

"Does this mean that the two-year affair with the snow-white liner "Mikhail Svetlov", to which they are presently trying to attach a mooring anchor by turning it into a hotel for the entire navigation period, is a new approach by the administration of the Ministry of Inland Water Transport and the steamship company to further develop cruising?"

These are not pleasant questions and the conclusions drawn are no more pleasant:

"Time is passing and navigation is coming into its own in the Ob-Irtysh Basin, but the final fate of the "Mikhail Svetlov" and of "Kruiz" has not been decided. The attempt to overthrow the monopoly on tourism held by the regional soviets and to create some healthy competition in the area of cruising has not yet succeeded..."

I repeat, the questions and the conclusions are not at all pleasant ones, and, as the saying goes - while God sleeps you never know what the devil will do. It is no coincidence that at his recent meeting in the Central Committee of the Communist Party of the USSR, with workers from contract co-operatives of the agricultural-industrial complex, M.S. Gorbachev stressed the following: "People want to strike out along new paths but they meet with a lot of interference and nobody has any faith in them. These are still vestiges of an administrative system which can essentially be described as one which believes in giving orders but which does not believe that the ordinary man of today - the worker, the collective farmer, the specialist - is ready to play an active role and to function independently." There are a great number of real-life situations supporting this statement.