reasonable doubt that the Vicksburg District had overstated both traffic and transportation savings. The following examples illustrate the type and magnitude of errors made by the Vicksburg District in its study of prospective barge traffic and transportation savings.

Grains. The Vicksburg District Engineer estimated 165,000 tons of soybeans and 13,000 tons of wheat as downbound traffic for the Yazoo River in 1966, or a total of 178,000 tons of grains.

a. Soybeans. Included in this estimate were 85,000 tons of soybeans which the Vicksburg District stated had moved by rail to Gulf ports for export in 1966. We made a special tabulation of soybean shipments by rail from the area to be served by the Yazoo River and found 32,800 tons had moved by rail to Gulf ports for export in 1966. The staff, OCE, found, upon further analysis, that only 32,000 tons of soybeans had moved by rail to Gulf ports in 1966 rather than 85,000 tons as estimated by the Vicksburg District Engineer's report.

The Vicksburg District estimated 40,000 tons of soybeans had moved downbound on the existing Yazoo River Navigation Project (9-foot navigation is available on the existing project for 46 percent of the time) in 1966. The staff, OCE, estimated this movement totaled 62,000 tons. Official waterborne commerce statistics published by the Corps of Engineers, *Waterborne Commerce of the United States*, Part 2, Calendar Year 1966, lists 55,300 tons of soybeans moving on the existing Yazoo River Navigation Project.

The Vicksburg District estimated about 29,000 tons had moved by truck to Greenville, Mississippi, and barge beyond to Gulf ports in 1966. The staff, OCE, increased this movement to 46,000 tons. In regard to this movement, the Vicksburg District and the staff of OCE both assumed that the shipper would be willing to pay a premium rate for such service. The comments by the staff of OCE stated this resulted from a shortage of rail cars in 1966 and the desire of elevator owners to avoid commingling of their beans with those of other buyers.

The current truck-barge rate through Greenville used by the Vicksburg District is $4.26 per ton, which is the combination truck-barge rate from Yazoo City. The Bunge Corporation owns and operates an elevator at Yazoo City as well as at Greenville, Mississippi. Since the elevator operated by Bunge Corporation at Yazoo City is not served by rail, it is obvious that a rail car shortage, even if it had existed, would not have affected their soybean shipments from Yazoo City.

Bunge Corporation has several alternative routes for shipping soybeans from Yazoo City to the Gulf for export. These include barge on the existing project at a rate of $3.53 per ton; all-truck to Baton Rouge at $3.67 per ton; truck-barge through Vicksburg, Mississippi, at a rate of $3.76 per ton; and finally truck-barge through Greenville, Mississippi, at a rate of $4.26 per ton. One of the basic assumptions made by the Vicksburg District in its analysis of the Yazoo River is that shippers will act to minimize transportation costs. We do not argue with this assumption. However, it is equally applicable to existing conditions. Consequently, we find little support in the Vicksburg District Engineer's report and the comments of the staff of OCE for using the highest rate available as a basis for computing transportation savings. It is obviously not caused by a shortage of railroad cars. The commingling of beans can be avoided by shipping direct by truck or barge.

b. Wheat. The Vicksburg District estimated 13,000 tons of wheat as downbound traffic on the Yazoo River in 1966. Their report also showed no wheat had moved downbound on the existing navigation project during 1966, whereas official waterborne statistics as published by the Corps of Engineers show 11,100 tons of wheat moving on the Yazoo River in 1966. Hence, transportation savings should have been measured using the existing barge rate of $3.53 and not the rail rate of $4.10.

Dry fertilizers.—The Vicksburg District estimated 42,000 tons of dry fertilizers as prospective traffic for the Yazoo River in 1966. The staff of OCE, upon further investigation, found approximately 18,000 tons of dry fertilizers available for barge movement in 1966, as compared with 18,800 tons found by our analysis which was based on a tabulation of rail shipments during 1966. Thus, the Vicksburg District overstated estimated 1966 barge traffic of dry fertilizers by approximately 55 percent.

Anhydrous ammonia.—The Vicksburg District estimated 131,300 tons of anhydrous ammonia as downbound barge traffic for the Yazoo River in 1966. The tabulation or outbound rail shipments revealed rail movements to 330 destinations in 18 states during 1966. Total rail shipments were in excess of 130,000 tons, although shipments to points that could receive anhydrous ammonia by barge to-