

MAY 29 2005

Barbara Dutro
319 Minnesota Avenue
Libby, Montana 59923

May 24, 2005

Kirk M. Robinson and Tish Eaton
Project Manager and Coordinator
Bonneville Power Administration
P.O.Box 3621
Portland, Oregon 97201-3621

Dear Mr. Robinson and Ms, Eaton:

Thank you for your communication dated May 12, 2005. I did not receive it in time to attend your scoping meeting in Libby, however I have submitted comments already.

Enclosed you will find a recent letter to Mr. Berry who is the attorney for Burlington Northern Railroad. I noticed when I was looking at your map of the proposed route to be reconstructed that the railroad also goes along the corridor in a position that might be interesting to you if you were inclined to put that line underground from Libby Dam to Bonner's Ferry. If you could restructure your plans to cross the river at the Highway 37 bridge you could go along the railroad right of way with a ditch witch and effectively keep the line out of sight and still accessible to your needs.

I am sending a copy of this letter to Mr. Berry and I am hoping that you can lead for this resolution of the matter. As I have mentioned to you before I have worked for a Wild and Scenic Rivers designation for the Kootenai for 28 years.

If this does not work for you, I still think that the line could go along Highway 2 and you would still be able to cross the river at the Highway 37 bridge.

My own personal plans for Libby include a Solar/Wind Energy Conversion factory and I would like to ensure that all construction benefits the community to the maximum extent practicable.

Thank you for you attention.

Sincerely,



Barbara Dutro, President
Solar/Wind Energy Conversion
and Mental Seminaries

copy: Mr. Leo Berry

May 23, 2005

Leo Berry
139 Last Chance Gulch
Helena, Montana 59601

Dear Mr. Berry:

Bonneville Power Administration has plans to rebuild the 115KV line through the Kootenai Canyon . They have a range of alternatives, none of which are interesting to me, including the no action alternative. I would like to see the line reconducted and placed underground, either along the highway as I recommended to Bonneville in a letter that will be included in their scooping process, or reconducted and placed along the railroad right of way.

Since you are Burlington Northern's attorney I thought you might negotiate the proposal, seeing that Burlington Northern is a part of the British Crown properties that are a part of my trade with Parliament for Mental Seminaries. As you will remember I plan to retain one half of the railroad with my partners.

The rebuild could start at Libby Dam, or at Libby, however I believe it would be best to plan for the entire line to closely follow the railroad right of way from Libby Dam to Bonner's Ferry.

As you will also remember, a Wild and Scenic River designation is being sought for the Kootenai and I believe this would be the most auspicious resolution for this matter, retaining the pristine nature of the canyon while serving the needs of the power administration.

Thank you for your leadership.

Sincerely,

Barbara Dutro, President
Solar/Wind Energy Conversion
and Mental Seminaries