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CLARK'S FERRY
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When Ben Holladay ran his overland stage line through Idaho in 1864, he needed a ferry crossing for his stages. In the spring of that year, Frank Johnson received a six-month license to run a ferry across the Snake River about six miles above Salmon Falls. He was authorized to charge the following toll rates:

For each wagon and one span of horses, yoke of oxen, \$4.00

Each additional span or yoke, \$1.00

Loose animals, except sheep and hogs, each, .25¢

For each footman, .50¢

(Boise News [Idaho City], April 23, 1864, p. 1, c. 4.)

Johnson soon after sold the boat to two separate parties, Samuel F. P. Briggs and Pete Stewart and John Bell. Since both parties claimed the property, a lawsuit was filed at Silver City to determine ownership. Briggs won the decision and moved the operation a little farther upstream where he built another ferry.

At that time, he became partners with Samuel Clark and they constructed Clark's Grade, a northside approach to the ferry. Briggs dissolved his association with Clark within the next year and moved to Boise, where he built a bridge across the Boise River. (Huntley, pp. 69-73.)

On December 27, 1866, the Territorial Legislature granted Samuel Clark and William Whitmore a ten-year ferry franchise to establish and maintain a ferry on Snake River at a point above Salmon Falls, at or near a point where they now had a ferry in operation. "They are to have a suitable boat for accommodation of the public and animals within one month after passage of this act. The ferry is not to be vacated for thirty days at any one

time." Authorized toll rates:

For one wagon, two horses or yoke of oxen, \$5.00

For each additional span, \$1.50

For each pack animal and pack, \$1.50

For horse, mule, ass, ox or steer, \$1.00

For man, woman, or child, .50¢

For each sheep or hog, .25¢

(Idaho Session laws, 1866-67, p. 175.)

In the spring of 1870, the operation changed ownership.

Clark's Ferry. This half-way station to the railroad has changed hands. Hereafter, the station and ferry will be under the management of Ingram & Co., who undoubtedly will use every effort to please the traveling public. Ingram intends to move his family to the ferry for a future home and run the ferry himself.

He intends to make a material reduction in ferriage to freighters. For a few days recreation go to the ferry by all means.

(Idaho Tri-Weekly Statesman, April 23, 1870, p. 2, c. 2.)

In 1871, the stage line switched to an easier grade and crossing at Payne's Ferry, and the ferry at Glenns Ferry was completed. These two events resulted in Clark's Ferry falling into disuse. Freighters immediately changed to the Glenns Ferry route and in 1879 John Hailey moved his stage line to this route. (Reference Series No. 74, Idaho State Historical Society.)

For the period July 1866 to May 1870, Samuel Clark reported gross ferry earnings of \$9,595.59. George Ingram & Co. Reported gross earnings of \$3,597.75 from June 1870 to March 1871. (IRAL, Microcopy 763.)

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