

had a detailed plan setting out what, how, and to where wood should be transported. It coincides with what we were told by V. Shishov. The difference is only in the timeframe.

More detailed consideration should be given to the possibility of expanding timber transportation on the Vaga in rafts and on boats. As mentioned above, the Vaga was navigable in the past and could be made so again. Incidentally, it has not yet been removed from the network of waterways under the jurisdiction of the Ministry of Inland Waterways. In the sixties a plan was developed to make it navigable along its entire length from Shengursk to its mouth. Work to deepen its bed even got underway, but then completion of the project was postponed. Floating timber interfered with the work! Now employees of the inland waterways, railway engineers, and timber-floaters argue every spring over who should receive allocations of fuel and lubricants, as well as funds to operate the boats in the short-lived spring, which is no more than 2 weeks long. Yet no one has gone back to the plan to fully restore navigation on the river. The timber-floaters have completely taken it over.

While logs continue to float down the river, the railway engineers can do nothing. So they have given up on the Vaga. This vicious circle must be broken. It is the loggers who must take the first step by reducing floating timber to a minimum and making it possible for river engineers to begin restoring this waterway - if, of course, it has not been ruined forever. The appropriate scientific research institutes under each Ministry could also make a valuable contribution here, for example, the Northern Scientific Research Industrial Institute at Arkhangel'sk.