

The PAYSTREAK

Volume 8, No. 1, Spring and Summer 2006
The Newsletter of the Alaska Mining Hall of Fame Foundation (AMHF)

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Alaska Mining Hall of Fame Foundation New Inductees

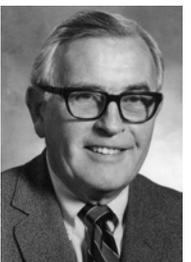
AMHF Inducts Three Pioneers Important to Alaska and Canadian Mining History



Ellen (Nellie) Cashman The barely five foot tall Irish immigrant Ellen (Nellie) Cashman was a quintessential gold mining stamper that participated in many of the North American gold-silver rushes of the late 19th and early 20th Centuries. Nellie's final homes were first Fairbanks and later the Koyukuk district of northern Alaska, where she lived until she became terminally ill in 1925. Cashman died in St. Annes Hospital in Victoria, British Columbia, Canada, a medical facility that she helped found 51 years before. 'Nellie Cashman Day' celebrates her contributions to the mining and cultural history of Arizona mining camps. The 'Angel of Tombstone' was immortalized on a 29 cent stamp issued by the U. S. Postal Service in 1994.



Jack Dalton As one of the premier horse freighters of the Alaska-Yukon Gold Rush era, Jack Dalton opened up the 'Dalton Trail' in 1895 for prospectors from Haines to travel through Canada and on to the gold fields in Interior Alaska. In 1898, Dalton staked the discovery claim in the Porcupine Mining district near Haines. He also helped determine the route of the Copper River and Northwestern railroad to the famed Kennecott copper mines in the Chitina River valley. Dalton successfully freighted test shipments of coal to the coast from the then remote Chickaloon area near Palmer. Briefly, Dalton worked as a freight for the Alaska Engineering Commission. The Dalton Highway, named after his son James, is a tribute to the Dalton family.



Frederick (Fred) Eastaugh Nome-born Frederick Eastaugh was an Alaskan accountant, a ship's officer for the Alaska Steamship Company, and mining attorney that spent most of his professional career in southeast Alaska. An accomplished skier, tennis player, photographer, and respected civic leader, Eastaugh's numerous mining clients included United States Steel, Texas Gulf, BP-Minerals, Newmont, Noranda Mining, Inspiration Development Company, and U.S. Borax. Fred became a senior partner of Alaska's oldest law firm, Robertson, Monagle, and Eastaugh. Fred was appointed to the Alaska Minerals Commission in 1991 by Governor Walter Hickel. Upon his death a year later, Hickel ordered state flags flown at half-staff.

Alaska Mining Hall of Fame Foundation

Induction Ceremony, March 15th 2006

East Gold Room

Westmark Fairbanks Hotel, Fairbanks, Alaska

Program

The General Public is invited to the Alaska Mining Hall of Fame Foundation (AMHF) induction ceremony from 7:00 to 8:30 PM, on March 15, 2006. There is no charge for admission. Refreshments will be served.

Introduction and Purpose of the AMHF

President Mary Nordale.....7:00-7:15 PM

Presentations of Inductees

Nellie Cashman by Tom Bundtzen.....7:15-7:45PM

Jack Dalton by Curt Freeman..... 7:45-8:15 PM

Additional Comments from the Audience.....8:15-8:30 PM

End of Induction Ceremony

Acknowledgements

The March 15, 2006 induction ceremony of the Alaska Mining Hall of Fame Foundation (AMHF) will feature two mining pioneers of international reputation. Ellen (Nellie) Cashman is best known for her active participation in a progression of gold and silver rushes throughout western United States, Mexico, Canada, and finally Alaska. Prospector, business women, charity provider and giver, the Angel of Tombstone Arizona, as she was known, was immortalized on a 29 cent stamp issued by the U.S. Postal Service in 1994.

Dalton was equally important to the early development of the Klondike, Canada, and interior Alaska mineral districts. The Dalton Trail became integrated into the Alaska-Canada Highway system, and his son, James, was immortalized in the naming of the Dalton Highway that provides surface access to the strategically important North Slope oil fields.

Data sources for the compiled biographies are numerous. The AMHF Honors Committee utilized the many sources available to create the biography of Nellie Cashman. The biography of Jack Dalton was largely sourced from a manuscript entitled 'Jack Dalton-The Pathfinder', written by AMHF 98er John Mulligan,

The third biography featured in this Newsletter is for AMHF inductee-designate Frederick Eastaugh, a respected Juneau attorney with an active mineral development client list. The Eastaugh biography was written by Honors Chair Charles C. Hawley. Fred Eastaugh is scheduled to be inducted during a May, 2006 AMHF ceremony to be held in Juneau, Alaska.

AMHF Secretary, Tom Bundtzen and Gay Ellen Griffin of Pacific Rim Geological Consulting, Inc. edited and prepared this newsletter.

ETHNOLOGICAL BACKGROUNDS AND ORIGINS OF PREVIOUS AMHF INDUCTEES

From its formation in the fall of 1997 through the spring of 2006, the Alaska Mining Hall of Fame Foundation (AMHF) has inducted forty-five men and women with exemplary ties to Alaska's mining history. Additionally, AMHF has accepted as charter members six men from the National Mining Hall of Fame in Leadville, CO, men with national ties whose roots were in Alaska. The list of AMHF inductees thus totals fifty-one as of March 15th, 2006. Roughly one-third of the inductees were the prospectors who discovered Alaska's great gold fields and the Goodnews Bay platinum deposit. Another third were practical mining men without formal training, but who were unusually creative, strong, and by today's standards, unbelievably hard-working. The last third were formally educated mining engineers or geologists. Not all had college degrees, but all benefited from the courses that they crammed into a busy life. Also, the list of inductees includes four women and five Alaska natives.

A very high proportion of the prospectors and practical miners were foreign born. However, all but one of the mining engineers, geologists, and attorneys were born and educated in the United States, at a time when the United States offered the best geological and mining education in the world. All inductees have been vital, interesting people, and many had a significant influence on Alaska's broader history.

Past issues of the AMHF PayStreak have listed inductees by the date and place of induction. Now, the four categorizes lists below are: prospector, miner, professional and legal affiliations respectively with each inductee presented alphabetically and classify by principle region of activity, place of birth and education.

Prospector	Principle Mining Region⁽¹⁾	Birth Place	Other Occupations, Comments
John Beaton	Iditarod	Nova Scotia	Alaska Merchant
John Brynteson	Cape Nome	Sweden	Hard Rock Miner
Nellie Cashman	Fairbanks, Koyukuk	Ireland	Charities, Hospitals
Howard Franklin	Forty Mile, Juneau	New York (USA)	Surveyor
Arthur Harper	Forty Mile, Circle Klondike	Ireland	Education and Training of Native Prospectors
Richard Harris	Juneau	Ireland	Trade School
Joe Juneau	Juneau	Quebec (Canada)	Self Educated Promoter
Kawa./ee	Juneau	Alaska (USA)	Native American (Indian)
Erik Lindblom	Cape Nome	Sweden	
Jafet Lindeberg	Cape Nome	Norway	Formal education, linguist
Alfred Mayo	Yukon River Region	Maine (USA)	Self Educated Trader
Jack McQuesten	Yukon River Region	New Hampshire (USA)	Self Educated Trader
John Minook	Rampart	Alaska (USA)	Athabaskan Indian
Felix Pedro	Fairbanks (Circle)	Italy	Self Taught Prospector
Fannie Quigley	Kantishna (Klondike)	Nebraska (USA)	Self-taught Success
Walter Smith	Goodnews Bay	Alaska (USA)	Yupik Eskimo
Henry Wuya	Goodnews Bay	Alaska (USA)	Yupik Eskimo
Frank Yasuda	Chandalar	Japan	Trader
Enevloe (Yasuda)	Chandalar	Alaska (USA)	Inupiat Eskimo

⁽¹⁾ Subordinate areas of activity in parentheses

Miner	Principle Mining Region⁽¹⁾	Birth Place	Other Occupations, Comments
Thomas P. Aitken	Interior Alaska and Yukon, Canada	Scotland (United Kingdom)	Hardrock and Placer; Promoter
Clarence Berry	Klondike, Circle	California (USA)	Started in the Klondike
Wendell P. Hammon	Cape Nome, California	Pennsylvania (USA)	Nome and California Dredge Magnate
Charles D. Lane	Cape Nome (Idaho, California, Arizona, Juneau)	Missouri (USA)	Successful Mine Financer and Mine Developer
Frank G. Manley	Manley, Iditarod (Keno Hill, Canada)	Texas	Successful Mine Financer and Mine, Oil and Gas Developer
Evan Jones	Chickaloon/Palmer	Wales (United Kingdom)	Father of Alaska Coal Mining
Peter Miscovich	Iditarod	Croatia	Self Taught Miner
Andrew Olson	Iditarod, Goodnews Bay (Innoko)	Sweden	Father of Alaska's Platinum Mining Industry
Lars Ostnes	Iditarod, Marshall	Norway	Self Taught Miner
Edward Olson	Iditarod, Goodnews Bay (Innoko)	Sweden	Highly Talented Theater Performer and Platinum Miner
David Strandberg	Iditarod, McGrath, Innoko, Indian Mountain	Sweden	Talented Businessman and Accountant
Herman Tofty	Hot Springs (Central America)	Norway	Died in Central American Jungle
John Treadwell	Juneau	Canada	Juneau Hardrock Developer
John (Gus) Uotila	Iditarod, Innoko, Taylor Mts., (Wiseman)	Finland	Talented Freighter
Emil Usibelli	Healy	Italy	Uneducated Self Taught father of Interior Coal Mining
Simon Wible	Kenai	Pennsylvania (USA)	California Canal Builder

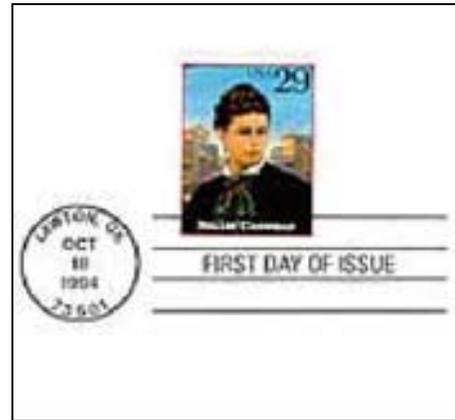
⁽¹⁾ Subordinate areas of activity in parentheses

Attorneys	Area of Practice	Birth Place	Education Notes; Place of Degree
Frederick O. Eastaugh	Statewide; Southeast Alaska	Nome, Alaska (USA)	University of Washington
Joseph Rudd	Statewide	New York (USA)	Williams College; University of Denver
William Sulzer	Statewide	New Jersey (USA)	Passed New York Bar in 1894

Mining Engineers and Geologists	Principle Mining Region⁽¹⁾	Birth Place	Education Notes; Place of Degree
Stephen Birch	Kennecott	New York (USA)	Prominent Mining Executive
Jack Boswell	Fairbanks, Hogatza	Oregon (USA)	University of Alaska
Frederick N. Bradley	Juneau	California (USA)	Prominent Mining Executive
Alfred H. Brooks	Statewide	Michigan (USA)	Yale University
James D. Crawford	Fairbanks, Nome, Fortymile, Hogatza	Texas (USA)	Missouri School of Mines
James Davidson	Nome, Fairbanks	California (USA)	University of California
Wesley E. Dunkle	Kennecott, Willow Creek, Chulitna	Pennsylvania (USA)	Yale Sheffield School
. John B. Merrtie, Jr	Statewide	Maryland (USA)	John Hopkins
Genevieve Parker Metcalfe	Fairbanks, Nome	Washington (USA)	University of Alaska
Ernest Patty	Seventymile	Washington (USA)	University of Alaska President
Earl Pilgrim	Kantishna	Colorado (USA)	University of Washington School of Mines
George Pilz	Southeast Alaska	Saxony (Germany)	Freiberg Mining Academy; First Professional Mining Engineer in Alaska
Chester Purington	Statewide; Mexico, Russia	Massachusetts (USA)	Harvard University
Norman Stines	Nome, Fairbanks, South America, Russia	Michigan (USA)	University of California
Benjamin Stewart	Statewide	Montana (USA)	Territorial Engineer
Bartlett Thane	Juneau	California (USA)	University of California
Livingstone Wernecke	Southeast Alaska and Canada	Montana (USA)	University of Washington School of Mines

⁽¹⁾ Subordinate areas of activity in parentheses

Two of the women inductees, Fannie Quigley and Nellie Cashman, are difficult to classify. Both women traveled from mining camp to mining camp, cooking, prospecting, and mining. Both were small, barely over 5-feet tall, but hard as nails physically. Nellie was a saint or an angel depending on your point of view, but she was also an effective mine promoter. She spent the last twenty-five years of her life in Dawson, Fairbanks, and the remote Koyukuk district of northern Alaska. Fannie was neither saint nor angel, but very much her own person and became an Alaskan legend in her own time.



Nellie Cashman stamp

ELLEN (Nellie) CASHMAN (1845-1925)

Nellie Cashman was a quintessential gold mining stamper. She arrived with the vanguard at a new discovery and left, searching for her next opportunity, before the camp played out. Her searches for the next opportunity took her throughout the western United States, south into Mexico, and later into British Columbia and the Yukon Territory, Canada. Cashman's last gold rushes were the Fairbanks and Koyukuk-Wiseman districts of Interior and Northern Alaska. Nellie paid her way by establishing businesses, buying and selling mines, and mining. Excess dollars earned from these ventures, supplemented by funds she raised from her fellow miners, were used to establish schools, churches, and hospitals from the Mexican border to Alaska. At age sixty in 1905, Nellie settled down on Nolan Creek in the remote Koyukuk district in Alaska inhabited by miners who were as tough and self-reliant as she was. She died in 1925 at the hospital in Victoria, B. C. she had helped establish fifty one years before. It was a great adventure for a 'wee colleen' who left Ireland seventy-five years earlier with a widowed mother and sister to establish a new life in America.

Nellie was born in the farming village of Midleton a few miles from Queenstown (now Cobh) in County Cork, south Ireland, in 1845. Her parents were Patrick and Fanny (*nee Cronin*) O'Kissane, a family name later anglicized to Cashman. Nellie, christened Ellen, was baptized on October 15, 1845, probably not long after her birth. A sister, Frances or young Fanny, was born a year or two later. The Cashman family was Catholic and poor, categories synonymous with the years of the Irish Potato Famine. Family fortunes declined further when Patrick either died or left his family around 1850. It was then mother Fanny decided to immigrate with her daughters to America. They first settled in Boston where there were tens of thousands of Irish.

Fanny and her daughters left Boston in about 1865 for San Francisco. Some accounts state that the Cashmans first moved to Washington, D. C. At either Boston or Washington, Nellie, at about twenty years old, obtained a job as an elevator operator, an occupation reserved for men. As an elevator operator she met many interesting people and heard a lot of gossip. In a story that is almost certainly apocryphal, Nellie met General U.S.

Grant on the elevator and he urged the young lift operator to go west where there was more opportunity. Regardless, in about 1865, Fanny and her daughters sailed south along the Atlantic coast and crossed the Isthmus of Panama probably on mules, then sailed northward to San Francisco. Like Boston, San Francisco had a large Irish population, and the Irish tended to look after their own.

Nellie's sister and youthful confidante Fanny met and fell in love with another Irish immigrant, Tom Cunningham. Tom was a successful shoe and boot maker, and sturdy boots were the need of every real or would be miner. Over the years Nellie had many businesses in the western mining camps and they often included sales of Cunningham boots. Cunningham died young, and Fanny, with five small children, pulled up stakes in San Francisco to follow her sister through western mining camps.

Nellie may have visited and worked briefly in other mining camps, but she first began to earn fame as a mining boomer in the restless silver camp of Pioche, Lincoln Co., Nevada. Nellie and her mother opened a miners' boarding house on Panaca Flats, a milling center a few miles from Pioche, then one of the roughest mining camps in the west, perhaps only matched by Bodie, California. The Cashmans soon earned a reputation as good cooks, who were honest, and moral in a settlement that otherwise boasted seventy-two saloons and thirty-two brothels. The women probably arrived in Lincoln County in 1872 and left late in 1873 when there were signs that silver production had peaked and was heading down hill. Occasionally, as at Bisbee, Arizona, Nellie guessed wrong on the timing of a mining boom, but she had an uncanny ability to arrive with the first of stampeders and leave when a camp began to decline.

Cashman's first trip into the North Country was in 1874. Nellie joined a few friendly Nevada miners who rushed to the remote Cassiar district in British Columbia—

reportedly they choose B.C. over South Africa on the flip of a coin. The Cassiar district had been discovered by Alexandre "Buck" Choquette about twelve years before, but there had been new discoveries near Dease Lake north of Telegraph Creek, and the camp was having a second rush. At Dease Lake, Nellie opened a combination saloon and boarding house, dealt in mining claims, and grubstaked miners—a pattern held by Nellie in later camps.

Nellie did well enough at Dease Lake to take a trip outside after the mining season. In the hard winter of 1874-75, Nellie heard that miners who had elected to winter over in the district were starving and suffering from scurvy. Nellie and five or six miners assembled emergency supplies and food, including limes to treat scurvy, and snowshoed hundreds of miles to rescue the miners. The errand of mercy was probably the first of many often well-publicized goodwill efforts that led Nellie to be called the "Angel of the Mining Camps." Nellie contributed to or built churches, hospitals, and schools throughout the west. Although her most favored charities were Catholic, particularly the Sisters of St. Anne, Nellie contributed to the Salvation Army and other religious or civic groups. In Fairbanks, Alaska in 1904-5, Nellie supported the Episcopalian St. Mathew's hospital after it was already in existence and in need of funds.

The trip to the Cassiar was also Nellie's first view of Alaska. Leaving Victoria, B. C., Nellie entered the new U.S. Territory (1867) via the inside passage and landed at Fort Wrangell, Alaska, before ascending the Stikine into British Columbia. The north must have caught her fancy, but it was about twenty-five years before she returned, first to the Klondike, then permanently to Alaska. Nellie ran her businesses and mined in the Cassiar during 1875 and 1876, but left in late 1876 to return to San Francisco where she took care of her aged mother.

By the time Nellie's returned to the southern territories, her reputation as a miner,

businesswoman, and philanthropist was well established, and she had the means to form numerous businesses.

From 1877 until 1898, Nellie was at home in Tucson, or Tombstone, or Bisbee, or for shorter intervals in several other mining camps. She also led one ill-advised prospecting venture into Baja California. Nellie arrived in Tucson in the fall of 1878, in advance of the Southern Pacific Railroad, and immediately opened a restaurant, Delmonicos. The restaurant's billboards advertised Delmonicos as having the "Best Meals in the City." She advertised in the *Arizona Weekly Star*, newly founded and operated by Major John P. Clum who was impressed by Nellie. Years later Clum wrote: "her frank manner, her self-reliant spirit, and her emphatic and fascinating Celtic brogue impressed me very much, and indicated that she was a woman of strong character and marked individuality."

Only a few months after her arrival in Tucson, Nellie moved to Tombstone, one of the richest of the western silver camps then booming. In 1880-81, the population was about 5,000 with thousands more in the outlying camps. Nellie was joined in the rush by the Earp clan, by gunfighter-miner Don Neagle, and by John Clum, who quickly founded the *Tombstone Epitaph*, all on the law and order side and quite a few others of opposite stripe. In Tombstone, Nellie ran restaurants and retail businesses, some selling miners' boots manufactured by her brother-in-law.

Tom Cunningham died at age thirty-nine on February 20, 1881, leaving a young widow and five children. Nellie immediately moved the family to Tucson where Fanny could help Nellie with Delmonicos and other Cashman businesses. Unfortunately Fanny lacked the iron constitution of her older sister. She helped out as best she could, but gradually weakened because of tuberculosis, Fanny died on July 3rd 1884, and thereafter Nellie assumed all the responsibility for her nieces and nephews.

Some of Nellie's business practices can be discerned from her operations in the Harqua Hala Mountains about 80 miles west of Phoenix, Arizona. In November 1888, prospectors Mike Sullivan, Bob Stein, and Henry Watton (sp) hit rich veins of gold-in-quartz in the Harqua Halas. By early December, Nellie was provisioned and on her way to the new camp. She talked about opening a boarding house, but didn't. She did obtain some valuable claims however, and promoted the new district with articles published by Arizona newspapers. She understood the geology of the new district and wrote intelligently about it, predicting success for the district. In the long run, her predictions were accurate, but the hard rock ore proved difficult to develop and Nellie and original prospectors probably sold their claims within a few months of discovery.

Nellie prospered from the sale of supplies and equipment and the sale of early-acquired mining claims whose values were promoted in her public statements and articles.

One unique aspect of the Harqua Hala enterprise is that Nellie may have fallen in love. The February 23 1889 issue of the *Phoenix Daily Harold* reported that Nellie and Mike Sullivan had left Mike's Bonanza mine to get married. Perhaps they fell out of love on the way to the preacher as nothing further was ever heard of the impending marriage.

After the Harqua Hala rush subsided, Nellie seems to have entered a restless stage, traveling throughout the west in search of gold or silver or related opportunities. Possibly Nellie traveled further: in November 1889, the *Arizona Daily Star* reported Nellie was back in Arizona visiting a friend and she had just returned from a trip to Africa. The trip has not otherwise been confirmed, but it is possible as there are substantial gaps in the record of Nellie's travels from 1889 to 1895. She flitted between Prescott, Jerome, and Yuma in Arizona and Kingston in New Mexico. In company with her nieces and nephews, then teenagers, Nellie prospected in Montana, Idaho, and Wyoming.

In 1895, she made a quick trip to Juneau, Alaska, mainly to meet with old friends from the Cassiar district. But she usually returned to Tombstone or Tucson where she awaited news of the next big strike.

News of such a strike reached Nellie in about July 1897 when the vessel *Portland* landed in Seattle with gold nuggets and bags of gold dust from the Klondike discovery in northwest Canada. By November of 1897, Nellie was making plans to enter the stampede as Arizona newspapers reported her plans to organize an expedition to the Klondike. She staged her expedition from Victoria, British Columbia, putting together a Klondike outfit twenty-four years after her Cariboo district adventures. Nellie left Seattle for Wrangell, Alaska on March 13, 1898. Originally she had planned to go to the Klondike via the Cassiar district, but reportedly conditions along the trail were bad, and Nellie elected to take the Chilkoot route out of Skagway.

Nellie, then about fifty-four years old, arrived by herself in Skagway on the 20th of March. She had some help along the way, but not much. Nellie arrived in Dawson, Y.T. in mid-April 1898. Unlike many new to Dawson, she knew her way around a boom town and quickly established another 'Delomonicos' restaurant in Dawson while on the lookout for new mining claims. In most of Nellie's earlier jaunts, she had been the only woman. But in Dawson there were hundreds of women, and a few of them, like Ethel Berry and Belinda Mulrooney were as tough and driven as she was. Nellie showed a litigious streak when she took a couple of these women to court and lost. Ultimately, though she acquired a good claim on Bonanza, No. 19 below Discovery, and mined it successfully. Later the claim sold for \$100,000. As an Irish woman of her time, Nellie was not overly fond of the English and the English manner of administering the Klondike gold camp. When others proudly displayed the Union Jack, Nellie quietly showed the Stars and

Stripes, and waited for an excuse to cross the border into United States territory.

Gold at Fairbanks, Alaska, was struck by Felix Pedro, an uneducated, but self-taught Italian immigrant, in 1902. In early 1903, Klondikers rushed to the district where they found deep frozen ground and many returned to the Yukon. The ground, however, was rich and the field was large. By 1904 serious mining was underway, and Nellie left Dawson. On her arrival at Fairbanks, she immediately opened a grocery store and began looking for ground, and undertook fundraising for the new Episcopalian St. Matthews Hospital. She set out to raise money for the new hospital by staking herself in some of the many poker games being played in by then the well-to-do mining camp.

It was time for Nellie to move on to one more mining camp. In 1907, Nellie Cashman, then sixty years old, packed her sled and embarked to the Koyukuk in the southern foothills of what is now known as the Brooks Mountain Range. The heart of the Koyukuk district is about 600 miles upriver from the mouth of the Koyukuk into the Yukon at Nulato. It is still remote, although now dissected by the Dalton Highway. During Cashman's time, the district was reached by shallow draft steamboats for about 450 miles to Allakaket, smaller boats to Bettles Trading Post, and up the Middle Fork of the Koyukuk for about eighty more miles to Wiseman and Nolan Creek. The district was explored by a Naval expedition in the early 1890s and prospected with some success by John Minook, Three-Fingered Miller, and other famed prospectors in the mid 1890s, about the time of the discovery of another discovery at Rampart by Minook.

The best ground in the new district was underground on Nolan Creek, where the auriferous paystreak was buried by more than 100 feet of frozen, boulder-rich, glacial overburden. It was rich, but because of its remoteness, it had to be rich to return even a small profit. It was, then and now, a miner's district, and Nellie by this time in her life was

an experienced miner. The miners in the district were by and large old and conservative. They seemed to thrive on whiskey, which appeared not to interfere with their mining. Men as diverse as Hudson Stuck, Robert Marshall, and in our time Ernie Wolff, thought that they were unique in Alaska. As summarized by Cashman's biographer Chaput: "Every person on the Koyukuk could do practically everything. One had to be a blacksmith, a mechanic, steam engineer, logger, geologist, carpenter, baker, cook, dog musher and laundryman. A shirker was out of it, not respected, not tolerated." These were the kind of men that Cashman had lived with for forty years and she fit. If she lacked one or two skills, she hired a couple of men to help her.

Episcopal Deacon Hudson Stuck wrote about the Koyukuk miners as: ". . . some of the best men that Alaska contains are to be found in the Koyukuk and I will not say that some of the worst are not there also." His counterpart, Bishop Rowe wrote that the men were conservative old timers, "the type which has pioneered the way into this country for their fellow men, and who have the true spirit of the North. I do not believe that you will find a finer lot of men in any community than those Koyukuk miners."

Nellie was in the Koyukuk District when rich deep pay was found in Nolan Creek in 1908. Recognizing the need for thawing, Cashman went to Fairbanks and ordered steam boilers and piping for herself and other deep miners. The boilers enabled productive mining which lasted until about 1920, when further modernization or increase scale of mining was needed.

Nellie did well in those years and made a habit of leaving the district in the winter to visit family and friends, including her favorite nephew Mike Cunningham, who was a successful banker in Bisbee, Arizona. Nellie was still capable of mushing her dogs hundreds of miles on her trips in and out of the district. The Associated Press documented one dog

mushing trip that she made from Nolan to Anchorage in 1922. When she completed a 17-day 350 mile trip from Nolan Creek to Nenana in December, 1923, newspapers all over Alaska again carried the travels of the seventy-eight year old intrepid miner by the name of Nellie Cashman. In the early 1920s, Nellie and others tried rather unsuccessfully to promote and raise money for larger operations, at the same time maintaining a small production. The times after WW I were not auspicious for gold mining capitalization. Younger men, earlier abundant labor, had been lost to the war, and the fixed price of gold at \$20.67 per ounce bumped against wartime inflated costs. In 1921, Nellie visited California, where she declared that she would like to be appointed U.S. Deputy Marshall for the Koyukuk mining district, but this aspiration never bore fruit.

In the summer of 1924, Nellie realized that her health was slipping rapidly. She stopped briefly at the St. Ann's Mission in Nulato, then went up river to Fairbanks, where she was admitted to St. Josephs Hospital, then sent to Providence Hospital in Seattle. Recognizing that her time was almost up, Nellie went to Victoria to the St. Ann's Hospital that she had raised funds for fifty one years before in the Cassiar. Nellie died on January 4, 1925 in the company of Alaska Sisters of the Order.

The remarkable pioneer described here is remembered in many ways. 'Nellie Cashman Day' is celebrated in Tombstone, Arizona on the eve of 'Women's Equality Day' to commemorate "heroic and liberated women of the 1880s". Tombstone's 'Nellie Cashman Restaurant' still stands next to a business originally established by her. Alaska was Nellie's last stampede and it was the only place where she settled down and mined. It seems appropriate that Nellie is honored by the Alaska Mining Hall of Fame in Fairbanks, Alaska, almost exactly a century after her time in Fairbanks. Nellie Cashman was immortalized on a 29 cent stamp issued by the United States Postal service in October 18, 1994.



There are dozens of articles and several books about the life of Nellie Cashman. One of the best is the thoroughly researched and documented account by western historian Don Chaput. Several other references are also listed in the Newsletter bibliography.

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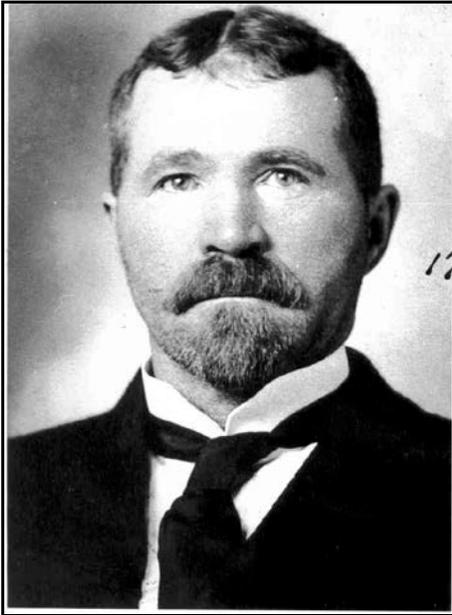
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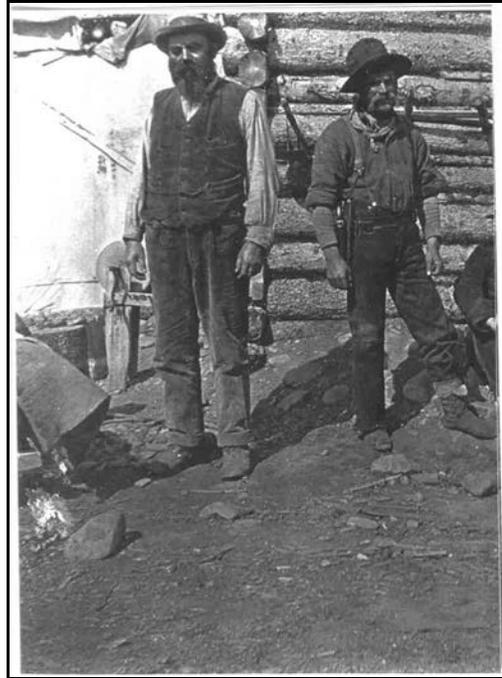
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JACK DALTON (1856-1944)

Jack Dalton's life of nearly ninety years spanned an era of almost unparalleled change. In his role as Alaska's premier freighter during the Gold Rush days in the Klondike and Alaska he observed, directly, the replacement of men and horses by machines. In his old age, Dalton saw the encroachment of aircraft on railways and steamships, the earlier prime-movers.

Accounts of Jack Dalton's early life are sketchy at best and sometimes misleading. His birth has been variously placed in Oklahoma, Kansas, or the Cherokee Strip in 1855 or 1856. Most probably, he was born in Michigan about June 25th, 1856, the place and date of his birth given on Dalton's California death certificate. Published accounts of Dalton's life indicate that Dalton had only one or two years of formal education. The same accounts often describe him as a self-educated man who enjoyed reading and writing. Moreover, Dalton had many valuable pioneer skills. It is perhaps universally agreed Jack was not a man to cross as he had a hair-triggered temper, and strength that belied his stature. He was a good shot and was usually armed.



Bratnaber (l) and Dalton (r), circa 1898

Dalton began his travels as a late teenager when some scrape caused him to move to Texas and change his name, temporarily, to Jack Miller. Under that name, he worked his way north and west and gained a reputation as a hard working and versatile ranch hand, but also as a formidable fighter. In about 1882, Jack moved to Burns, Oregon where he ran a small logging company. Trouble began when Dalton fired his cook. The cook returned to camp and at first opportunity pulled a concealed pistol on Jack who grabbed the cook's arm deflecting the shot. The two men struggled; Jack pulled his own pistol, and in the ensuing fight, the cook was shot fatally. The cook had numerous friends in the area, and Jack thought it prudent to leave the country for San Francisco, where he shipped northward on a sealing ship bound for Herschel Island and other points along the Siberian and Alaska coastlines. Trouble followed Jack, as the entire crew was arrested for illegally hunting fur seals and jailed in Sitka.

Dalton gained his freedom in the mid 1880s and immediately began to augment his earlier reputation as a man of great ability, but

dangerous. At that time Dalton, about thirty years old, was an expert at anything related to horses, a skilled hunter, excellent rough cook, and adept with small boats of any type. He made a reputation as a negotiator with the southeast Indians. Dalton quickly learned “the Chinook Jargon,” the trade language used along the north Pacific coast and he used it effectively. Although lacking in formal education Jack wrote well. His virile good looks made him attractive to the opposite sex. A Haines pioneer who first met Jack in 1906 described him, whom she had known as a frequent guest at her girlhood home, as a “dapper, well-dressed, ladies man.”

In the late 1880s and early 1890s, Dalton participated in several noteworthy expeditions. In 1886, Jack signed on as roustabout and camp cook with the Schwatka-New York Times expedition to climb Mt. St. Elias. The party began their ascent at tidewater in Icy Bay on July 17, 1886. They traversed rugged terrain for twenty-five to thirty days, crossed fast coastal rivers, and reached an elevation of about 5,700-feet before Schwatka’s health failed, which terminated the first recorded attempt on the difficult mountain. At the conclusion of the trip, Dalton elected to stay in the Yakutat vicinity prospecting for coal, possibly for Sitka businessman Edward DeGroff. In one later evaluation, pioneering ethnologist Fredricka DeLaguna believed that Dalton was the premier explorer of the coastal region near Disenchantment Bay. In 1888, Dalton discovered a coal deposit not far from Bancas Point.

In 1890, Dalton joined the “Frank Leslie Newspaper Expedition” which was formed to explore the largely unknown land between the Alaska Coast and the Yukon. The expedition was led by E. Hazard Wells, and included E. J. Glave, A. B. Schanz, F. B. Price, and Dalton. Jack used both negotiating and practical skills for the expedition. Access to the interior over the so-called “Grease Trails” had always been controlled by the Chilkat band. In his earlier

years the Chilkat chief, Kohklux, adamantly opposed the whites and had been in the party that burned the post at Fort Selkirk in 1852. By the late 1880s, Kohklux realized that the military power and sheer numbers of invading settlers could not be opposed. At odds with some of the Chilkat leadership, Kohklux proposed that the Chilkats open the trails and act as packers. With agreement on access and payment of considerable fees, the Leslie expedition began to make the ascent of Chilkat Pass. Each Chilkat packer carried about 100 pounds, ascending the Chilkat to its headwaters, snowshoeing across a glacier at the head, and then descending downstream to Kusawa Lake. Except for one Chilkat Indian, who remained as guide, the rest of the Chilkats returned to the coast.

The remaining expedition divided near Kusawa Lake. Most of the expedition continued to the Yukon on a raft. Dalton and Glave, however, went westward on foot until they encountered Lake Klukshu, south of Dezadeash. They then followed the Tatshenshini, the main tributary of the Alsek, to the settlement at Neskateheen, the principal trading center on the Alsek. At Neskateheen the local Indians were Athabaskan; usually called the Stick Indians. Glave and Dalton left the village and walked sixty miles downstream to a fish camp where they bought a dugout canoe and hired Shank, a local guide. Later Glave wrote, “Dalton and an Indian called Shank are the two best men I ever saw handle a paddle.” Today the one-hundred mile stretch of the Alsek River from the fish camp to the mouth at tidewater is considered a major white water challenge. Dalton and Glave were the first white men to boat the lower Alsek. Detailed accounts of the expedition in popular articles greatly increased interest in Alaska. Israel C. Russell, who headed the National Geographic Expedition in 1890-91, recognized Dalton’s local prominence, naming the large glacier into Disenchantment Bay as Dalton Glacier.

In the spring of 1891, Dalton and Glave returned to the Haines area determined to try a new way of freighting. They brought four sturdy pack horses, each of about 900 pounds. The party arrived at Pyramid Harbor near modern Haines in May 1891 and found pasture near Klukwan. The consensus of other freighters, Indians, and miners was that horses would fail. Glave and Dalton, each leading two horses with 250-pound packs, followed the traditional trail to Neskataheen, where the Stick people had never seen a horse and doubted their practicality. At first, the Sticks showed no interest in helping Dalton and Glave. But after watching Glave and Dalton handle the horses, a leading Stick elder proposed that they use the horses to haul their trade goods and equipment northward toward the Yukon. Dalton and Glave agreed to haul the goods, and the Sticks were soon converted when they saw how easily and quickly the horses moved loads.

Dalton spent most of 1892 and part of 1893 in finding and improving a trail to the Yukon that could be used by his packhorses. Starting from Pyramid Harbor, Dalton's trail crossed the coastal mountains at the head of the Klehini and continued northward near Dezedeash Lake and within a short distance of Neskataheen. Dalton Post was established some eighteen miles south of Dezadeash and Champagne near Neskataheen. A post called Dalton Cache was established near the Canadian border near where the trail divided. One branch followed the Nordenskjold drainage to the Yukon then along the Yukon past Five-Finger and Rink Rapids to Fort Selkirk. Another branch went from Champagne to Aishihik Lake to Selkirk. Dalton found that the tough little pack horses could winter over near Dalton Post and Champagne.

The Dalton Trail was completed and in operation when the Klondike was struck in 1897. It remained in constant use until the Yukon and White Pass Railway was completed in 1900 and had some use for the next decade.

In its early days, the trail, sometimes with as many as 250 pack horses in a train, was not universally popular. Storekeeper Don McGinnis tried to stop Dalton by appealing to the Chilkat Indians to deny access. Matters came to a head on March 6, 1893 when Dalton went to McGinnis' store. In a fight, probably over the possession of Dalton's pistol, McGinnis was shot and died the next day on the way to the hospital at Juneau, where Dalton was jailed. On June 18, 1893, a jury held that the shooting was accidental and acquitted Dalton. Deputy Marshall Sylvester commended the jury, but a large group of Juneau citizens were dissatisfied and denounced both Sylvester and the verdict. Dalton paid little attention to a written notice from the group to leave Alaska or face the consequences.

Jack did have a circle of friends in Juneau. Probably the most influential, and a business associate for decades, was attorney John F. Maloney. The two men, often with other partners, established several businesses, usually with Dalton as operator and Maloney as part owner supplying management, legal, and accounting services. In order to keep expanding, Dalton typically would find someone that he trusted as manager, give him necessary start up supplies, then leave the manager to operate the business.

Dalton and Maloney were notably successful in the Haines area. In 1894, Dalton, with Maloney's backing acquired land from the widow of George Dickinson, the first trader in the area. Dalton built a warehouse, a store, and later the Hotel Haines on the Dickinson tract. Dalton continued his freighting business leaving hotel management to Jack Lindsay and later Charley Hackett.

In the summer of 1894 Dalton and Joe Kinnon, on speculation, assembled mining equipment and supplies to sell in the thriving Forty-Mile placer camp in Alaska. The men found a buyer long before reaching the Forty-Mile; the entire outfit was sold at the Pelly River. Kinnon elected to return to Haines;

Dalton decided to visit interior placer camps in Alaska and return via the lower Yukon. He visited Forty-Mile and Circle then continued down the Yukon to St. Michael where he expected to gain passage to Seattle on the Revenue Cutter *Bear*. The vessel's legendary Captain, Michael Healy, recognized Jack from his illegal fur seal operation back in the mid-1880 and refused him passage. By January 1895, however, Jack was in Seattle where he acquired fourteen more horses for his freighting business.

Operations on the Dalton Trail were formalized when Dalton and Maloney signed articles of partnership under the name of J. Dalton and Company on March 9, 1895. They also set up the Dalton Trail Company (active from 1895-1903), at Pyramid Harbor, the Dalton Trading and Transportation Company, and, in 1898, the Dalton Pony Express Company. The first recorded herd of cattle was driven over the trail in 1896, when the Willis Thorpe party drove 40 steers, each with a pack load, to Carmacks from there they were rafted to Dawson. With the discovery of the Klondike, the trail became very busy in 1897. In June 1897, Dalton delivered forty oxen, two milk cows, and sixty white-face Herefords, of which forty head belonged to the North American Trading and Transportation Company, and the rest belonged to Dalton. On the trip north, only one animal died; the rest were delivered in good shape to Fort Selkirk on the Yukon. In the same year Dalton advertised pack horse and saddle horse service from the coast to Fort Selkirk in ten days; the trip from Selkirk to Dawson by steamboat added one more day to the trip to the goldfields.

Dalton had the part of the trail in United States Territory surveyed in June 1898 from Pyramid Harbor to the approximate Canadian boundary which was marked by a post as the Dalton Trail International Boundary Line. The surveyors noted some bridges and trail improvements, but otherwise the trail followed the stream beds. Dalton received U.S.

government approval for charging a toll with the stipulation that the Chilkat people need not pay. Canadian historian Robert Coutts summarized Dalton's venture: "The only man to control a major transportation route into the Yukon and Klondike, Dalton ran pack trains and delivered livestock to the miners, he allowed others to use his trail on payment of a toll and backed his authority with his reputation and a gun. One group that refused to pay was accompanied for the whole journey by Dalton who kept them well away from his route . . . They lost most of their stock. No one else tried to travel without paying."

The year 1898, when thousands of head of cattle were delivered to Yukon destinations, was the peak year of the trail. The use of the trail as a major transportation route was doomed with the completion of the White Pass railway to the summit in February 1899 and to Dawson in 1900. The trail, however, continued to be used for several years, especially for livestock. The last recorded use of the trail was in 1906 when Dalton, E.B. Hanley and six cowboys drove 200 head of cattle to Ft. Selkirk.

Dalton had an inventive streak; he made improvements to the sleds used for commercial freighting, working with the Studebaker Brothers Manufacturing Company. By 1897, the improved sleds were widely advertised along the Pacific Coast, as in the *Weekly Examiner* in Dawson: "The Studebaker Jack Dalton bobsled built to stand the rough hard usage over the almost impassable Alaska trails."

Perhaps because he was so tough, Jack was continually challenged. As the Klondike traffic increased, a notorious tough proposed to build a bar near a Dalton business. He told Jack that his proposed drinking establishment was legal and there was nothing that Dalton could do about it. Jack beat the man so badly with his fists that the tough decided to take his business plan elsewhere. In the winter of 1896, Jack and one 'Stick Indian' packer snowshoed to Dawson Post, caching supplies for the return trip along the way. The caches were necessary as men on

foot could not carry enough food and supplies to survive. Some of Dalton's enemies among the Chilkats followed the men and removed all the caches. Dalton had anticipated this and had made a secret cache. He still had to make a fifty mile snowshoe run to find the cache, but on his return to the Haines area, Dalton casually remarked that he was a bit hungry because he could not find his caches. He accused no one and did not reveal the location of the secret cache for years. One Chilkat chief known as Cutewait or 'Indian Jim' shot Dalton but only nicked a finger.

In 1898, Jack commenced an important surveying job for Bratnober and Onderdonk related to the London Exploration Company, then active in Juneau. Bratnober's aim was a railway into the interior. Dalton found a good route that followed the present Haines Cutoff and Alaska Highway, which may have been superior to routes adopted latter. However, Bratnober could not find sufficient ore to justify the project and the venture died.

In 1898, prospectors Mix Silva, Edward Findley (sp?), and Perry Wiley, grubstaked for Dalton, discovered placer gold on Porcupine Creek north of Haines near the Dalton trail. Subsequently, the Porcupine mining district was organized on October 22, 1898. On November 5, 1898, Dalton and his three prospectors located the Discovery Claim; additional claims were located by Dalton and his business partners E. B. Hanley and John Maloney. The district was stamped in 1899 and prospectors found gold in the nearby creeks and gold or copper in areas as much as sixty miles distant, including the Rainy Hollow district in Canada. The first-years gold production was reportedly worth \$50,000, of which about \$40,000 came from Dalton's Discovery Claim.

The deposits in the district were rich but fairly deep and needed complex infrastructure. Miles of ditches and flumes were built to supply water to hydraulic lifts, sometimes called gravel elevators, where miners recovered the gold. Commercial support to the new district was

conveniently supplied by the Porcupine Trading Company which was organized by Dalton, Hanley, and Maloney on August 1, 1899. The company brought in mining equipment and extended liberal credit to other miners. In 1900, Dalton and party shipped in 300 tons of equipment and supplies. The mines operated profitably until about 1905 when a major flood washed out a considerable amount of the mining infrastructure. Recognizing that they had probably extracted most of easily won gold, Dalton, Hanley, and Maloney sold their interests, profitably, in 1907.

The discovery of rich copper deposits in the Wrangell Mountains in 1900 led to a major move for Dalton and his operations. In 1901 Michael J. Heney, the legendary rail builder of the north, undertook a reconnaissance survey for a railway from the south Alaska coast to the interior. He found a rough but useable route up the Copper River, beginning near modern Cordova. Heney, however, knew of nothing rich enough to justify the construction of a railroad which would need three major river crossings and butts against two advancing glaciers.

In 1905, Heney was at the London office of Close Brothers, a major financial house. The financiers had quite good information about the richness of the Wrangell copper deposits and promised to finance the road if it was feasible to build. Heney thought of his earlier survey and immediately wired his New York office to engage Dalton and Sam Murchison to reexamine the Copper River route. The route was particularly controversial as engineers for rival routes starting from Valdez and Katalla had stated that the Copper River route was impossible. Furthermore, Stephen Birch of the newly constituted Alaska Syndicate had already begun construction from Katalla.

In September 1905, Dalton, Murchison, and surveyor J. R. McPherson undertook a new evaluation of the Copper River route and pronounced it feasible. The men returned to Valdez in late October of 1905 and sent their

conclusions to Heney via a coded telegram. Heney met Dalton and Murchison in Juneau and filed a right-of-way application with the General Land Office. The Copper River route had no competition and was approved. Heney and Murchison went to Seattle to purchase supplies and equipment for the railroad. Dalton, McPherson, chainmen, and several of Dalton's Chilkat natives from Haines immediately began the detailed survey. Secretly they bought an abandoned cannery in Cordova for the south terminus of the railway line. Construction on the line began in the winter of 1905-06. It soon was apparent that Close Brothers could not finance the line but the Katalla-based route initially favored by Birch and the Alaska Syndicate proved impossible, and the Syndicate bought Heney's group out and proceeded to construct the line which was completed to the mines in 1911.

Dalton and Cordova prospered in the construction years of the C. R. & NW Railway. Steel, gravel and other construction material had to be delivered timely to the 3,000 men working on the roadway and bridges. In 1907, after the sale of the Porcupine gold claims, Dalton moved his operations to Cordova and set up sawmills, trading and transportation companies that largely duplicated those that he had operated out of Pyramid Harbor and Haines.

Dalton's later ties to the Copper River project are clouded by controversy. He staked three lode claims which, in part, underlay the Cordova terminus of the railway and docking facilities. In 1911, a court held that Dalton's claims were valid, but granted right-of-way to the Copper River and Northwestern Railway

Dalton's later work also extended westerly into the Cook Inlet area. The U.S. Navy had searched the west coast for steaming coal with little success. In the summer of 1913, Dr. Holmes, chief of the U.S. Bureau of Mines and George Evans, a mining engineer consultant to the Navy went to the abandoned Watson Mine near Chickaloon at the east limit of the Matanuska coal field, Cook Inlet region. Dalton

provided guide service and transported Holmes, Evans, their helpers, equipment and sampling gear to the site where Holmes and Evans concluded that a sufficient amount of coal could be mined from the Watson workings for the naval test—900 tons. Dalton took Holmes back to the coast and signed a cost-plus contract to deliver the large sample to a site near Knik, Alaska, where the coal could be loaded in boats.

The haul distance from Chickaloon to the coast was only about seventy-five miles but there were no roads to follow. Dalton went to Seattle to hire workers, buy supplies and equipment, and charter a steamboat since there were none available in wintertime on Cook Inlet and Dalton had concluded that the sample should be sledged out in the winter. He purchased 500 tons of bob sleds, harness, forage, tents and other supplies. Dalton hired nine men in Seattle and about twenty-five more as the expedition passed through Ketchikan, Juneau, and Cordova on the voyage north. The party offloaded at Knik, where he hired every available man and horse, on November 17, 1913. Sample bags were no small part of the off-loaded freight. Each sample bag, 800 in total, would be loaded with somewhat more than a ton of coal (nominally 1.125 tons).

Dalton commenced work immediately. To expedite road construction, Dalton took a small party with supplies to Chickaloon and began to work back toward Knik. A hired teamster and most of the crew and supplies began to work easterly from Knik. By the end of December, 1913, the last batch of forage and supplies had been cached along the route. January of 1914 was devoted to sampling the coal and road construction. By February 21st, 1914, Dalton's horse-drawn No. 5 Bob Sleds delivered 100 tons of coal every three days to the coast, and all 900 tons of coal were at tidewater by March 4. The crews had constructed about forty-three miles of road and numerous bridges.

Beside physical difficulties, Dalton's task was made difficult by bureaucratic

interference. An auditor appointed by the Navy, a Mr. Swift, would not approve expenditures for wages and for supplies at Knik. Swift was appalled at Dalton's expenditures and operation. Dalton dispensed with Swift, who wasn't overly quick with his fists, and paid wages and bought supplies out of his pocket. Knik businessmen interceded on Dalton's behalf with the Bureau of Mines and Navy. At the final analysis, Dalton completed the job for \$63,000, a job that the Navy had estimated would cost more than \$80,000.

Chickaloon coal passed all steaming tests on the battleship *U.S.S. Maryland*. Coaling facilities were built and a narrow gauge railroad was constructed at Chickaloon. Some 8,000 tons were mined, but the coal was badly faulted and folded and proved too expensive for the operation. Most of Dalton's trail work, however, was not wasted. The coal twenty-miles to the west at Eska and Wishbone Hill proved satisfactory in quality and existed in mineable quantities. A spur rail line from the Alaska Railroad to the mines at Eska and Jonesville on Dalton's route operated successfully until 1970 supplying coal to Anchorage, the railway, and to Anchorage military bases.

When the Chickaloon contract was completed, Jack returned to his work as chief freighter for the Alaska Engineering Commission, then beginning work on the construction of the Alaska Railroad.

Dalton also maintained his operations at Cordova until about 1915 when the Alaska Syndicate, forerunner of Kennecott Copper Corporation purchased all his Cordova interests included his fine home on Three Tree Point, which became the Kennecott manager's home. Dalton was out of Cordova by December 1916 as partner E. B. Hanley's wife Elizabeth wrote to attorney John Malony in Juneau: "Dalton sold out at Cordova and is now a Capitalist. Jack feels pretty big."

Dalton, earlier described as a ladies man, married twice. The first marriage, during the

Porcupine boom at Haines, ended in divorce, after the birth of Jack Jr. and Margaret to the couple. In 1911, Jack married Anna Krippeahne in Cordova, and Anna bore two children, James in 1913 and Josephine in 1916 about the time the Daltons left Alaska for the Seattle area. At least three of the children from the two marriages were notably successful. Jack Jr., from the first marriage, was a long-time General Motors executive. Josephine married U. S. Grant, a descendant of the Civil War general and president of the United States and became a well-known citizen of San Francisco, where Anna died in 1929.

Dalton's second son, James W. Dalton, followed his father's career and earned his own Alaska fame. Jim returned to Alaska in the 1930s and earned an engineering degree from the University of Alaska in 1937. During World War II, young Dalton first worked for the Army Corps of Engineers in Fairbanks. James served with the Naval Construction Battalion (SeaBees) at Dutch Harbor and other locations in the Pacific theater of war. After the war (1946-1953), Dalton worked with the quasi-government Arctic Contractors on exploration of oil reserves held in trust for the U.S. Navy, then called Naval Petroleum Reserve No. 4, on Alaska's North Slope.

James Dalton married Kathleen (Mike) Fitzpatrick in 1950 in Barrow. The Daltons had two children, George and Elizabeth (Libby). James Dalton had a fatal heart attack on May 8 1957 in Fairbanks. The North Slope haul road from the Yukon River to Pt. Barrow was named the Dalton Highway in Jame's honor. James Dalton's widow continues to live in Fairbanks, where she is a well-known civic figure.

Jack Dalton himself lived a long life. His adventures continued after he left Alaska, as he prospected for diamonds in British Guiana in the early 1920s. In 1929, Jack's long time physician and friend Dr. F. B. Whiting wrote, paraphrased, that Jack although about 75, looked 55, and if attacked, the attackers would think that he was 25. Jack Dalton died in San

Francisco on December 16, 1944 at the age of eighty-nine. In 1942, the U.S. Army reopened the Haines Cutoff part of the 'Dalton Trail' and completed it as part of Alaska-Canada (Alcan)

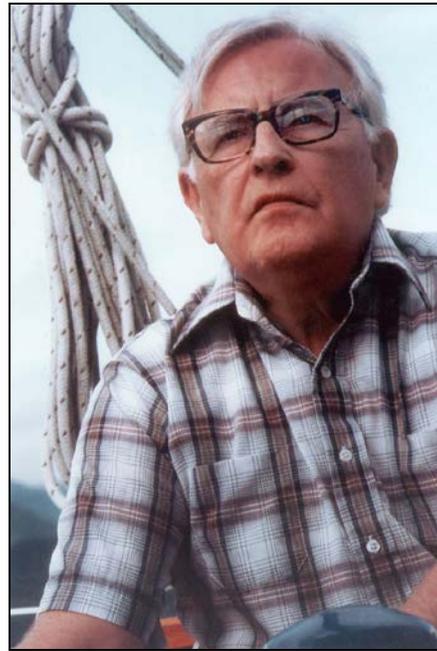
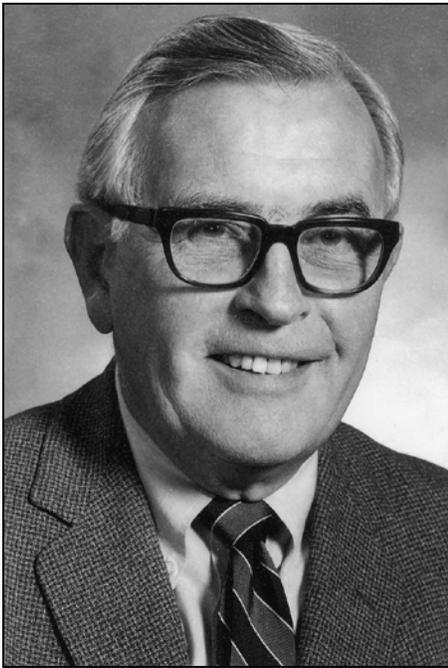
Highway system, originally built as part of the U.S. Lend Lease Program.

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Fred sailing in southeast Alaska

FREDERICK “FRED” ORLEBAR EASTAUGH (1913-1992)

In a long professional life, Fred Eastaugh was an accountant, ship’s officer, and an attorney. He was also a skilled craftsman, an amateur photographer of professional quality, an athlete especially adept at skiing and tennis, a devoted family man proud of the accomplishments of his wife and children, and a long-time Alaska civic leader.

An interest in mining transcended Eastaugh’s vocations and avocations. For four decades, Fred was a scholar of the mining law, representing mining companies, and often speaking for the industry. Moreover, he was a prospector at heart, if not always in fact. His lifelong interest in mining came partly from his heritage. Fred’s father, Edward (Ted) Orlebar Eastaugh, was a mining engineer graduate of the School of Mines in Cornwall, southwest England, one of the oldest schools of mining in the world. Ted immigrated to Nome, Alaska in 1900 and prospected on the Seward Peninsula

and on the southern flank of the Brooks Range from 1900 until 1913. Fred’s great uncle, mining engineer James Read Girling, had prospected the Seward Peninsula in the years immediately before the Nome discovery in 1898. Although the Eastaugh family left Alaska shortly after Fred’s birth, stories of gold rush Alaska must have been an important part of his early life.

Fred was born June 12, 1913 at Nome to Theodore (Ted) and Lucy Evelyn Ladd Eastaugh. His mother had come to Nome as a schoolteacher, in those days, typically a short-lived profession, due to the unequal ratio of miners and unattached females. Miners snapped up the few nurses, schoolteachers, and many of the other kind of girls about as soon as they landed. Lucy, from an old San Francisco family, married Ted Eastaugh in 1906. Their first son William was born and he would later settle in Wrangell, Alaska. Shortly after Fred’s birth in 1913, the family left Alaska and settled

in Monterey, California. Fred and Bill grew up in California and later in the Seattle area.

Fred enrolled in the University of Washington in the early 1930s and graduated with a B.A. degree in 1937. To pay his way through college, Fred worked for Alaska Steamship Company, first as a freight clerk, then as an assistant purser. He joined the company, which was owned by Kennecott Copper Company and known to Alaskans simply as Alaska Steam. Fred worked for Alaska Steam on a full time basis after graduation from the university. His position might have been a routine marine accounting and people-greeting job, but was occasionally more challenging. It was in the late years of the Great Depression and Harry Bridges' radical longshoremen often put Seattle and other west coast ports in a state of siege. The young accountant and other ship's officers sometimes had to fight their way onto their ships behind the water nozzles of the Seattle Fire Department. Fred earned the rating of Chief Purser in 1940.

One seemingly extraneous fact on Fred's earlier employment is of some note. In 1933, Fred was a twenty-year-old laborer constructing an extension to St. Ann's Hospital in Juneau, Alaska, when he met an attractive fifteen-year-old, Carol Benning Robertson, the daughter of pioneer Alaska attorney R. E. (Bob) Robertson of the firm Robertson & Monagle. The early meeting blossomed into a romance and Fred and Carol were married in Seattle in 1942.

Recognizing the potential of aviation for Alaska, Fred left Alaska Steam and briefly joined Pacific Northern Airlines (PNA), and then Pan American Airlines, where he worked from 1940 until 1946. Fred set up an accounting system for the airline's northern routes and moved between Seattle, Juneau, Fairbanks, and San Francisco to implement the new system. Fred and Carol's oldest child, Robert, was born in 1943.

In 1942, while continuing work with Pam Am, Eastaugh began the study of law as a registered law clerk with the Seattle law firm of

Medley & Haugland. In 1945, the Eastaugh decided to leave the semi-nomadic life involved with implementing Pan Am's accounting system to settle his family in Juneau. There they would raise their family, soon to be increased with the birth of Alison in 1947, and Fred could continue his legal studies with Carol's father's law firm, Robertson & Monagle. In 1948, Fred passed the Alaska Bar and joined the firm as an associate. Fred was one of the last of noted Alaska attorneys who entered the profession by "reading law." Perhaps he missed some academic subjects, but in "reading law" in the office of Alaska's oldest law firm, Fred learned Alaska history and case law in a way that no university trained attorney could. (The law firm had been founded in 1909 by Royal Arch Gunnison; Fred's father-in-law, Bob Robertson, had joined the firm in 1913.)

By the mid 1950s, Fred had an extensive mining company client list. One of his long-lasting client relations was with U.S. Steel Company (USS); he served as its Alaska contract attorney from 1957 to 1976. USS, which had several property interests in Alaska, was initially attracted to the territory by the large low-grade titaniferous iron deposit at Klukwan at the head of Lynn Canal. The lode iron deposit was in rugged terrain and extensive placer iron deposits had formed in the valleys below the lode. Fred guided patenting of both lode and derivative placer deposits at Klukwan for USS, a process completed in 1966. He was instrumental in the transfer of the iron claims, still undeveloped, to Mitsubishi Corporation in 1972.

USS was interested in the tin potential of Alaska, and Fred worked on tin leases for the company in the Manley Hot Springs area in interior Alaska and at Ear Mountain on the Seward Peninsula.

Among Fred Eastaugh's other early mining clients were Texas Gulf Sulphur and BP Canada. Fred worked for Getty Minerals on disputes and titles and for most, if not all, of the companies involved in the extensive copper-

nickel claims on Yakobi Island and on Brady Glacier (the latter deposit now deep within a National Park, but then in a National Monument open for mining.) Additional Eastaugh clients included Fremont Mining Company, the discoverer of the Brady Glacier copper-nickel deposit and its subsequent owner Newmont Mining Corporation. Fred also represented Inspiration Development Co. in their activities on Alaska copper-nickel deposits at Yakobi Island south of Glacier Bay. His work on the copper-nickel deposits began in 1958 with discovery of Brady Glacier lode and extended past the enactment of the Alaska National Interest Conservation Act in 1980 when the Brady Glacier and Yakobi Island areas were withdrawn from mineral entry, effectively denying the right to develop.

From 1978 until 1985, Fred worked for U.S. Borax and Chemical Company (USB&C), a subsidiary of the giant mining group RTZ. He guided patenting of 32 core claims at USB&C's Quartz Hill molybdenum deposit near Ketchikan. Although nearly \$100 million was spent on the giant deposit, its development was finally halted in 1989 by a combination of adverse regulations and a poor molybdenum price.

From 1979 through 1982, Fred worked with Noranda Mining Company on the Greens Creek lodes on Admiralty Island. The deposits developed into a rich polymetallic mine, producing zinc, gold, and silver. During some years, Greens Creek has been the nation's largest silver producer. For decades, Fred Eastaugh was involved in practically all the major mineral deposits in southeast Alaska. Occasionally he extended his mining involvement into interior and northern Alaska.

An interest in federal mining law and the history of its development led Fred to join the Rocky Mountain Mineral Law Institute in 1968. In related association work, he also served on the Natural Resources Section of the American Bar Association, and was a member of the National Mining Congress. Fred was active in

the Alaska Miners Association, serving as director. He was particularly interested in strategic and critical minerals, because Alaska seemed to contain significant deposits of those rare resources otherwise in short supply in the United States. He applied his knowledge of the law and minerals in service with the Joint State-Federal Land Use Commission which was established by the Alaska Native Claims Settlement Act of 1971 and a commission that oversaw the 1980 Alaska National Interests Lands Conservation Act (ANILCA).

Fred's natural resource legal expertise extended to the laws governing fishing and timber, both major primary resource industries in southeastern Alaska. He had an extensive practice in corporate and probate law with experience on both sides of the bench. Eastaugh was elected Municipal Judge of Juneau in 1949 and served until 1955, overlapping to some extent with a term in the Territorial legislature. Subsequently, Fred was city attorney for both Juneau and Wrangell.

Eastaugh became a full partner in the newly renamed firm of Robertson, Monagle, & Eastaugh in 1958 when he was also admitted to practice before the U.S. Supreme Court. Eastaugh had been admitted to practice before the Ninth Circuit Court of Appeals in 1956. Fred later served the Robertson firm as senior partner, director, and managing partner.

Personal interests and activities were equally extensive. Fred became interested in photography in his boyhood years and was a photographer of professional quality. He had a solo exhibit in the Seattle Air Museum in 1934 mainly of photographs taken from Alaska Steam as it traversed southeastern Alaska. In the days before 35 mm photography became popular, Eastaugh had saved to buy a LeicaTM 35 mm camera, then the first choice in the world for many professional photographers. He continued "shooting" with his faithful camera for decades.

Boating and boat construction were other favored activities. In 1942, Eastaugh was one of six charter members of the Corinthian

Yacht Club of Seattle, and he was active later in the Juneau Yacht Club. Boat building was an Eastaugh avocation from boyhood on. He built his first boat at age 12 in California and later built several wooden boats of superb quality. In the 1950s, he constructed a boat capable of ascending the Taku and Stikine Rivers.

Fred Eastaugh loved to ski, an activity that he shared with Carol and children, Robert and Alison. Fred was an early member of the Juneau Ski Club, and was particularly instrumental in obtaining federal land on Douglas Island for the site of the Juneau-Douglas area Eagle Crest ski resort, a task which involved about ten years of behind-the-scenes negotiation with federal land agencies and congressional offices.

The Eastaughs were cosmopolitans in Alaska's little capital city of Juneau. Fred served as Alaska's Vice Consul for Norway between 1951 and 1986, and Consular Agent, Vice Consul for France from 1953 until 1985. For his services to Norway, Fred received the title of "Knight of the Royal Order of King Olaf" in 1969. Fred's dealings with Norway were not only consular; he was the Alaska delegate to the Union of Forest Research Organizations in Oslo in 1975. The Eastaughs also maintained professional and social contacts in the Pacific Far East. Anchorage civic activist and State Commerce commissioner Charles Webber thought that the Eastaughs had significantly improved relations between Alaska and Japan with the use of their "summer house" at Auke Bay for entertaining distinguished Japanese visitors.

Fred supported his wife Carol in her interests in Alaska history, music, and writing. Carol wrote and produced "Hootchinoo and Hot Cakes." The musical melodrama began with some pre-gold rush history of southeast Alaska. It was a feature of summertime Juneau for many years, and it played, appropriately, in the historic mine buildings of the Alaska Juneau gold mine in Gold Creek.

Carol shared Fred's interest in the Gold Rush era which had still been very evident in the years when Carol grew up in Juneau. In 1967, Carol wrote "Lucky For Us," a full-length musical on the history of Juneau commissioned in celebration of the Alaska Centennial. Although Carol's main interests were far from legal, background as both an attorney's daughter and an attorney's wife were valuable in her sixteen years service on the Alaska Violent Crimes Commission.

Politically Fred was a Republican and was active in the Party. He was a strong believer in the importance of preservation of individual rights and joined the Pacific Legal Foundation in 1983 as one of eighteen Trustees who set policy for the organization. The foundation is a public interest law firm particularly devoted to protection of the individual against often well-meaning but overreaching collective decisions. In the forested land that he called home, Fred fought for the individual and corporate interests that wished to develop some of Alaska's wilderness.

Some of the words written in the last years of his life are still pertinent to the issues of development in the Tongass National Forest (Tongass) of southeast Alaska. Fred reviewed the draft Tongass Land Management Plan (TLMP) supplied comments then Regional Forester Mike Barton, and expressed many of his beliefs developed over an nearly sixty years of history in southeastern Alaska affairs.

In 1933, when Fred first saw the southeast Alaska Panhandle, the Tongass embraced some 22 million acres of southeast extending from Yakutat south to Cape Chacon on southern Prince of Wales. By 1991, when Eastaugh wrote his comments, the Tongass had shrunk to 16.7 million acres largely because of the creation of the Glacier Bay National Park and the addition of historic national forest acreage into several restrictive conservation units; e.g., Misty Fjords and Admiralty Island National Monuments. Fred's comments on TLMP are wide-ranging—including the extent

of Wilderness, the so-called Mineral Prescription, employment, the development of the Mansfield Peninsula area on Admiralty Island, and the still-current issue of roads that would give Juneau surface access to the rest of the continent.

In his letter to Mike Barton, Fred argued that more wilderness was not needed and reviewed some history to make his point:

“The map of the Preferred Alternative [in the draft EIS] shows that nearly 40% of what is left of the Tongass is in Wilderness. A better understanding of what has happened . . . in the last decade would be for the map to include Glacier Bay in Wilderness blue and show that of the original Tongass of 22 million acres some 53% is now in Wilderness.

Moreover, when we consider that the road-less Primitive Recreation areas of 3,255,055 acres are for all practical purposes de facto Wilderness areas, the result would be that the present Tongass is about 56% so restricted and about 67% of the original Tongass is [also]. I suggest that such comparisons are in order to give the uninformed a picture of what has happened in the past so that they can perceive where we are now. As Justice Holmes said a page of history is worth a book of logic.”

In the same letter, Eastaugh endorsed the so-called Mineral Prescription, which for the first time in Forest Service land planning was an attempt to characterize areas of mineral potential. Fred noted, however, that conflicts between minerals and other values perceived by some were not well construed, and again Fred called on history:

“such development as may result from the exploration will only use a small area out of the whole, and . . . after mining and reclamation the areas will continue to be available for recreation and habitat. The Juneau area is full of such examples from our historic past.”

Eastaugh, although endorsing the Mineral Prescriptions, did not think that the prescriptions went far enough in identifying

impacts on strategic and critical minerals, a special interest to him:

“I think that the DEIS (Draft Environmental Impact Statement) is lacking in describing the importance of the national interest in minerals, while it talks about minerals being important in our culture and society . . . it does not mention the needs of national defense. That lack could be cured in the forthcoming Supplement . . . [which] should also include some reference to the folly of relying on sources for energy needs and strategic and critical minerals from foreign unstable areas or countries. This is serious stuff, not just argumentative chatter.”

Eastaugh then proceeded to a detailed analysis of the DEIS showing his great familiarity with the document in citations of specific pages and tables, pointing out illogical or inconsistent arguments or omissions. He addressed the possible addition of the Mansfield Peninsula on Admiralty Island from personal familiarity, as he also did in a discussion of a possible highway up the Taku River:

“. . . as a former ‘river rat’ I think the discussion should include reference to the great amount of suspended solids in the [Taku] and its shoaling as far down as Annex Creek.”

Moreover, perhaps alone of the commentators on the DEIS, Eastaugh was concerned with implications of the plan on the “Convention concerning the Boundary Waters Between the United States and Canada” proclaimed March 13, 1910. Fred thought that there were also valid issues with the then very current Free Trade Agreement between the U.S. and Canada.

Characteristic of Fred, his detailed comments were based on how he perceived the issues involved and were offered in a constructive and gentlemanly fashion. He knew forester Barton well, hence the personal tone of much of his comments to him. Fred also made most if not all of the same arguments in a formal comment to the team evaluating comments on the DEIS.

Beginning in the late 60s and early 70s, Eastaugh's contributions to Alaska were recognized with many awards and honors (see Appendix). He especially enjoyed his recognition as a Director in the Alaska Miners Association and his appointment to the Alaska Minerals Commission in 1991.

Fred Eastaugh reasonably believed that he had a significant role in the rebirth of an Alaskan industry that had still been very visible in his first years in Alaska. In those years, Kennecott Copper Corporation owned the primary means of access to Alaska, "Alaska Steam." As the ships returned southward, they often landed at Cordova and took on copper concentrates bound for the smelter at Tacoma. The Alaska-Juneau hardrock gold mine was still in production and would continue until 1944. Every day a thousand or so men—one of every four or five residents of Juneau—went to work at the mine. Like many of his generation, Fred believed that mines were, or should be, a fundamental part of Alaska's economy. After a long hiatus in mining, Fred saw the openings of two mines that were significant on a worldwide scale, Greens Creek and Red Dog.

On January 23, 1987 Fred retired from active participation in the management of Robertson, Monagle and Eastaugh to become "of counsel" to the firm. The occasion generated response from associates, miners, and peers in the legal profession. Brooks Walker Jr., Chairman of the Pacific Legal Foundation used the occasion to thank Fred for his significant contributions. Perhaps the broadest based response was from Juneau Judge Tom Stewart. Tom proposed that: "Your faithful concern for matters of public interest, beyond simply the immediate work on behalf of your clients, has always been a distinguishing mark in your accomplishments." Judge Stewart specifically acknowledged Eastaugh's major roles in legal affairs including organization of the Juneau bar, founding of the Legislative Council, serving Judicial Councils of the 9th Circuit District Courts and Court of

Appeals, and consistent representation and support for Alaska in the American Bar Association. On a more personal note, Stewart noted, "Besides all that you managed to carry on for so long a real sporting tradition in sailing, skiing, etc., always with your family in an enviable record of a genuinely full and active life."

In December 1991, Fred Eastaugh was diagnosed with lung cancer. He died from that terrible plague on February 17, 1992. Outpourings of respect and affection came from around the state and the Pacific Northwest. Governor Walter Hickel ordered state flags to half-staff. A common note concerned Fred's universal appeal that transcended Alaska's sectional differences. An editorial writer for the Anchorage Times named Fred a Citizen of Alaska and wrote:

"He was born in Nome, but for more than half a century he was one of Southeastern Alaska's most prominent civic and political leaders. He was, as a result, primarily identified with and often a spokesman that represented the Panhandle position Even so, as he gained the stature of one of our senior public officials, Frederick O. Eastaugh of Juneau became a man of all Alaska Always a gentleman—even during such heated battles as the capitol move proposition, which he opposed with vigor—Fred Eastaugh made and kept friends all over the state."

The editorialist for the Juneau Empire stressed Fred's knowledge and wisdom:

"The real Fred Eastaugh was more than a lengthy and impressive resume of professional and personal interests. Perhaps his most important capacity can't be found listed on his resume. He served as institutional memory for Juneau. He had been involved in so many issues over such a long time span and his background provided such a deep and rich reserve of experience that many civic leaders used him as a sounding board. More than once, his sage advice prevented them from repeating the mistakes of the past."

A very personal tribute was written by Governor Frank Murkowski who at that time of Fred's death was U.S. Senator. Murkowski was a seaman third class on the Coast Guard Cutter Thistle when he first met Eastaugh. The young sailor was in Juneau waiting for the weather to improve enough for the vessel to leave port. Later Murkowski wrote:

"There were only seven of us on the ship. The quarters were so cramped that we really looked forward to liberty. One evening I walked up the hill and went in the Juneau Elks Club . . . It wasn't long before a friendly gentleman came over and introduced himself as Fred Eastaugh. . . . after just meeting me, extended an invitation for me to come to his home for dinner the next evening. . . . That was the type of person that Fred was—friendly, kind, and truly interested in people, in

understanding them, in understanding their problems, and in helping them overcome any obstacle."

At his death, Fred left his wife of fifty years Carol, son Robert, and daughter Alison. Carol followed Fred in 1999. Fred Eastaugh was proud of the accomplishments of his children, and they have continued to enhance his legacy. Robert Eastaugh was named to the Alaska Supreme Court in 1994 by Governor Walter J. Hickel and continues to serve there. Alison Eastaugh Browne has retired except from voluntary civic and statewide affairs after years of service to the state as a fiscal analyst with the state legislature, then as Director of Administration for the Alaska Permanent Fund Corporation from 1984 until 1998.

Compiled and written by Charles Caldwell Hawley, February 2005
Photographs courtesy of Alison Eastaugh Browne

Bibliography for Frederick Eastaugh

1. Family. The Eastaugh family came from Lowestoft, southwest England, the male line from the 1870s being: Jonathan Derby Eastaugh, Henry Jonathan Eastaugh, and Fred's father, Edward Orlebar Eastaugh, who was born in Lowestoft in 1878, and attended the Royal School of Mines in Cornwall. Jonathan Derby Eastaugh of Lowestoft was a "maltster" by trade, also a long time elected Alderman and a Justice of the Peace.
2. Immigration: Edward (Ted) O. Eastaugh immigrated in 1900 to the newly discovered gold camp at Nome, Alaska where he may have had some backing from the Clan Ramsay family. Edward's mining activities out of Nome are mostly unknown but in 1912, Edward and C. Fox Ramsay prospected Klery Creek which is a gold-bearing tributary to the Squirrel River east of Kotzebue. Ramsay was killed there in a freak accident when he fell from a cache. Shortly afterward, Edward, who in the meantime had married Lucy Evelyn Ladd, left Alaska. Lucy Ladd was born in San Jose, California in 1879. Information on the Klery trip is from annotations on historic photographs in a family album.
3. General sources: The most important sources used were brief outlines and a resume written by Fred Eastaugh himself, a general summary prepared by Alison Eastaugh in 2001, and an email summary of 2001 c/clctb/fam. Fred was newsworthy and many of his activities and honors are chronicled in newspapers, especially the Juneau Empire. He also made news often reported in Anchorage Times, and Ketchikan Daily News. The compiler also drew from his and his wife's personal memories on conversations with Fred and Carol Eastaugh as well as conversations with Alaskans who knew the Eastaugh well.

4. Testimony and comments on TLMP:

Letter and comments to Mike Barton, January 4, 1991, 6 p

Letter to Forest Service Revision Team, Re TLMP—Supplement to the Draft Environmental Statement, December 6, 1991, 9 p, also:

Supplemental comments on H.R. 918 (a mining law bill), May 25, 1991, before the House Committee on Interior and Insular Affairs, Subcommittee on Mining and Natural Resources, 3 p.

5. Numerous editorial and obituary notices including:

News Release, February 18, 1992, Office of the Governor, “Governor Hickel Orders Flags to Half-Staff in Memory of Frederick Orlebar Eastaugh,

Senator Frank Murkowski, in “My Turn—the passing of a true gentle man,” Juneau Empire, February 20, 1992, also “Obituary,” same newspaper February 19, 1992.

“Citizen of Alaska. Frederick O. Eastaugh,” Editorial, Anchorage Times, February 20, 1992

“Fred Eastaugh,” Editorial, Ketchikan Daily News, February 21, 1992

E. “Fred Eastaugh,” Editorial, Juneau Empire, February 20, 1992.

6. Correspondence

David A. Heatwole, ARCO Alaska, to Fred Eastaugh on occasion of his retirement, January 1987.

Thomas B. Stewart, Presiding Judge (ret.) Superior Court, Juneau, to Fred Eastaugh, subject as above, January 19 1987.

Charles R. (Chuck) Webber, former Commissioner Dept. of Commerce and Economic Development to Fred Eastaugh, subject as above, January 14, 1987.

Brooks Walker, Jr., Chairman, Pacific Legal Foundation, to Fred Eastaugh, subject as above, January 19, 1987.

Appendix

Honors and Commissions

Honors:

Royal Order of King Olaf (Norway), Knight, First Class 1969.

Man of the Year, Juneau Rotary Club, 1971

Outstanding Alaskan Award, State C of C, 1978

Outstanding Citizen of Juneau, Juneau C of C, 1980

Doctor of Humanities, University of Alaska, 1982

Commissions

Commissioner, National Conference for Uniform State Laws.

Commissioner, Joint State-Federal Land Use Planning Commission, 1974-1976,

Commissioner, Oversight Committee for Alaska National Interest Lands, ANILCA, 1981-1986.

Chair, Planning Commission Juneau, 1955-1962

Commissioner, Alaska Mineral Commission, 1991.

Miscellaneous

President, University of Alaska Foundation, 1978-1980.

President, Alaska State Chamber of Commerce, 1955-1956.

Director, Alaska Miners Association.

Trustee, Pacific Legal Foundation.

Distinguished Alaskans Aid Foundation as '98ers

The Alaska Mining Hall of Fame Foundation was incorporated as an Alaskan non-profit corporation on April 27, 1997. The Foundation was organized exclusively for educational and charitable purposes, including donations to organizations that are tax exempt under Section 501(c)(3) of the federal tax code. On September 17, 2003, the IRS confirmed the 501(c)(3) status of AMHF, and further categorized the organization under codes 509(a)(1) and 170(b)(6).

The foundation is a non-membership corporation that depends on services provided by its officers and directors, others interested in Alaskan mining, and on donations and grants.

The Foundation is especially indebted to fifteen persons who have each contributed \$1,000 to become 98ers, in honor of the first stampedeers to Alaska in 1898 at Nome.

The 98ers

Earl Beistline
Thomas K. Bundtzen
Glen Chambers
Douglas Colp
Wendell Hammon Jr.
Walter Johnson
Wallace McGregor
John Mulligan
Patrick H. O'Neill
Elmer E. Rasmuson (deceased)
William Stroecker
Robert H. Trent
Mitch Usibelli
Joe Usibelli, Sr.
William R. Wood (deceased)

Most of the 98ers are recognizable as miners of national or international reputation. The late William R. Wood was President, Emeritus, of the University of Alaska. Dr. Wood suggested the organization of the Foundation. The late Elmer E. Rasmuson was an Alaska banker and benefactor, long interested in Alaska natural resource history. Dr. Walter Johnson's career was mainly in Native public health, but he knew many pioneer Alaskans. His own research has taken him to Sweden and

Norway in search of the true story of the so-called "three Lucky Swedes" of fame at Nome. The Foundation is seeking about ninety more 98ers, but it welcomes contributions at every level. For further information contact:

Wallace McGregor Chair, Finance Committee 1212 N. Washington, Ste 12 Spokane, WA 99201	Karl Hanneman Treasurer 626 Second St., Ste 201 Fairbanks, AK 99701
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