

In general, an analysis of the progress of reform at our enterprises indicates that for all its positiveness, every once in a while there are some negative manifestations. I have in mind the so called production-based egoism. For example, we all understand the indignation of the Irkutiyans. Every year, upwards of 30 million cubic metres of timber are felled in the Irkutsk Oblast, of which they are left with a mere 4.5 million. And this notwithstanding the constant state of imbalance between the State order and the plan for deliveries. Clearly, this kind of "arithmetic" runs counter to common sense.

The Siberians are also right when they raise the question of the unacceptably low prices paid for timber. Judge for yourselves: on the average a cubic metre realizes 18 roubles, whereas on the world market it is purchased for 70 dollars. Added to this is the fact that the cooperators attached to our enterprises are selling timber several times dearer than are the timber industry enterprises (lespromkhozy). How could the loggers not take offence, given that they extract the timber under the harsh taiga winter conditions and sell it for a song!

My feelings about the complaints being levelled at the railway workers are somewhat ambivalent. Certainly, their failures to make rolling stock available to the loggers are costing us dear. On the other hand, we know how complex the situation is at the moment on the main lines, how difficult it is to keep the nation's enterprises supplied with empty freight cars. We know this, but are making far from optimal use of them. Over a ten months period, through the fault of our enterprises about 140,000 railway cars have been kept out of circulation, whether by delays in loading, breakdowns