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Grangeville - Florence

The discovery of the fabulously rich placers at Florence in 1861 saw scores of miners rushing to the new camp. The district experienced rises and declines in population proportionate to the availability of paying claims, but miners remained in the area well after the turn of the century. Some quartz mines were developed, but the lack of an adequate wagon road hindered early efforts. Until 1896 only a pack trail existed between Mount Idaho and the camp, and the mines and merchants received their mail and supplies by pack and saddle trains. By the summer of 1886 George Shearer, a Nez Perce War veteran, had charge of the Grangeville-to-Warrens mail route. To accommodate the citizens of Florence, he ran his line through that camp. He operated a passenger service in conjunction with his mail business and offered the best of saddle horses for customers. (Idaho County Free Press, July 16, 1886, p. 1, c. 5 and September 24, 1886, p. 1, c. 6) By 1896 the trail had been widened to permit the passage of wagons, and Fred Riggins and James Lytle began a stage line over the route. Their four-horse stage left Grangeville on June 23 carrying U.S. mail and passengers. Their schedule called for one-day service twice a week, but during the early spring when the roads were wet they found it necessary to stop overnight at the Halfway House both coming and going. Before obtaining the U.S. mail contract, Riggins had offered a private mail service four times a month. He took two days going in and a day and a half coming out. (Ibid., March 20, 1896, p. 1, c. 6; July 3, 1896, p. 1, c. 4) In August C. C. Smith started a regular freight line into the camp that consisted of six horses and two wagons. (Ibid., August 14, 1896, p. 1, c. 4) The following month Frank and Hugh Coston received the mail contract and commenced a semi-weekly mail service on September 3. Their four-horse stage left Grangeville on Monday and Tuesdays, but they soon attempted to establish a tri-weekly service. (Ibid., September 4, 1896, p. 1, c. 5)

In August 1897 John Clark was operating a stage and express line along the route, and in July 1898, J. C. Holsclaw subcontracted the mail for a year. (Ibid., August 13, 1897, p. 1, c. 2; July 29, 1898, p. 1, c. 5) In September the Florence stage was compelled to turn back on account of forest fires while on its way out. (Ibid., September 2, 1898, p. 1, c. 5) In

February 1899, Jay Coston, the twenty-one-year-old younger brother of Frank and Hugh, was found dead within four miles of Florence. He had died of exposure. (Ibid., February 17, 1899, p. 4, c. 1) The following month the Grangeville paper reported: "Stage line to Florence Daily. Leaves Grangeville 5 a.m. Arrives Florence 5 a.m. Leaves Florence 5 a.m. Arrives Grangeville 7 p.m. Fare to Florence \$5; round trip \$9; express freight, \$3 per 100 lbs. Coston Bros., proprietors." (Ibid., March 24, 1899, p. 3, c. 7) In March 1900 A. G. Smith, of the Grangeville-Florence stage line, removed his family to Dead Horse Station and established the Grangeville office in the Palace Hotel. (Ibid., March 2, 1900, p. 3, c. 3) By June the California, Idaho and Nevada Stage Company had secured the mail contract. W. E. Travis, superintendent of the company, reported that he would put on a four-horse stage six times per week along the route. In addition, the company would inaugurate a tri-weekly mail service between Adams Camp and Buffalo Hump. Saddle horses would be used along this route until a wagon road could be completed. (Ibid., July 6, 1900, p. 4, c. 1) In September 1904 Jack Moore was in Grangeville buying horses to put on the stage line between his place at Adams Camp and Florence. He had leased the route and intended to improve the service. He also reported several forest fires still raging in his vicinity, but as there were few settlers no serious damage had resulted. (Ibid., September 1, 1904, p. 4, c. 3) In March of 1908 the stage from Florence got stuck near the Toll Gate on its way out in the deep snow. The team broke through the snow and several men worked forty-eight hours in an attempt to save the animals. One horse was saved but the other could not be extracted and died. (Ibid., March 19, 1908, p. 1, c. 5) The declining population of Florence made a stage line an unprofitable venture, and service was discontinued shortly after 1910. The few miners who remained in the old camp were once again left to their own devices for the transportation of their supplies.

Way Stations

In March 1898, a Mrs. McGaffee took charge of the Slate Creek Station. She was well liked and considered a good businesswoman. (Idaho County Free Press, March 25, 1898, p. 1, c. 2)

Six way stations were operating between Grangeville and Florence when L. R. Bickford started a seventh one at Big Boulder, six miles from Florence, in April 1898. (Ibid., April 15, 1898, p. 1, c. 4)

In May 1898 Dave Pugh, of Florence, purchased the station at Adams Camp. He hoped to make it the best stopping place on the route. He also planned to continue his meat market business in Florence. (Ibid., May 20, 1898, p. 1, c. 4) The Free Press on November 12, 1903, noted: "Adams Camp, a road station on the way to Buffalo Hump conducted for many years past by David Pugh has been sold to John Moore, a brother-in-law of Frank Brown who has

already taken possession. It has always been a popular stopping place and is nicely situated to accommodate all travel either to the Hump or Florence. The price is said to have been \$2500 cash." (p. 4, c. 2)

In March 1899 C. O. Washburn and Geo. Brewer were owners of the hotel at Dead Horse on the Florence road. (Ibid., March 17, 1899, p. 1, c. 5) In July 1903 A. A. Smith took charge of the station. He replaced John Weatherford, who had been running the station for the previous four months but had recently departed for Heppner, Oregon, to settle a large estate left to him by relatives who were drowned in a flood. (Ibid., July 16, 1903, p. 4, c. 3)

Grangeville - Elk City

Miners rushed to Elk City in 1861 when news of a rich strike became known. Express lines and pack trains soon serviced the district and continued in operation until the completion of a wagon road in 1895. Trails and roads into the district often became impassable for wheeled vehicles and horses during the winter and early spring, and mail delivery was made by the determined efforts of hardy men who traveled over the snow-covered trails on snowshoes. Residents found it necessary to purchase enough staples in the fall to last until supplies could reach the community in the spring. The growth of the area experienced peaks and valleys, but the population remained constant enough to warrant regular stage and mail service for many years.

In December 1888 Elk City received a regular mail service when A. T. Reynolds was granted a government contract. He began service around the 21st and made the trip between Clearwater and Elk City once a week. (Idaho County Free Press, December 14, 1888, p. 1, c. 4) In the spring of 1893 the Free Press noted: "Ezra Baird has joined with Felix Warren to establish a stage line and saddle train between Grangeville and Elk City. From Grangeville, passengers will take the stage to Silverwood's across Clearwater, and from thence by saddle train into Elk City. They have eight horses at Silverwood's and will make their first trip as soon as the trail is passable for horses. They will extend the stage line into Elk City when the wagon road is completed. Frank Coston is in charge of the line and head quarters have been established in Grangeville." (May 12, 1893, p. 4, c. 1) On May 20 Frank Coston reached Elk City with the mail, and his arrival was heralded as the earliest that anyone had brought horses over the trail. (Ibid., May 26, 1893, p. 4, c. 2) Thelbert Wall refuted Coston's feat in a letter to the editor of the Free Press on June 9, 1863 (p. 1, c. 6). He claimed that he had crossed the mountains to Newsome Creek on April 26, 1893, with a pack train loaded with 200 to 250 pounds of freight and a five-gallon keg of whiskey. Woodtick Williams went one better than Wall when he wrote that he came over the trail on the 17th of March with a train of 307 animals. He

stated he had 120 white mules loaded with flour, 102 black mules loaded with whiskey, and 85 Cleveland bay mules loaded with general merchandise. He further claimed that all the old-timers would remember him and vouch for his veracity. (Ibid., July 7, 1893, p. 4, c. 3) Pack trains continued to supply the district until July 1, 1895, when an Elk City correspondent to the Free Press wrote: "Great rejoicing in town. Saturday about noon a party of three men rode in with a cart, coming through by the trail. First buggy in Elk City. Having horse races this afternoon. The cart left Grangeville Tuesday and arrived in Elk City Saturday at noon sharp. The parties owning the rig intend locating here. They are Barney McCabe, Dr. Maynard and L. H. Barrie, from Tekoa, Washington." (July 5, 1895, p. 4, c. 3) In August stages began to travel over the route and passengers could at last reach Elk City in the comfort of a coach. The stage left Grangeville every Tuesday and Friday at 5 a.m. and arrived in Elk City at 4 p.m. the next day. Travelers spent the night at the stage company's new station on the summit of Baldy. Fare for the round trip was six dollars and a one-way ticket cost four dollars. Freight charges ran 1 ½ cents per pound. (Ibid., August 9, 1895, p. 1, c. 3) Travelers over the new road praised it as one of the very best they have traveled. The maximum grade did not exceed ten per cent and the ascent of Baldy was reported as being so gentle that travelers could trot their teams to the summit without realizing they were climbing a big mountain. (Ibid., August 29, 1895, p. 1, c. 4) In November the Free Press published the winter schedule of the stage company, which ran from December 1 to April 30. "From Grangeville, by Harpster, Clearwater and Elk City, to Raymond, 68 miles and back, twice a week. Leave Grangeville Monday and Thursday at 6 a.m. Arrive at Raymond Wednesday and Saturday by 6 p.m. Leave Elk City Monday and Thursday at 6 a.m. Arrive at Grangeville Wednesday and Saturday by 6 p.m." (November 29, 1895, p. 4, c. 3) In the spring of 1896 the stage company initiated a tri-weekly service and the stage left Grangeville on Monday, Wednesday, and Friday mornings. (Ibid., March 20, 1896, p. 1, c. 6) In May 1897 Jacob Tippery, the mail contractor, established a way station about five miles west of Baldy Mountain summit. He and his family moved into the new quarters the following month. (Ibid., May 18, 1897, p. 1, c. 5; July 11, 1897, p. 1, c. 4) Within a year, Tippery decided the station was too remote for his family and sold out. He thought it best for his children to be near a school and moved to Grangeville. (Ibid., May 13, 1898, p. 1, c. 4) By February 1899 James and Thomas Surridge ran the Elk City line and reported their operation was doing a land-office business. The increased business prompted the men to purchase a new coach and improve the facilities along the route. (Ibid., February 3, 1899, p. 2, c. 5) The brothers, prior to becoming proprietors of the stage line, laid out the town of Bridgeport on October 1, 1898. In March the Free Press reported: "Surridge Bros. have temporarily raised the rate of fare over their Elk City Stage Line to \$7 for the single and \$12 for the round trip.

The increase will remain in force during the period of bad roads. The snow is getting soft and they have had snow shoes made for their horses in order to keep passenger rigs going as long as possible. They have just completed a new 40 x 60 barn at the new town of Bridgeport." (March 17, 1899, p. 4, c. 1) By July the California, Idaho and Nevada Stage Company had obtained the mail contract and was preparing to operate a line of stages over the route. The Free Press praised the service provided by the Surridge brothers and remarked that they never missed a trip during the winter months. (Ibid., July 28, 1899, p. 3, c. 6) In June the outfit of the California, Idaho and Nevada Stage Company, running into Elk City, was attached for debt. The problems of the line were attributed to the poor condition of the state road and the inability of the company to use coaches along the route. The roads were in such bad shape that the mail had to be carried into Elk City on horseback. (Ibid., June 29, 1900, p. 2, c. 1) Road conditions improved and the stage company once again regained respect ability with its creditors. On August 11, 1902, a daily mail service was inaugurated between Stites and Elk City and the future of the district never looked better. (Ibid., August 14, 1902, p. 3, c. 3) In the fall of 1905 J. C. Yandell, proprietor of the Mountain House, reported business booming due to an increase in traffic along the road. (Ibid., November 23, 1905, p. 6, c. 2) The California, Idaho and Nevada Stage Company continued to run the Elk City route until about 1906. At that time the line became the property of Nathaniel B. Pettibone, one of the founders of Stites. In June 1909 Pettibone sold the line to Alec Clitsome of Spokane for \$15,000. (Ibid., June 3, 1909, p. 1, c. 4) In August the Elk City mail route from Grangeville was changed to connect with the stage at Clearwater. "This change will abolish the Grangeville and Stites line. J. W. Wilkes, who had been conducting this line, has the contract for carrying the mail over the new route. The stage now leaves Grangeville daily and connects at Clearwater with the Elk City and Stites stage. The Grangeville stages leave at 5 a.m. each morning except Mondays when the start will be at 10 a.m. Returning leaves Clearwater daily at 4 p.m. except on Tuesday when the departure occurs at 11 a.m. (Ibid., August 5, 1909, p. 1, c. 1) In the fall Clitsome abandoned the line, leaving Elk City without a stage line. He claimed there was too much factionalism among the businessmen of Stites, which made it impossible for him to earn a living. Apparently some would boycott him while others lent their support. (Ibid., October 28, 1909, p. 1, c. 5) Pettibone soon came to the rescue of Elk City residents and once again took charge of the line. He continued to run the line until selling out to Frank Hye in 1914. In the spring of 1910, L. Williams, owner of the Grangeville-Clearwater stage line, was awarded a four-year contract to carry mail between Grangeville and Clearwater, where connections could be made with the Elk City stage. (Ibid., May 26, 1910, p. 8, c. 4) During the summer of 1911, John Jack and R. Cote undertook an automobile trip into the upper south fork country. "The trip is

a hard one and no doubt the party will have some thrilling experiences before the return to Grangeville. This is the first car to go into the Elk country, the roads to the camp being in such a condition that people have not cared to hazard such a journey. (Ibid., August 24, 1911, p. 1, c. 5) In the spring of 1913 Mrs. I. R. Wisner, wife of the proprietor of the Halfway House, found a gold watch in a sack of flour. The makers of the flour had placed watches in a number of sacks as a promotion to attract buyers. (Ibid., May 22, 1913, p. 5, c. 3) In the fall of 1914 the people of Elk City were stunned upon learning that Frank Hye had shot and killed his wife and Hugh Kennedy, one of his drivers. Hye had suspected that the two had become lovers and returned home early from a trip in an attempt to confirm his suspicions. Upon entering the house, he discovered his wife in bed and Kennedy disrobing. He quickly drew his revolver and shot them both. He then picked up his little girl and took her to a friend's house. He next searched for the sheriff and turned himself in for the recently committed crime. His trial was held in February and March 1909. The jury found him guilty of second-degree murder and sentenced him to ten years to life. After serving just over two years, he was granted a full pardon in September 1917. He returned briefly to the Elk City area and, after attending to some business matters, left for the state of Washington. (Ibid., October 8, 1914, p. 1, c. 1-2; trial, February 22, 1915, p. 1, c. 1-4, and March 4, 1915, p. 1, c. 1-4; convicted and sentenced, March 11, 1915, p. 1, c. 1-3; pardoned, September 27, 1917, p. 8, c. 3) Soon after the arrest of Hye, N. B. Pettibone was placed in charge of the prisoner's interests and the residents of Elk City continued to receive their mail with out any interruption. (Ibid., October 15, 1914, p. 8, c. 4) In May of 1915 the Stites-to-Elk City mail contract was relet to O. A. "Ole" Johnson and John Phillips for a flat rate of \$14,000. (Ibid., May 13, 1915, p. 1, c. 4) During the same month, Henry Foulks, proprietor of the Switchback Station, returned to his business after a visit to San Francisco. (Ibid., May 27, 1915, p. 2, c. 4) In the fall of 1917 the snow was reported to be six inches deep on the switchback on the road to Elk City. The Free Press noted: "Mr. Johnson last Thursday drove an automobile through the snow from Elk City to Stites." (Ibid., November 1, 1917, p. 1, c. 5) The introduction by Johnson of a motorized vehicle along the route would soon bring an end to the days of the four-horse stages rolling on the road to Elk City. In the summer of 1918 Phillips and Johnson began operating a motor truck over a portion of the stage route. "They make two trips a day by motor from Stites to Switchback. The truck is used at times to haul passengers and mail to Newsome and Elk City. They recently made a trip to Red River, taking in a number of men to fight forest fires. They have stated that the truck greatly reduced the cost of operating the stage line by eliminating the need for horse feed and care of the animals." (Ibid., July 25, 1918, p. 6, c. 4) In June 1918 James C. Safely, editor of the Free Press, took a leisurely trip along the route and found the hospitality

of Mr. and Mrs. Yarbrough at Newsome first class. He reported the structures "Built entirely of logs, the tavern at Newsome and the adjacent buildings are entirely in harmony with the natural scenic beauty which exists here, for we are virtually surrounded by mountains heavily covered with timber. . . ." (*Ibid.*, June 6, 1918, p. 6, c. 1) In the summer of 1919, the stage was upset about five and a half miles west of Elk City when the tongue of the four-horse stage broke. The driver, John Waymire, and a passenger, Mrs. Miller, suffered some injuries but were able to proceed when a replacement arrived. (*Ibid.*, July 3, 1919, p. 1, c. 4) The following summer Ole Johnson announced that motor trucks would be placed on the entire route and the trip would be made in a day instead of a day and a half. He reported "Trucks are now on the line between Stites and Switchback and Newsome and Elk City, but it is necessary because of snow and mud to use horses and wagons between Switchback and Newsome." (*Ibid.*, July 1, 1920, p. 1, c. 5-6) One-day service became a reality on July 5 when the auto stage arrived in Elk City after leaving Stites earlier in the day. (*Ibid.*, July 8, 1920, p. 5, c. 3) On the 10th O. A. Johnson and William Sutter sold the Stites-to-Elk City line to R. H. Chase and C. L. Fletcher, who intended to continue the operations in the same efficient manner as the previous owners. (*Ibid.*, July 20, 1920, p. 1, c. 3) Horses continued to be used when the roads were in bad shape, but for all practical purposes the day of the four-horse stage became only a memory. The introduction of motorized vehicles not only eliminated horse-drawn stages but also created the need for better roads. Miners and residents of the Elk City country had long clamored for the construction of a road up the South Fork of the Clearwater River. They proclaimed a river grade road would be much easier to keep open during the winter months and would also considerably shorten the distance. In September 1909 a trail was completed up the South Fork and many soon called for its expansion into a wagon road. (*Ibid.*, September 16, 1909, p. 1, c. 1) In the summer of 1919 voters of the Grangeville Highway District approved a \$50,000 bond for their share in constructing a South Fork road. (*Ibid.*, July 10, 1919, p. 1, c. 1; August 14, 1919, p. 1, c. 3) Shortly thereafter, W. J. Hall, Commissioner of Public Works reported that the South Fork road would be designated a state highway known as the Elk City Highway. He went on to note that a survey would soon be started and actual construction of the road would follow. (*Ibid.*, July 24, 1919, p. 1, c. 1; August 14, 1919, p. 1, c. 3) In October W. E. Adamson, highway engineer, began work on the final location of the road. There was \$185,000 available for the construction: \$135,000 from the Forest Service and the \$50,000 bond. (*Ibid.*, October 30, 1919, p. 1, c. 6) Shortly after arriving on the job, Adamson accidentally shot and killed himself and a replacement had to be found. (*Ibid.*, November 13, 1919, p. 1, c. 5-6) On July 20, 1920, a contract for the construction of the first link of the road, an eleven-mile stretch between Rocky Point and Castle Creek Ranger Station, was let to Otto Hanson of Spokane for \$187,000.

This was \$2000 above the allotted amount, but the government agreed to cover the excess. (Ibid., July 15, 1920, p. 1, c. 1; August 5, 1920, p. 1, c. 3) In February 1921 an additional \$20,000 was let by the government and the actual cost for construction of the entire forty-eight miles was estimated at \$800,000. (Ibid., February 10, 1921, p. 1, c. 6) By 1929 the road had reached Golden and late in 1932 the highway was finally opened all the way to Elk City. (Sister M. Alfreda Elsensohn, Pioneer Days in Idaho County, Vol. II (Caldwell: Caxton Printers, Ltd., 1951), p. 430.

Buffalo Hump

The discovery of rich quartz at Buffalo Hump in August 1898 created an immediate need for adequate transportation routes. Miners and suppliers had the choice of a few pack trails for reaching the area, but a passable wagon road wasn't forth coming until 1900. The inaccessibility of the district and long winters hindered the growth of the area and the efforts of stage companies to adequately service the various mining communities. Buffalo, Callender, Concord, Hump, and Laketown at one time competed for the business of the miners. A telephone service was extended into the area in 1903 and proved a valuable link to outside communities. The long winters made it difficult for supplies and mails to reach the district, and more than a few miners found themselves running short of supplies every spring. In the winter and early spring packers and mail carriers found it necessary to equip their horses with snowshoes in order to reach the camps. The horse snowshoe was made eight inches in diameter and circular in form by placing two-inch boards with the grain at right angles, which increased its strength. Tenents were cut in the top surface, into which calks were fitted. Bolts then passed through the boards on each side of the hind calks to which a strap was connected that passed over the front of the hoof. The strap could be tightened by means of nuts on the under side. The Free Press noted: "When first these snowshoes are put on it is an amazing sight to watch the maneuvers of the horse; it takes some little time for him to get used to them. But it is surprising to note the effect it has on the ordinary animal. He walks along with as much confidence as the average Norwegian would on his skees, and really lifts his foot to have it put on, seeming to understand the necessity of their existence. With these shoes good loads can be packed over quite soft snow." (January 2, 1902, p. 2, c. 1) In February 1899 the Genesee News reported: "Dick Ruddy plans to put in an extensive stage line this summer. He says it is all nonsense for people to rush in before May as the mountains are covered with 6 or 8 feet of snow." (Idaho County Free Press, February 24, 1899, p. 1, c. 3) Frank Coston, owner of the Grangeville-to-Florence stage lines, started a line to the Hump in July 1899. His stage made tri-weekly trips and took a day and a half each way. "The first day, starting from the general stage office at the Jersey House

[Grangeville] at 5 a.m., Slate Creek is reached about 3 p.m. A transfer of passengers and baggage is made to horses and a short ride of 8 ½ miles brings both to Kunz's station on Wind river. Express and baggage are carried for 7 c a pound and passengers for \$10 single and \$18 round trip." (Ibid., July 21, 1899, p. 2, c. 6) The Free Press on February 3, 1899 (p. 3, c. 2) made note of the new stations being built along the route, "The Florence-Buffalo Hump trail will soon be supplied with plenty of stopping places. Chris. Arnold, Frank Kunz and Henry Ruff are putting up cabins at the foot of Umbrella butte, and Tom Hopwood has established a camp at Anchor Meadows."

A regular mail service was granted on December 1 when the postal department created route 70,283 between Florence and Buffalo. The mail left Florence on Mondays, Wednesdays, and Fridays at 6 a.m. and arrived in Buffalo the same days at 6 p.m. The return mail left Buffalo on Tuesdays, Thursdays, and Saturdays at 6 a.m. and arrived in Florence the same days at 6 p.m. Mail service between the two points had previously been a special, operated by Frank Coston. Stages were not utilized on the route until a year later when a wagon road was opened. Mail and passengers reached the Hump country by saddle horses until that time. (Ibid., November 10, 1899, p. 5, c. 2) In January 1900 the mail contract was let for \$900 a year but the contractor made no effort to fulfill his obligation and the service was relet. (Ibid., January 12, 1900, p. 1, c. 5) By March tri-weekly service was once again available for the residents in the Hump country. However, it was not a direct service as the mail went first to Florence, and Hump residents soon began petitioning for direct delivery. (Ibid., March 30, 1900, p. 1, c. 5) By June the people of Stuart (Kooskia) had raised enough funds by subscription to start an independent tri-weekly stage line between Stuart and Buffalo Hump by way of Clear water, Harpster, Newsome, and Elk City. (Lewiston Tribune, June 28, 1900, p. 3, c. 2) Ben Dowell of Stuart, became the proprietor of the line and in July ran his stages by way of Elk City and the Badger mine to Buffalo Hump. Until the completion of the road into Buffalo Hump, the Badger mine remained the terminus of the line. The fare between Stuart and the Badger mine was six dollars, one way. (Idaho County Free Press, July 6, 1900, p. 3, c. 3) In August the Free Press noted: "A tri-weekly stage will begin running Monday [September 3] from Stites, the present terminus of the Clearwater Short Line to Callender, the Charles Sweeney syndicate town at Buffalo Hump. The Idaho, Nevada and California Stage Co. will operate the new line. The company now has six day service between Grangeville and Stites using six-horse Concord stages. They also have a daily service from Grangeville to Florence, a saddle horse line three times a week between Adams Camp and Buffalo Hump and a tri-weekly between Grangeville and Elk City." (Lewiston Tribune, August 29, 1900, p. 3, c. 5) By the following month two lines were running into Buffalo Hump, one by way of Elk City and the other from Grangeville. On the latter route, the stage went as far as

Moore's and from there saddle horses were used the rest of the way. Stages, though, were able to reach Callender by way of Elk City over the recently completed wagon road constructed by Charles Sweeney, the main Buffalo Hump promoter. (Idaho County Free Press, September 22, 1900, p. 1, c. 5) On October 15 the first wheeled vehicle arrived in Hump over the just-completed Grangeville and Buffalo Hump road. (Ibid., October 19, 1900, p. 1, c. 5) In August 1902 tri-weekly service was still available; the stage left Grangeville on Mondays, Wednesdays, and Fridays at 6 a.m. and arrived in Buffalo Hump the next day. (Ibid., August 7, 1902, p. 3, c. 3) On Saturday, September 5, 1903, the stage was robbed at Moore's Station while the driver and passengers were at dinner. The house was about one hundred yards from the barn, and when the driver returned to the coach, he found the registered mail pouch cut open and the contents missing. (Ibid., September 10, 1903, p. 1, c. 5) By the spring of 1900 J. C. Moore was operating his station, which was located halfway between Adams Camp and Buffalo Hump. (Ibid., May 18, 1900, p. 3, c. 3) After the excitement of the robbery subsided, Moore put his teams back to work procuring an extra supply of hay and grain to meet the heavy demands of travelers during the winter season, when horse feed was scarce. (Ibid., October 29, 1903, p. 4, c. 3) In December Moore found it necessary to temporarily vacate his station on account of ill health. He spent a few months in Missouri and then returned to his place in April 1904. (Ibid., December 17, 1903, p. 4, c. 4; April 14, 1904, p. 4, c. 1) In September 1904 J. F. Ruckman, of Stites, leased the stage route between Adams Camp and the Hump from the California, Idaho, and Nevada Stage Company, which continued to provide stage service between Grangeville and Adams Camp. (Ibid., September 1, 1904, p. 1, c. 3) In the spring of 1906 the mail contract between Elk City and Concord via Orogrande was awarded to U. G. Kinkaid of Elk City. The contract took effect on July 1, and after that date the route between Adams Camp and the Hump was discontinued. (Ibid., April 26, 1906, p. 4, c. 2) The initial rush into the Hump area provided some excitement for a few years, but as the value of the ore diminished miners began looking elsewhere for new bonanzas. Hump miners came to realize that it was impossible to make any profits with low-grade ores and high transportation costs. A few miners stuck it out until around 1920, but the majority left before 1910. The district eventually produced about \$540,000, but not much of this figure can be considered a profit due to the high operating costs.

Grangeville - Salmon River - New Meadows

Shortly after the discovery of gold at Florence in 1861, settlers and miners became interested in the Salmon River area between Riggins and White Bird. Ranches along the river provided needed supplies for the miners, and some served as way stations along the trail to the mines. Although it attracted a few early placer miners, the area did not receive too much attention until

the 1890's. The Nez Perce War in 1877 had an unsettling effect on the river population, but soon after the cessation of hostilities the area experienced an increased growth. Pack trains and saddle horses remained the standard mode of transportation for supplies and travelers until the beginning of a road system in 1894.

On November 30, 1894, the Idaho County Free Press (p. 4, c. 1) wrote: "Roy Gordon started the first stage to ranches and communities along the Salmon river. He goes to the end of the state wagon road which is in the course of construction. He makes the trip with four spirited horses and covered coach twice a week." The following spring Gordon sold his Salmon River stage line between Grangeville and Freedom to John Riggins. Riggins established various stops along the route and made two round trips every week between Grangeville and John Day Creek. (Ibid., April 19, 1895, p. 1, c. 4; May 3, 1895, p. 4, c. 2) In the fall he built a stage station near Horseshoe Bend and contracted to purchase baled hay on Camas Prairie. (Ibid., October 18, 1895, p. 1, c. 5) In November he continued to expand his facilities, constructing a large stage barn on the east bank of Three Mile Creek within the city limits of Grangeville. (Ibid., November 1, 1895, p. 1, c. 4; November 15, 1895, p. 1, c. 4) He published his winter schedule, December 1-April 30, in the Free Press on November 29, 1895 (p. 4, c. 3): "From Grangeville by way of White Bird, Freedom and Pollock to Meadows. Leave Grangeville Monday, Wednesday and Friday at 6 a.m. Arrive Pollock by 10 a.m. Leave Pollock Tuesday, Thursday and Saturday at 6 a.m. Arrive Meadows by 6 p.m. Leave Pollock Tuesday, Thursday and Saturday at 6 a.m. Arrive at Grangeville by 10 p.m." Riggins continued to run the line until he sold his holdings to Ezra Baird and Frank Rice in April of 1897. After the sale, he opened a blacksmith shop on his ranch, which he ran in conjunction with his Salmon River ferry. (Ibid., April 23, 1897, p. 1, c. 4) The next summer Cyrus Overman subcontracted the daily mail service between Grangeville and Freedom and drove the stage himself. (Ibid., July 15, 1898, p. 1, c. 4) In September Fred McGaffee replaced Roy Gordon as driver on the White Bird-Goff portion of the line. Gordon moved to Lewiston to care for his brother Sida, who was incapacitated with typhoid fever. (Ibid., September 28, 1898, p. 4, c. 3) In the spring of 1899 a tri-weekly stage was operating between White Bird and Goff, where connections were made for Meadows. The stage left White Bird on Monday, Wednesday, and Friday at 11:30 a.m. The return stage left Goff on Tuesday, Thursday, and Saturday at 4 a.m. and arrived in White Bird at 11 a.m. A. A. Robinson, the general state agent, maintained an office in Grangeville. (Ibid., March 24, 1899, p. 3, c. 7) In September 1901 the state wagon road between Grangeville and Meadows was nearly completed and wagons passed over the route daily. By November the road had been accepted as completed by the State Wagon Road Commissioners and officially opened for traffic. (Ibid., September 5, 1901, p. 4; November 7, 1901, p. 4, c. 2) On July 1, 1902, a daily mail service went

into effect between Grangeville and Meadows, which made Boise accessible in two days from Camas Prairie. "The stage leaves here every evening at 5:40 and keeps going until Meadows is reached, where there will be direct connections with the P. I. & N. railroad at Council. From Grangeville to White Bird Leroy Gordon will operate the line, and from White Bird to Goff and from Goff to Meadows the line will be in the hands of Allen Riggles and Freeman and White." (Ibid., June 2, 1902, p. 1, c. 5) In August the Grangeville-Meadows Stage Line advertised an \$8.50 fare to Meadows and \$17.50 to Boise. (Ibid., August 7, 1902, p. 4, c. 4) The same month Esten Freeman, one of the proprietors of the line, married Miss Lizzie Clay on the 20th at Meadows. (Ibid., August 28, 1902, p. 4, c. 4) In February 1903 Homer Levander and Charles Goodno purchased the Goff-White Bird portion of the line from Allen Riggles. Levander and his wife soon moved from Meadows to the stage station about twelve miles out from White Bird. (Ibid., February 26, 1903, p. 4, c. 2) In May 1905 the Meadows Eagle noted, "The summer schedule on the Meadows-Grangeville stage line works only inconvenience and annoyance to all concerned. The traveling public is inconvenienced by early starts and night rides and the patrons of the mail route are annoyed by having their Saturday and Sunday's papers delayed until Wednesday, instead of receiving them on Monday, as during the time of the winter schedule." (Ibid., May 18, 1905, p. 3, c. 1) In June 1907 R. L. Freeman, a member of the firm of Freeman and Brown, proprietors of the White Bird-Meadows stage line, reported that the railroad had reached Evergreen and stages would run to the railhead. "One can now get on the White Bird stage at 6 a.m. and get to Meadows the next evening, leave Meadows the following morning and connect with the train at Evergreen for points south." (Ibid., June 13, 1907, p. 1, c. 3) During the summer the stage left Grangeville daily, except Monday at 6 a.m. and arrived every day except Tuesday, in Meadows at midnight. The fare between Grangeville and Meadows was \$9.00; between Grangeville and White Bird, \$2.00. (Ibid., May 2, 1907, p. 3, c. 6) In December 1912 the Whitebird Sun reported: "The post office has ordered changes in the mail service which will require the Salmon River Stage Company to run into New Meadows rather than the old town as formerly. This will necessitate turning off from the old road some three miles this side of their destination. The distance is the same. This change takes away all through travel from the old town and is quite a boost for the new." (Ibid., December 26, 1912, p. 2, c. 3) The change was made so that the stage could connect with the railroad, which had reached New Meadows in January 1911. In the spring of 1914 Freeman and Brown were kept busy hauling large loads of parcel post to their Salmon River patrons. (Ibid., April 9, 1914, p. 8, c. 2) In July Leroy Gordon and E. J. Smith were awarded the mail contract and relieved Freeman and Brown of their duties on the first. The firm began their contract with new outfits but retained the services of Arthur Dunham as driver between Grangeville and White Bird. (Ibid., July 2, 1914, p. 1,

c. 5) Within a year Freeman and Brown were back in control of the line, as reported by the Free Press: "Monday of this week [May 31] terminated the Grangeville-New Meadows contract of Smith & Gordon. The mail route was taken over by these parties in July last year, and should have continued until July 1918. It seems however that the figures were so in excess of the revenue derived by the government that new bids were called for and the contract relet. Freeman & Brown have now taken over the line and purchased the equipment of Smith and Gordon." (June 3, 1915, p. 5, c. 1) The following month the stage was involved in an accident about one mile north of John Day Creek. "The outfit met an automobile and the horses plunged over the side of the road and fell some 300 feet. Three of the horses were killed and the outfit was lost. Total lost of \$500. The driver jumped and was not injured. No passengers were on board." (*Ibid.*, July 22, 1915, p. 1, c. 5-6) Four-horse stages continued to run on the road until the spring of 1919. The Free Press wrote: "Automobile stages were placed in operation on May 1 over the entire route of the stage line from Grangeville to New Meadows. Freeman & Brown, proprietors of the stage line, are operating three motor cars over the route, and plan to make the trip from Grangeville to New Meadows, a distance of ninety miles, over rough mountain roads, in one day. One motor car will go from Grangeville to Freedom. Here passengers and freight will be transferred to a second car which will continue to Pollock, transferring to a third stage bound for New Meadows. The company will continue to use stages and horses when the roads will not permit auto traffic. The new stages are motor trucks equipped with pneumatic tires and will haul eight passengers as well as mails, baggage and express." (May 1, 1919, p. 1, c. 4-5) That fall heavy snows forced the line to abandon the motor trucks and return to horses, but the days of horse-drawn coaches were numbered. (*Ibid.*, October 30, 1919, p. 1, c. 1)

Elk City - Dixie

In the late spring of 1915, B. B. Scott, an Elk City merchant, was awarded the mail contract between Elk City and Dixie. He purchased the stock and equipment for the line in Stites and began his operation on June 1. (Idaho County Free Press, June 10, 1915, p. 2, c. 4)

In the summer of 1918 the mail contracts on the Orogrande and Dixie lines changed hands. George L. Esh was the most successful bidder for both lines. The Free Press reported: "The Dixie mail was started out on Mr. Esh's new auto truck in charge of Fred Franklin, who by the way, is the first man to drive an automobile in to Dixie. The Orogrande mail will be carried in the old way until some needed repairs on the road are made." (*Ibid.*, July 11, 1918, p. 4, c. 2)

Greer - Pierce City

In the summer of 1902 the Piece City Stage Mail and Express line ran a stage daily, except Sunday, between Greer and Pierce City. The stage left each town at 6 a.m. and arrived in the other at 6 p.m. (Lewiston Tribune, July 1, 1902, p. 6, c. 2)

Kamiah - Woodland

In February 1908 Archie Fields purchased the Woodland stage and handled the driving chores. (Kamiah Progress, February 7, 1908, p. 4, c. 3) Fields ran the line for about a month before selling his interests to Charles Hofsteter, who took charge of the line on April 1. (Ibid., March 27, 1908, p. 4, c. 3) By 1912 S. D. Shaw was the owner of the daily, except Sunday, line. His stage left Kamiah at 7:30 a.m. and arrived in Woodland at 11:30 a.m. The return stage arrived in Kamiah at 4:30 p.m. (Ibid., June 7, 1912, p. 6, c. 3) The following year saw Clayton Paris in charge of the line, which he also ran into Harrisburg. (Idaho County Free Press, March 27, 1913, p. 3, c. 3) In September 1917 Harry Pollard sold the Woodland stage line to Ollie McQuire. (Ibid., September 15, 1917, p. 3, c. 3)

Kamiah - Glenwood

On January 24, 1908, the Kamiah Progress announced: "The schedule of the Glenwood stage has again changed, this time to leave Kamiah as usual in the morning, then go to Glenwood and from there to Caribel, arriving at noon, and leaving there at one o'clock and returning to Kamiah via Kidder post office, omitting Glenwood on the return trip. An application will soon be made for a daily service on the route." (Ibid., p. 4, c. 1) By 1912 Harry Poland was the owner of the line. His stage left Kamiah on Tuesdays, Thursdays and Saturdays at 7 a.m., arrived in Glenwood at 12:00, and returned the same day, arriving back in Kamiah at 6:30 p.m. (Ibid., June 12, 1912, p. 6, c. 3)

Kooskia - Syringa

In August of 1906 I. L. Holman, who had the contract for carrying the mail from Kooskia to Tahoe and Syringa, received permission from the postal department to change the route from the trail past Bowles' ranch to the new wagon road via Con Quinlan's place. (Kamiah Progress, August 24, 1906, p. 4, c. 1)

In April 1915 the Kooskia Mountaineer remarked: "Misses Ethel and Oro McLean, two of our well known young ladies are carrying the mail between Kooskia and Lowell a distance of thirty-five miles along the river to the Selway and Locksaw Forks of the Clearwater. There would be nothing remarkable in this if a man was handling the business, but as it is carried in a rig to Syringa, at one time the end of the route, then a distance of seven and one-half miles on packhorse to Lowell at the end of the route, and with the exception of about ten miles on the lower end of the route, the settlement is scattering and the road runs

through thick timber where the ordinary woman would hesitate in traveling alone. But the west has been brought to its highest state by thousands of this same fearless womanhood to whom we are proud to tip our hat." (Quoted in Idaho County Free Press, April 15, 1915, p. 8, c. 4)