

"pencilled-in" ton-kilometres, was in full operation. Drivers of the Moscow communal automobile base No. 3, for high building construction, were pouring out gas right in front of the base's gates. They had even dug a ditch for that purpose. And then there were all sorts of ways of turning the odometer.

It cannot be said that the drivers themselves did not resent this procedure. On the contrary - they wrote to newspapers and magazines, and to decision-making organizations. Nothing helped. At the time it was fashionable to blame the drivers themselves for everything. The bureaucratic system of accounting additions operated smoothly, for it was no doubt very convenient for the workers' managers. How many orders and medals, and even Hero titles, were awarded for these paper ton-kilometres. And yet the drivers' justified resentment, and the search for the truth, did finally see the light of day. At the beginning of the sixties, new payment conditions for drivers were drawn up, on the basis of a time-bonus system. Attempts were made to find other forms of organization of labour and payment for work. But the ensuing twenty-year period of stagnation in our economy completely wiped away all these reasonable beginnings. Everything gradually went back to the old ways.

For how much longer will we continue to deceive ourselves, to "pencil in" fictitious runs on travel sheets, to turn odometers, and to pour out gas acquired with such great effort?

We also have to keep in mind that gasoline depots are accumulating enormous reserves of fuel, issued for paper "runs", which, given today's gas prices, inevitably results in abuse. As a people's controller, I was told by tank-truck drivers that,