

the remaining ones will be finished in the two years separating us from the scheduled completion of the entire railroad seems unrealistic to me. Especially if one considers the speed at which work is progressing, for instance, in Fevral'sk, where the bureaucrats from Krasnoyarsk supervising the construction of a hospital complex have in two years utilized only 500,000 rubles from an appropriation in excess of three millions. As for the hospital complex in Zeisk, which is supposed to be erected by Bashkir builders, even the preliminary designs are not ready.

The ministers have noted the insufficient resources and technology at the disposal of regional public health agencies. But here is a curious fact: the construction of various projects in the BAR zone has cost millions of rubles. When inquiries were made about the location of these projects, it turned out that they were rather far from the railroad: in Komsomolsk on the Amur, Blagoveshchensk, Ulan-Ude, and so on. It means that these departments are solving their problems at the BAR's expense, apparently assuming that the rich ministries of transport and transport construction themselves will provide for the population's needs. Most likely, this is why the construction of a hospital in Ust' Kut has experienced prolonged delays, and the maternity ward built in the BAR capital has only 60 beds even though the demand is twice as large. Moreover, the maternity ward lacks water and sewage service.

From a letter addressed to BAR's medico-sanitary service by P. Us, resident physician of the hospital in the settlement of Taksimo: