

phototelegraph, but so far northerners receive daily only the newspaper "Southern fisherman". A real possibility, not requiring any special effort, of attenuating the isolation factor - one of the most oppressive conditions of the North - is thus lost.

Incidentally, it appears that the mail service will be even worse: the "IL-14's", which were equipped for mail-dropping, are going to be written off. This airplane is disappearing as a class. What will replace them? The "AN-2", the famous "Annushka's" are also getting old, and their replacement is also not foreseen. Somewhere in Moscow, colleagues and committees are getting together and taking decisions to create a special aviation for the Arctic... The years pass, and the pretty decisions are not carried out. This relates not only to airplanes, but also to many other crucial problems of the Far North.

And the quiet... Nobody tries to bring to order, even by the old tactics of intimidation, those who disturb the silence. That is because there is nobody to do so. There is no boss in the Arctic. There are many little bosses, who cannot do otherwise than follow the principle, "It will last for our time".

It is true that recently the Council of Ministers of the USSR organized a State Committee on Arctic Affairs. We shall hope that in this Committee the Arctic will find a boss who will give serious thought to this paradox: in this unique ecological region, where the snow water is so pure that you can pour it into the reservoir, why do you have to wash your hands every hour or so? And if he thinks about it, he will understand that the thousands of diesel and airplane engines here blacken the skies not only to no purpose but even to the detriment of the economy and the ecology. That it is bad management to cart fuel in the air and to scatter barrels from the skies