pursuing a system similar to what we have here stated, this inconvenience will, in a great measure, be remedied, either in peace or war. Several good sized ships, from two to three hundred tons, may, by these means, be constantly employed from England to Malta, where cargoes would be already prepared. To discharge one cargo and take on board another, there would be no necessity to detain the ships above a month in port.

When the supplies are sent out regularly, and the return cargoes procured at their proper seasons, and deposited at Malta, it will make a very material

difference to the merchant; besides obtaining a better price for his merchant ship, he will be able to procure his homeward-bound cargoes for thirty per cent, less. This is the most probable way to supplant the French in the most valuable part of their commerce. Every intelligent merchant, and even his Majesty's ministers, by giving this subject their, serious attention, will very soon be convinced of the great benefit the nation will derive from it.

Much good may be derived from merchants visiting foreign countries, and making themselves perfectly competent in the various branches of commerce; when they have to depend entirely upon foreigners, they will be always subject to the most gross impositions, and experience many inconveniences.

When the trade of the Mediterranean is properly encouraged* and carried to the greatest extent that it is capable of

attaining, it will then be nearly equal to the whole of our West India trade. Those *vtho* are little acquainted with it may perhaps say, that this is extending the subject too far; and we consider it always the best way to support our opinion by giving examples. We think it but reasonable to say, above one hundred good sized ships, say, above 200 tons, may be employed between the Baltic and the Mediterranean. Not very long ago, the Dutch employed a greater number. Two hundred ships of the same burthen may be constantly employed in carrying com only in the Mediterranean. They might sometimes go to Lisbon and Madeira; and it may be considered that we do not exaggerate, when we say, there is sufficient employment for two hundred sail of ships of two hundred tons and upwards, between the Mediterranean and the British empire, exclusive of those usually employed in the fish trade; these are exclusive of the *gtesfc* failmber of smaller shipping

\$3

we have mention'd, that may be *em*
ployed in the coasting trade, and atfenc-
ing tipoft the Merchants; besides many
foreign merdrants will always prefer" em-
ploying British ships.

We' hate niade these ealdulatfons,
Without including the trade of the *Black*
sea, the English hate' hitherto dene
very little business there. This" is now
a very favourable opportunity of enter-
ing *into* it. The great length 6f the
Voyage, the "want of cfcriftls, age'rits¹, 6t
correspondents, in any of "the ports" hi
the Black Sea, must have been the prin-
cipal cause¹ of that trade having beeh
hitherto neglected, though the profits
tupon a cargo of merchandise between,
the Black Sea *sttid* some of the ports in
the Mediterranean owly, are almost in-
credible. Including the fish trade and aH
those ships we have before enumerated,
we may sum up the whole of the mer-
chant shipping, of all descriptions, that
may be employed to advantage in the

Mediterranean trade, to be nearly two thousand sail. Considering that this is a commerce carried on with foreign nations, England will receive more than double the benefit she could derive from the same quantity of trade carried on with her own colonies; and the consumption of British manufactures will nearly equal the whole of our West India colonies. The consumption of earthen ware is far greater, as also woollen goods, and that of cotton goods nearly equal; besides, the raw materials that might be imported for the use of our manufactories, would far exceed that of our West India colonies,' except in the article of cotton; and there are many articles that we cannot do without, which must come from the Mediterranean; such as olive oil, sulphur, barilla, and a great variety of drugs that are not to be had in any other part of the world. The nation will also receive material benefit in having so great a number of seamen employed in a healthy climate. We do not

consider it very necessary to continue any longer upon this subject, being persuaded we have stated sufficient to support what we have before asserted, and to convince any reasonable man that it is of the greatest national consequence to hold possessions in the Mediterranean; such as Malta, Minorca, &c. where our merchant shipping may always find protection.

CHAR IV,

ON THE NECESSITY OF INCREASING THE
 NUMBER OF CONSULS AND AGENTS IN
 VARIOUS PARTS OF THE MEDITERRA-
 NEAN; AND THE GREAT ADVANTAGES
 TO BE DERIVED FROM IT.

IN England this subject has never yet met with that attention that it certainly requires.

In France it has always been a principal object, both in time of the monarchy and the republic. The late conduct of the French, in sending an immense number of consuls and commercial agents to all the ports and cities of any consequence in the Morea, Levant, Egypt, &c. ought to have been sufficient to have opened the eyes of the

English. Perhaps some of the wi wew sent in a double capacity, both for political, as well as commercial purposes*; However that may be, they wens treated by the French government in the most handsome manner, which would always operate in their favour, and make them appear, in the eyes of the people where they were established, as men of real consequence. They had men of war to attend, and every respect outwardly shewn them, equal to so many ambassadors. The French would not have been at so much expence, had they not seen their interest in it, and the necessity of sending out so many agents to recover that commerce they had lost for a considerable time; and it would have been almost impossible for the French to have made any considerable progress, for a long time to come, in recovering this trade, particularly in those countries where they can never have a regular correspondence without first establishing consuls and agents to

prepare cargoes for their merchant shipping. When this commerce so imperiously demands the greatest attention from the French government; it may not be unreasonable for us to say, that it ought to be equally interesting to the English, England has never yet taken such decisive measures in favour of commerce, but has generally left the merchants to pursue their own industry; and a great many of the consuls that the British government are pleased to appoint, instead of their being merchants, are either naval or military officers, as a reward for their services. These gentlemen have always been accustomed to consider the merchants as moving in a sphere far beneath them: when this is unfortunately the case, we cannot reasonably expect that commerce can be much benefited by them. Where merchants are appointed consuls, it will be found that the money paid for their salaries affords the greatest interest to the nation-

The duties of customs alone, upon a very few cargoes of merchandise, will more than pay the salaries of all the consuls we have in the Mediterranean: and had England three times the number there, it would always be of increased advantage to this country. It is also, very unfortunate circumstance, that amongst the consuls and vice-consuls, a great many of them are not British born subjects; and from these gentlemen, we cannot expect that they will attend so much to the interest of this country, as the natural born subjects. We have no consul in Sardinia, though an extensive and fertile island; and there has not been an accredited British consul there, for a great number of years: should the government ever be pleased to appoint a respectable consul in that island, with a salary of about five hundred pounds per annum, they would soon see the great good the country would derive from it. The consul, for his own benefit, would soon import and

export as many caigoes of merchandise yearly, as would pay in duties ten times the amount of his salary. This is equally applicable to many other parts of the Mediterranean.

His Majesty's ships, as well as the merchants, labour under many difficulties, from want of a greater number of proper accredited British consuls; and the losses that are sustained, finally fall upon the country. The vice-consuls are usually Greeks or Italians, and therefore will always practice their impositions upon all strangers that employ them. When a man-of-war goes into any port for supplies, and there is no British consul, the vice-consul will not even assist them with the necessary supplies, unless he has a prospect of gaining thirty-five per cent, exclusive of the usual commission, which only serves as a cloak for their more exorbitant charges. We have known an instance, where one of his Majesty's ships was supplied by

an Italian vice-consul, who charged the man-of-war in the proportion above-mentioned, if we discovered this imposition, by going into the market and purchasing provision for some English merchantmen- Some of the vice-consuls act in that barefaced manner, as if they really thought themselves entitled to make these extraordinary charges in time of war; these impositions alone will amount to many thousand pounds; most certainly more than would pay all the consuls' salaries in the Mediterranean: but the impositions practiced upon his Majesty's ships is but very trifling, when compared with what the merchants lose in a similar manner. A merchant either charters, or sends a ship of his own, to a port in the Mediterranean, where there is no accredited British consul. The merchant must write to a vice-consul, or some merchant there, who in all probability, will be either a Ragusee, Greek, or Italian. The merchant orders a particular cargo to be

put on board. The correspondent will, in consequence, purchase a cargo, however high the price may be, and he will ship the cargo as soon as he finds it convenient to himself, frequently detaining the ship at a -very heavy demurrage, which will always add to his disbursements, out of which he geherally clears thirty-five per cent, besides his commision. This is one of the greatest inconveniences that merchants at present labour under in the Mediterranean trade. When the cargo is on board, and the bills of lading signed by the master, the shipper immediately draws for the amount of the invoice; and as soon as the British merchant receives the bills of lading, he will seldom hesitate to accept bills of exchange for the whole cargo. In all countries where a correspondence cannot be kept up regular and frequent, bills of exchange will be always negotiated at a considerable loss, however respectable the house may be in England: and however great the loss may

be upon the bills of exchange, the shipper will always immediately more than, reimburse himself, though he may not pay for part of the merchandise for six months after it is shipped. This is frequently the case with people residing in the country; local strangers can seldom, have that indulgence.

It is a very common observation in Leghorn, that an Italian house will be enabled to support itself in a genteel manner, keep a coach and equipage, and a handsome box at the theatre, out of the profits they make on the sales of two Newfoundland ships' cargoes, yearly. All this cannot be done out of the usual commission, which is very moderate.

It will, no doubt, be a matter of surprise to a great many men in this country, how the people we have mentioned can have the conscience and assurance to charge about thirty-five per cent, more than they really pay. We have

mentioned this circumstance from our own knowledge, and we know it to be a common practice all Over the Mediterranean ; and the vice-consuls usually overcharge his Majesty's ships *in* that proportion. We are persuaded no accredited British consul will do it, or suffer it, if he knows-k within his jurisdiction; but these gentlemen are not so numerous a\$ they ought to be, and British Commerce and British interests have suffered and are still suffering veiy ttia-*terially by it. The viconsuls are very often Italians, and we have frequently discovered, that they had rather decline furnishing the necessary supplies, when they cannot have a favourable oppor*tunity *of* making that additional charge.

We" have taken a great deal of pains and trouble to find out the cause why this extraordinary imposition should be thirty-five per cent, as near as possible: at length we discovered the reason from oar Italian servants; when we sent any

df them to market to buy provisions, either for hotise or ship's use, we always! found that they overcharged in the proportion we have mentioned. An Italian servant will not require any wages, provided he has the privilege of goingrto market; he will also get a considerable sunk fcom all the tradesmen employed. This practice appears very extraordinary in the eyes of an Englishman; but we found that the Italians, Spaniards, and others, do it from religious principles, and the priests come in .for a considerable share. When we have reasoned with these people, concerning this practice, and stated the iniquity of imposing upon those whom they ought to serve faithfully, they have never acknowledged it to be just, but have frequently declared, that they were compelled to do it by the priests, who take this method of making the Heretics contribute towards their support. This is a common practice in Spain, in all the Italian states, Sicily, Malta, &c. &c.

and every other part on both shores of the Mediterranean, where either Italians, Spaniards, Ragusees, or Greeks are employed; and by every other people who have faith in a clerical absolution.

When merchants can do business to advantage, at the same time they are labouring under so many difficulties, how much more beneficial must it be, when they are upon the spot themselves, or can have confidential British agents to act for them.

CHAP. V.

ON THE COMMERCE OF THE KINGDOMS OF ALGIERS, TUNIS, SARDINIA, NAPLES, SICILY, THE MOREA, &C. &C. ON THE DISPOSITIONS OF THE INHABITANTS IN THE MODES OF TRAFFIC, AND HEREIN OF THE IMPORTS AND EXPORTS, AND OF THE MONIES, WEIGHTS, AND MEASURES OF EACH RESPECTIVE COUNTRY.

BARBARY.

THE commerce carried on between England and the Barbary states has hitherto been very inconsiderable; and none of the Barbary states within the Streights have at present any direct trade with Great Britain: yet there can be no doubt, but a very advantageous commerce might be carried on by a direct communication between England and the states of Barbary, within the

Streights; many English manufactures, as well as staples, are always in demand. The merchants at present in Barbary are accustomed to receive British goods through the medium of a third or fourth person, which must enhance the price considerably: there are also several ports in Barbary, where return cargoes may always be procured that are properly adapted for the English market.

In the following pages we have endeavoured to explain the nature of the Barbary commerce more particularly, and we have divested ourselves of every thing that might appear mysterious, in writing every thing as we experienced it.

ALGIERS.

The Deys of Algiers have **never paid** much attention to commerce, **though** possessing one of the most fertile States in Barbary ; they have hitherto preferred war, which is always inimical to commerce. They have often several stout cruizers at sea, but they seldom cruize without the Streights. They are at war with most of the Christian princes within the Streights; yet the whole of their ships of war, of every description, does not exceed twenty, of from ten to forty guns.

Should the Deys of Algiers ever turn their thoughts to commerce, and study the true interests of the kingdom, in a very few years it might be made very considerable, from the natural richness of the soil.

The principal articles of export from the kingdom of Algiers are:

Wheat	Olive oil
Barley	Wax
Pulse	Honey

Bullocks' hides	J Wool
Goatskins	Live bullocks
Skins of wild beasts	J Live sheep.

The exportation of all kinds of provisions is prohibited at the city of Algiers, or any other place near it: the only purchases of any consequence are, the prize ships and their cargoes ; and these purchases are chiefly made by the Jewish house of *Bocri* and *Busnah*, who also farm the Journata from the Dey; in consequence hides, wax, and many other articles, can only be procured through the medium of that house. *Bocri* has now a brother, established at Marseilles. They have always been in the French interest, and the present government of Algiers are very much influenced by that house; while this continues, the English consul at Algiers must always feel himself disagreeably situated.

The Deys have always permitted the exportation of cattle from *Oran*, for the supply of the garrison of Gibraltar,

which they are obliged to do by treaty. And sometimes the Deys permit the exportation of corn, &c. &c. from Bona, but it is often very difficult to obtain license. The only means of obtaining that indulgence, is by making considerable presents to the Dey and his ministers. The ship going to Bona for corn, must first call at Algiers, and carry the Dey's *fishery*, or license for the corn, otherwise the ship, in all probability, will lose her voyage.

The English, at present, have no direct trade with the kingdom of Algiers, nor is there a very strong temptation to open a direct trade with it, while the prohibition on exports is continued; though a considerable profit may be made on many articles from England, yet it will very seldom answer the merchant's purpose, unless he can obtain a return cargo for his ship. The merchants in Algiers always pay in ready cash, chiefly in hard Spanish dollars.

Merchandise always in demand in Algiers.

Black pepper	J	Pig lead
Allum		Lead shot
Coffee		Logwood, unchipt
Nutmegs	f	Red wood
Cloves		Copperas
Cinnamon		Tin, in boxes
White ginger		Cloth (superfine
Cutlery	j	grain colours)
India muslins		Fine Irish linen
Calicoes		Sugar (fine clay)
Pimento		Jamaica rum.

ALGERINE MONEY.

Accounts are kept in mazonas, piasters, and sequins.

24 Mazonas make 1 Piaster,
3£ Piastres———1 Sequin.

All sorts of Spanish money is current in Algiers.

4 Mazonas make 1 Real De Plata,
8. 1 Pistoreen or Piscfta,
40. 1 Hard Spanish Dollar.

The Algerine Quintal same as the English.

TUNIS.

The commerce carried on at present between the Christian states, on the northern shores of the Mediterranean and the kingdom of Tunis, is very extensive, and the exports are chiefly the produce of the country, which may be always shipped by getting a tiskery from the Bey for those articles that pay a duty. Tunis is the most considerable state in Barbary for commerce, and even that was but trifling, until *Sidi Mustapha*, late prime minister, encouraged the cultivation of corn and olives, now the two chief articles of export from that kingdom. This has served much to civilize the inhabitants, who, from a state of perpetual warfare with the Christians, and often amongst themselves, begin now to feel the advantages of commerce ; and the duties on exports, at present, form the greatest part of the Bey's revenues.

The principal articles of export from the kingdom of Tunis are,

Wheat	Gold dust
Barley	Scai let caps
Beans	1 Jerbi shawls
Olive oil	Senna
Hides	Soap
Skins of wild beasts	Sponge
Wool	Cotton
Wax	Ostrich feathers
Honey	Orchilla weed
Madder roots	Live cattle.
Ivory	

COB,N.

The principal port for shipping corn from the kingdom of Tunis, is Biserta, about fifty miles west from Tunis; but no business can be done without first getting a tiskery from the Bey, which must pay as under:

For Wheat, 22i piasters per caffecs.
 Barley, 1H ditto ditto.

The above are the duties actually paid, but they have been frequently raised by the Bey, at the instigation of the French merchants, who have persuaded him to raise the duties, that they might have the preference, more particularly when there has been a scarcity of corn in the south of France; yet the French merchants have still found their advantage in doing their business in this manner: and to reimburse themselves for the extraordinary duties paid to the Bey, they bribe his officers, and by that means they contrive to ship more than double the quantity of corn, mentioned in the Bey's tiskery.

The caFFees, if good measure, is equal to two quarters Winchester measure: sixteen tumulos making one caFFees. In measuring, they lay as much corn as they can, heaped up, upon the tumulo, and sometimes lay more than would otherwise lie upon the measure, by putting their arms round the rim to support it,

which is reckoned very fair; however, it is often necessary to fee the meters, as it sometimes makes near twenty per cent, difference in the measure.

The price of corn fluctuates very much; it is generally cheapest at the end of harvest, in August and September: it usually rises gradually from the end of one harvest to the beginning of the next.

Wheat fluctuates from 30 to 70 prs. per caffees.

Barley fluctuates from 12 to 35 prs. per caffees.

The crops of corn are always in proportion to the quantity of rain; there has been a few instances of an entire failure in the crops, for want of rain. The soil being very strong, is usually very productive. There is always a great demand for *Minorca*, *Majorca*, the coast of Spain, the south of France, the greatest part of Italy and Malta. In time of peace, the Minorkeens are chiefly em-

ployed in carrying corn from Barbary to the coast of Spain, performing quarantine at their own ports, which, from the kingdom of Tunis, with a clean bill of health, is twelve days.

OLIVE OIL

Is one of the principal articles of exportation from th^e kingdom of Tunis; it is chiefly shipped from Tunis, Soliman, and Susa; but the last is by far the best place to load at. They will load a ship at Susa, of three hundred tons burthen, in a week. Before any shipment takes place, a tiskery must be got from the Bey, on paying two and a half piasters, per metal, Tunis measure, which will weigh about forty pounds English.

44¼ Metals of oil, Tunis measure, will make one ton English, of 236 gallons, weighing nett 15cwt. Sqrs. 6 lbs.

10 Metals of oil at Susa will make 12 Tunis metals.

10 Metals of oil at Soliman will make 14 Tunis metals.

The season for making olive oil, in the kingdom of Tunis, is from November till January; and the best time to ship it is in the winter months, being sold by measure, it is more dense than in warm weather, and not so liable to leak out of the casks: oil of one year old is the best to ship; it is generally more clear than new oil: and the oil that is made in the kingdom of Tunis, has the good property of keeping sweet for a considerable time; it will not become rancid so soon as the Italian oils; and, with a little salt, it may be kept sweet for any length of time. It is very often shipped in large jars; this will prevent any leakage, and will answer very well for short voyages in the Mediterranean ; but we are of opinion, it would be too great a risk to have a whole ship laden with jars of oil, to sail on the boisterous Atlantic.

They have men called Stcvadores, who are always employed in stowing jars of

oil; they have a peculiar method of stowing them, which our English sailors are not acquainted with; by only one jar giving way, it might endanger the whole ship's cargo. We have known an instance of a ship, above two hundred tons burthen, entirely laden with jars of oil, at Tunis, and the whole was delivered safe at Leghorn, with the exception of only one jar being broke, and that was broke by accident, in the delivery. It would always answer for English ships to stow jars of oil in the between-decks, as they might there be very easily secured; and being free from leakage, would always prove advantageous both to the ship and merchant. The tops of the jars are secured with gyps, which will soon become as hard and tight as any part of the jar.

In time of peace, the French, from Marseilles, have loaded three hundred vessels in one year, in the kingdom of Tunis, with corn, wool, olive oil, &c. &c.

The French merchants usually took both the clear oil and the footings, for their cloth and soap manufactories. Some of the Tunis oil finds its way to England, under the name of Gallipoli: and provided it is of a tolerable good quality, it is by no means inferior, and more particularly for the clothiers, it being a stronger bodied oil than the Italian; we have met with eating oil, equal to the Florence, particularly at Susa, made use of at the table of Giluli, the Kya of Susa.

The Susa oil is in higher estimation than the Soliman; and the latter is reckoned better than the Tunis oil.

The best method to ship oil is, by entering into a contract with the Kyas; the major part of the money must be paid down at the time of making the contract. The Kyas are the governors of provinces, and, in general, native princes: they are usually men of very

great property; they can also obtain tiskeries itiuch easier than private merchants. The contract with the Kyas should be always free on board. They are all men of the strictest honour and integrity, and will never break their word. It would be always much better to avoid loading oil at Tunis, if possible, the distance being so very great between the Goletta, where the ships lie, and the city of Tunis; and the very great delays, for want of sandals, make it very expensive. It is almost impossible to load a ship at the Goletta, of 300 tons burthen, in less time than a month: it is also rather dangerous for the ships to lie at the Goletta in the winter months: they also lie at the Goletta, to receive the oil from Soliman. Susa is much the best port to load oil at; and the ships lie perfectly secure from all winds, except the north-east, which is not very frequent in the Mediterranean.

*The Effects of Olive Oil on the Human
Body,*

In the kingdom of Tunis, the people usually employed as *coolies*, or porters, are, in general, natives of Gereed or the country of Dates, about 300 miles from the sea coast. Their dress is, in general, a wide woollen coat, its natural colour, with short wide sleeves over, wrapping round the body, and tied round the waist with a cumber band ; they never wear a shirt, and seldom have either trousers, shoes, or stockings; they have always a scarlet woollen cap upon the head, and sometimes a coarse white turban : those coolies that are employed in the oil stores, seldom eat any thing but bread and oil: they smear themselves all over with oil, and their coat is always well soaked with it. Though the plague frequently rages in 'Funis in the most frightful manner, destroying many thousands of the inhabitants, yet there never was known an instance of any of these

coolies, who work in the oil stores, ever being in the least affected by it. In the summer it is customary for these coolies to sleep in the streets, upon the bare ground; we have frequently seen in the night, scorpions and other venomous reptiles running about them in great numbers, yet we never heard of a single instance where the coolies were ever injured by them; nor do the mosquitoes, which are always very troublesome to other people in hot climates, ever molest these people, though their face, hands, and arms, from their elbows, are exposed, as also their legs and feet; any other people, being so much exposed, would be nearly destroyed by the mosquitoes. In Tunis, when any person is stung by a scorpion, or bit by any other venomous reptile, they immediately scarify the part with a knife, and rub in olive oil as quick as possible, which arrests the progress of the venom. If oil is not applied in a few minutes, death is inevitable, particularly from the sting of

E scorpion. Those in the kingdom of Tunis are the most venomous in the world.

The strength and agility of these coolies and porters are almost incredible; having a great many ships to load, we employed several of these people, and have frequently seen one of them carry a load upon his back which weighed half a ton English weight, a distance of thirty or forty yards.

SPONGE

Is gathered on the sea shore, near Sphax and Jerbi; it is of a tolerable good quality, and may be purchased at Susa, at 20 to 50 piasters, per the 112lbs. English, according to quality. This is very inferior in quality to that which is found on the shores of the Black Sea, which is generally used in England. Though the Barbary sponge

its so much inferior in quality, yet it will always meet with a ready sale in *Malta, Sicily, Italy, Minorca, Majorca*, and the *coast of Spain*.

Sponge should be in large pieces, clear and free from shells or sea weed, which are very often found sticking to it.

SOAP.

This is an article which is made in the kingdom of Tunis, and is exported in great quantities; it is usually shipped from the ports of *Tunis* and *Susa*: it is generally much cheaper and of a better quality at *Susa*.

The price of soap fluctuates from 18 to 25 piasters per quintal, equal to the English hundred weight: the price varies in proportion to the price of oil. The Tunisians export both hard and soft soap. The hard is mostly shipped in

boxes of 1 lb. each, and the soft soap, *in jars*. They are both very strong, and wash better than most European soaps, and the smell is by no means disagreeable, being entirely composed of olive oil and barilla, both articles the produce of the country. The best way to ship soap, is by making a contract for a certain quantity two or three months before the time of shipping; however, the length of time must entirely depend upon the quantity contracted for, as it is seldom to be procured in very large quantities, ready made. This circumstance is the cause of this very valuable branch of commerce being confined to a few people, who regularly follow the Barbary trade, or have a regular correspondence : boxes for the hard soap must be always carried there, as no packages are to be had in this part of Barbary, except jars and matts. The Minorkeens, Who enjoy the greatest part of this trade, will often take above fifty tons of hard

soap in bulk, rather than be at any expence for boxes.

Great quantities of Barbary soap are shipped for *Minorca*, *Majorca*, the *coast ef Spain*, and part of *Italy*.

It is almost incredible how very advantageous this branch of commerce is to the Minorkeen merchants; they evert sell it at their own port for more than double the first cost. We are persuaded it would answer very well amongst our clothiers; though the duties are very high, yet the clothiers are allowed the duty on all foreign soap that they make use of in their manufactories.

Hard Barbary soap would answer very well for the North American market, put up in boxes of 30lbs. netteach. In taking out a tiskery for the exportation of soap from the kingdom of Tunis, the shipper must always pay one piaster per quintal of Tunis, which is the same as

the English hundred weight; 110lbs; of Tunis makes 112 lbs. English

ORCHILLA WEED.

This article of commerce grows in great abundance amongst the ruins of Carthage, and on the rocky mountains to the eastward of Tunis: that from the mountains is rather longer, and of course of better quality; it is very much inferior to the Cape de Verd. It may be collected from 15 to 20 piasters per quintal; it requires much time to collect any considerable quantity : the best mode of collecting it is, by employing the Bedouins, and then it would require a month to collect five tons.

The Orchilla weed would always sell very well in England, were it not for the great quantity of dirt the Bedouins scrape from the rocks along with it, to make it

weigh the more, which renders it almost; unfit for the English market

WOOL.

Immense quantities of wool are annually exported from the kingdom of Tunis. The quality entirely depends upon the part of the country it is from: at Tunis, and to the western part of the kingdom, the quality of the wool is but very indifferent; at Susa it is much better; at Jerbi, Sphax, and the eastern part of the kingdom, it is very fine, being nearly equal to the Spanish wool, only a much longer staple, which makes it better adapted for the manufacture of shawls; when it is full grown upon the sheep it hangs down in ringlets, and has a silky appearance. In Persia we have seen a kind of sheep, with wool very similar to the wool on the eastern part of the kingdom of Tunis. The finest part of the wool the inhabitants of Jerbi

and Sphax manufacture into shawls and burnoases; some of these are exceeding fine.

The French merchants usually ship the major part of the wool. The price is from 18 to 30 piasters per quintal; it pays a duty on exportation of one piaster per quintal.

The fleeces are mostly very foul, and lose much in washing; which make them unfit for the English market.

The importation of Barbary wool into the ports of France, chiefly into Marseilles, was always considered as one of the most beneficial branches of the French commerce. They manufactured it into cloth, proper for the Barbary market, from which the French merchants drew an immense profit. The Moors being very particular in their colours, the French put up their bales, properly assorted, and call them Londra's.

The French do not shear their cloth so close as the English do in general; and the wool from the eastern part of the kingdom of Tunis having a silky appearance, the French put a good face upon the cloth, which is always very pleasing to the eye; and the Moors, who are but very indifferent judges of cloth, provided it costs them little, they are the better pleased with it; they look more to the colour than the quality; some of the French cloth has very little substance in it, very little stouter than some English flannels. The Moors reason and draw conclusions different from any other people. A Moor will say, if I can buy a cloth for four piasters per pike, it will certainly answer my purpose much better than giving eight piasters per pike: I can have two coats for the same money; and surely two coats are better than one. A few bales of the best superfine cloth or shallees will always meet with a ready sale amongst the princes and ministers, who will

have the very best article they can lay their hands on, whatever may be the price.

On the mountains, towards the southern boundaries of the kingdom of Tunis, in the country of Gereed, which is often distinguished in the maps by the name of Biledulgerid, but is distinguished at Tunis by the name of Gereed, or the Country of Dates ; they have sheep that grow wool equally as fine as the Spanish, and not much longer staple; we have seen several samples of it, but could not procure any considerable quantity: it is very seldom sent to Tunis, or any part of the coast. The Tunisians are at a very great expence in purchasing Spanish wool, which they manufacture into the scarlet skull caps, and which they export in immense quantities to the Levant.

It is almost incredible the quantity of these caps that are made in Tunis; we

have seen a ship of two hundred tons burthen entirely laden with them. The Tunisians are obliged to carry the caps to the waters of Luan, near forty miles distance: these waters were formerly conveyed to Carthage, by an extensive aqueduct. They have a peculiar quality in dying a most beautiful scarlet. There is no doubt but that the Tunisians might produce a sufficient quantity of wool, of the same quality as the Spanish, in their own country; but such is the disposition of the inhabitants, and the unsettled state of the government, that the Bey is obliged annually to send a large army to collect his revenues in the distant parts of the kingdom; every thing must be done by force; and the tribes in the interior would not pay any tribute whatever, unless they were obliged to do it by a superior force; in consequence very little commercial intercourse can be carried on from one province to another.

IVORY AND COLD DUST,

These are articles of export from Tunis, yet they are not the produce of the country. They are brought by the caravans from *Tombucto*, a large city in the interior of Africa: the articles brought by these caravans are chiefly *slaves*, *ivory*, and *gold dust*. They generally arrive at Tunis in the month of June, and dispose of their merchandise: and then make purchases of goods to take back with them. The goods they take in return consist chiefly in *long ells*, *coarse woollens*, *fire-arms*, *gunpowder*, *watches*, and *hard-ware*. The caravans again set out from Tunis in October, for *Tombucto* and the coast of Guinea.

OSTRICH FEATHERS

May be purchased in considerable quantities; they are sold by weight, and

divided into classes, according to quality, such as first, second, and third. In the first class, to which the others bear but a very small proportion, if particular care is not taken, the Moors will tie a large quantity of twine round them, to make them weigh the more.

HIDES AND WAX.

These are considerable articles of export from the kingdom of Tunis; but the exclusive privilege of shipping them belong to the Joumata company, who pay a large sum of money annually to the Bey for that indulgence. It is not an unusual thing for this company to send a ship to Italy entirely laden with wax. This company has all the wax, and every bullock's hide that is produced in the kingdom of Tunis, at a stipulated price.

The Journata company, in return, are

obliged to furnish the Bey with clothing for his troops, and several other articles. This company will sell to any merchant a cargo of wax or hides, who will pay them a reasonable price.

IMPORTS.

The imports into the kingdom of Tunis are at present very great, and form no very inconsiderable part of the commerce of the Mediterranean.

The Tunisians import from Syria

India muslins, by	Silks, raw and ma-
the caravans, <i>via</i>	nufactured
Bassora	Opium
Cottons	Copper
Carpetings	Tobacco.

FROM THE MOREA.

Dried fruits and figs, to make brandy.

FROM TRIPOLI.

Madder-roots and senna.

FROM TRIESTE.

Glass ware, of various kinds	Iron
	Fine linens
Wood, in beams and planks	Woollens, chiefly low priced.

FROM SPAIN.

Wine	Naval stores, of all kinds.
Brandy	
Wool	

FROM FRANCE.

Hardwares of all sorts	Woollen cloth of all kinds
Watches	Sugars
Trinkets	Coffee.
fine Linens	

PROM: LEGHORN.

Swedish iron, narrow and flat bars	Copperas
Tin, in bars and sheets	Sugars of all sorts
Lead, in pigs and shot	Coffee
jQuicksilver	Cloth of various kinds
Aquafortis	Cochineal
Spices of all sorts	Logwood
Stick-lack, black and red	Nails
Gum Benjamin	Ginger, white and black
Alum	Fine linens
	Sheet iron.

The Tunisians have very seldom any direct trade with England; they receive most of the British manufactures, &c. *via* Leghorn ; and it will be very easily observed that a great part of the imports into the kingdom of Tunis is through the hands of the merchants at Leghorn. It is usually the case, **when war or** any

other cause puts a stop to the French trade, the Leghorn merchants then enjoy a greater share of it, and the Journata Company mostly ship for Leghorn.

The Tunisians consume a considerable quantity of English manufactures, particularly coarse woollens; great quantities of long ells made in the neighbourhood of Exeter, are sent out to Leghorn, most of which find their way to Tunis. The bales for the Tunis market should be assorted as under :—

LONG ELLS.

- 10 Pieces light blues
- 9 Pieces Turkey blues
- 9 Pieces mazareen blues
- 9 Pieces red
- 10 Pieces coffee
- 2 Pieces yellow
- 1 Piece green

50 pieces in each bale.

ARCH IMPERIALS.

30 Pieces blue

15 Pieces red

5 Pieces sorted colours (no green)

50 pieces in each bale.

Scarlet long ells should always be sent in separate bales; two or three bales of scarlet are sufficient at one time, and for the other bales, assorted as we have stated. There is always a demand at Tunis for any quantity; two hundred bales, or even a whole ship's cargo at a time, would not overstock the market. The caravans take immense quantities into the interior of Africa. These goods will always bear a very handsome profit to the merchant; they will always answer to fill up a ship, when it happens that he cannot conveniently get a full cargo; or, where the ship takes a large proportion of

lead or tin, by taking in a considerable number of these bales; will always make the ship easier at sea.

The cloth the Tunisians have chiefly made use of for many years past, has been French manufacture; they look more into the colour than the quality of the cloth; the bales should be assorted as under:—

- 1 Piece scarlet
 - 1 ditto crimson
 - 1 ditto light wine
 - 1 ditto deep wine
 - 2 ditto Deroy
 - 1 ditto purple
 - 2 ditto mazareenblue
 - 2 ditto light blue
 - 1 ditto green.
- 12 pieces in each bale.

The pieces should be from 18 to 20 yards each, $\frac{1}{4}$ wide; the cloth should not be shorn bare, but have a tolerable dress upon it.

The Moors always entertained a favourable opinion of English manufactures, and the French, to humour them, gave their cloth the name of Londras, wishing to make the Moors believe it was manufactured in London.

The French merchants at Tunis were formerly in the habit of selling their goods very high, and giving long credit; but, from the instability in the government, and the natural disposition of the lower class of Moors to cheat the Christians whenever in their power, many respectable French merchants have been ruined by it: giving credit should always be carefully avoided; the Moors will never give any credit.

A few years ago, the French gained

most by their exports to the kingdom of Tunis; the return cargoes for their ships being then very trifling. Since Sidi Mustapha, late prime minister of Tunis, encouraged the planting of olives and the growth of corn, the French have gained more by their imports.

The best season for a ship to go to Tunis with a cargo of merchandise, is in the months of September and October, particularly for woollens; the weather then becomes rather temperate, and the Moors never think of purchasing an article for their own wear till the moment it is wanted, though they often pay double for it.

Spices of all sorts are always paid for in ready cash; lead, and all sorts of naval and military stores, pay no duty whatever; all other articles imported in British ships, are by treaty to pay three per cent, *ad valorem*, but the Tarif does not amount to more than two per cent.

The French pay the same Tarif as the English; most other nations pay 10 per cent, *ad valorem*, and the Jewish merchants, who enjoy the whole of the trade between Tunis and Leghorn, pay 10 per cent Tarif upon all their imports.

The English have, therefore, a considerable advantage, and are enabled to undersell most nations, particularly in goods direct from England.

At Tunis there is always a demand for a well assorted cargo of English goods, sufficient to load a ship of 300 tons burthen; and in some articles the market cannot easily be overstocked, which will always allow the ship a good freight, and a certain profit to the merchant; these articles are chiefly staples, such as *iron, tin in sheets, plate iron, lead, and alum*, with all kinds of naval stores.

Provisions of all kinds are very cheap in the kingdom of Tunis, particularly at a

distance from the capital. Ships loading there should lay in a considerable quantity for sea stock. Merchants shipping are limited in the quantity of provisions, but letters of marque and men-of-war are allowed to take on board as much as they please, and are entitled to keep the hides of all the bullocks they kill on board ; but when a merchant ship kills a bullock, the hide belongs to the Journata company.

Their biscuit and flour are very good, and in proportion to the price of wheat, from 10 to 20 piasters per quintal.

Having, while at Tunis, to provide provision for several ships, we frequently bought the wheat at market, and had it ground, which is very convenient for shipping ; the bran and coarse flour is particularly serviceable for live stock, and we found it yield in the following proportion.

Grinding and dressing 1001b, wheat at
Tunis,

	lbs.
Fine flour - --	45
Com. flour - -	22½
3d quality - -	11
4th ditto—	7
Bran	10½
Loss - - - -	4
	100 lbs.

CURRENT PRICE OF SUNDRY GOODS IN TUNIS, IN 1799.

	Piasters.
Swedish iron, narrow flat bars 23	per quintal.
Tin in sheets.	.40 per box of 100 sheets.
Lead in pigs.	.20 per quintal,
Tininbars.	.200
Quicksilver.	275
Aquafortis, best quality ..	40
Pepper, black.	.250
Pimento.	100
Cloves.	.800
Cinnamon	4Q0
Stick-lack.	.250
Gum Benjamin, 1st quality	600
Ditto, 2d	.400
Ditto, 3d	.250
English alum in large lumps	40

Piaster*.

Copperas.	* ...	10 per quintal.
Loaf sugar. _____		200
Fine clay sugar.		150
Common sugar. _____		120
Very ordinary ditto—		90
Nutmegs.	-	30 per lb.

The money current in the kingdom of Tunis.

12	Burboes	make	1	Asper.
3¼	Aspers	_____	1	Caroob.
16	Caroobs	_____	1	Piaster.
4½	Piasters	_____	1	Maboob or Sequin.

Accounts are kept in burboes, aspers, and piasters.

12	Burboes	make	1	Asper.
52	Aspers	...	1	Piaster.

In the exchange between England and Tunis, the par is 15 piasters per pound sterling.

The rate of exchange between England and Tunis is in general regulated

according to the rate of exchange at Leghorn. Very little is done at Tunis in bills of exchange, except through the hands of the consuls, who usually draw for their salaries, and are often imposed upon by the Jews. It will seldom answer the purpose of a merchant to draw bills of exchange, to procure a cargo of merchandise, while he has goods on hand; it is the best way to barter; the Moors are partial to that mode of doing business, for they calculate that by this method they make a double profit.

TUNIS WEIGHTS.

100lbs. Tunis make 112 English.

Corn of all kinds is measured in tumi-loes.

MEASURE.

16 Tumuloes make 1 Caffees.

Each tumulo of good wheat should weigh 50lbs. Tunis weight.

PROVISIONS.

At Tunis we had a great many ships to victual, in the hottest season ; we had not only to provide for their daily expenditure, but also to lay in a large sea stock, which, if not effectually cured in a very few hours, the whole would be inevitably lost. We killed upwards of forty bullocks in the hottest season, and, by observing the following method, nevfer spoiled one ounce of meat.

The animal should be killed as quietly as possible; the best method of killing a bullock, is by thrusting a sharp pointed knife into the spinal marrow, behind the horns, when the bullock will immediately fall, without any struggle; then cut the arteries about the heart. As soon as he is skinned and quartered, begin to cut up in six pound pieces, not larger, particularly *tho* thick parts.

Take half a pound of black pepper, half a pound of red or kyan pepper, and half a pound of the best saltpetre, all beat or ground very fine; mix these three well together, then mix them with about three quarts of very fine salt: this mixture is sufficient for eight hundred weight of beef. As the pieces are brought from the person cutting up, first sprinkle the pieces with the spice, and introduce a little into all the thickest parts, if it cannot be done otherwise, make a small incision with a knife. The first Salter, after rubbing salt and spice well into the meat, should take and mould the piece, the same as washing a shirt upon a board; this may be very easily done, and the meat being lately killed, is soft and pliable; this moulding opens the grain of the meat, which will make it imbibe the spice and salt much quicker than the common method of salting. The first Salter hands his piece over to the second Salter, who moulds and rubs the salt well into the meat, and if he observes occasion, intru

cluces the spice; when the second Salter has finished his piece, he folds it up as close as possible, and hands it to the packer at the harness tubs, who must be stationed near him: the packer must be careful to pack his harness tubs as close as possible.

All the work must be carried on in the shade, but where there is a strong current of air, the harness tubs in particular; this being a very material point in curing the meat in a hot climate. Meat may be cured in this manner with the greatest safety, when the thermometer in the shade is at 110° , the extreme heat assisting the curing.

A good sized bullock of six or seven hundred weight, may be killed and salted within the hour.

The person who attends with the spice near the first Salter has the greatest trust imposed upon him; besides the spice, he

should be well satisfied that the piece is sufficiently salted, before he permits the first salter to hand the piece over to the second salter.

All the salt should be very fine, and the packer, besides sprinkling the bottom of his harness tubs, should be careful to put plenty of salt between each tier of meat, which is very soon turned into the finest pickle. The pickle will nearly cover the meat as fast as the packer can stow it away. It is always a good sign that the meat is very safe, when the packer begins to complain that his hands are aching with cold.

It is better to kill the bullocks on board a ship than on shore; in all hot climates there is generally a land or sea breeze, the ship will of course ride head to wind, and by spreading an awning over the ship's decks, there will be a thorough current of air, which increases the evaporation, the cause of the extreme cold.

By this method, there is no doubt but that the meat is perfectly cured in three hours, from the time of killing the bullock: the saltpetre in a very little time strikes through the meat; however, it is always better to let it lie in the harness tubs till the following morning, when it will have an exceeding pleasant smell on opening the harness tubs, then take it out and pack it in tight barrels, with its own pickle,

PRIME BEEF.

For cabin or particular private use, take the thick flanks, briskets, and tops of the ribs, and after curing them as we have described, add a little clay sugar, with pimento, which serves to give it a very rich flavour.

These parts should be packed in kegs, about sixty pound each, and when packed to be preserved any considerable length

of time, should be in its own pickle, which is much better than any made pickle.

Provisions cured in this manner will keep during the longest voyages, are more wholesome and more palatable than any other, and a sure preventive against the scurvy, partly owing to the spices that are made use of in the curing; and also, that a careful cook may always make good soup from this meat, as the salt is *very* easily extracted, for the same operation which served to impregnate the meat with the salt, will also serve to extract it.

SARDINIA

Is a very fertile island, and well situated for the commerce of the Mediterranean*

At a distance it appears to be very mountainous, but, on a nearer inspection, it will be found to contain a very large proportion of fertile level country, and capable of the highest cultivation. There are also extensive lakes and marshes; it is even navigable through the middle of the country for small craft, from Ourestan, on the north-west part of the island, to Calari, the capital, on the south-east; it has several good roadsteads for shipping, where they may take on board cargoes with safety at any season of the year.

The inhabitants only cultivate grain and vines in any considerable quantities, Their wheat is of a superior quality, the

finest in the Mediterranean, but it will not keep good so long as many other wheats: it should never be kept above eighteen or twenty months. Their barley is also very fine.

The Sardinian bread is much finer and whiter than any other bread made in the Mediterranean. No part of Europe has finer bread. Were the inhabitants inclined to make improvements, it might easily be made one of the richest islands in the world. It has a great many marshes, which makes it rather unwholesome in some parts, in the summer season; but all these might be very easily drained, and made the most fertile, at a very little cost. To turn a swampy marsh into fields of corn and vineyards, the contrast is very great: from being unwholesome, and even dangerous, it might be made the most healthy and pleasant.

Situated as Sardinia is, near so many civilized nations, it is almost incredible,

and no person, without being an eye-witness, could believe that the inhabitant are in such a degraded state.

In the country, the men dress themselves in goat-skins, with the hair outwards, one skin before and another behind : no breeches, shoes, or stockings; a woollen or skin cap upon the head ; they never shave their beard, or comb their hair. The country women dress in a gown which reaches down to the ancles, made of scarlet long ells, English manufacture; they have neither shoes nor stockings; a small woollen cap and the gown are all the garments they wear. The country people always go armed, and are all thieves and robbers; they will not hesitate a moment in taking away the life of a defenceless stranger, where there is the least prospect of gaining the most trifling sum. No stranger whatever can travel in the interior, without being well armed, and accompanied with guides and guards of the country. Though thieves

and murderers by profession, yet they are strongly attached to their king and country.

We had an opportunity of being an eyewitness to some of their attempts at plunder and massacre. About twenty miles south-east from Calari we captured a Spanish privateer; the Spaniards, after they had struck their colours, run their vessel on shore, and part of the crew escaped; in consequence, we were obliged to take several heavy articles out of the privateer, to get her afloat, and our people rolled through the surf several casks and pipes of wine on shore, till we got the vessel afloat. Upwards of twenty wild Sards came down to the shore, some on foot, others on horseback, all well armed in the manner of the country; we observed several more pouring clown from the country ; for some time they remained quiet spectators, observing our efforts to get the vessel afloat, but when they thought our people were so much en-

gaged, as not to observe the motion of the Sards, they began to roll the pipes of wine up the country; we sent a boat's crew on shore, all well armed, to recover the wine and other property. The sailors, being rather too impetuous at the idea of losing the wine, and the Sards becoming very numerous, we were obliged to cover our people from the Spanish privateer; several shots were fired at the boat's crew, and we immediately commenced a fire of musketry from the privateer, when the Sards fled up the country; we did not observe any Sards fall, one horse was shot dead, but we believe the rider escaped.

These wild Sards are a most wretched and depraved people, and do not appear to have the least honour or honesty about them.

It is even dangerous for any ship to wood and water on the eastern coast of Sardinia, without having the people well armed, otherwise they run the greatest

risk of being cut off. Towards St. Peters and St. Antioch the natives are rather more civilized. There is a striking contrast between the people in the country, and the citizens in the capital; the latter may be considered as prisoners, scarce ever venturing to stir beyond the city walls ; yet no people observe more pomp and outward show. Every one above a mechanic must always appear with his bag-wig, sword, and his chapeau under his arm, and taylors and barbers on a holyday strut about with their bag-wigs and swords. Learning is at a very low ebb, even amongst the gentry.

Provisions of all kinds are very cheap, a few reals will maintain a man for a considerable time. There are at Calari frequent instances of men, dressed in a style equal to a nobleman, at the same time asking charity. The clergy form a large proportion, in consequence their commerce is not so considerable as might be expected from such an extensive and fertific

island: a numerous clergy are at all times inimical to commerce.

Provisions of all kinds are cheaper in Sardinia than any other part of the Mediterranean, except Algiers. Their bread, beef, and vegetables are of superior quality, and in great abundance; though very little care is taken in cultivating the soil, yet they produce a great deal more than is necessary for their own consumption, and sometimes near two hundred vessels of various descriptions go from Minorca to Sardinia to load, in the course of one year.

The tunny fishery, between St. Peters and St Antioch, is the most considerable of any in the Mediterranean. They take sufficient to load a great many ships in one season: the fishermen place their nets zig-zag ways, in from eight to eighteen fathom water; at each angle they have several chambers, and over every angle they have moored, with two or

three fishermen in it, who are always watching the fish when they enter the chambers, and, with a line, supported on the surface by a buoy, they draw a net across the chamber door. They do not take up the net until they have caught several fish, and then it sometimes requires near one hundred men to haul up the net. As soon as they take up the net they are obliged immediately to cut up the fish and salt them. The tunny fish are from one to seven and eight hundred weight, and sometimes larger: they are much fatter than salmon; the belly part is most esteemed. They are packed in kegs of about three quarters of a hundred each. It requires a capital of twenty thousand dollars to begin a tunny fishery. They are all private property. Don Giesseppe De Ripallo, a Genoese nobleman and Count Antonico Porcelli, a Sardinian nobleman, have the largest fisheries.

Besides the grain and other articulated

•we have already mentioned, the exports from Sardinia, are

Rabbit skins	Indian corn
Goat skins	Macaroons
Kid skins	Wine
Fox skins and other	Brandy
wild beasts	Barilla
Bullocks' hides	Ditto of an ordi-
Calf skins	nary quality, cal-
Salt provisions of	led Burdina
all kinds	Starch
Live hogs, cattle,	Capers
horses, &c.	Cork
Flour	Cheese
Biscuit	Salt

Their cheese is chiefly made in the neighbourhood of Ourestan; it is of a very inferior quality; the cheeses are made in the manner of the Dutch. The first cost of the cheese in the interior of the country is from two pence to two pence halfpenny, sterling, per pound. It is exported in large quantities to Na-

pies and Genoa, where the merchants make a great profit upon it.

The bay of Calari is one of the best places in the Mediterranean to load salt either for the Baltic or Newfoundland; and any number of shipping may be always sure of getting cargoes : it costs about six pence the English hundred weight, free on board. Vessels of a moderate draught of water should go into the bason to load their salt.

GOAT SKINS.

It requires a great deal of care to choose a cargo of goat skins, and to prevent imposition: they should be all large sized, and not wormed; grey and light colours are the best. If cut or torn, they are allowed for, by taking two skins for one, three for one, or three for two, according to the damage; salted skins are not so good.

They should be all well beat before they are shipped; they should have the hair entire; and care should be taken to have as few black skins as possible.

Goat skins may frequently be procured at a place where there is no convenience to pack them in casks or cases; they should be tied up in bundles, as tight as possible, and taken to the nearest port for re-packing,

GOODS PROPER TOR THE SARDINIAN MARKET.

These are chiefly British manufactures. An assorted cargo for Calari should consist of

Copperas.	10 tons.
Alum.	1
Black pepper . •	50 cwt
Fine clay sugar	100
Martinico coffee	100

Red and scarlet long ells and arch imperials, 150 bales or more

1 Bale superfine black cloth

1 Bale second ditto

1 Bale superfine blue cloth

1 Bale second ditto

1 Bale superfine fashionable mixed cloth

2 Bales coatings

10 Bales of black says or long ells

Soal leather

A small quantity of hard-ware

A few trunks of Pullicat handkerchiefs

Tin, in boxes

Lead, in pigs

5 to 10 puncheons of Jamaica rum

A few boxes of fine Irish linens

Cotton hosiery.

All sorts of bale goods should not be assorted, but the whole of the bale be the same quality and price.

In the assorted cargo we have only put down the different articles in such small quantities as would not overstock

the market; on the contrary, such a cargo as we have chosen, might be sold at Calari in a few days; and there are some very respectable merchants that may be depended upon, who are people of large property, and are very honourable in their dealings. The quantity of bales of arch imperials and long ells can scarce be too great; fifty bales, more or less, would not very materially affect the market.

CUSTOMS.

The duties of customs on imports at Calari are very great; strangers pay 18 per cent, *ad valorem*, and the inhabitants 15 per cent but from the Tariff it will seldom amount to more than 10 or 12 per cent. The difference in the duties being so much in favour of the inhabitants, it is much better to sell the cargo by samples on board the ship, and leave it to the merchant to pass his goods through the custom-house. It might

perhaps be difficult to get hard cash for so valuable a cargo as we have mentioned ; when that is the case, the merchants of Calari draw upon Leghorn.

England, at this moment, sustains a very considerable loss by not having a proper accredited British consul in Sardinia; most of the articles imported by the Sards are either British manufactures, or may be easily supplied from England: at present they all pass through several hands before they reach Sardinia: this is undoubtedly owing to our not having a proper consul in all that extensive island ; neither is there a male British subject in the whole island. Could the English have a proper accredited British consul, connected with a respectable mercantile house, to reside at Calari, much good business might be done, and a regular direct trade opened between England and Sardinia both countries would be essentially benefited by it, as well as every individual con-

III

cerjied. These is also another very strong reason why a consul should be established in Sardinia, white the English hold any possessions in the Mediterranean ; they might reasonably entertain a better hope of receiving supplies of provision from thence, and even for Gibraltar, particularly when it is observed how very reasonable the price of provisions are in Sardinia, as may be seen in the annexed tables, which, for their accuracy, may be depended upon. Pork may be had nearly in sufficient quantities to supply the whole of the English navy; at the same time, it is the finest pork in Europe. The hogs are almost wild, and are fattened upon chesnuds; we have na pork, either in England or Ireland, equal to it either for taste or colour. The best season for pork is in the months of November, December, and January; in these months it is very fat. Both beef and pork are very good, and, when ready cured for shipping, will be found not to cost more than three pence per pound.

Though salt provisions are, so very reasonable, yet there is no doubt but that they might be shipped much cheaper, had the English a factory established either at Ourestan or Calari.

MONEY CURRENT IN SARDINIA.

2 Denari——make 1 Calari
 6 Calari 1 Soldi
 30—————1 Real
 11 Reals 1 Soldi make 1 Spanish silver Dollar
 30 Reals. 1 Scudi of Calari
 7½ Reals and 1 Calari 1 Scudi of Piedmont.

Accounts are kept in denari, soldi, and livres.

12 Denari make 1 Soldi
 20 Soldi 1 Livre..

SARDINIAN LARGE WEIGHTS.

12 Ounces make 1 Pound.
 104 Pounds. . . . 1 Cantara.

128 Pounds Sard are equal to the English Cwf.

TABLE,

SHEWING THE LOWEST, MIDDLE, AND THE HIGHEST
PRICES OF SUNDRY GOODS, THE PRODUCE OF SARDINIA)
IN SARDINIAN MONEY, VIZ. LIVRES, SOLDI, AND DENARI.

	Lowest			'Middling.			Highei		
Wheat per starello, about 56lb.				J			—J		
¹ Sard	310	0	4	0	01	4	15		
Barley per s(arello.	115	0	2	0	01	2	10		
Beans ditto	2	0	0	2	10	0	13	0	
Pease ditto.	5	0	0	6	5	0	17	10	
Tares ditto	3	10	0	4	5	0	15	0	
Flour, fine (called semola) per cantafa	6	13	4	8	6	8	10	0	
Flour, common (called farina) per cantara ..	5	0	0	6	5	01	7	10	
Beef and pork, salted, per cantara	12	10	0	13	15	0	15	0	
Lard per cantara	15	0	0	20	0	0	25	0	
Cheese 1st quality ditto	15	0	0	17	10	0	20	0	
Ditto 2d ditto ditto	12	10	0	15	0	0	18	0	
Maccaroons 1st quality ditto	20	0	0	22	10	0	25	0	
Ditto 2d ditto ditto	11	13	4	13	6	8	15	0	
Ditto 3d ditto ditto	10	0	0	11	13	4	12	0	
Ditto 4th ditto ditto	7	10	0	8	6	8	10	0	
Ditto 5th ditto ditto	5	0	0	6	13	4	7	10	
Ditto 6 th ditto ditto	4	3	4	5	16	8	6	15	
Brandy ditto	10	0	0	12	10	0	15	0	
Wine per quartierre	0	8	0	0	10	0	0	12	
Vinegar ditto	0	5	0	0	5	6	0	6	
Wool per cantara	12	10	0	13	15	1	15	0	
Goat skins each	0	1	2	0	1	4	0	1	
Rabbit skins ditto	0	1	0	0	1	2	0	1	
Fox skins ditto	0	10	0	0	12	10	0	15	

TABLE,

SHEWING THE DUTIES TO BE PAID TO THE KINO, UPON
SUNDRY ARICLES, THE PHODUCE OF SARDINIA, WHEN
EXPORTED.

Old Duty

Cheese* 1st quality	per cantara.	0	7 6
Ditto 2d ditto	ditto	0	0 0
Wool in whole fleeces	ditto	0	7 6
Ditto loose called Mezza Lana	ditto	0	0 0
Bullocks' hides	each	0	15 0
Cow and calf skins	ditto	0	7 6
Horse hides, called Cordovanni	ditto	0	1 0
Sheep skins	ditto	0	0 6
Small bullock skins	ditto	0	3 8
Goat skins	ditto	0	0 2
Rabbit skins,	the two skins,	0	0 2
Fox skins	each	0	0
Skins of wild beasts	ditto	0	0

TABLES,

SHEWING THE DUTIES UPON SUNDRY GOODS ON
EXPORTATION.

WHEAT.	BARLEY.	MAIZE.
Per Sterel- (Additional lo, King's king's Du- Duty. ty.	per staret- Additional lo, King's King's Du- Duty. Ity.	Per Starel- Additional lo, King's King's Da- Duty Ity.
1 1 4 0 3 8	016 4 0 2 6	0 14 8 0 2 6
COMMON FLOUR.	1 BISCUIT.	MACAROONS.
Per Ccmta-1 idditional ra, King's King's Du- Duty. Ity.	[Per Canta-i Additional ra, King's King's Du- Duty. Ity.	Per Canta- Additional ra, King's King's Du- Duty. ty.
0 2 10 0 0 0	2 2 3 1 0 2 6	0 1 6 0 2 6 1_6__0 2 6
PINE FLOUR.	PULSE.	SALT PROVISIONS OP J ALL KINDS.
Per Canta-jAddjtional ra, King's King's Du- Duty. Ity.	Per Starcl-I Additional lo, King's King's Du- Duty. Ity.	Per Canta- Additional ra, King's King's Du- Duty. ty.
1 11 0 0 2 6	0 14 8 0 2 6	1 2 6 0 2 6

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TABLES,

SHEWING THE DUTIES UPON SUNDRY ARTICLES ON EXPORTATION.

? MINE.					STARCH.			VINEGAR.		
Per Quarter ⁴ , King's Duty.			Additional King's Duty.		King's Duty, per Cantara.			King's Duty, per 100 Quartierre.		
0	12	6	2	0	0	12	6	0	12	6
BRANDY.			JWAX AND TAL- LOW CANDLES.		IRON ORE.			J LEAD.		
King's Duty, per Cantara.			King's Duty, per Cantara		King's Duty, per Cantara.			I King's Duty, per Cantara,		
0	!	o	!	6	0	12	6	4	0	0
LEAD ORE. J			HORSES.		BARILLA.					
King's Duty, I per Cantara.^]			King's Duty, on each.		King's Duty, fine.			per Cantara. Burdiaa.		
7	0	0	55	12	I	0	0	10	8	0
MARES			BULLOCKS.		i CALVES.			SHEEP.		
King's Duty, on each			King's Duty, on each.		King's Duty, on each.			King's Duty, On caph.		
11.	4	0	J	2	12	0	0	1	2	0
					ASSES.					
					King's Duty, on each					
					0	12.	0			

SICILY.

From the richness of the soil and its central situation, no island whatever can be better situated for commerce. The climate is *very* good, and generally esteemed as very healthy; and provided it were inhabited by an industrious people, there can be no doubt but that it would soon become a place of the greatest consequence.

In its present degraded state, occasioned by a weak government, it is one of the poorest and most wretched places in Europe; all nature's bounties seem to be thrown away upon it. There is more, wretchedness and poverty in the two Sicilies, than all the rest of Europe.

In the large cities it is not an uncommon thing to see poor people die in the streets, for want of bread: it may be truly said, that in the midst of plenty, the poor are starving.

The princes and nobility, who hold large tracts of land, are generally in want of money, and the peasantry under them the most miserable wretches in the world. The nobility, instead of improving their estates, are generally in arrears. Their time is wasted in balls, masquerades, and such like dissipation ; and when they want to raise money, will often dispose of the produce of their estates a twelvemonth before it can be delivered; in consequence, they must submit to a certain loss of 30 or 40 per cent. The merchants, who are enabled to keep a little cash in hand, have frequently very favourable opportunities of making advantageous contracts; particularly in Palermo, the capital, where the principal nobility usually reside: at the time of making the contract, the merchant pays one-third part in cash, and the remaining two-thirds on the delivery of the goods.

BARILLA.

Contracts for barilla are usually made in May, to be delivered in August; the price is from 50 to 65 terri per cantar; if shipped immediately after burning, it will gain in weight from 5 to 8 per cent. The barilla is divided into three classes, viz. *Toka*, *Tokata*, and *Pulvere*. The first is the prime part of the barilla, in very large pieces or lumps, frequently weighing two or three hundred weight each. The *Toka* from Sicily is mostly shipped in bulk, as mats in Sicily are very expensive. The *Tokata* is in small pieces, about the size of a man's fist. There is very little difference in the quality between the *Toka* and *Tokata*, only the latter being small, is more liable to waste. This is generally shipped in bulk, on account of the great scarcity of packages, particularly on the south coast, where the ships usually load. The *Tulvcre* is composed of the smallest pie-

ces of barilla and dust; and the Sicilians sweep up every thing near it that has the colour of barilla, to mix with it; and if shipped without being put in casks or mats, it is almost sure to be lost; the least damp in the ship soon dissolves the nitrous particles, and it loses its strength; it is then of very little use, not even worth the heavy duty that is laid upon it. Therefore, in making barilla contracts, particular care should be taken to have as little Tokata and Pulvere as possible. The Sicilians, in their contracts, usually divide the barilla into four parts, to deliver two-fourths in Toka, one fourth in Tokata, and one-fourth in Pulvere; and provided they have a large quantity of small barilla on hand, they will endeavour to make their contract to be delivered in three equal proportions; but this should be always carefully avoided; it will never answer the purpose of an English merchant; he *ti&d* much better* pay a few terri per can far more, than have any proportion of the

Pulvere, The island of Lustica, ten leagues north from Palermo, produced annually about seven thousand cantar of good barilla; having, in general, a Tery small prop6rtion of either Tokata or Pui-vere ariiongst it. A late contract for the produce of the Whole island Was sixty-five terri per cantar, to be delivered ki Palermo.

The estimation of the barilla made in the diflfefent parts of Sicily, is as follows:

The first and'most esteemed barilla is made in the islandofLustica.

Then Catania

Then'Marsia

'Then Trapau

Then Locati

Then Locatetle

And lastly, 'Tefra Nova,

BRIMSTONE.

Contracts for brimstone are generally made in the month of April, to be delivered in September following: the price is usually from twelve to fifteen terri per cantar, free on board, to be delivered on the coast. The hiring of coasting vessels to bring round the ships' cargoes, is always a very heavy charge in Sicily; and where the major part of a ship's cargo can be loaded on the coast, it is much better to send the ships round, where it can be done with safety.

The brimstone most esteemed in the English market is loaded at Siciliana, Falconera, Luarte, and Palma; the last place has generally the preference; yet there is a great deal of very ordinary brimstone sometimes shipped from all those places; it is usually cast into large cakes; they mostly look well on the top of the cake; but particular care should be taken to

examine the bottom of the cake, **where** there w'll be very often found streaks of greyish sandy particles, which settle towards the bottom of the cake, when **the** blimstone is in a liquid state.

When these greyish streaks run large, the cakes containing them should be thrown aside, and not permitted to **pass** through the scale. It is always customary to purchase the cargoes by sample. The confidential agent on the part of **the** purchaser, who attends the scale, should always have the original sample near him for his government. Brimstone is usually shipped in large cakes, and it would be always much better to keep it in that state. On the southern coast of Sicily, when the weather is favourable, they will load the largest ship in a few days. They carry it off to the ship in the country boats, as fast as it can be passed through the scale. The hurry and bustle is then very great, particularly on board the ship. They discharge

the boat as fast as possible, taking the brimstone Upon deck. The sailors then throw it down into the ship's hold, where it is often broke in to a great naany pieces; the Sicilians .will also break a great deal in loading their boats. This mode of doing business is always attended with great loss, both to the ship and merchant; it may be easily avoided. The Sicilian workmen will always ask for a *regala*, that is, a present for their exertion and attention; and if it is mentioned to them at the time they receive their legala, to break as *few* cakes as possible, they will be very attentive; and when the brimstone is upon the ship's decks, it can be no very difficult task to lower it down into the ship's hold by a tackle, either in baskets or tubs. The work may be done equally as fast. When the brimstone is much broke, and a great deal of dust, it falls do\yn amongst the dunnage: in some cargoes a great many tons are thus wasted,, not bping worth the duty charged upon it.

ON THE ECONOMY OF LOADING A SHIP
WITH HEAVY GOODS FOR A FOREIGN
VOYAGE.

In Shipping brimstone, barilla, and all other heavy cargoes, there is one very material point which should be always carefully attended to ; that is, the manner of stowing the ship's cargo, which is sometimes shamefully neglected. The ship is then very uneasy at sea, when the Wear and tear in the sails, and in her standing and running rigging, are almost incredible, and very often endanger the ship and all her crew. To avoid all these misfortunes and expences, it will be necessary to raise the cargo with that sort of duntage that will not give way. It may be taken for a general rule amongst all sorts of shipping, *the higher the centre of gravity is raised, the ship will be easier in all her motions at sea.*

This great and general principle, in

which all shipping are very materially interested, is not so universally understood nor practised as it ought to be. The most material part will be to point out the most advantageous method of Stowing so large a proportion of a ship's hold as may be necessary for the dunnage of these heavy cargoes. The present custom is to cut a large quantity of brushwood and faggots, and spread them in the ship's hold, which soon fills up a large space: the brimstone is then laid upon it, and as the weight increases, it is pressed down the more, till it sinks lower than could be at first imagined. "When the cargo is on board, it is too late to be altered, and the ship will be very uneasy at sea: and it is not an uncommon thing for a ship to return into port to take out a great deal of her cargo, before she can proceed upon her voyage. There are many instances where the ship's dunnage for a cargo of barilla or brimstone has not been properly attended to, that after loading upon the coast, the

ship has been so very burtnensome to Herself, that they have even found the greatest difficulty to get into port. By this sort of dunnage the most experienced masters of ships are often deceived, besides by the ship's returning into port to take out part of her cargo, they lose a great deal of freight, and are put to an immense cxpence, which might all have been avoided, had the cargo been properly stowed, and the ship might have carried it with the greatest ease. In Palermo, Messina, apd all the principal ports, there are generally plenty of good oak pipe-staves to be purchased very reasonably; they will always allow a handsome freight to the ships, and are always in demand in England: dunnage of this kind cannot shrink much, and it will always keep the ship's hold clean. By dunnaging the ship with brushwood, the leaves soon decay through the dampness of the ship, and rot the ship's cieling; and the small particles of barilla dr brimstone, falling down amongst it,

are generally lost; the barilla is lost in*
evitably.

Should there be any want oi'oa^ ataxies, Tphich is not very probable, there is always plenty of wood, which at first costs but very little, and \s of some use in this country, Coyk-wood is always in great abundance, and would be very useful amongst our turners and block-makers.

In shipping cargoes of brimstone, barrilla, and other articles upon tjie coast, there should always be a peison on *the* part of the ship, to attend the scales, &c. -who is well acquainted with the language, which, if properly attended to, including loss and waste, the ship will deliver in England—

One ion for every 13 Sicilian can tar.

The exports from Sicily, exclusive of -the articles already mentioned, are

Silk
Wine

Brandy
Tarter

m

Raisins	Shu mac
Figs	Liquorice pasie
Currants	Linseed
Sw^et almond	Linseed aH
Bitter almonds	Olive oil
Small nuts	Locusts
Pistacheos	Bags
Lemons	Goat and kid skins
Oranges	Rabbit skins
Lemon juic?	Rabbit wool
Essence of lemon	Anchovies
Essence of berga- mot	Tunny fish
Marble	Wheat
Salt	Barley
Soap	Beans
Manna	Kidney-beans
Canthari^es	Callavances
	Argpjs, &c. &c.

Imports into Sicily.

Baccaleo	Tanned calf skins
Tinned bullocks' hides	Tin in sheets and

Bar iron	1	Pilchards
Plate iron		Manchester goods
Lead in pigs and sheets'		Hardware
Pepper	t	Earthen^ware
Pimento		Copper
Spices of all sorts		Coffee
Sugars of all sorts j		Cocoa
Indigo		Pitch and tar
Cochineal		Silk and cotton hose
Herrings		Rum
Dye woods of all sorts		Alum
	J	Copperas
		Irish linens,

The imports into the island of Sicily are very considerable; they have very few manufactories of their own, and they must, in consequence, import very largely, particularly wearing apparel, and the consumption of some articles is very great; there is one very great advantage to the merchant, he is sure to get return cargoes for any number of shipping, and he may frequently barter his goods for his ship's return cargoes, to advantage.

THE CUSTOM-HOUSE.

AH merchandise of every denomination are indiscriminately landed at the custom-house, where there are proper warehouses to receive them; and they may remain there one whole year without paying any duty. Should the proprietor find it his interest to change the market within the year, he is at liberty to do it, and is only liable to pay a small passive duty; but, upon the expiration of the year, one-third of the tariff must be paid, and at the end of two years, two-thirds, and when the merchandise has remained in the custom-house three whole years, the whole of the Tariff must be paid.

MONEY OF SICILY.

20 Grains make 1 Terri
 12 Terri_____1 Scudi
 30 Terri_____1 **Ounca**

Accounts are kept in ounces, terris, and grains; the hard Spanish dollar is current for 12 terri 12grs.

AXMONDS

Are gathered in the rftontfts of July arid Atrgtfst, and they begin to ship them in October. They have both sweet and bitter almonds; the price of the sweet is generally from six to seven ounces per cantar free on board; the bitter almonds are about 10 per cent, less price. The best are gathered at Avela, the next in quality at Fusarahaco, Aragoni, and Girgentk

MANNA

Is gathered and shipped in the months of August and September. The best in quality, as well in flakes as sorts, are

those of Geraciu. The produce of Capaci are very good, particularly in flakes. Manna, the growth of Geraci, is usually sold by the pound; and manna, the growth of Capaci, is always sold by the rotolo. A few cases of manna that is first gathered with always sell for a good price in Leghorn-

FLAXSEED OIL.

Great quantities of linseed oil is made in Sicily. That made at Pattineo, Fusina, and Cephaleo, are all remarkable fine oils, of a beautiful straw colour. Those linseed oils that are made in the neighbourhood of Melazzo, are in much greater abundance, but of very inferior quality; great quantities are frequently shipped for Marseilles, for the soap manufactories.

DRIED FIGS.

Figs grow in great abundance all over Italy; the best dried figs are to be had in* the neighbourhood of Messina and Calabria: they are gathered and dried in the month of August, and are usually shipped either in barrels or baskets.

The price is generally from 45 to 60 terri per cantar, free on board.

SMALL NUTS

Are gathered in August and September; the best are the growth of Stravagunta, Franca Vella, and Castigliani; they are sold by the salm of sixteen tumeloes.

The price is generally from 90 to 100 terri per salm.

LEMONS AND ORANGES.

These grow in great abundance in every part; they gather and ship them in the months of November, December and January, for Triest, Hambro\ and the Baltic; they are generally packed in chests, containing four hundred and eight lemons and oranges. The shippers will guarantee them to keep good and sound for six months. Each lemon or orange is separately rolled in paper; the usual price, free on board, including chest and all expences, is from 12 to 15 terri per chest. Messina and Palermo are the best ports to ship lemons and oranges from.

LIQUORICE PAŞTE.

This is made in many parts of Sicily; the best is made in Calabria, but skipped at Messina; it is usually uiade

in the months of April and Maj, and shipped at all seasons; it is ^{always} packed in chests; the smallest, hardest, and most kittle tolls are the best; the price *froth* eight to ten ounces per cantar free on board, including chests and all expences.

SHUMAC

Is gathered the months of July and August; the best Quality of Shunaa is the growth of Casetfelamare, which is usually shipped off at Palermo, which is the best port to load a cargo at. It is sold by the salm of 280 mtofo, three bags to each salm; the usual price is from three to three and a half ounces per salm, including bags and all expences; each bag should weigh 162lbs. nett, English weight.

It is custoomary for ships, which load brimstone tipon the coast, to return to Palermo to fill up with bags of shumac.

1ST

Shamac is frequently shipped from Calabria, and several ports in Spain; but the shumac of Sicily, and particularly that of Castelamare, has always had the preference.

CAMNHAHIBES.

These insects are collected in the months of April and May,, and are usually shipped in boxes. The whole produce of the island of Sicily is disposed of in one contract. The price has lately fluctuated very much, from 50 to 80 ounces per cask. The major part of the Cantharides are sent into the Baltic.

SMALL DRIED ORANGES.

These are gathered in the months of July and August; they are packed and shipped off in casks; the price is frequently

15\$

70 to 80 terri per cantar, free on board, including casks and all expences.

ESSENCE OF LEMON AND BERGAMOT.

These essences are made in the months of November, December, and January, at the time of shipping oranges and lemons ; when a lemon has received any injury, and not fit to be shipped, it is made into essence and lemon juice. These essences are always put into copper vessels, well secured at top, generally soldered: the price is from seven to ten terri per pound. Messina is the best port to ship them at.

ANCHOVIES

Are caught in the months of June, July, and August, principally in the bay of Palermo, Termini, and the other bays in that neighbourhood. Tnqy

are generally packed in barrels, with the top head lobse, near a can tar in each barrel: they are shipped in large quantities to Leghorn, where they are mixed and packed in small kegs, with the Gorgona anchovies. They are also shipped in great quantities to the coast of Spain. We cannot conceive why the Gorgona anchovy should always have the preference: it must depend upon the manner of curing them* The Sicily anchovies are certainly the finer fish to eat when fresh. The price is usually from three to four ounces per can tar, free on board, including casks and all expences* Great care should be taken to have them always covered with pickle,

CORAL.

The coral fishery is carried on with great success on the western coast of Sicily and the islands near it- The value of it is not easily determined, entirely

depending upon the *qmky* and \$m4 some of it is worth more than ten guineas an ounce, and others not ten pence per pound. The greatest part is taken to Leghorn, and from whence all over Europe,

AMBER.

Tiiis is found in considerable quantities on the southern and eastern coasts of Sicily: the largest and the best is found near Catania: it is generally carried to Messina and Palermo, where it is manufeatured into beads, &c. The price depends entirely upon the quality.. Onp necklace of amber is often worth twenty guineas; at the same time another necklace is not worth so many pence.

There is no part of the world where amber is found in such large quantities as the coasts of Sicily; it finds its way -to every market in Europe, Africa, and the Bast Indies. Large quantities of

amber are carried from Liverpool to *the coast* of Guinea.

GOAT AND OTHER SKINS.

Great quantities of goat, kid, and lamb skins are exported to England and Germany. The rabbit skins are usually sent to Lyons, for the hat manufactory. The price is about ten per cent, dearer than the Sardhiian skins; it requires great care to pack them for a long voyage; whether they are packed in cases or casks, the seams should be well payed with pitch, which will prevent the air from entering, and also keep in the smell of any strong perfume, which is usually put amongst them, to prevent the worm.

LINEN RAGS.

It is almost incredible the immense quantity of linen rags that k annually

shipped from Messina and Palermo* The greatest part is sent to Genoa and Leghorn, and part to England, The price is from 35 to 40 terri per cantar.

SOAP.

The white soap made near Palermo* on the road to Monte Real, is of a remarkable good quality; it is made into cakes, and usually shipped in chests. The price, including chests, and all expences free on board, is 150 terri per cantar, or 17 grains per English pound.

Mottled soap made at Melasso, near Messina, in imitation of Leghorn soap, made on purpose for the American market, is to be had in any quantity by entering into a contract, and giving sufficient time to make it. This soap is always put into boxes containing 28 pounds nett English weight; it is taken by American ships chiefly to the southr

em states, and from thence is sent by the Americans over all the West India islands.

This article alone is one of the most profitable branches of the American Mediterranean trade- They sell it in the West Indies for more than three times the first cost, and it is always in demand. The price at Melazzo, to be delivered either at Palermo or Messina, including boxes, and all charges free on board, is from six to six and an half ounces per cantar: on making the contract it will be adviseable to get a box for a sample.

GRAIN.

The richest, and sometimes the most abundant product *of* Sicily is grain in general, all of which are usually excellent in their kind, and particularly wheat, the growth of Termini, Girgenti, and Lacerta.

Barley, beam, inchan own Erench beans, lentils wild pease, lupins, &c. &c. are usually shipped off near the places of their growth, when the ports are open for the exportation of grain. Tho price is always according to the abundance of the crops. The wheat and baarley are generally sent to Genoa and Leghorn; and ~~sigwne~~ cargoes are sent to Lisbon. Beans, pease, and roost kinds of pulse,, are shipped off for Minorca, Majorca, and the coast of Spain, and sometimes a few cargoes of wheat.

WINE.

This is a most comprehensive article in the island of Sicily, and is almost beyond calculation, every mountain and *every* valley throughout the island producing wines of a different quality and flavour; it will therefore be impose sible to enumerate one-fiftieth part of the ditferent wines that are made on sicilya

The red wine made at the Fdro of Messina is the most agreeable to an Englishman's taste, in preference to all the other red wines; it is a full-bodied, strong, rough wine; when new, it is rather sweet, but that goes off by keeping? it will bear the sea much better than any other red wine in the island. Thus red wine of Melazzo is in much greater abundance than that of Faro; the quality very inferior* There are annually more cargoes of red wine shipped from Melazzo, than any other port in the island. The Syracuse and Mount *Mtna*, white wines are very rich, but not fit to be drank, except in very small quantities. The Muscatel, the white and red Lipari, and *M&hrazia*, are all rich wines one small glass is sufficient at a time.

MARSALA WINE.

This is what is usually called a dry *mountain* wine, and more suitable to a

Englishman's taste than any other wine made in the Mediterranean; and it is daily rising into repute, and there is little doubt but that it will be equally esteemed with the Madeira wine, to which it has a very similar flavour: and when the Marsala has attained the age of six or seven years, it cannot be distinguished from the best old Madeira wine.

This wine is the growth of the mountains on the western part of Sicily, behind Marsala and the neighbourhood of Trapani.

Messrs. John and William Woodhouse, the manufacturers of the Marsala wine, have erected an extensive factory, about a mile distance from the city of Marsala. This factory is very large, and frequently contains three thousand pipes of wine, besides room for staves, various utensils, and about twenty coopers, employed in making the casks

Ht

within the factory: besides the dwelling-houses, there is a distillery, forges, &c.

The *Marsala* wine has often been found of great service *id* the sick on board the British fleet in the Mediterranean³; the fleet having frequently taken five *hundred* pipes. -

The greatest mart for this wine at present, is to the southern states of North America; several ships' cargoes are sent annually. A great deal of it is drunk in America, but the major part is again shipped off and carried by the Americans to the West Indies, where it is sold for Madeira; and after two voyages at sea, it is not readily distinguished from real Madeira; it has also the same properties; the hotter the climate the better it is for the wine, time always improves it, and it may be kept in any climate for many years, without the least risk of spoiling.

CONTRACTS.

All purchases and shipments from the island of Sicily, are usually done by contract, where it must be always understood to be free on board; that is, the duties and every expence attending the shipping and packages to be paid for by the seller. The natives of Sicily have a peculiar privilege in preference to. aliens, both in imports and exports; aliens pay about five per cent more than a native. Major part of the produce of Sicily pay* a duty on exportation; therefore all entries inwards and outwards at the custom-house should be made in the name of a native.

MESSINA,

This is the best port in Sicily for an assorted cargo of merchandise; besides a large proportion of the various produce of Sicily, there is generally a great variety of goods, the produce of the Morea and the Levant

The Greeks who are subjects of the Grand Signior, are not permitted to trade farther west than Tunis, Malta, and Messina. There is at present a treaty between the Grand Signior and the Dey of Algiers, that whenever the Algerine cruisers capture any ships belonging to the Greeks, subjects of the Grand Signior, to the westward of the above mentioned ports, they are deemed good prizes, and the crews sent into slavery.

The Greeks bring to Messina, currants, cotton, carpets, silks, drugs, figs, rosin, timber, gums, and a great variety of other

merchandise, the produce of the More* and the Levant.

Messina is by far the best port in Sicily for trade; its situation is superior to any other port in the Mediterranean for general trade; it has also very good accommodation for shipping; the only fault it has, is having too much water, there is from 20 to 25 fathom all over the harbour. Every master of a ship should be careful how he moors his ship, particularly in the winter; he should have two good anchors out in the stream, and two good strong hawsers, made fast to moorings on shore; we have known instances of ships being nearly lost here, on account of their being carelessly moored; there are frequently very strong gusts of wind from the hills behind the city, which are sometimes so violent, as to cause the ships to break their moorings on shore, and if they are not well moored in the stream, the ship may be lost before there is time to get another anchor and cable ready.

NAPLES,

The most considerable article for exportation of the produce of the kingdom of Naples, is that of oil, generally known by the name of Galipoli oil; this is the produce of the provinces of Puglia and Calabria Ultra; the oils of Puglia are the best, and are always preferred by the woollen manufacturers. They are bought by the salm, containing 10 stara of 32 pignatelli. The salm is equal to five and a half barrels of 8,51b, Leghorn weight and measure ; and five and a half salm make the ton of oil. A gallon of this oil weighs seven pounds and a half, equal to liicwt 3qrs, 61b. per ton, of 236 gallons.

There are two methods of procuring cargoes of Galipoli oil, the one is by entering into contract for the oils only; this usually obliges the purchaser to make

good Ins payment for the oil, in about a week after the agreement is signed; the sellers, in return, are obliged to deliver the oil into the cisterns, and the purchaser pays all charges of duties, casks, portorage, and every other expence to put it into the ship -, these charges generally amount to seven or eight ducats per salm, according to the value, the duties being paid in proportion to the current price of the oil.

AVhen the contract is made free on board, the first cost of the oil, and every other charge attending the shipping, is to be paid by the seller, except iron hoops, a small present to the cooper attending, commission and brokerage; by this method, the purchaser pays down half at the time of signing the contract, one-fourth the week following, and the remaining one-fourth on the receipt of the bills of lading.

A merchant may sometimes find H more convenient to purchase his own

cargoes of oil, at Galipoli, and superintend the shipping, &c. particularly a merchant who understands the language and their manner of doing business; in that case, suppose

					Due. Gil,
One salm of oil	first cost is				13 50
The duty of Baronia	that he must				
pay will be	*	•	-		6 55
					20 5

WOOL.

Puglia wool is much esteemed for its uniform quality, by the manufacturers of woollen cloth, both in France and Germany, who give orders, annually, for more wool than Puglia produces : and for the following season they endeavour to make their contracts in March and April, and the sheep sheering commences *m* May, The contracts are usually made to deliver the quantity contracted for, in

the following assortments: one half Lucoli wool, or first quality, which is worth from one and a half to two carlina per rulbo, more than the second or celano wool, of which they put in one-third to the assortment, and this is usually reckoned to be worth from one to one and a half carlini per rulbo, more than the third quality, of which they put in one-sixth to complete the assortment.

SILK*

The silks that are produced in the kingdom of Naples are always in great demand from France and Spain; those of Reggio and Sambj&ttelli for England. The produce of these provinces and Terra de Lavona. are known by thosp names,

The whole pf the silks are always bought for ready money. Most merchants prefer purchasing the raw silks, and reduce them in frames, by the workmen in Naples

who will finish them very well, and are usually paid from four to four and half carlini per pound, according to the fineness and quality.

ARGOLS,

There are large quantities of both whits and red argols produced in the kingdom of Naples; they are generally bought for ready money, one half of each colour assorted ; they are usually shipped in hogsheads, and the price according to quality. from five to seven ducats per cantar, including casks, free on board. There are also great quantities of argols shipped from Messina, Melazzo, and Palermo,

STAVES.

Oak and chesnut staves, for pipes and hogsheads, are provided in great quantities, in the kingdom of Naples ; they are

usually bought by the caratte, consisting of staves for 100 casks, with heading and hoops assorted., The hoops are shipped at Castellamar, about 16 miles from Naples, and the oak staves are loaded at Naples. The price, in general, is according to the demand, about 270 ducats per caratte of 100 pipe staves, and 150 ducats per hundred, hogshead staves, all oak, with heading and hoops complete.

They are usually contracted for, free on board, with all charges, which includes every expence, except a fee to the cooper who superintends the quality and assortment.

WINES.

There are a great variety of wines produced in the kingdom of Naples; those of the growth of Pozzoli are shipped in the greatest quantities: they are bought

by the carre of two large casks, containing 12 barrels of eleven gallons each. The price entirely depends on the abundance of the vintage; on an average, may be reckoned from 45 to 55 ducats per carte of 24 barrels, equal to 264 gallons; to the first cost may be added from seven to eight per cent, for charges, besides the value of the casks. There are a great variety of other wines; to enumerate the whole is impossible, each hill or valley producing a different flavoured wine, none of which are fit for the English market.

Besides the various articles, the produce of the kingdom of Naples *kierein* enumerated, there are also a great many others not particularly specified as the produce of this kingdom, but have been mentioned in the commerce of Sicily. There is but very little difference between the imports and exports of Naples and Sicily, and not much difference in their manner of doing

business. The importation of salt fish into the kingdom of Naples, is very considerable, almost beyond calculation, and the Neapolitans are not so very particular, as to the quality, as they are at Leghorn, and several other ports *in* Italy.

WEIGHTS, MEASURES, &c.
OF THE
KINGDOMS OF NAPLES AND SICILY.
MONEY.

The money of Sicily has the same value with that of Naples, but under different denominations; the ounce of Sicily is 30 tari, equal to 30 carlini of 3 ducats of Naples.

The tari of Sicily is 20 grains, equal to the Naples carlini, of 10 grains; the scudi of Sicily, of 12 tari, is equal to the scudi of Naples, of 12 carlini.

WEIGHTS.

The Sicilian cantar of 100 rotola, is equal to 178 lbs. English weight; each

totolo weighs 30 ounces, or $2\frac{1}{2}$ lbs.; the Sicilian cantar is about 10 per cent, less than the cantar of Naples.

The Naples cantar, of 100 *rotolo*, each *rotolo* 33f ounce is equal to 196 lbs, English weight. The cantar contains about 280 lbs. of 12 ounces, the small weight of Naples; and the English hundred weight of 112 lbs- is $57\frac{1}{2}$ *rotolo*, or 160flbs. the Naples small weight.

MEASURES.

The *carre* of wine, Naples measure, makes 2 butts of 12 barrels each; 1 butt is about half a ton English.

$5\frac{1}{4}$ Tumuloes of wheat is equal to the English quarter,

1 *Carre* of Wheat is 36 tumuloes,

1 *Canne* is 8 palms, equal to $2\frac{1}{2}$ yards English.

The measures of Sicily are nearly the same as those of Naples.

MONEY OF NAPLES

- 1 Ducat is . . 5 terri.
- 1 Terri 2 carlini and 20 grains,
- 1 Carlini . . 10 grams.
- 1 Grain . . 12 cavaletti.
- 1 Publici . . 1 grain 6 cavaletti,
- 1 Scudi . . . 12 carlini.

Pieces of 10 carlini.

Ditto . . , 5 carlini, or half ducat*

Ditto... 2, S, and 4 carlini.

Ditto . . . 4, 12, 13, 24, 26 grains,

The Tornese of 6 cavaletti.

Piece of . . . • 9 cavaletti.

Ditto of . . • . S tornese or 2½. grains,

Accounts are kept in ducats and grains.

100 Grain* make 1 ducat

EXCHANGES.

NAPLES GITES UNCERTAIN

TO RECEITE CERTAIN

U3AWCE

50 Grains	more or less	1 Florin, Banco Amsterdam	2 months date.
84 Grains	_____X	Dollar old Plata, Cadiz, or Madrid	3 months date.
114 Ducats	_____•	ICO ditto of eight reals, Leghorn	20 days date.
42 Grains	_____1	Marc, Banco "Hamburg	75 days date.
23 Grains	_____1	Li\re Tournois, Paris, Lyons, and Marseilles	60 dajs date.
120 Ducats	_____100	Scudi, of 12 terri, Messina and Palermo	22 days sight.
116 Ducats	_____100	Ducat*, Bau^o in Venice	15 days after acceptance.
120 Ducats	_____100	Scudi, of 10 guilios in Rome	22 days sight.
59 Grains	_____1	Florin, current in Vienna	50 days date.
89 Ducats	_____100	Ducats in reals, Bari and Lucca	15 days sight.
1 Ducat, Reguio	108 Sols, Genoa,	more or less*	
1 Ditto ditto	44 Pence, London,		
1 Ditto ditto	650 Rees, Lisbon,	_____	

The Exchange between Sicily and England is usually from 41 to 52 terri per pound sterling.

PRO FORMA

INVOICE FROM NAPLES TO ENGLAND.

Invoices of sundry articles contracted for at Naples, and sold by the weights of Sicily, of which 1 cantar is 100 rotolo or 250lbs. equal to 178 English: the cantar of Sicily being ten per cent, less than that of Naples. This has been the usual mode of doing business, on account of the great number of shipping unloading at Naples, which is always to the prejudice of the English merchant.

	Due.	Grs.
20 Half boxes of Gerachi manna, in 1	1173	
sorts, weighing 5100 lbs. 23 grs. _____		
Shipping charges	150	0
	1323	0
Brokerage and commission, 2½ per cent. - -	33	0
	Due. 1356	0
Exchange at 3Id. sterling per ducat _____	£175	3 0
20 Half boxes of Capaci manna, in "]		
flakes, weighing nett 3340 rotolo, I	1870	40
at 5G grains per rotolo.		
Sundry shipping charges. „	100	0
Brokerage and commission 2½ per cent.	50	76
	Due. 2081	16
Exchange at 3Id. sterling per ducat . _	£268	16 3

	Duc.	Grs.
12 Casks of linseed oil, containing 43 cantars, at 15 due, per cantar. J		
Sundry shipping charges.	30	0
		675 0
Brokerage and commission, 2 per cent. . . .	16	77
	Due.	691 77
Exchange at 31d. sterling per ducat. . . .	£89	7 0

	Due.	Get
1350 Cantars of Lipari currants, at 8 1 due. per caatar	IQQQQ	Q
Sundry shipping charges.	1610	0
	12410	0
Brokerage and commission, 2½per cent..	310	25
	Due.	12720 25
Exchange at 31d. sterling per ducat. . . .	£1643	0 7£

	Due.	Grt.
100 Barrels of Lipari raisins, weighing 87 cantars, at 6 due. 5 grs. per cantars....		
Sundry shipping charges.	70	0
		635 50
Brokerage and commission, 2 per cent. . . .	15	83
	Due.	651 38
Exchange at 31d. sterling per ducat. . . .	£84	2 8

N. B. Currants and raisins, the produce of Lipari, are usually put on board a ship at Messina, being generally carried

there in their own coasting vessels. **The casks are** always included in the weight of the currants and raisins, **and** paid for after the same rate, the same as is usually done in the Mores with the currants ; in consequence the coopers make the casks, particularly for currants, of very heavy wood, the casks generally weighing more than double the weight that is necessary, though it requires considerable strength, to bear the pressure of packing, and the weight of the currants.

	Due.	Grs.
200 Sftcks of small nuts, containing 100 } salm, at 11 due. 75 grs. per salm }		
Sundry shipping charges.	150	0
	1325	0
Brokerage and commission.	33	0
	Due. 1358	0
Exchange at 31d. sterling per ducat.	£175	B 2

	Due.	Grs.
262 Bags of Alcamo shnmac, 87½ salms at } 12 due. per salra. }		
Sundry shipping charges.	1048	0
	1178	0
Brokerage and commission, 2½ per cent. ..	29	45
	Due. 1207	45
Exchange at 31d. sterling per ducat—	£155	19 2

166

	Due.	Grs.
3000 Salms of Trapani salt, at 1 due. 50 grs. } per salm		
Sundry shipping charges.	120	0
	4620	0
Brokerage and commission, 2½ per cent. . -	115	50
	Due. 4735	50

Exchange at 31d. sterling per ducat. £611 3 4

	Due.	Grs.
400 Chests of sweet oranges, containing } each 408, at 1 due. 60grs.per chest.. }		
Sundry shipping charges.	100	0
	740	0
Brokerage and commission, 2½ per cent.....	192	5
	Due. 759	25

Exchange at 31d. sterling per ducat. /98 1 4

	Due.	Grs.
590 Chests of lemons, containing each 408, } at 1 due. 70 grs. per chest. }		
Sundry shipping charges.	147	0
	1150	0
Brokerage and commission, 2½ per cent. _____	28	75
	Due. 1178	75

Exchange at 31 d. sterling per ducat £ 152 5 1

	Due. Grs.	
500 Barrels of Sicily anchovies, weighing } 6400 0		
400 can tars, at 16 due. per cantar } 130 0		
Sundry shipping charges		
	- 6530 0	
Brokerage and commission, 2½ percent. ..	163 0	
	6693 0	
Exchange at 31d. sterling per ducat	£86 4	10

The casks containing the anchovies are always included in the weight of the fish, and paid for the same as the fish.

N. B. The above, as-well as all the foregoing *pro forma* invoices, are supposed to be contracted for at Naples, with the merchants there, and the ships usually proceed to some of the principal ports in Sicily, to take on board their cargoes, the merchandise will, in consequence, cost a little more than when it is contracted for with the merchants in Sicily; this is for want of a more general correspondence in Sicily. There are only two ports in the whole island where any British merchants reside.

PRO FORMA

INVOICES OF SUNDRY ARTICLES,

Which are always sold and shipped by the weights of Naples. 1 Cantar is 100 rotolo, or 250lbs. (small weight) equal to 196lbs. English weight.

	Duc.	Grs.
500 Cantars Belvidere or Calabria raisins, } at 7 duc. 5 grs. per cantar	3750	0
Sundry shipping charges.....	350	0
	4100	0
Brokerage and commission, $2\frac{1}{2}$ per cent. ..	102	50
	Duc. 4202	50
Exchange at 31d. sterling per ducat	£542	16 5

	Duc.	Grs.
100 Cantars cream of tartar, at 10 duc. per } cantar	1000	0
Sundry shipping charges	30	0
	1030	0
Brokerage and commission, $2\frac{1}{2}$ per cent.	25	70
	Duc. 1055	70
Exchange at 31d. sterling per ducat	£136	7 4

	Duc.	Grs.
300 Salms of Calabria oil, free on board, at } 9300	0	
31 duc. per salm.		
Sundry small charges.	12	0
	<u>9312</u>	0
Brokerage and commission, $2\frac{1}{2}$ per cent. ..	232	80
	<u>Duc. 9544</u>	80
Exchange at 31d. sterling per ducat	£1232	17 4

	Duc.	Grs.
100 Casks of oil-proof brandy, at 130 } 13000	0	
duc. per cask, free on board ..		
Brokerage and commission.	325	0
	<u>Duc. 13325</u>	0
Exchange at 31d. sterling per ducat	£1721	2 11

N. B. 12 Barrels, of 60 caratt to the barrel, make one cask of brandy, equal to 147 gallons English, or $12\frac{1}{2}$ gallons to the barrel.

	Duc.	Grs.
100 Casks of Hollands proof brandy, at } 12000	0	
120 duc. per cask, free on board ..		
Brokerage and commission, $2\frac{1}{2}$ per cent.	300	0
	<u>Duc. 12300</u>	0
Exchange at 31d. sterling per ducat	£1588	15 0

	Duc.	Grs.
15 Boxes of white soap, weighing 20 can- tar, at 21 duc. per cantar	}	420 0
Sundry shipping charges		10 0
		430 0
Brokerage and commission, $2\frac{1}{2}$ per cent. ..		10 75
		Duc. 440 75
Exchange at 31d. sterling per ducat		£56 18 7

THE MOREA

That part of the produce of the Morca properly adapted for the English market, is very considerable, both in bulk and value; on this account the commerce of the Morea will be always a very desirable object. The merchants may procure cargoes for their ships, according to their circumstances, and almost at all seasons, which will be found a great accommodation to the ship owner. In all parts of the Morea provisions are plentiful and cheap, and money of more value there than in any other part of the Mediterranean ; in consequence there is no good market for any considerable quantity of British goods. Lead and tin are always in demand, but there is not consumption for a large quantity of either at any one port. It will be found very convenient for the ships that take cargoes of fish to Venice or Trieste where there is always a great

consumption, to take in ballast, and run down the Gulph of Venice, and load immediately in the Morea, instead of lying two or three months in those ports for a cargo. Yet the shipping will still labour under some inconvenience, unless the cargoes are already prepared for them. There is a very great difficulty in making a seaman a merchant; and unless the merchants visit foreign countries more than they do at present, or send their sons or confidential servants to provide cargoes for their shipping, they will labour under many disadvantages. It is not the merchant's interest alone to visit foreign countries : their own country is very materially benefited by it. It certainly can be no difficult matter to prove, that this country derives more real benefit from ten respectable British merchants residing in foreign countries, than it can possibly receive from one hundred of the same class remaining at home. Petrasso, near the mouth of the Gulph of Lepanto, is a very good port

to load a cargo for England. The harbour is not a very safe one, being too much exposed; but the anchorage is very good; there is also an accredited British consul there, a very respectable man, a Greek by birth, and educated in England.

It would be a difficult task for us to attempt to give a particular description of the various articles the produce of the Morea, they being so very numerous; we shall only briefly mention some of the more bulky articles which are to be had in general, in considerable quantities, and which serve to fill up the ships, when there is not a sufficient quantity of more valuable goods.

CURRENTS

Are a considerable article of export from the Morea; Petrasso is one of the best ports to ship them from. The fruit

is rather larger and more free from Rand or gravel than the fruit of either Zante or Corfu. They are shipped in various sized casks, from twenty hundred weight down to fifty pounds, for the English market. They must weigh above five hundred weight nett, otherwise they are liable to seizure. The casks are always included in the weight of the fruit, and paid for as such- The coopers make the staves of heavy wood, and double the strength that is necessary. There are three times the quantity of currants shipped from Petrasso than grows upon the island of Zante. The Morea currants have the preference in most countries, except in England, where the Zante currants are more merchantable.

The tonnage of currants is very large, on account of the casks; and there are very few ships that are able to deliver more freight than their measurement tonnage.

New fruit is always in highest estimation, and a ship may easily load new fruit the beginning of October, and reach England before Christmas, the season when currants are most in demand, provided the ship has not to wait for convoy. The first cost of currants in the Morea is usually about three halfpence per pound, English weight. At Petrasso they pack a great quantity of currants in small casks, about 30lbs. nett each; these are usually the prime fruit, and are perfectly free from sand or gravel.

Currants being a heavy cargo, are very convenient to put into the bottom of a ship; they are always packed very close, and in consequence are not so liable to damage as many other articles of merchandise.

YOUNG FUSTIC

This is commonly called Zante young fustic; is a good dye-wood for dying a

bright yellow : it is chiefly shipped from Petrasso, as more of it grows in the Morea than in any other part; it is very convenient to stow amongst a dry cask cargo, where it is stowed to great advantage for the ship, and it may be cut up into convenient lengths, without injuring the wood. A common merchant-ship of two hundred tons register tonnage, taking on board a dry cask cargo, may easily stow from twenty to thirty tons of fustic, without taking up any extra room. It is frequently in great demand in England; the price fluctuates very much, but it will always allow a very handsome freight,

COTTON.

This is a very considerable article of export from the Morea and the Levant; even Malta, though a very small island, produces several cargoes; but the inhabitants being the most industrious

people in the Mediterranean, spin the ma* for part into yarn, and export it to Spain in that state. They reserve a considerable quantity, which they manufacture into various kinds of cloth and hosiery, For their own consumption. The Levant cottons are generally of a very inferior quality, yet they are always in demand in the English markets. With respect to the cotton of the Mediterranean, both merchants and shipping have laboured under many inconveniences; the cottons are first put up in a very loose slovenly manner: to stow a ship to advantage, they are obliged to raise a very heavy purchase ; the steaving geer alone, which is necessary to load a ship in the present manner, will fully load two long boats; by this method of stowing cotton, if the ship is not very strong, she is very liable to be ruined by it: there are many instances where a bale of cotton has been drove through a ship's bows; there is also another very great disadvantage the shipping at present labours under, *by*

the present method of stowing a cargo of cotton in the Mediterranean; to stow a ship of three hundred tons burthen will cost near five hundred pounds sterling: this is certainly a very heavy charge against a ship, besides injuring the ship very materially by scuttling the ship's decks in several places. This inconvenience and heavy charge might be very easily remedied: the merchants residing at the principal ports for shipping cotton might have screws erected to pack their cotton, similar to those now-used at Bombay: this would enable a ship to take nearly double the quantity of cotton they can stow by the present mode. The whole expence of screws, beams, and every other article, would not exceed the present charge of stowing Only one ship's cargo. They might have them at Petrasso, Salonica, Smyrna, and some other ports where large quantities of cotton are usually shipped. There can be very little doubt but the merchants will soon find it their interest to

adopt this method of packing cotton: we are a little surprised that it has not yet been attempted. We are well aware of the objections that will be made to such a proposal; we cannot put these people out of their old way; will a sensible merchant say, that this is sufficient to prevent an attempt to accomplish so desirable an object? We would recommend the merchants to fix the proper machinery and employ the ships' companies, should the people of the country be unacquainted with the proper method, or until they have acquired it. A ship's company will be able to pack a cargo in a reasonable time. The cotton will not require half the quantity of bagging that is at present made use of; and for the lashings, there is plenty of flax imported from Egypt, that will make cordage proper for that purpose, similar to the Manilla cordage now used at Bombay. The operation, of packing cotton, as we have proposed, is certainly the proper work of seamen; the pressure is

effected by heaving with capstand bars, the same as on board a ship, and to sew up the bales with a palm and needle, which every good seaman understands perfectly; lashing the cords is also the work of seamen, and no people whatever understand it better. There is another objection, which will be made by some people to this plan of packing cotton, that by pressing such a large quantity of cotton into so small a compass, the very heavy pressure will break the staple of the cotton and injure it. We are of opinion that this sort of cotton would not receive the least damage by close packing, more than the Surat cottons, as they are now packed at Bombay; and when packed, as we have described, would not be so liable to waste or damage, to avoid which should always be the primary consideration with merchants,

We have no doubt when this method is thoroughly investigated and understood, that it will soon be adopted, as

so much good may be derived from it ; both ship and merchant will **be very** materially benefited by it. The freight will be considerably lower, as a ship will be able to stow almost double the quantity of cotton without her decks hogged, and the whole ship strained, which is always the case by the present method. Should the plan we have proposed be adopted, it will be as easy to stow a ship with cotton, as with cases or trunks; the bales may be made near a perfect square, and of the size that is found most convenient.

OLIVE OIL

Is made in considerable quantities in some parts of the Morea and the Archipelago : in general it may be shipped from thence at a much lower rate than from Italy or Sicily, and is of a tolerable good quality. At Modona, near the island Sapientia, there is a *very* convenient harbour for

shipping, and a ship will very seldom be disappointed in procuring a full cargo of good olive oil, nearly of the same quality as Galipoli: in general it may be purchased free on board in jars, at twenty-five pounds sterling per ton, A ship taking on board a cargo of oil at Modona, for England, should always carry the casks with her: good oil casks are very seldom to be procured in the Morea in any considerable quantities.

There is a great deal of oil, of a superior quality, made in the island of Candia; but the Turkish government usually reserve the produce of that island for the supply of Constantinople. In most of the ports in the Morea and the Greek islands, oil may be procured in large quantities.

VALONIA.

This is a very considerable article of export from the Morea and the Levant. It is gathered in autumn, and shipped

at; all seasons : it is a kind of acorn, and the more substance there is in the husk or cup of the acorn, the better; it is of a bright drab colour, which it will always preserve while it is kept dry; any kind of dampness injures it, as it then turns black, and the valonia loses both its strength and value: it is chiefly used by tanners, and is always in great demand in England, The first cost is usually from three pounds ten shillings to five pounds sterling per ton; though it is a very bulky article, it is always bought and sold by weight: a ship can only take a small proportion of their register tonnage, in consequence the freight of valonia, per ton, is always very high. There is no ship whatever, however flat or full she may be built, that will be able to stow near her register tonnage; and the ship taking valonia should always have some heavy goods, such as currants or black fruit, in the bottom of the ship's hold, to keep her in good sailing trim, A great deal of care is required to load

a, ship with valonia to the best advantage; and a stranger, who had never loaded a ship with this article, would, in all probability, feel himself at a loss how to stow it. The method usually practised is to roll large water butts, after they have taken on board a considerable quantity, to press it down: this is a very dangerous plan, as the bungs of the butts may very easily fly out, and water entirely spoils it. We would recommend a much easier method, and less dangerous : this is to employ as many men as can possibly work to advantage, with large pieces of wood, similar to what the paviors make use of, and ram it well down, all over the ship's hold; after they have trod it pretty even, this method will press it down a great deal more than the water butts, without any risk of damage; it is certainly the duty of every master of a ship particularly to attend to this point. By taking a good deal of care in stowing a vessel with valonia, it will frequently make thirty on

forty tons difference, which is a considerable object to the ship owner. This is one of the articles we have before hinted at with which a merchant may load his ship to advantage, when his finances are but small, and the ship will make almost as much freight as when she has more valuable goods on board. Petrasso is a good port to load valonia, as great quantities are collected in that neighbourhood. There are also large quantities to be had at several of the Mediterranean ports on the continent of Anatolia. To enumerate and describe very fully the various produce of the Morea would of itself make a large volume; we have hitherto only particularised the more bulky articles, and to point out to the ship owners where cargoes may be obtained to load their ships, either on ship or merchant's account, rather than detain a ship in port for several months, waiting for a freight.

Besides the various articles, the produce of the Morea, we have already men-

tioned, there are several others, which sometimes form a large proportion of a ship's cargo, such as

Dried fruits of various kinds,
 Almopds,
 Small nuts,
 Gums of various kinds,
 Galls,
 And a great variety of drugs.

We have not treated very considerably on the trade of the Morea, yet hope we have mentioned sufficient to convince every intelligent merchant, that to be acquainted with the trade of the Morea, is a very desirable object, and also useful for every master of a ship trading to the Mediterranean, to point out where he may most easily procure a cargo for his ship.

We have hitherto laboured to explain and point out that part of the Mediterranean trade which we consider may be made most beneficial to this country, as well as a considerable part not generally

known, though open to any one who may choose to embark in it. We have not considered it necessary here to describe the trade of the Levant, the exclusive right of which belongs to a, privileged company, and none can enter into that trade, with any prospect of success, without first being made a member of that company.

With respect to the trade of many other parts of the Mediterranean, which we have not particularly mentioned, we shall take a hasty sketch, and point out how far this country is at present benefited by it. We shall begin with the Spanish ports on the northern shore, Malaga, Alicant, Barcelona, &c. in all these much good business may be done, to the advantage of the merchant; yet England is generally a very considerable loser by this trade, on account of the imports from thence being far greater than our exports; this is chiefly owing to the many strict laws, almost prohibiting the importation of any

British manufacture. We have, in consequence, little more than the sale of a few fish cargoes, earthen-ware, and a few staples, to balance against the large importation of fruits, wine, brandy; wool, barilla, &c. &c. We shall now endeavour to point out in what manner this part of the trade of the Mediterranean may be made advantageous to this country, which we trust will appear to every intelligent merchant a most desirable object to accomplish. We consider that it may be most easily affected, by entering into the coasting trade of the Mediterranean with spirit: in all the ports on the Spanish coast the importation of corn is immense, it is even almost impossible to overstock the market. A great many merchant-ships, might be constantly employed in carrying corn from Barbary and many other parts where it is to be procured in abundance. This trade has always been very profitable; and the whole of the profits upon it (the major part being the produce of the country) would naturally find its

way to England; by this means a large proportion of our imports from thence would be paid for. Thus what at the present moment impoverishes, might be turned to a source of wealth to this country.

This will nearly be the case with respect to our trade to the different ports in the South of France and the northern states of Italy, where corn is always in demand, and the large sums of money paid for oils, silks, &c. far exceeds the amount of British goods there imported.

The port of Leghorn has, for many years past, enjoyed the greatest part of the English trade with the Mediterranean, by receiving English merchandise, and afterwards distributing it to every other part of the Mediterranean, and receiving the different products to load the shipping in return; thus the British merchants have hitherto been contented to receive their merchandise through a third or fourth hand, which most always en-

hance the price of the goods. The produce of Tuscany, properly adapted for the English market, is but very trifling; marble and oil are the chief articles; therefore our connexion with Leghorn must be always to our disadvantage; and what still operates against England, the agio upon gold is seven per cent, and all bills of exchange are supposed to be paid in gold.

Civita Vecchia is the only sea-port on the western shore of the Roman state where any considerable business is done; and though it is so very near the capital, yet the importation of British merchandise is very inconsiderable; the principal imports by British shipping are a few cargoes of fish, and chief article of export for England is linen rags.

Ancona, on the Adriatic, is another considerable Sea-port in the Roman state, yet it is seldom visited by British ships. The chief "article imported by British

ships is fish; and the exports to England, are hemp and rags.

Venice is now an Austrian port, but since the revolution England has not done much business there : it appears as if Venetian commerce was on the decline, and that of Triest increasing. This is owing to the latter port having better accommodation for shipping, and being more convenient for transporting merchandise into the interior of Germany. They are at present making canals- between Vienna and Triest, which communicate with the Danube ; when these canals are completed we may reasonably expect to receive the produce of the interior of Germany at the port of Triest. The importation of British goods into the port of Triest is very considerable, besides an immense quantity of fish. Any ship bound from England to that port, may, in general, fill up with several bulky articles, which are always in demand, and which will always pay a good freight.

The consumption of West India produce is *very* considerable; sugars, coffee, rum, pimento, mahogany, dye-woods, &c. &c. The exports from Triest to England are! not very considerable, and sometimes the ships fill up with the produce of the Morea and the Levant, taken there by the Greeks: though the exports from Triest to the British market are not very great, yet for the coasting trade of the Mediterranean they are immense. At Fieume hemp is to be procured in large quantities, and spars in abundance, suitable for any sized ship : spars are in great plenty down the whole coast of Istria. The trade up the Gulph of Venice should be avoided as much as possible in the months of December and January, the navigation being then very dangerous ; the gulph is narrow, and the gales, of wind are frequent and very violent

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—J- more convenient for transporting merchandise into Germany -

— canals communicating with the Danube are making between Trieste and Vienna

— British imposts are very considerable into this port

— so is West India produce -
but not British exports -

— yet British exports for the coasting trade of the Mediterranean are immense -

Tunis, the most considerable state for commerce in Barbary

—great commerce with the Christian states

—articles of export from *Tunis* -

• Biserta is the principal port for shipping corn

— excellent soap made in Tunis

— great quantities of wool exported from Tunis

—its qualities in different parts of the kingdom -

—this trade may be made equal to that of Spain

— ivory and gold are also articles of trade, brought from the interior of Africa

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—the several articles of import into Tunis, from Syria, the Morea, Tripoli, Trieste, Spain, France, and Leghorn -

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ERRATA.

Page 31, line 23, for *than* read *those*

Page 75, line 4, for *Luan* read *Zuan*.

Jfcge 188, line 13, for *affected* read *effected**

