

sented a shaft of about twelve inches diameter, sunk from top to bottom; the marble column has been inserted from the top, and has tied each course effectively together; the havoc occasioned in this tower of solid squared blocks is the work of man; the stones have until recently been removed for the purposes of building.

Kyrenia could never have been a perfectly safe harbour in all weathers, as the entrance is open to the north. There is a slight turn to the east, which might have protected a few small vessels during a northerly gale, but this portion is now silted up, and it should be cleared by dredging. The houses rise above the harbour from the water's edge to the cliffs, forming a horseshoe shape. Mr. Holbeach had just completed a small quay of masonry, and a very moderate outlay would restore the ancient mole and render Kyrenia an important port for the trading vessels of Syria and Asia Minor. When a good carriage-road shall be completed to the capital, Lefkosia, only sixteen miles distant, the value of Kyrenia as a commercial harbour will be much enhanced. There are also important towns with a considerable population within eight or nine miles of Kyrenia on the west: Carava and Lapithas would offer markets for a great extension of trade, and Morphu would be brought within the same commercial circle. There is a peculiar advantage throughout the ports of Cyprus in the presence of stone quarries upon the spot where the material is required; this is specially marked at Kyrenia, where the solid rock, with its tombs, cave-dwellings, and ancient quarries, is on the actual borders of the sea, within a few yards of the existing harbour. There would be no great difficulty in converting these