

Konarev and the Minister of the River Fleet of the Russian SFSR, L. Bagrov. This document, which was signed by the Director of the Ob'-Irtysk Steamship Line, A. Lyuft, expresses concern about the fact that, in particular, the ports where freight is transshipped from railway cars to ships, specifically at Tyumen', Tobol'sk and Surgut, are at a standstill. The "Uralasbest" Combine and the Bogdanovicheskii, Pezhevskii and Pervoyural'skii crushed rock quarries have wrecked the April freight shipment plan. The shipment of fertilizers from the Sudogda Quarry Administration run by the USSR Ministry of Construction Materials is highly unsatisfactory. Shipments of cement are being held up by the Novotroitskii, Korkinskii, Sukholozhskii and Zhigulevskii cement plants, which are run by the Ministry of Industrial Construction Materials.

The Tyumen' rivermen are expecting a solution to this problem, first and foremost from the authorities of the State Supply Committee of the USSR Council of Ministers and of the Ministry of the Railways. This extremely difficult situation has apparently developed because of the fact that the plans for distributing railway cars to the factories and plants - the suppliers of the freight - are usually only announced by the Sverdlovsk and other railway administrations around about the eighth to the tenth of the month in which they are already supposed to deliver the freight to the river ports. But, before that time no one ships off anything to the rivermen.

Then again, here is yet another paradoxical fact. At the village of Kharp in the Yamal-Nenets Autonomous Okrug, not far from the Labytnangi railway station, alongside which is located the river port of the same name, the "Yamalneftegazzhelezobeton" Industrial Association manufactures construction elements for the enterprises and organizations of the Western Siberian oil and gas industries. It would seem that the simplest thing