

The positions of ancient sea-port ruins attest the value that attached to certain geographical points in former days, and although the vessels of those periods may have been much inferior to ships of modern times, they were sufficiently large for the commerce of the country and for the capabilities of the harbours. The trade of Cyprus will always be carried by vessels from twenty to one hundred and fifty tons, and there should be no difficulty in providing shelter for ships of this small draught of water. The ruins of Soli, on the west of the present village of Caravastasi, prove that the Athenians, who founded the original city, were thoroughly cognizant of the value of a position which is the only spot upon the whole northern coast of Cyprus that will afford shelter or a landing-place, excepting the harbour of Kyrenia. In the early period of Cyprian history Soli represented one of the independent kingdoms when the island was divided into ten, Amathus, Cerinea (Kyrenia), Citium, Chytri, Curium, Lapithas, Marium, Nea-Paphos, Salamis, and Soli. The Phœnicians, from their own southern position, naturally selected the ports most convenient for their trade, and accordingly settled on the south coast of Cyprus, their chief towns being Amathus, Citium, and Paphos; these were important commercial ports at a time when Cyprus was in its zenith of prosperity, and were sufficient for the requirements of the period. If the British occupation is intended to be permanent it will be highly necessary to determine the classes of harbours that should be provided, as it would be a useless extravagance to expend large sums upon the construction of ports beyond the necessities of the trade. As I have already expressed an opinion that the commerce of