

controls all the carriage roads to Khoi and Bayazid, Tabriz, Urmia, Teheran, etc.

Herr Dhoedt gave me many interesting details regarding trade in North Azerbaijan, and I here cite a few figures to give some general idea of its volume and of the goods which are articles of exchange between the two countries. They relate only to the country between Julfa and Tabriz and do not include the road through Khoi; for Tabriz the corresponding figures are twenty times as large. From March 21 to November 30, 1905, the imports from Russia to Persia *via* Julfa were as follows:—

Flour	16,000 batman ¹
Loaf sugar	523,000 "
Soft sugar	22,100 "
Tea	5,200 "
Petroleum	18,100 "
Iron and other metals	9,533 "
Millstones	49,912 "
Cotton cloths	3,360 "
Hides	12,700 "
Agricultural implements and hardware to the value of	24,500 kran
Vehicles to the value of	38,000 "

On the Persian roads millstones are transported by putting a wooden pole through their holes and drawing them along like wheels with four buffaloes.

During the same period 109,225 batman of dried fruits, chiefly *kishmish*, and 33,500 batman of cotton to the value of 280,000 kran, were exported from Persia to Russia. Besides these goods various smaller parcels pass in both directions.

Russia had obtained from the Persian Government a concession for the construction of a road from Julfa to Tabriz, and had handed over the concession to a syndicate, which commenced work in March and expected to have finished by the end of the year. Three Russian engineers were posted in the Persian Julfa to superintend the work. They cannot have been distinguished by any particular technical ability, for where the road runs through a narrow

¹ 1 batman = 6 $\frac{3}{8}$ lbs.