theless several places distinguished for the production of excellent manufactured articles. The carpets of Anatolia frequently combine economy and comfort in use, with ele­gance of pattern ; while in the beauty and durability of the colour, they are only equalled by those of Persia, which surpass them in delicacy and costliness. The Turks, how­ever, have never attained the art of making woollen cloths, except of the coarsest kind ; but other branches of manu­facture are shewn to be active in the country, from the increased importation of cotton twist. The coarser and more common articles of their manufacture, such as mus­lins, ginghams, handkerchiefs, cannot compete with those of England ; but the finer fabrics of silk and cotton still maintain the competition, and are likely to do so, from their superior excellence, beauty, and durability. Silk stuffs are made at Constantinople and Salonika ; the bra­ziers and ironsmiths of Shumla have carried their art to great perfection ; good steel is made at Bosna-Serai, Scu­tari, Karatova, and Constantinople ; and fire-arms at Se- mendria, Grabora, and other places. The grand com­mercial principle of Turkey is unlimited freedom of trade; and though the late Sultan Mahmoud, under evil influ­ence, endeavoured to enforce prohibitions on the export or import of certain articles, yet these prohibitions and all monopolies have been again abolished, and the trade is now only limited and restricted by the extent of the supply and the demand. The principal articles of ex­port are, horses, beeves, and swine ; tanned and raw hides ; wool, wine, tobacco, cotton ; currants, almonds, figs, dates, and other fruits ; olive oil, wax, honey, opium, raw and spun silk, camlet, carpets, morocco leather, gall-nuts, valonia, madder, gum-dragon, sponge, copper, alum, &c. ; while, on the other hand, they receive corn, and every sort of manu­factured and colonial produce.

There has long been a commercial relation between Eng­land and Turkey; and till a recent date there existed in London a Turkey company, possessing the exclusive privi­lege of trading to the Levant ; but the trade once carried on by the company had dwindled away, and the origin of our present trade with Turkey is but of recent date. Be­fore the last war between Britain and Turkey in 1807, but two or three British vessels proceeded annually to Constan­tinople with assorted cargoes. Of these, cotton goods formed but a small proportion ; and very few also were sent to Smyrna. When Malta had become a depot for our trade in the Mediterranean, the Greeks, imbued with an almost intuitive talent for commerce, began there to make pur­chases of British manufactures, and sent from thence every variety of goods likely to suit the market, chiefly to Smyrna, from which the capital was supplied. An English merchant established a house at Constantinople in 1812, and for se­veral years it had the whole command of the direct trade with England. From that period Constantinople became a rival mart with Smyrna, which it has at length completely eclipsed in the supply of British manufactures. The trade has gone on continually increasing ; and no country affords a better field for commercial enterprise. Besides the Eng­lish houses, there are now upwards of seventy Greek houses which trade with England from Constantinople, besides a number of Armenians and others, and most of the French, Austrian, and Italian merchants. About one fourth of the same number probably exist at Smyrna, and there are se­veral at Saloniki, and in the principal towns of Syria. Be­sides English merchants and manufacturers engaged in business with Turkey, there are eight Greek houses in Lon­don, with two branches at Manchester ; four Armenian and Syrian, and one Anglo-Levant; in all thirteen Levantine firms, each enjoying respectable or first rate credit. The proportion of British produce and manufactures now sent to Turkey is one twenty-fifth of the whole quantity export­ed. It is one fifth of that sent to the United States of

America, one half of that to Germany, four fifths of that to Holland. Italy, and Brazil respectively; it exceeds by one third the exports to Portugal and France ; and the whole to Sweden, Norway, Denmark, Prussia, and Spain together ; it equals the amount to Russia, and nearly that of our North American colonies ; it falls short little more than one third of our exports to the East and West Indies, and is double the amount to China. The trade is now prin­cipally carried on by native merchants and their commission- houses or partners in England, and is shared with English houses ; and, consisting only of real transactions, and afford­ing no scope for speculation, it has been more steady and secure than that with any other country. Goods for Persia, however, form of late years the most valuable part of the shipments for Constantinople, which is not only in the direct road, but likewise offers great advantages from being an intermediate market. From Constantinople the goods for Persia are sent to Trebizond, and thence overland through Armenia.

Previously to the convention of 16th August 1838, the only recognised duty on imports from Britain was three per cent. ; but other duties were subsequently levied at and after the sale of the goods imported, in a manner as op­pressive as the duties themselves. By the convention of 1838, the duty on imports is fixed at the same rate of three per cent. ; and in lieu of all other and interior duties, one fixed duty of two per cent. is established, on payment of which all goods imported may be sold and resold, with­out further duty or restriction. With regard to exports, the only recognised duty was also three per cent. ; but other duties, fluctuating in their nature, and enormous in amount, were levied, at the caprice of the authorities, on all articles of any value, and especially on valonia, silk, oils, and opium. By the convention of 1838, the duty on ex­ports to Britain is fixed at three per cent. ; all monopolies and prohibitions are abolished ; and instead of all inland duties on goods to be exported, one fixed duty of nine per cent. is established.

According to the last published returns, the number of vessels that entered the port of Constantinople in the years 1837 and 1838 was 3671 and 5625. The num­

ber of British vessels in 1837 was 432, with a tonnage of 86,253; and in 1838, vessels 419, tonnage 120,860. Of Ionian vessels the numbers were, in 1836, vessels 263, ton­nage 41,852 ; in 1838. vessels 308, tonnage 45,793. Of the vessels of other nations the following numbers are giv­en, without the tonnage, of which the British consuls have no account. In 1837, American 3, Austrian 732, Belgian 4, Danish 2, Dutch 2, French 19, Greek 832, Neapolitan 15, Prussian 5, Russian 555, Sardinian 793, Swedish 9; total 3671. In 1838, American 3, Austrian 811, Belgian 15, Dutch 7, French 48, Greek 2228, Neapolitan 84, Rus­sian 570, Sardinian 866, Swedish 4, Tuscan 36 ; total 5572. Of Turkish vessels there was no account in either year ; and of the Greek the average tonnage is stated to be very small compared with the number of vessels, among which are included craft of all kinds and of every size. The number of vessels that entered the port of Adrianople in 1837 was 7, of which 3 were British, French, and 3 Greek ; the port of Salonika in 1837, 329, of which 5 were British, 3 Maltese, 4 Ionian, 6 French, 15 Austrian, 2 Russian, 13 Sardinian, 243 Greek, and 38 Turkish ; the port of Smyrna in 1837, 897, whereof British 110, Ionian 20, Maltese 4, American 13, Austrian 145, Dutch 6, French 61, Greek 498, Rus­sian 17, Sardinian 18, Swedish 5, Turkish not known. The number of vessels that entered the port of Trebizond in 1837 was 131, of which 31 were British, 73 Turkish, 19 Austrian, 4 Russian, and 4 Greek ; tonnage, 22,349 ; value of ca∣go s, L.1,145,471, whereof L.623,372 were those of the British vessels.

See Foreign Review, vols. i. ii.iii. 1828, articles on Turkey