

32,000 tons of soybeans actually moved by rail to gulf ports in 1966, rather than the 85,000.

Mr. FEIL. Sir, I do not have the record here to give you correct information on that. But in our checks of the work that the district did, we must have found some inaccuracies that we took out of it.

Mr. HARSHA. Did you base it upon a 32,000 or 85,000 tons?

Mr. FEIL. We feel it was reported through by the Chief of Engineers report—would be based on corrected figures.

Mr. HARSHA. Would that reflect this B-C ratio, then, the same one?

Mr. FEIL. Yes, sir.

Colonel HALL. If I may comment on the AAR, American Association of Railroads' report, they raise several questions with respect to the report. Each of these points were addressed in detail by the Chief of Engineers' staff. There were some pluses, maybe, and some minuses, but after addressing all the points, taking into consideration some of these inaccuracies that Mr. Feil alluded to, it has still a very favorable B-C ratio, and it did not affect the B-C ratio to any appreciable degree.

Mr. HARSHA. How much did it affect it?

Colonel HALL. Our addressing of their comments had to do with the validity of total economic analysis of the project, and we did not really make up a finite B-C ratio to compare with 1.6 or 1.62 or 1.58. We just did not do that.

Mr. HARSHA. Then you really do not know how much it affected it?

Colonel HALL. In our judgment, it did not affect it appreciably, sir.

Mr. HARSHA. I am sorry; I did not understand.

Colonel HALL. I said in our judgment it did not affect it appreciably. With minor exception, our further investigation, including re-contacts with principal shippers and receivers in the tributary area, support the traffic data and analysis procedures used in our report. Also, the further study showed that the recommended plan is an economically sound investment. We will furnish the committee a copy of the corps' review of the material prepared by the Association of American Railroads.

We can address each one of the points that they made. We have done it.

Mr. CRAMER. As I understand it, the present existing project is the clearing of wrecks and logs as such. What is the present depth that results from that?

Colonel HALL. We have 9-foot channel on the Yazoo for a period of time, which is less than one-half—9 feet is available less than one-half of the time on the Yazoo.

Mr. CRAMER. What was that—I did not understand you.

Colonel HALL. We do not have 9-foot depths, sir, greater than one-half of the time. In other words, you do not have a dependable 9-foot channel.

Mr. CRAMER. What is the year-round minimum depth? What is the least depth at any time during the year, is what I am trying to get at.

Colonel HALL. Three to 4 feet during low water periods.

Mr. CRAMER. What type of present usage in the river exists?

Colonel HALL. There is navigation on the river at the present time, transportation of goods on the river. But it is not dependable transportation.