

of the river, they now build a seven hundred metre ice bridge as early as November. In order to form ice, the Yakutia workers, in collaboration with specialists from a number of enterprises and institutes throughout the country, constructed units of the "Grad" type. These units are used to help freeze a layer of artificial ice on top of the natural ice. The bridges built using this method make it possible not only to start using the winter ice roads early than before, but also for these roads to stay open to traffic longer. Freezing has made it possible to extend the time the winter ice roads can be kept in use on the Lena River, between Yakutsk and Bestyakh.

The longest road joins the town of Mirnyi and the settlements of the diamond miners of Aikhal and Udachnyi with the coast of the Arctic Ocean in the north and Lena railway station in the south. The overall length of this enormous highway is approximately three thousand kilometres.

The drivers from the polar settlement of Deputatskii work under very difficult conditions. During the short Arctic shipping season on the northern seas, which only lasts one and a half months, they manage to deliver everything the inhabitants of the Ust'-Yanskii region need via the Lena River and the Arctic Ocean to the lower reaches of the wild Yana. From there winter ice roads are constructed and convoys of trucks operate on them night and day.

"Our main route links the regional centre of Deputatskii with the settlement of Ust'-Kuiga which lies on the right bank of the Yana," your reporter was told by the manager of the local trucking centre, G. Nemchenko. "The road, which is almost two hundred