

April 29, 1919.
9890

Mr. F. B. Dunbar,
Supt., Wisconsin Steel Co.,
Benham, Kentucky.

Dear Sir:

(For Mr. Galbreath)

ADDITIONAL LINE TO NO. 1 SUB STATION
NO. 1 MINE

Before concluding on the method for this undertaking, we wish to be appraised of certain facts. Will not therefore Mr. Horn, Mr. Storms, Mr. Gregory and all interested get together on this and let me have a reply (Mr. Galbreath) soon as possible.

I asked Mr. Leach when he last went to Benham to get an expression from you as to what route would be most desirable to take.

(1) I had personally favored for reasons of presumably less expense (somewhat doubtful) to duplicate the copper over the mountain and down the bore hole (or drill another bore hole if necessary) and to the No. 1 sub station, same as now.

(2) Also asked that consideration be given to the route by way of machine shop; on account of the roundabout way this was simply mentioned but not strongly advocated.

(3) Mr. Leach reported back with print of mine property which you gave him that the plan favored at Benham was by present pole line to fan house; thence underground by way of old air course to No. 1 sub station. The choice therefore is between this and the pole line to bore hole route or something better, if you have thought out any better way, as the machine shop route is too much roundabout to get to. If we decided on (3) what is the condition of this air course? Is it filled with debris and rock or is it a clear passage? Is it relatively straight run? Is it free from water and is it a good passageway? If the preliminary cost getting through that way, clearing rock, etc., is much, that route would be out of the question. What is the distance by way of that air course from the entrance at Fan House to No. 1 Sub station? How many feet is it by pole line from Power House to Fan House, allowance for sag in copper lines?