

indices of the hydroelectric station--these expenses belong to the forest workers. Here we have a basic approach to solving important economic problems; it is known as departmentalism. The power engineers are not alarmed by the fact that timber transshipment requires 1750 workers more than do installations to permit the through passage of timber-rafts, or that it requires maintaining dozens of trucks, or that it consumes thousands of tonnes of fuel, or even that it requires outfitting a large residential settlement for the depot personnel.

One single elementary design is clearly visible in the actions of the hydro system planners. The most important thing for them is "not to permit" such installations to be part of the hydro system, and this was done at the Irkutsk and later at the Bratsk hydroelectric power stations. And if you have interrupted navigation at those points, then the issue of permitting the passage of vessels when outfitting the Ust'-Ilimsk Hydroelectric Power Station simply disappears. That is how the map of Siberia began to show man-made (and at the same time, "dead") seas, without ships or navigation. Meanwhile, millions of tonnes of freight pass from Irkutsk to Bratsk and Ust'-Ilimsk and in the opposite direction by railroad--one and a half to two times more than by the storage lake.

It is interesting that during the initial stage of planning, consideration is given in due and proper form to the issue of organizing through navigation at the hydrosystem site, but that subsequently such navigation installations are excluded from the basic facilities of the hydrosystem, even in opposition to the views of Gosplan and Gosstroï USSR.