

the situation was unacceptable. An immediate order was issued that the required number of railcars should be sent. My first reaction was one of joy: so this is how they work at the top, a quick and business-like solution, and we can get back to normal working.

But alas, the order got no further than the piece of paper it was written on; nobody had any intention of carrying it out. Only in the first two or three days did the number of railcars increase slightly, then another lull. The final result, was that, in February, which was when the Ministry of Highways and Transport order was issued, we were short of a record number of railcars, which as I have already mentioned, was 250 out of 767. So what was the point of all this "business-like" approach and "efficiency" in the Ministry; why waste paper on orders that are nothing but hollow words?

The second problem is no less important. Having exhausted the present felling site, the Komsomol's Forestry Enterprise is moving on to new areas where the forest is not so good and the trees are thinner. It takes almost the same time to load a wide tree onto a feller forwarder as it does a thin one. But it will produce a lot less. So in order to fulfil the plan we must load up more trees, for which we need more people. And quite apart from this, since the warehouse is now much further away, it takes more people to drive the trees, now stripped of their branches, back there. Whereas previously ten drivers could cope with the work, now we need fifteen.

I am describing all this so that it becomes clear why it is that circumstances beyond our control have meant that we need more manpower and, consequently, a larger wage fund. In other words,