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from CHARLIE TAPP

Editorial Opinion and Comment of
FAIRBANKS DAILY NEWS-MINER
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JAMES W. DALTON

Consistent with his mode of living during the previous six decades, a truly great Alaskan passed away at Fairbanks Memorial Hospital as this week began.

All Americans, particularly Alaskans, owe a great debt of gratitude to James W. Dalton, a dedicated individual with foresight and practical vision -- plus the ability to quietly translate his vision into reality. Unknown to all but a small handful of Alaskans was the fact that, among his other substantial contributions to our 49th state, Jim Dalton was largely responsible for making possible today's Prudhoe Bay petroleum development.

Several times during the past quarter century efforts have been made to recognize James Dalton as the catalyst who foresaw the value of petroleum deposits in northern Alaska. Quietly and methodically he initiated efforts which put into gear governmental machinery which opened up the Prudhoe Bay oil field for exploration and development. Whenever an occasion arose upon which it would have been proper to recognize Mr. Dalton's role in making it possible to utilize Alaska's northern petroleum resources, he had shied away and insisted that the spotlight of public recognition was directed upon others. An unusually modest man, Jim Dalton preferred to stay out of the lime light. He took quiet satisfaction in seeing his prophecies fulfilled, and was satisfied knowing that he was making substantial contributions to his Alaska.

James Dalton is no longer with us, and can no longer protest being recognized. It is fitting that at least a brief look is given to his accomplishments.

Son of Jack Dalton, for whom the Dalton Trail was named before the turn of the century, James W. Dalton was born 64 years ago. After graduating from our University of Alaska, Jim worked at his profession of mining engineer throughout interior and northern Alaska. Following military service during World War II, which included utilizing his professional engineering talents in Alaska military construction, Mr. Dalton joined the staff of Arctic Contractors, a joint contracting venture engaged by our United States Navy to explore petroleum resources contained within Naval Petroleum Reserve No. 4 in northern Alaska. During a seven year period while serving Arctic Contractors in several capacities, including chief engineer and general superintendent, Mr. Dalton became thoroughly familiar with petroleum potential in the northern sector of our state. As general superintendent of the project, employing more than 600 men, Mr. Dalton gained worldwide recognition for his outstanding capabilities in construction and related work in Arctic and sub-Arctic conditions.

During the period Mr. Dalton was supervising exploration of Naval Petroleum Reserve No. 4, he became convinced that northern Alaska contained very substantial petroleum resources -- not only within boundaries of

the 23 million acre Naval Petroleum Reserve, but also extending eastward through a section contained within Public Land Order 82, comprising 25 million acres, which had been withdrawn by the Secretary of the interior and closed to commercial development.

Mr. Dalton felt strongly that development of North Slope petroleum reserves would be in the best interest of Alaska and our United States; but obviously no development could take place unless a change was made in the status of either Naval Petroleum Reserve No. 4 or Public Land Order 82. He felt that if our federal government could be made aware of the North Slope's potential value to our country, it might be possible to change the status of Public Land Order 82 to allow commercial exploration. Factual data concerning Public Land Order 82 area existed, much of it contained in either James Dalton's head or his files, but had not been collated.

After exploring various possible approaches to initiating action on modification of Public Land Order 82, Mr. Dalton applied for and accepted a position with the then Territory of Alaska, Alaska Development Board. Early in 1954 Mr. Dalton became the manager of the "Rail Belt Branch Office, Alaska Development Board" (at a salary substantially less than that usually recognized as the criteria in his professional field.) His reason for accepting the position was to establish a base for a report emanating from a territorial government agency encompassing reasons why Public Land Order 82 should be modified.

Mr. Dalton subsequently compiled a comprehensive report on northern Alaska petroleum possibilities, well organized and concisely written. Subsequently presented to Secretary of the Interior Fred A. Seaton, Mr. Dalton's report was the basis for a modification order affecting Public Land Order 82 issued by the Secretary and making possible commercial exploration and development of what is now the Prudhoe Bay field. Subsequently he compiled a "Survey of the Future Growth of the Petroleum Industry in Alaska." Both publications, produced 20 years ago, are still valued reference for those engaged in petroleum development in our state.

Indicative of Mr. Dalton's character was the circumstance following modification of Public Land Order 82 (for which he had provided the motivating factors) when petroleum leases were made available to the general public. Asked why he did not personally make lease offers on some of the land available (leases which subsequently made "instant millionaires" of a sizeable group of Alaskans), Mr. Dalton replied: "If I made offers to lease (ground area within PLO 82) people might think that all I had in mind in writing the reports was to make a pile of money for myself. We can't have that. All I want to do is to help Alaska develop so that we Alaskans can stand on our own feet."

James Dalton achieved what he set out to accomplish. Alaska and Alaskans are forever in his debt.

FISCAL NOTE

I. REQUEST

Bill/Resolution No. S.B. 97
 Title Naming the North Slope haul road after James Dalton
 Requested by State Affairs Committee Date 1/20/81

II. FISCAL DETAIL

Agency Affected Department of Transportation and Public Facilities
 Program Category Affected Transportation
 BRU, Program, or Subprogram(s) Affected M&O- Interior Region, Highways
 (Note: If more than one budget component is affected, separate line-item amounts and funding for each component in the analysis section.)
EXPENDITURES (Thousands of Dollars)

	FY 81	FY 82	FY 83	FY 84	FY 85	FY 86
100 PERSONAL SERVICES						
200 TRAVEL						
300 CONTRACTUAL		2.0				
400 COMMODITIES						
500 EQUIPMENT						
600 LAND & STRUCTURES						
700 GRANTS, CLAIMS, ETC.						
TOTAL	-0-	2.0	-0-	-0-	-0-	-0-

FUNDING (Thousands of Dollars)

GENERAL FUND		2.0				
FEDERAL FUNDS						
OTHER (Specify Fund Source)						

POSITIONS

FULL TIME						
PART TIME						
TEMPORARY						

III. ANALYSIS (See Fiscal Note Preparation Instructions, Section III)

Assumes costs associated with signs to indicate the new name.
 Would be a one time cost.

IV. DATE January 22, 1981 PREPARED BY Ron B. Lind
 AGENCY Dept. of Transportation & Public Facilities
 PHONE 465-3900
 Original: Legislative Finance
 cc: Budget and Management
 Prime Sponsor (First Legislator Named)