

cropped up during operations and been brought to his attention by the managers of various rafting enterprises, Valentin Pavlovich continued to familiarize me with the situation on the water routes:

"As of today, almost half of the 63.6 million cubic meters of timber planned for this year has been rafted, which is more than during the same period last year. The delivery of logs to their final destinations is also continuing ahead of schedule.

"They prepared well for rafting this year in the Timber Float Directorate. They did not limit themselves to issuing directives and orders to the locals, as so very often happens in the USSR Ministry of the Timber Industry. They visited the enterprises and solved all of the problems that arose, efficiently and on the spot. This combined effort made it possible to eliminate problems involved in supplying the raftsmen with parts and outfitting, fuel, grease, and cable. The rafting fleet, the floating assemblies, and the crane units were all prepared."

But not all of the reports that arrived on this day were pleasant ones. I became a witness to a rather blunt conversation between the Head of the Inspectorate for Log-Rafting and the manager of Volgolesosplav. The topic of conversation was the 450,000 cubic meters of logs that arrived at the Lower Kama roadstead and intended for the Tatar ASSR and the Lower Volga. But there is no rush on to handle the logs; the loading of the first vessel only began on May 17. There are few coniferous trees in the rafts, and who can guarantee that the logs, obtained in winter at such great labor, will not end up on the bottom? On top of that, the timber has