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When they traveled between Fort Boise and Fort Hall, Hudson's Bay Company supply trains (pack horses) could go via Donald Mackenzie's 1811 northside route west of Milner or by his 1820 option across Camas Prairie past Craters of the Moon and Southern Butte--later known as Goodale's Cutoff. Mackenzie, who explored much of southern Idaho, discovered both possibilities. When emigrant wagons began to reach Fort Hall after 1840, Richard Grant initially suggested that pack trains be substituted for travel farther west. Nobody was reckless enough to try to get wagons past Craters of the Moon before 1852, and problems there discouraged traffic that way (aside from another unsatisfactory venture in 1854) for another decade until Tim Goodale took a large party that way to avoid Indian conflict in 1862. Grant regularly used a shorter north side route past Shoshone Falls, but he knew that wagons could not traverse that area. (He also foresaw serious Blue Mountain problems in present Oregon, and some mountain men who tried out wagons there in 1840 concurred in his assessment). He allowed that a longer substitute for wagon traffic probably could be located through later Burley and Twin Falls, and Marcus Whitman arranged for that (based upon his experience in 1836) in 1843. But wagon masters who preferred a more direct way wanted to improve Grant's northside pack route to save time and distance west of Milner, which Oregon Trail traffic already came by. Eventually they succeeded, and traces of their wagon tracks along that route still survive in places west of Shoshone Falls, where a highway marker indicates their crossing of U.S. 93 north of Twin Falls.

(This information has not been edited.)

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