

INTERVIEW OF BENJAMIN SHAINÉ AND SALLY GIBERT  
INTERVIEWER IS KAREN BREWSTER  
SEPTEMBER 2, 2016  
IN MC CARTHY, ALASKA  
PART 3

KAREN BREWSTER: From the tram thing. So before there was that tram was there a bridge that was in place.

SALLY GIBERT: Well, there was the railroad bridges.

KAREN BREWSTER: Was still there?

SALLY GIBERT: No, they washed out, especially the Kennicott washed out regularly almost every year, virtually every year with the Hidden Lake outburst fling. So that wasn't there. So I think it was about '72, '71, '72, I can't remember. I wasn't here. It was right before I got here.

BENJAMIN SHAINÉ: Seventy-four.

SALLY GIBERT: Seventy-four?

BENJAMIN SHAINÉ: The bridge?

SALLY GIBERT: Yeah. DOT put a road bridge in, but they did it about the same style as the old trestle bridges and of course it washed out.

BENJAMIN SHAINÉ: The next year.

SALLY GIBERT: The next year, but it didn't wash out completely. It was just damaged enough you couldn't put a --

BENJAMIN SHAINÉ: Well, there were two bridges and one washed out completely and one, let's see I am trying to remember, yeah.

SALLY GIBERT: Well, there was a time where you could walk in on both over both Kennecott's. When I first got here, you --

BENJAMIN SHAINÉ: You could walk in on the bridges. Oh, one of them got damaged, that's right.

SALLY GIBERT: Oh, that's right. One was still good than one was damaged. They still had -- you still had --

KAREN BREWSTER: At a time there were the two channels or two --

SALLY GIBERT: Two active rivers, yeah, full-scale rivers, two rivers and you are right that was -- one you could drive across and one you couldn't. The fallen one was the one that was at Pinch Point and the close one you could drive across.

BENJAMIN SHAINÉ: Right.

SALLY GIBERT: So, but then eventually they were damaged enough that they were washed away completely and so first one and then two trams I guess. And the trams that were put in place in the 40's or 50's -- 50's, 60's, 60's maybe. I don't even know. By Bill Berry as I heard. I don't know.

BENJAMIN SHAINÉ: Shall I tell this story.

SALLY GIBERT: Yeah, why don't you tell that part?

BENJAMIN SHAINÉ: Okay.

SALLY GIBERT: I have forgotten.

BENJAMIN SHAINÉ: When I first got to McCarthy, I got to McCarthy the first time right after I was in Chitina when the bridge over the Copper River was opened and to a ceremony. It was July 4, 1970.

SALLY GIBERT: The brand new DOT bridge.

BENJAMIN SHAINÉ: The brand new DOT bridge. Some people don't consider it brand new anymore but I do.

KAREN BREWSTER: The one that is the current bridge?

SALLY GIBERT: Yeah.

BENJAMIN SHAINÉ: Yes.

SALLY GIBERT: Yeah, it is new.

BENJAMIN SHAINÉ: It just opened up, January 4<sup>th</sup>, '70.

SALLY GIBERT: January?

BENJAMIN SHAINÉ: No, July, I'm sorry.

SALLY GIBERT: Oh, July.

BENJAMIN SHAINÉ: July 4, 1970, big ceremony because before that the railroad bridge would wash out regularly and the Kennicott would just replace it. It was cheaper to build cheap bridges rather than try to build something permanent. So then you could get onto the other side of the river from Chitina, but then there were lots of trestles that were washed out and whatnot. You could still, in 1970 you could walk once that bridge opened up you could walk to McCarthy to the Kennicott River. Then after the -- when the mines closed and then right away after that when Hidden Lake took out the trestle across the Kennecott's there was no way to -- there was no bridge across the Kennicott starting in I assume it would be 1939.

KAREN BREWSTER: Right, right.

SALLY GIBERT: Yeah, probably.

BENJAMIN SHAINÉ: So the few people that were here took a cable from the tram.

KAREN BREWSTER: From the mine.

BENJAMIN SHAINÉ: From the mine and stretched one cable across each channel of the river, but.

SALLY GIBERT: Oh, that make sense it would happen right away.

BENJAMIN SHAINÉ: It happened right away, but they were just cables that were -- they weren't very tight and they just had little platforms hanging from them and one end of the cable was higher than the other. So when I first got to McCarthy in '71 if you were on the west side of the Kennicott River, you were going to come to the river and shoot your gun off, your rifle three times, and then everybody over there would have to be carrying a rifle and that was a signal for someone from town to come over. If you got there and the little platform that was --

KAREN BREWSTER: Was on the other side.

BENJAMIN SHAINÉ: Then someone would send it down to you. And that system more or less ran until the 80's, then '74.

SALLY GIBERT: Well, '74 DOT put the road bridge in.

BENJAMIN SHAINÉ: Wally Hickel was governor and he decided he was going to open up the road to here. So he just had DOT throw in bridges and they didn't do any engineering. They just took wood and put in bridges. So you can still see the foundation posts of some of those in the dry east channel. And that bridge lasted less than --

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 2 of 13

SALLY GIBERT: Yeah, less than a year. It was finished in the fall and it washed up previous the next mid-summer.

BENJAMIN SHAINÉ: It was July, August.

SALLY GIBERT: It was nine months or something it was in.

BENJAMIN SHAINÉ: And that was enough time that people in town, the few people in town then got a taste of what it would be like to have people driving in and decided they didn't want it.

SALLY GIBERT: People over here.

BENJAMIN SHAINÉ: People over here and there wasn't anybody living on the other side of the river. There was essentially other, the Wards or whatnot, but there were no people living on where the Kennicott Flats and stuff. All that was -- it was uninhabited. So the only habitation was here and a few at Long Lake or whatnot, but they weren't considered part -- they weren't related to this here. So that was the beginning of the feeling about not wanting a vehicle bridge.

SALLY GIBERT: And that is where Loy's statement about how if you can drive here, it is not here because he felt that during that time period McCarthy didn't exist.

BENJAMIN SHAINÉ: And then those bridges gradually -- first they became foot bridges.

SALLY GIBERT: Real foot bridges.

BENJAMIN SHAINÉ: Real foot bridges and they disappeared and after they disappeared I forget the sequence of everything.

SALLY GIBERT: Then it was back to the old trams.

BENJAMIN SHAINÉ: That's right.

SALLY GIBERT: Which was, you know, there were more people out here by now and that was like talk about a Pinch Point, it was a pain.

BENJAMIN SHAINÉ: Dangerous.

SALLY GIBERT: It was dangerous. You couldn't put much on them. They were hard. If you weren't strong, you couldn't even do it. They tried to a couple test to put return ropes on them but it was hard to keep going. You had to go hand over hand on the cable.

BENJAMIN SHAINÉ: And if you caught the cable.

SALLY GIBERT: If you got your fingers -- I don't know how many -- the last time I was out here I don't know how many finger injuries I have repaired, oh, ugly. Yeah, so that was not sustainable. That was just not sustainable.

BENJAMIN SHAINÉ: I remember when the first year of our college program, '83, it was before the two trams were both in. They were put in in what '80, first one was '83.

SALLY GIBERT: Eighty-three.

BENJAMIN SHAINÉ: Eighty-three.

SALLY GIBERT: First one was '83.

BENJAMIN SHAINÉ: And the second one was '84.

SALLY GIBERT: Eighty-four.

BENJAMIN SHAINÉ: So you couldn't -- in '83 you couldn't get across with the trams -- the new trams. So we were living on the other side of the river and the Edwards and Guy was two and I didn't see my family for many days at a time because they couldn't get back and forth and I was teaching here and I couldn't like commute. I remember once getting - - so they would come across when they could fly over with Jim Edwards. So anyway they

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 3 of 13

could get across. And I remember once coming in McCarthy by walking up the west side until I was parallel with Kennicott, crossing the Voralda (phonetic) moraine.

KAREN BREWSTER: Oh, man.

SALLY GIBERT: There were people that crossed the -- they came across the moraine, yeah.

BENJAMIN SHAINÉ: Across the glacier and then walked down from Kennicott.

KAREN BREWSTER: It is a long way around.

SALLY GIBERT: It is a long way and it is dicey, yeah.

KAREN BREWSTER: Yeah, but people did fly here.

BENJAMIN SHAINÉ: If you had an airplane, you could.

SALLY GIBERT: And people were. If you had a plane, you could fly back and forth.

BENJAMIN SHAINÉ: Cause Edwards airstrip and then another one on the gravel bar by the Kennicott. And then so that led to the --

SALLY GIBERT: Kennicott Cross Purposes.

BENJAMIN SHAINÉ: Kennicott Cross Purposes and the two new trams.

SALLY GIBERT: And that was in response to a DOT proposal to put in a road bridge which because there was I think they even started working on an EIS. They started working on one.

KAREN BREWSTER: And the community said we will do what we want. We want a tram instead?

BENJAMIN SHAINÉ: Yes.

SALLY GIBERT: Basically, yeah, yeah.

BENJAMIN SHAINÉ: And then the same thing happened. Well, I don't know if there was a proposal. There was the upgrade proposal on for the whole road.

SALLY GIBERT: For the whole road which would have inevitably ended up in a road bridge, yeah.

BENJAMIN SHAINÉ: Anyway so there was then the trams and naturally the same thing happened again. Another round of the same kind of thing going on with the footbridge and then another round of the same sort of thing happening with the Rowland's ending up building and the land on this side of the river the Rowland's acquired they learned about from people who were very pedestrian oriented. So it was a collaborative effort in the community.

KAREN BREWSTER: So has the footbridge been a good thing for the community versus the trams or not?

SALLY GIBERT: Well, that I mean --

BENJAMIN SHAINÉ: You can't.

SALLY GIBERT: You can't say that. McCarthy was small enough and primitive enough and had less infrastructure. At the time the tram was really a good solution and I really -- I mean the good tram (inaudible).

BENJAMIN SHAINÉ: Oh that was great.

SALLY GIBERT: That was like the best, but it wasn't going to be sustainable as the place grew and people wanted to build up, bring more building supplies and just the whole concept of hauling fuel across the -- and driving fuel across the -- in the water in old trucks. You know, it just -- and sewer trucks. Do you really want sewer trucks to be, you know, people started having outhouses that need to be pumped? You know, just things changed.

BENJAMIN SHAINÉ: But it was a great era.

SALLY GIBERT: It was great. It was the best.

BENJAMIN SHAINÉ: Our kids grew up in it and it was the best years because it was collaborative, you had to help your neighbors across. Everybody had to help each other.

SALLY GIBERT: You really had to help, yeah.

BENJAMIN SHAINÉ: It was great.

SALLY GIBERT: You -- it was a big deal if you came out with a bunch of stuff, it was like everybody is like so and so is in they got a bunch of stuff to haul. Let's go over there. Bring your gloves, you know. It was like zzzzzz, you are out there for hours trying to move stuff. But it got to be -- it was -- there were lines, hours of people waiting to come in and, you know, if somebody came in and brought in a big load of stuff, you know, you would have to wait for hours or they would have to take breaks and let other people come just going back and forth. It was just -- it wasn't sustainable.

BENJAMIN SHAINÉ: I think what you are looking at if you look at the bigger -- looking at the bigger picture that change is inevitable and this place changes more inevitable, more quickly than in most going back to --

SALLY GIBERT: Geologically and otherwise.

BENJAMIN SHAINÉ: Geologically and otherwise. United, economically and otherwise. Talking about this instability and that the trajectory of change is not necessarily predetermined. This is my own take. It is not necessarily predetermined and does not necessarily follow the pathway that you are going to find in Bellevue, Washington.

KAREN BREWSTER: Right. That was, yeah, that we can control the change.

BENJAMIN SHAINÉ: Well, if you look at it from the bigger picture, again taken for granted now. It is not even seen. The designation of the National Park which primarily took the Wrangell's mineralized belt and excluded it from commodity development. That is the Park issue. All the other stuff is important, but that was a change of trajectory from the norm of enormous proportions. Nothing like that had ever been done. I don't know about anywhere else in the world, but certainly not in the United States. This -- it would be like taking all of western, half of Western Montana.

KAREN BREWSTER: But is it -- is there not still some minor prospecting still going on Dan Creek?

BENJAMIN SHAINÉ: Yeah. But we are talking about --

KAREN BREWSTER: From the industrial --

BENJAMIN SHAINÉ: We are talking about the --

SALLY GIBERT: Only on existing claims, yeah.

KAREN BREWSTER: Yeah, right.

BENJAMIN SHAINÉ: But what you are not looking at is Red Dog or one of the big, like the big open pits in the Western United -- you're not talking about somebody putting a road to the head of the Chitina and not this necessarily would have happened, but and with development that might have 750 workers and these giant taking out half of a mountain side.

KAREN BREWSTER: No, I understand. I was just asking.

BENJAMIN SHAINÉ: That is the trajectory change.

SALLY GIBERT: But you are not going to get that at Dan Creek.

KAREN BREWSTER: No, no, I just wanted to make sure that I was understanding that there was still some mining on a small scale still going on.

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 5 of 13

BENJAMIN SHAINÉ: Right.

KAREN BREWSTER: Okay. It is just for my own.

BENJAMIN SHAINÉ: And then so at the big scale you get that and then at other scales you get like here in McCarthy. The difference between this place now and if -- the reason I was brought here. Why the Sierra Club Foundation paid for me to staff the student group that came up was because there was a proposal in 1970 for a 50 mile an hour highway to McCarthy. That is why I came. I worked on that issue for 40 years and eventually that road proposal was more than a hundred million, (inaudible) was more than a hundred million dollars, but that didn't happen and we have -- and the river crossing hasn't eventuated so far into a public bridge. The normal trajectories of development many of those have not occurred here and something else has taken place instead.

KAREN BREWSTER: And why do you think that is?

BENJAMIN SHAINÉ: A combination of chance and successful advocacy and creative problem solving and community strength and chance. I will say chance again because a lot of it is chance.

SALLY GIBERT: Yeah.

KAREN BREWSTER: I have one question that I haven't quite thought about how to ask, but I am just going to ask it. When we were talking about community and put it in that context the massacre that happened here. I don't know if you want to talk about that or not so I am putting it in a context of how that may have affected the community, the sense of community we were talking about. I mean it certainly obviously affected people very deeply and personally. You can talk about it in any way you want or if you don't want to talk about it, I understand. It is a sensitive subject.

SALLY GIBERT: Yeah, yeah, but it is, but it was a long time ago so. I only got one wave of goosebumps on it.

KAREN BREWSTER: I don't even remember what year it was?

SALLY GIBERT: Eighty-three.

BENJAMIN SHAINÉ: Eighty-three.

SALLY GIBERT: March 1<sup>st</sup>. The -- in terms of the -- it plays into the tram, the new tram story because that was the '83 we had gotten -- we had applied for money that winter and we were on track to get the money at that point in that spring. And that -- and afterwards leading up to, you know, the construction of the new trams there was a lot of sort of angst and conversation and just processing all that. It was so intense. A lot of that was processed in the context of building the new trams because if we didn't build the new trams it would still be those old trams that were virtually impossible to use which to some people -- for some people, especially initially and kind of at a gut level, not that they necessarily wanted to not build new trams, but there was like do we really want to open, you know, open this community, make it easier for people to get here since this person came out and this new person and you know just wreaked havoc on us. Do we want to invite more people like that? So there was a lot of sort of philosophical conversation really deep and, you know, thought provoking and like did we bring this upon ourselves. Are we responsible for, were we not nice enough to this guy that he wanted to kill us all? I mean it was like we were -- it was really intense. And so like I said, a lot of it came like are we going to open ourselves to the world again and make it easier to get here or are we going to clamp ourselves down and keep people out and, you know, a lot of these

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 6 of 13

conversations were right in this house with people like Loy and in the end for me and I think for most people but certainly for me where I didn't want his negative energy to win which would have been the effect if everybody had just shut down. It is like okay we don't like tourists. We don't want no people out. Go away. We are raising the draw bridge. We are going to make it as hard as possible, you know, we hate humanity. And it was no, that, he was an apparition and you know that is not what we want to wallow and this is a cool place and we want to be still be a welcoming place. It is still not easy to get here. So it was a healing. It was a process and a healing process to build those trams to connect ourselves in a positive way to the rest of humanity and you know move on in a healthy way. So that is what it did for me. And it was, like I said, it was very intense just a lot of soul searching. It was so traumatic. It was just so traumatic.

KAREN BREWSTER: I was wondering because it was so traumatic I was wondering did it kind of bring the community together.

BENJAMIN SHAINÉ: Yes.

SALLY GIBERT: Oh, my God, yes.

KAREN BREWSTER: There had been all this infighting and arguing.

SALLY GIBERT: Yeah, that brought people together, yeah, right.

BENJAMIN SHAINÉ: There was an era of closeness and community that followed the murders.

SALLY GIBERT: Uh-huh.

BENJAMIN SHAINÉ: I think it lasted until the community people -- community grew, changes in individuals and so forth, different people, but that was definitely -- there was a very positive era that ensued.

SALLY GIBERT: Right. The only person that had trouble getting on board with that was Chris Richards.

BENJAMIN SHAINÉ: But he had suffered so much.

SALLY GIBERT: But he had suffered -- he was one of the survivors and so he was -- he was basically mortally wounded, but it took him 20 years to die. That is how I think of it. It was so awful cause he was such a kind, the kindest person and he was just destroyed. And he couldn't deal with it. He just couldn't deal with it. He felt so guilty, you know, for not singlehandedly stopping this guy even if there was no way. It was awful and so he couldn't handle it. He didn't want the trams, but he also understood that that is what was going to happen and he wasn't upset with anybody else or any of that.

KAREN BREWSTER: But he -- did he feel a sense of community support for what he was struggling with?

SALLY GIBERT: Oh, he felt it a lot.

BENJAMIN SHAINÉ: All the way through.

SALLY GIBERT: All the way through.

BENJAMIN SHAINÉ: But it wasn't enough.

SALLY GIBERT: It wasn't enough, but he knew it was there and he knew that he knew everybody was there for him one hundred percent at any moment, anybody.

BENJAMIN SHAINÉ: All the way through.

SALLY GIBERT: Unequivocal. So yeah he knew that. And but he had trouble taking advantage of it. He had trouble accepting it cause he had so much guilt. So yeah that was really sad. I mean sad is not the right word, but it was tragic.

KAREN BREWSTER: Tragic. Well, the whole event was tragic.

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 7 of 13

SALLY GIBERT: Yeah.

KAREN BREWSTER: But the last one that you are probably sick of talking about is the whole Pilgrim.

BENJAMIN SHAINÉ: That is just an apparition. It produced a good book for Tom Kizzia with a lot of trauma.

KAREN BREWSTER: Yeah, well, for me I read the book and all I could think about is how did the people of McCarthy not see the con of that guy?

BENJAMIN SHAINÉ: Oh, well, some did.

SALLY GIBERT: Some did. Everybody did eventually. It just took longer than some than others, but no, everybody eventually figured it out and he was a convenient political poster child for certain issues and so there were some people that stuck with him, maybe longer than their gut told them to for that purpose.

KAREN BREWSTER: For the access.

SALLY GIBERT: Yeah.

BENJAMIN SHAINÉ: Yeah, he got caught in his being a poster child for that and then he got caught in the controversy between sort of the fundamentalist conservative side and the progressive nonreligious side of the town and everything. So it got swept up, but if you really look at sort of the stories of the town and the characters involved over time the Pilgrims are to me the one of the more negative parts is that they were pretending to be colorful, whereas, what was really happening here. It was like look up McCarthy. Stories we just told you here up McCarthy Creek with Curtis and Loy. The really interesting living at McCarthy Creek wasn't the Pilgrims making the show for a few years. It was obviously Curtis and Loy and Marcie and me.

SALLY GIBERT: Right.

KAREN BREWSTER: Right, right, people who really lived here.

BENJAMIN SHAINÉ: And just in terms of and Gordon.

KAREN BREWSTER: What is Gordon's last name?

BENJAMIN SHAINÉ: Gordon Burdick. Gordon and Danny and Freda and oh, man, you talk about stories. The Pilgrims --

SALLY GIBERT: And the Raven.

BENJAMIN SHAINÉ: And the Raven.

KAREN BREWSTER: Who is the Raven that was his name?

SALLY GIBERT: I only know him as -- I only -- I missed him by.

BENJAMIN SHAINÉ: I don't know. His name was Ron Johnson I think, the Raven. So the hardware store, the first summer that I knew the hardware store in 1971 there was a guy named the Raven living there with his daughter and his girlfriend. I tell this story all the time. So he obviously didn't own the hardware store and Sally and I don't even know who owned it then. There were various people lived there at various times and that was the guy. Bill Berry, who has the same name as the Bill Berry from Fairbanks who is the artist, but it is a different Bill Berry who lived in the hardware store quite a bit for a while before that and he would throw his slop water from the kitchen, under the kitchen sink, just throw it over the kitchen stove. And that is why the back of the kitchen was all rotted out when Sally first got it.

SALLY GIBERT: No floor.

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 8 of 13



BENJAMIN SHAINÉ: And no floor because it was all rotted out from that and then the Raven -

SALLY GIBERT: He also started fires with gasoline which is one reason why there was a fire in the kitchen. I think it was all blackened. There was an old fire in the kitchen too.

BENJAMIN SHAINÉ: Well, a lot of us would start fires with gasoline.

SALLY GIBERT: He used kerosene not gasoline.

BENJAMIN SHAINÉ: Kerosene usually.

SALLY GIBERT: Usually Kerosene.

BENJAMIN SHAINÉ: Kerosene, we just don't have kerosene, but kerosene is the way you are supposed to do it.

KAREN BREWSTER: Right. So who is was this Raven guy.

BENJAMIN SHAINÉ: There is a difference between jet A and jet B.

KAREN BREWSTER: Oh.

BENJAMIN SHAINÉ: Cause I wish -- these are always -- everybody always knew the difference between jet A and jet B because one of them is kerosene and the other one isn't. So you can use, which is -- do you remember the difference?

SALLY GIBERT: Jet B is the kerosene. Jet A is like what you put in an airplane.

KAREN BREWSTER: Yeah, I didn't know there were two different kinds of jet fuel.

BENJAMIN SHAINÉ: They are jet fuels. There is jet A and jet B.

KAREN BREWSTER: I only know about --

SALLY GIBERT: And the jet B is more like diesel.

BENJAMIN SHAINÉ: So you can use it for starting fires. It also works fine in your kerosene lamp, but jet A doesn't. It is too dangerous. These are things everybody knew, but I don't remember it all. Cause you would have these helicopters would come through and they would leave extra barrels of fuel so then you can scrounge those and you would get a whole barrel of jet -- if you got a whole barrel of jet B you were set for the winter on your light.

KAREN BREWSTER: As long as you didn't drink it. Raven we were talking about.

BENJAMIN SHAINÉ: Oh, the Raven, so the Raven --

SALLY GIBERT: He grew marijuana.

BENJAMIN SHAINÉ: He, well, he -- they had -- he had hundreds of marijuana plants. Like 600 marijuana plants or something in the front yard of the hardware store, not the backyard, the front yard, right here. And he would --

SALLY GIBERT: When most people around here that was not -- they were not really tolerant of that.

BENJAMIN SHAINÉ: Well, the guy who ran the lodge, who owned the lodge, Winnie Darko, had two teenage boys, two teenage sons, who were getting dope from the Raven. And they would go around -- talk about the good ole days, okay. They had an old ambulance, old military ambulance that was painted white and one of them would drive it and the other one would set in the back with a rifle.

SALLY GIBERT: Are these Darko's sons?

BENJAMIN SHAINÉ: Yeah and they would just cruise town here shooting at birds, killing birds, shooting birds. And Darko lived right next to Edwards'. There were only two families living in town here then really other than the summer, Edwards and Darkos. And they shared like a common wall. There is nobody for like between here and Chitina, you

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 9 of 13

know, we are here in Glacier Bay and we had two families that were here were Winnie Darko and his family they ran a generator 24 hours a day and the Edwards wanted silence. Like (slap noise) this. Anyway --

KAREN BREWSTER: No wonder there were feuds.

BENJAMIN SHAINÉ: So anyway so Darko had these two sons who would run around town driving this ambulance and shooting songbirds and smoking the dope that Raven was growing in the front yard of the hardware store. If he had grown it in the backyard it would have been a little different. The Raven was there with his girlfriend and his daughter. His daughter was like about 12 or 13. His girlfriend was in her twenties. He was no doubt older. So eventually Darko flew out and got the troopers to come in cause this was when -- this was during a period before the first round of legalization of marijuana in Alaska and there was really stiff penalties. So the troopers came in.

SALLY GIBERT: Flew in.

BENJAMIN SHAINÉ: Flew in. Darko -- Raven got enough word of it that he and his daughter went out through the back door -- back wall of the hardware store and disappeared up McCarthy Creek, but they arrested the girlfriend and took her off to Cordova, Valdez. I'm losing the story. I am the only one that knows any more.

SALLY GIBERT: Yeah, you are probably the only one that knows it.

BENJAMIN SHAINÉ: Cordova, I think.

KAREN BREWSTER: Cordova, probably.

BENJAMIN SHAINÉ: Cordova, I think, but man, this is now I am realizing anything that I lose out of my mind is gone because there is nobody else.

SALLY GIBERT: For some of these, I know, I know.

BENJAMIN SHAINÉ: There is no other, I mean there is nobody. Some of these stories there is nobody else that knows them, including this one I think. I don't think there is anybody left.

SALLY GIBERT: Maybe Edwards. Oh, that is right, he is gone.

BENJAMIN SHAINÉ: He is gone.

SALLY GIBERT: Oh, my God, I can't say that anymore. It used to be I would always say remember, no he is gone.

BENJAMIN SHAINÉ: He is gone.

SALLY GIBERT: That's right.

BENJAMIN SHAINÉ: So there is a least and Marcie is gone.

SALLY GIBERT: You are it on this one.

BENJAMIN SHAINÉ: It is me and this is before Gary --

SALLY GIBERT: I finally heard it from Loy.

BENJAMIN SHAINÉ: Yeah, but I was there.

SALLY GIBERT: Yeah.

BENJAMIN SHAINÉ: I wasn't at -- I wasn't there when he jumped out --

SALLY GIBERT: Yeah, Gary wasn't here, yeah, yeah.

BENJAMIN SHAINÉ: So I wasn't there when he jumped out the back door, but I heard about that so the girlfriend was taken to jail Cordova, \$50,000 or whatever. I don't think it was Valdez. This was before the pipeline, \$50,000 bond for growing the 600 marijuana plants and then I saw this Raven disappears with his daughter up McCarthy Creek and then some time later, a few days later I am up in the cirque of Bonanza with my then girlfriend

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 10 of 13

doing my research on the scenic and wilderness qualities of the Wrangell's and the Raven and his girlfriend come over.

SALLY GIBERT: Daughter.

BENJAMIN SHAINÉ: His daughter come over at the contact. How they got up there I don't know. They came over the contact of Bonanza.

SALLY GIBERT: Really.

BENJAMIN SHAINÉ: Yeah, way high.

SALLY GIBERT: Wow!

BENJAMIN SHAINÉ: With and Raven was carrying just a rifle and a big portable radio to get Clatters from his lawyer and we stayed up there that night. There was a little -- consolidated Wrangell had built a little shelter up there, a little plywood cabin so Chris Morray (phonetic) my then girlfriend and I and the Raven and his daughter stayed up there overnight and hiked down the next day. And then we loaned them boots. They didn't have boots. There are pieces of the story I am missing. I remember loaning them boots and then Jim Edwards flew them out at it was like this time of the year, almost this time of the year. It was night. It was dark. I remember going out to the airstrip and the airstrip we used then was the one south of McCarthy Creek and it was just dusk as we didn't want anybody to see this and Jim flew him out, out them out of the valley. And then he was later arrested driving back in, but he was crazy, the Raven. And then it turned out that Darko had been the one who flew the dope plants in for the Raven to begin with.

SALLY GIBERT: Really, oh, that is so funny.

KAREN BREWSTER: That is funny.

SALLY GIBERT: Yeah, I did not know that.

KAREN BREWSTER: Did he know he was flying in dope plants? Maybe --

BENJAMIN SHAINÉ: These are memories. This is from 1970 so this is now 45 years ago.

SALLY GIBERT: He probably did. Why else would -- it is not going to be like oregano.

BENJAMIN SHAINÉ: The only source of the story you have now for this is me.

KAREN BREWSTER: Right.

SALLY GIBERT: And you probably got it mostly from Loy or firsthand coming into town.

BENJAMIN SHAINÉ: We were living it. I mean, yeah, I was getting it, Loy was in town and Edwards were in town and I was in and out.

SALLY GIBERT: And Heglund's here?

BENJAMIN SHAINÉ: Yeah, but we didn't talk with them about this kind of stuff much.

SALLY GIBERT: Yeah.

BENJAMIN SHAINÉ: They were (inaudible). We would see Flo and Les. Les never talked, said anything and Flo wasn't one you would talk about this kind of stuff.

KAREN BREWSTER: Was it Heglund or?

SALLY GIBERT: Heglund.

BENJAMIN SHAINÉ: Heglund.

SALLY GIBERT: H-E-G-L-A-N-D.

KAREN BREWSTER: Okay.

BENJAMIN SHAINÉ: L-U-N-D.

SALLY GIBERT: Oh. Heglund.

BENJAMIN SHAINÉ: Heglund.

SALLY GIBERT: Maybe U-N-D, I think.

BENJAMIN SHAINÉ AND SALLY GIBERT

September 2, 2016

Part 3

Page 11 of 13

KAREN BREWSTER: It is not Haglund, like.  
SALLY GIBERT: No, no.  
KAREN BREWSTER: Okay  
BENJAMIN SHAINÉ: So anyway that is the story.  
KAREN BREWSTER: As you say, it is life in a place that is people and stories.  
BENJAMIN SHAINÉ: Yeah.  
KAREN BREWSTER: That is what our lives all are is stories.  
BENJAMIN SHAINÉ: And I think that when you get the compilation of those stories, you start getting a picture and going back all the way to the beginning it is not a picture that is answered by (inaudible), it is a person's line of work.  
KAREN BREWSTER: Right.  
BENJAMIN SHAINÉ: Raven's line of work was growing dope.  
SALLY GIBERT: Yeah. Except for maybe my line of works coming out of having been out here for some of these experiences there is essentially no line of work stories in anything we have just talked about.  
KAREN BREWSTER: Right, right, and that is not what our point was. It was like what is McCarthy?  
BENJAMIN SHAINÉ: I mean the Kennicott Lodge.  
KAREN BREWSTER: Yeah.  
BENJAMIN SHAINÉ: The first Kennicott Lodge has been built in slices. Like it is two loaves of bread. Each one can be divided into half. It is four building projects in the Kennicott Lodge and the first one Rich Kirkwood. What's his profession? He is a professional engineer. He hasn't been working that for decades. That lodge came over on the first tram in '83 and there wasn't a tram on the east.  
SALLY GIBERT: Because Hastings had burned down the first lodge.  
KAREN BREWSTER: Oh.  
BENJAMIN SHAINÉ: Yeah, there was the building that was used -- an old Kennicott bunkhouse that was used as a lodge. Bill Hastings burned down as part of the murders. Then Rich Kirkwood rebuilt it bringing the material over on the tram in '83 when it was first built, but there wasn't a new tram on this channel so he had inflatable rafts on fixed lines and brought the lumber for that came over on that raft.  
KAREN BREWSTER: Well, it shows the determination of the human spirit and the will to be there.  
BENJAMIN SHAINÉ: And Rich is still owns --  
KAREN BREWSTER: He still owns it?  
BENJAMIN SHAINÉ: Still owns it. He is my age. And his daughter is running it with him. Princeton, young woman in her 20's is a Princeton graduate.  
KAREN BREWSTER: Well see that story is yeah it is determination. People who are here want to be here.  
SALLY GIBERT: Uh-huh.  
KAREN BREWSTER: And find a way to be here.  
SALLY GIBERT: Yeah. That's for sure, yeah.  
KAREN BREWSTER: True. Well, maybe is that a place to end on?  
BENJAMIN SHAINÉ: Sure.  
KAREN BREWSTER: I don't know.

SALLY GIBERT: Sure. Yeah.

KAREN BREWSTER: Do you have anything else that you wanted to share or stories?

SALLY GIBERT: I am sure there is more that would come up if we thought about it, but you probably have enough tape.

KAREN BREWSTER: Well, I am here until Sunday. Thank you guys so much for your time. It has been great fun.

SALLY GIBERT: Yeah.

End Part 3