



IDAHO STATE
**HISTORICAL
SOCIETY**

**IDAHO STATE HISTORICAL SOCIETY
REFERENCE SERIES**

SNAKE RIVER FERRIES

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SWAN VALLEY FERRY

Established by the Higham brothers and William Hyde in 1885.
(Edith H. Lovell, Captain Bonneville's Country [Idaho Falls, Idaho: The Eastern Idaho Farmer, 1963], p. 214.)

CONANT VALLEY FERRY

The Idaho Falls Times on July 16, 1891, p. 5, c. 3, reported:

A new ferry at the upper end of Conant Valley on the south fork of Snake river has been built so that you can now cross with team and wagon with safety and also have a direct road to Bear Creek, Elk Creek, and Sulpher Bar. This is glad news for the prospector. In 1900 L. Steele was granted a six-month renewal of his license to run a ferry across the south fork of the Snake River. Known as the Conant and Swan Valley Ferry, . . . it is an ordinary cable ferry, consisting of two boats firmly fastened together . . . License good from July 1, 1900 to December 1, 1900. Fee, \$3 per month.

Toll rates: Team and wagon or buggy, .50
extra team, .25
saddle or pack horse, .25
loose horses, each, .12 ½
for sheep driven 10 to 25 head, each, .02 ½
for sheep driven 25 to 100 head, each, .01 ½
for sheep driven above 100 head, each, .01
for hogs, .05

(Blackfoot News, July 21, 1900, p. 5, c. 1.)

HEISE FERRY

A late nineteenth- and early twentieth-century ferry that ran at the popular hot springs resort. "A span of steel may soon replace two ferries that have chugged across the Snake river at Heise since pioneer days . . . Steel from the bridge that formerly spanned the river at Lorenzo will be utilized." (Idaho Daily Statesman [Boise], July 3, 1937, p. 9, c. 1.)

LEWISVILLE FERRY

Located just north of Lewisville, the ferry was owned and operated by Clark and Swanson in July 1888. (Idaho Register [Eagle Rock (Idaho Falls)], January 12, 1888, p. 3, c. 4.)

BIG BUTTE FERRY

In January 1888, H. Graehl & Co. "placed a good ferry boat on Snake River, about twelve miles above Market Lake making a direct route from Eagle Rock to Rexburg and the upper country." (Ibid., January 12, 1888, p. 1. c. 3.)

In 1891 J. T. Caldwell owned the ferry and advertised: "The ferry is now in good running order and fitted out with new ropes and the cable has been raised. Landings are in good shape and there will be no delay occasioned by high water.

Single team, one way, .75 cts
 Horseman, one way, .50 cts
 Extra horse, one way, .25 cts
 Single team, round trip, \$1.00
 Horseman, round-trip, .75 cts

Special Rates for a number of Crossings." (Idaho Register, January 1, 1892, p. 1, c. 1; Idaho Falls Times, July 9, 1891, p. 4, c. 4.)

EAGLE ROCK FERRY T3N, R37E, Section 12.

Eagle Rock Ferry was started in 1863 by Harry Rickard and William Hickman. In the summer of 1864, James Madison Taylor purchased the property and located a stage station at the site. The following year he constructed a bridge across the Snake River downstream from the ferry site and the ferry fell in disuse. (For additional information see Reference Series No. 71.)

SHELLEY FERRY

A substantial ferry was placed across Snake River near Shelley in the summer of 1895. (Blackfoot News, August 24, 1895.)

BLACKFOOT FERRY (Also known as Central and Danilson's Ferry)

In the mid-1860's, Tilford Kutch settled near present day Blackfoot and began a ferry business. By 1878, the ferry was being operated by Theodore T. Danilson. In February 1881, a new iron bridge replaced the ferry. However, high water in June washed out a portion of the bridge and a new ferry was launched.

In January 1882, repairs on the bridge were completed and once again the ferry ceased operations. (For additional information see Reference Series No. 748.)

FERRY BUTTE FERRY (Also known as Meeks and Gibson Ferry) T3S, R34E, Section 29.

A ferry was placed in operation at this site in the summer of 1862 to accommodate emigrant traffic. On January 28, 1864, the Idaho territorial legislature granted Jacob Meeks and John P. Gibson a franchise to operate a ferry across the Lewis or Snake River at any point within two miles below the mouth of the Blackfoot River for a term of ten years. The ferry continued in

operation for a number of years but eventually lost the majority of its trade to the Blackfoot bridge. (For additional information see Reference Series No. 749.)

FORT HALL FERRY

Julius Caesar Merrill, an 1864 emigrant, recorded the following entries in his diary:

26 Aug 64 - We know there are two ferries across Snake river; one at Fort Hall and the other above.

28 Aug 64 - One mile from Fort Hall is a good ferry across Snake river. We swam our cattle. The river was quite low but the current strong. I should judge it to be fully 30 yards in width. Considerable timber along its banks. (Unpublished diary, copy on file, ISHS.)

AMERICAN FALLS FERRY

When the bridge at Blackfoot was completed in 1881, Theodore T. Danilson abandoned his ferry and moved to American Falls. In July he began the construction of a new ferry where the Oregon Short Line Railway was to cross the Snake. He also erected a stone building to serve as a store. (Idaho Tri-Weekly Statesman, July 19, 1881, p. 1, c. 5.)

He ran the following advertisement in the Blackfoot Register on August 13, 1881:

American Falls. Having built a first class ferry boat, and stretched a 7/8 steel wire cable across Snake river at American Falls, at the point where the Oregon Short Line R.R. will cross the river, I am prepared to cross anything that may come along. A good wagon road runs from American Falls to Salmon River and Wood River mines and to Oregon and Washington Territory. I have also opened an outfitting and supply store at the ferry, where I will keep on hand everything needed by emigrants and drovers. (p. 2, c. 4.) He reported crossing over 25,000 sheep shortly after the ferry began its operation. (Ibid., p. 3, c. 1.)

In 1882, Danilson sold his store and all his stock of general merchandise to Collins & Co. but continued to operate his ferry and hotel. (Blackfoot Register, April 22, 1882, p. 3, c. 1.)

STORY (HOWELL'S) FERRY T9S, R25E, Section 2.

Established in 1882 one mile below where the Minidoka Dam now stands. At first the ferry was known as the Story Ferry, but later became better known as Howell's Ferry. (James L. Huntley, Ferry Boats in Idaho. [Caldwell, Idaho: The Caxton Printers, Ltd., 1979], p. 45; Minidoka Irrigation Project, December 15, 1909, Profile Surveys in Snake River Basin, Idaho, United States Geological Survey, Water-Supply Paper 347 [Washington, D.C.: Government Printing Office, 1914], Sheet 10).

MONTGOMERY FERRY T9S, R25E, Sections 19 and 30.

Established by Barton Montgomery in 1888. He operated the ferry in conjunction with his stepson Andrew Smith until 1918, when the ferry was sold. The new owners moved the ferry downstream to Frenchman's Island near Burley and used it as a private ferry. (Huntley, pp. 45-52; Profile Surveys, Sheet 10.)

PAREE'S FERRY T9S, R24E, Section 29.

This ferry is identified in Profile Surveys, Sheet 10.

DOWNARD'S FERRY T10S, R24E, Section 2.

A ferry that was in operation during the early part of the twentieth century. (Huntley, p. 53; Minidoka Irrigation Project.)

FRENCHMAN'S FERRY T10S, R24E, Sections 28 and 29.

A private ferry purchased from Barton Montgomery in 1918. (Huntley, p. 45 and Minidoka Irrigation Project.)

STARRH FERRY T10S, R22E, Section 22.

Thomas A. Starrh was granted a license by the Alturas County Commissioners on July 6, 1880, to establish and run his ferry. (Box #2, Folder 3, Alturas County Records, Idaho State Archives, Boise [hereafter ISA].)

On June 22, 1885, the cable broke and the ferry was set adrift downstream with Starrh aboard. He escaped injury, but the ferry was wrecked beyond repair. On July 23, he launched a new ferry boat that measured sixty feet four inches in length and fifteen feet in width. Its bottom and sides were covered with galvanized iron. Mr. G. H. Weldon, a well-known mechanic who assisted in the construction, pronounced the boat one of the best west of the rocky mountains. (Wood River Times [Hailey], July 7, 1885, p. 2, c. 2; Idaho Tri-Weekly Statesman, July 28, 1885, p. 4, c. 1.)

Starrh was appointed Receiver of the Hailey Land Office in October 1890 but still maintained ownership of his ferry. (Wood River Times, October 29, 1890, p. 3, c. 1.) In the spring of 1891 he returned to the ferry to put on a new cable and check on his water wheels, which he had put in the previous year to raise the level of water for placer mining. (Ibid., May 11, 1891, p. 3, c. 1.)

In 1895 he was accused of embezzling public monies while acting as Receiver, but the case was dismissed in 1897. (Ibid., January 14, 1895, p. 1, c. 3-5; April 7, 1897, p. 4, c. 3.)

SPRINGTOWN FERRY

This ferry was in operation during the Snake River placer mining excitement in the 1880's. (Twin Falls Daily News, October

10, 1927, Section 1, p. 6.)

SHOSHONE FALLS FERRY T9S, R18E, Section 31.

On April 15, 1884, the Alturas County commissioners granted Charles Walgamott and the Shoshone Falls Company a license to operate and maintain a ferry across Snake River at Shoshone Falls. The cost of the license was \$25.00 per year. "It will be of interest to the traveling public to know that a ferry boat has been put on the Snake river at Shoshone Falls. A boat at that point has long been needed." (Idaho Tri-Weekly Statesman, October 21, 1885, p. 3, c. 1.)

The ferry's proximity to the falls caused many travelers to hesitate and contemplate the outcome of the boat breaking loose. Accidents did occur, but there were few fatalities.

On March 31, 1904, the boat broke loose and went over the falls, killing two men and one woman. The woman, Marie Willis, was an employee of the Shoshone Falls Hotel and was occasionally in charge of the ferry. (Weiser Signal, April 2, 1904, p. 1, c. 6.) On May 1, 1905, another tragic accident took place when the ferryman, Dan Kingsley, lost control of the craft and plunged over the falls to his death. (Ibid., May 3, 1905, p. 1, c. 4.) When the cable broke on the afternoon of May 27, 1907, Miss S. Belle Chamberlain, State Superintendent of Public Instruction, Miss Louise Johnson, State Librarian, and two male passengers were left adrift. Fast thinking by the men saved the craft from going over the falls. They managed to grab the broken cable and tied it to the beam of the boat. After a nearly thirty-minute struggle, they maneuvered the boat close enough to shore to be retrieved by a scow. (Idaho Daily Statesman, May 27, 1907, p. 1, c. 3.)

In 1928, A. Kingswold was accused of operating the ferry while being intoxicated. While under the influence, he would stop the craft in the middle of the river and serenade his captive customers with his mandolin and singing. Officials attempted to void his license but upon investigation found that he had no license, franchise, or bond to operate the ferry. (Ibid., July 28, 1921, p. 5, c. 5.)

By 1927, when the ferry was replaced by the Perrine Bridge, it was one of the few Snake River crafts operating on electricity. Private parties continued to run the ferry into the 1940's.

PERRINE FERRY T9S, R17E, Section 28 and 33.

Ira B. Perrine established his ferry in the early 1900's. He later replaced the ferry with a wagon bridge. The bridge fell into disuse with the completion of the rim-to-rim Perrine Bridge in 1927.

CRYSTAL SPRINGS FERRY T9S, R15E, Section 12.

A twentieth-century private ferry used by local residents to haul livestock and supplies across the river. (Profile Surveys, Sheet 8.)

CLARK'S FERRY T9S, R15E, Section 9.

In the spring of 1864, Frank Johnson received a six-month license to run a ferry across the Snake River about six miles above Salmon Falls. He soon sold the operation to two separate parties, Samuel F. P. Briggs, Pete Stewart, and John Bell. A lawsuit resulted over the transaction, and Briggs won the court decision. He proceeded to move the ferry upstream and became partners with Samuel Clark. In 1866, Briggs left the partnership and was replaced by William Whitmore. In the spring of 1870, Ingram & Company purchased the business. When the freighters and the stage line changed to different crossings in 1870 and 1871, Ingram's business suffered appreciably. The ferry continued in operation for only a few more years before falling into disuse. (For additional information see Reference Series No. 750.)

SYSTER FERRY T9S, R14E, Section 1.

Mr. and Mrs. Syster started this private ferry in 1904. It was replaced by a bridge in 1912. (Huntley, p. 73.)

BANBURY HOT SPRINGS FERRY T8S, R14E, Section 33.

A private ferry that operated during the early twentieth century. (Huntley, p. 75.) Also identified in Water Supply Paper 347 (Washington: USGPO, 1914, sheet #7.)

BRAILSFORD FERRY

A twentieth-century private ferry that was located near Banbury Hot Springs. (Huntley, p. 75.)

RIVERSIDE (UHRLAUB) FERRY T8S, R14E, Section 29.

A twentieth-century ferry located just above Payne's ferry. It was run by Newt Uhrlaub and his brother. (Huntley, p. 75.)

PAYNE (LEWIS) FERRY T8S, R14E, Section 20.

During the summer of 1863, three men from Boise constructed a ferry near the mouth of Salmon Falls Creek. A lack of business caused the trio to abandon their enterprise by the first of September. By 1869 Ed Taylor had reestablished the operation, and in 1871 he formed a partnership with M. E. Payne. Payne soon purchased the interest of Taylor and ran the ferry until 1879. At that time, Leonard C. Lewis bought the ferry and ran it until his death in 1896. His widow continued the operation for a short period and then sold out to her son-in-law, Sam Johnson. In 1908, Johnson sold the venture to a Mr. Dunaway. During 1910, the ferry broke loose and sank about three miles down the river. (For additional information see Reference Series No. 751.)

SALMON FALLS (EMIGRANT) FERRY

This ferry was located near the site of the later Owsley ferry, just upriver from Salmon Falls. The ferry was started in 1852 by some enterprising mountainmen to cross emigrants. (For additional information see Reference Series No. 752.)

OWSLEY FERRY T8S, R13E, Section 1.

A twentieth-century ferry operated by the Owsley brothers. In 1921 a new bridge was constructed near the ferry site. In a twist of government bureaucracy, the Public Utilities Commission, in the summer of 1921, denied a request by the State Bureau of Highways to grant the ferry permission to discontinue service. Even though a new bridge cut off the approach to the ferry, the PUC ruled that the operators of the ferry (the Owsley Brothers) needed to apply for permission to discontinue the business, and at the time of the ruling, they had not done so. (Idaho Daily Statesman, July 24, 1921, p. 5, c. 7.)

The owners finally did apply and the ferry service relinquished its trade to the state highway bridge. (Profile Surveys, Sheet 7.)

BLISS FERRY T6S, R11E, Section 7.

A twentieth-century ferry that operated in the lower portion of the Hagerman Valley. It was replaced by the Owsley Bridge in 1921. (Huntley, p. 87.)

BANCROFT'S FERRY T6S, R11E, Section 4.

This ferry is identified on the Idaho Surveyor General's Township Survey Plat for T6S, R11E, October 20, 1908.

FRICKE'S FERRY T5S, R10E, Section 12.

Fricke's Ferry was built by the King Hill Irrigation and Power Company in August 1908 and was operated by Fred Fricke. It was replaced by a bridge two years later and the boat was moved downstream to the vicinity of Hammett. (Huntley, pp. 88-90 and Olive DeEtte Groefsema. Elmore County, Its Historical Gleanings [Caldwell, Idaho: The Caxton Printers, Ltd., 1949], pp. 425-428.)

GLENNS FERRY T5S, R10E, Section 32.

The Idaho Tri-Weekly Statesman on November 1, 1870, page 3, column 1, reported:

Messrs. Glenn and Moody have established a new ferry on Snake river, just above the Three Islands, and a little below King Hill, on the Kelton Road. Twenty miles of travel are saved by going this route, and it is said to be an excellent road. The Toano road from Humboldt Wells will also cross at this ferry, which is on the old emigrant route, and the only direct one to the railroad. (p. 3, c. 1.) In April 1871, the paper remarked,

We are glad to learn that there is a prospect of another cut-off in the road from here to Kelton. Messrs. Moody & Glenn have their ferry in running order, and will soon have the road finished and ready for the stages and heaviest freight teams. Moody & Glenn's ferry is located over forty miles down the river from the old Clark's ferry, and makes a saving of distance between this place and Kelton of at least twenty miles. But the distance saved is the least of the advantages of the route. By it King Hill, Clear Creek Hill and that horrid road between Canyon Creek and Rattlesnake are avoided, and there are no hills or bad roads on the new route to compare with those mentioned above. The result will be to cheapen freights, shorten the time from here to the railroad and render the stage ride more endurable. The road will be completed in about ten days, when the public will be apprized of the fact, though teams are constantly passing over it now, preferring that route, even in its unfinished condition, to any other.

(Ibid., April 29, 1871, p. 3, c. 3.) As noted, freighters began traveling the new route immediately, but it was not until 1879 that John Hailey changed his stage line to the route.

Not long after the completion of the ferry, Gustavus B. Glenn purchased Moody's interest and became the sole proprietor.

On October 8, 1878, the Alturas County Commissioners renewed the ferry franchise of Glenn for a period of eight years and authorized the following tolls:

Horse and rider, .75
 Footman, .25
 Horse and carriage, \$1.50
 Wagon, two horses, mules or oxen, \$1.50
 Each additional span or yoke, .75
 Pack animals, .25
 Loose Animal, .12 ½
 Sheep and Hogs, .05

(Ibid., October 24, 1878, p. 3, c. 2.)

The completion of the Oregon Short Line Railway in 1883 greatly diminished the need for the ferry, and it was abandoned in the later 1880's.

THREE ISLAND CROSSING FERRY T6S, R9E, Section 1.

No permanent ferry ever operated at this location, but a few enterprising emigrants would sometimes lay over a few days and cross emigrants on their caulked wagonbeds in order to earn extra money for their westward journey. This activity transpired in the late 1840's and early 1850's.

John Brown noted upon arriving at the crossing on August 15, 1852: "Here we found a ferry, they using wagon beds for crossing at 3 dollars per wagon . . ." (Diary, OHS.)

ROSEVEAR FERRY

Located a short distance below Three Island Crossing. The ferry was built by Joseph Rosevear and Ernest Eicholz in the spring of 1890. They ran the ferry from the Rosevear ranch on the south side of Snake River to the railroad pump. (Groefsema, p. 33.)

In 1895, Rosevear and Wilson made a verbal application to the Elmore County Commissioners for a license to continue the operation of their ferry located near Glens Ferry. The commissioners denied the application on grounds that they had not followed the proper procedures. A written application was needed as well as proof of publication of notice in Owyhee County.

(Elmore County Commissioners, Book 2, p. 99, July 12, 1895.)

Rosevear eventually received permission to continue his operation and ran the ferry until 1898, when he moved from his ranch into the town of Glens Ferry.

MEDBURY FERRY T6S, R8E, Section 2.

The Medbury ferry served area residents during the 1880's and 1890's. In 1883 the new community of Medbury had a post office and railroad station. By 1909 the town, which had failed to receive any support from the railroad, was replaced by Hammett as a community center. (Profile Surveys, Sheet 4.)

HAMMETT FERRY T6S, R7E, Section 1.

In 1910 the Fricke ferry was moved downstream from King Hill to this location. The ferry served the area for just a few years before being replaced by a bridge. (Huntley, p. 101.)

PRIVATE FERRY T5S, R6E, Section 3.

A private ferry that was used to reach a large island located in the Snake River a short distance upstream from the Loveridge ferry. (Profile Surveys, Sheet 4.)

LOVERIDGE FERRY T5S, R6E, Section 33, and T6S, R6E, Section 4.

Albert Loveridge established this ferry in 1890. He ran the ferry until about 1912 when a bridge was constructed at his ferry site. (Huntley, p. 102-103; Session Laws, 19 , pp. 352-357.)

ROBERSON FERRY

Located about three miles downstream from Loveridge Ferry. "Poss Roberson will soon build a ferry boat and run it across Snake river at a point 2 ½ miles below Loveridge's ferry. He is erecting a building on this side of the river in Elmore County, near Chris Terrill's place." Elmore Bulletin [Mountain Home], December 17, 1892, p. 3, c. 1.) Joe Foreman reported that the ferry was successfully launched on Monday, April 10, 1893. (Ibid., April 15, 1893, p. 3, c. 1.)

In April, 1894, Roberson sold his operation to R. S. Wilson. (Ibid., April 14, 1894, p. 3, c. 4.) Wilson ran the ferry

until relinquishing his ownership to the Bruneau Ferry Company in the fall of 1895. The incorporators of the new company included John Portlock, John Turner, J. C. Coates, and J. H. Jones of the Bruneau Valley. (Ibid., November 20, 1895, p. 3, c. 2.)

The ferry fell into disuse following the completion of the Loveridge bridge in 1911.

CRANE FALLS FERRY T5S, R5E, Section 23.

A twentieth-century ferry that provided service for area ranchers and farmers. (Huntley, p. 104.)

HALLS FERRY T5S, R4E, Section 14.

The Idaho Surveyor General's Township Plat of September 1, 1894, identifies the ferry site as belonging to George Hall. When the south side of the river was surveyed in 1895 and 1910, the ferry was listed as Freeman's ferry. The ferry served the needs of local residents. (Profile Surveys, Sheet 3.)

DORSEY'S FERRY T5S, R3E, Section 9.

GRANDVIEW FERRY T5S, R3E, Section 15.

The Dorsey ferry was constructed about 1875 by Dave Dorsey. In 1880, the ferry was moved upriver and operated by Hiram Pixley and John Henry. In September 1883, the ferry was sold to Henry Dorsey. In November 1887, Dorsey sold the operation to the Snake River Company. At this time the ferry became known as the Grand View ferry. The ferry remained in operation until the completion of the Grand View Bridge in 1921. (For additional information see Reference Series No. 753.)

McKEETH'S FERRY T4S, R3E, Section 31.

Vaughn and Lynn McKeeth started this ferry in 1908. The two later sold out to Dave Hood, who ran the operation until 1930. Between 1930 and 1939, the ferry was run by a number of different individuals. Mr. and Mrs. Raymond Rhoden were its last owners. The ferry boat sank in 1939 while attempting to transport a load of sheep across the river. (Huntley, pp. 107-112; Profile Surveys, Sheet 3.)

CLARK'S FERRY T3S, R1E, Section 35.

A Mr. Clark established the ferry during the latter part of the nineteenth century. By 1907, Jack Lindsey was running a ferry near the site. In 1908, Vaughn and Lynn McKeeth purchased the ferry and transported it upriver to the site of their proposed ferry. (Huntley, pp. 116-117, Profile Surveys, Sheet 2.)

MONAHAN'S FERRY T3S, R1E, Section 16.

Martin Monahan relocated his ferry, originally situated near the mouth of Rabbit Creek, to this vicinity in 1870. This move

was an attempt to capture the travel on a new route from Silver City to Boise. When the stages returned to the Reynold's Creek route in 1871, Monahan closed down his ferry operation.

SWAN FALLS FERRY T2S, R1E, Section 19.

This ferry operation was started shortly after 1900 by the owners of the Swan Falls Dam. The ferry was one of the few Snake River ferries to be run on electricity. The ferry operated into the 1930's. (Huntley, pp. 118-121.)

PRIEST RANCH FERRY T1S, R1E, Section 1.

A late nineteenth- and early-twentieth-century private ferry. The ferry ran until around World War I, when the Priest family relocated. In 1957 another private party put in a small ferry at the site and ran it until it was washed away by high water about 1959. (Huntley, p. 121.)

MONAHAN'S FERRY T1S, R2W, Sections 26 and 35.

In 1866, Martin Monahan was granted a ten-year ferry franchise by the Idaho territorial legislature. Monahan placed his ferry in operation in February 1867. In 1870, he moved the ferry upriver (to T3S R1E, Section 16) to capture the stage business on the Idaho Central's Elko road. In 1871, the stages reverted to the Winnemucca and Reynolds Creek route and Monahan went out of business. About 1897, Frederick Perry and Fred Brunzell began operating a ferry near the original location of Monahan's ferry. At this time, the ferry became known as the Guffey ferry. Perry and his wife ran the ferry until the completion of the Walters Ferry bridge in 1921. (For additional information see Reference Series No. 754.)

WALTERS FERRY T1S, R2W, N ½ Section 17.

Although owned and operated by many individuals and partnerships throughout its service (1863-1921), this Snake River ferry is best known as Walters ferry. (For additional information see Reference Series No. 755.)

LITELL FERRY T1S, R2W, Section 8.

A. G. Turner, Benjamin Green, D. W. Cummings, and R. W. Button were authorized by the first territorial legislature on January 29, 1864, to build a wagon road between Ruby City and Boise City and to construct ferries across waterways between the two points. (Idaho Session Laws, 1863-64, p. 651.)

In 1865, William Keithly and D. W. Cummings paid Melville C. Brown \$300 for a one-fourth interest in the enterprise. The latter had evidently purchased an interest in the operation soon after the franchise was granted. In December 1865, Brown sold Thomas Litell a one-half interest for \$1,000. (Book I of Deeds, Canyon County, p. 8,; Huntley, p. 149.)

In April, 1866, Litell's ferry boat was assessed at a value of \$900, and between August 1866 and November 1867, he reported gross ferry earnings of \$1,896.88. (IRA Microcopy 763.)

Litell became the sole proprietor and sometime between 1867 and 1869 sold the ferry to Leonard Fuqua for \$5,300. (Book I of Deeds, Canyon County, p. 87.) Fuqua purchased the property to eliminate the competition and increase his ferry trade.

James C. Bernard, Jr. claimed that his father had originally constructed the Litell ferry in 1864, tied it up in 1864 and 1865 after being paid \$1,500 by Fruit and Morgan, and finally sold the business to Thomas Litell. (Huntley, p. 133.) However, no documented evidence has been found that would substantiate this proposition.

The ferry was back in operation in the spring of 1875, and on April 7, J. K. Burnett and Andrew Darb were granted an eight-year franchise by the Ada County Commissioners to maintain a ferry at this site. They were authorized to charge the following tolls:

Wagon and two horse, mules or oxen, \$1.25
 Each additional span, .50
 Horse and rider, .50
 Footman, .25
 Horse and carriage, \$1.50
 Pack animal, .25
 Loose animals, .12 ½
 Sheep and hogs, .05

(Ada County Commissioners' Records, 1868-1877, pp. 547-548.)

The Idaho Tri-Weekly Statesman on April 22, 1875, reported: Snake River Ferry on the Owyhee Road, one mile below Perry Munday's Ferry. The undersigned would now say to the public that they are running the above ferry, and have a large new boat and tackling, all in the best of order. Safe and convenient. This is the best place to cross Snake River, and we solicit every man to try us. Burnett and Darb. (p. 3, c. 2.)

The enterprise apparently failed to generate much business or notice as no further references have been found concerning its operation. Chances are they were unable to compete with Munday's ferry.

BERNARD'S FERRY T1N, R3W, Section 35.

James C. Bernard established this ferry in 1882. In addition to his ferry operation, Bernard ran a fast freight line between Caldwell and the Owyhee mines. He operated the ferry until completion of the Walters Ferry bridge in 1921. (Huntley, pp. 150-156.) The large barn he constructed on his ranch near the ferry site was listed in the National Register of Historic Places on May 22, 1978.

WARM SPRINGS FERRY T1N, R3W, Section 16.

George Dunning, an Owyhee stockman, constructed this ferry in 1885. In 1903, David L. Williams purchased the property and ran the ferry until July 1905. J. A. Walker, who ran a ferry one mile downstream, on July 12, 1906, moved his operation up to the Williams site. He ran the ferry here until completion of the Walters Ferry bridge in 1921. (Huntley, pp. 156-157.)

WALKER'S FERRY T1N, R3W, Section 8.

This ferry was started by J. A. Walker and O. A. Baxter in 1904. On July 12, 1906, Walker moved the ferry one mile upstream to the former site of the Warm Springs ferry. Walker's ferry remained in operation at this new site until completion of the Walters Ferry bridge in 1921. (Huntley, pp. 157-162.)

HENDERSON FERRY T2N, R4W, Section 2.

In 1873, John Carrey located a new road to the railroad at Winnemucca and established a ferry where the road met the Snake River near the mouth of Squaw Creek. The road was completed in June and the ferry was ready for use the following month. In 1879, J. M. Steele acquired the ferry. He sold the operation to Daniel Masterson in the spring of 1880. The following year, Robert Henderson took over the ferry and moved it to a new location farther down the river. Henderson died in 1888, and his widow continued the business until moving to Iowa in 1889. In 1906, the ferry was purchased by a group of Nampa businessmen and became known as the Nampa ferry. It remained in operation until completion of the Marsing bridge in 1921. (For additional information see Reference Series No. 759.)

FROMAN FERRY T3N, R4W, Section 21.

Shortly after the completion of the Caldwell-to-Jordan Valley road in the summer of 1886, George Froman built a way station on Poison Creek. He soon constructed a more direct route from his station to the Snake River and put in a ferry. "Froman & Beck, proprietors of the ferry at Snake River on the new Jordan Valley road, have been allowed by the County Commissioners to collect toll as follows: single horse, 50 cts.; One span and wagon, \$1; two span and wagon, \$1.50 three span and wagon, \$2; Each additional wagon, .50 cts; each footman, 25 cts; each sheep .05 cts; each hog, 3 cts.; each head of horses or cattle, 10 cts. (Caldwell Tribune, July 21, 1888, p. 1, c. 8.)

Jim Wright and Jesse Harmon purchased the ferry in 1890. The latter paid \$2,500 for his share. (Book of Sales, Canyon County, Vol. 1, p. 32, quoted in Huntley, p. 174.)

Wright operated the ferry until his death in 1892. His wife continued the operation and later married the hired man, James R. Billingsby. The Canyon County Commissioners granted a ferry license to Billingsby for one year on July 11, 1917, and authorized the following tolls:

For crossing each vehicle and contents with 1 or 2 horses, 50c

Each additional horse or vehicle, 25c
 For crossing single passenger, with or without horse, 25c
 For crossing stock cattle or stock horses, per hundred,
 \$8.00
 For crossing stock cattle or stock horses, less than 100, each
 10c
 For crossing stock sheep, per hundred, 50c
 For crossing stock sheep, less than 100, each .01
 (Huntley, p. 175.)
 Mr. and Mrs. Billingsby operated the ferry until the
 completion of the Marsing bridge in 1921.

MUSSELL FERRY (ALSO KNOWN AS HOMEDALE FERRY) T3N, R5W,
 Section 3.

Jacob Mussell established this Snake River ferry in 1898. Soon after building his ferry, Mussell laid out roads to the Poison Creek Stage Station, Roswell, and Pleasant Ridge. These new roads provided alternate routes for those interested in traveling from Caldwell and the lower Boise Valley to Jordan Valley and beyond. The construction further enhanced the traffic at Mussell's ferry. On May 22, 1900, Mrs. Ada Mussell was appointed postmistress for the new post office known as Homedale. Her office was located in the Mussell home, close to the ferry.

In the early 1900's, Mussell leased the operation to Harry Stevens and Gerald Adams. In 1909, the ferry was purchased by a group of local citizens. Beginning in 1914, the owners offered free ferriage, but by 1916 they found it necessary to once again return to a toll system. They advertised for bids to lease the ferry, and in February 1916 William Langford was awarded the contract. (Caldwell Tribune, February 18, 1916, p. 4, c. 4.)

In September of that year, Langford sold his ferry lease to J. T. Hillyer, who continued to run the ferry until completion of the Homedale bridge in 1921. (Huntley, pp. 176-179.)

HELTON FERRY T3N, R5W, Section 3.

A private ferry built by Dick Helton to reach an island in Snake River which he homesteaded. Although no longer owned by the Helton family, the ferry--now known as Duke's ferry--is still in operation. (Huntley, pp. 180-182.)

FORT BOISE (RIVERSIDE) FERRY T6N, R6W, Section 26.

Several different forms of ferrying the Snake River were available to the west-bound traveler until the closure of Fort Boise by the Hudson Bay Company in 1854. In 1863, Jonathan Keeney, J. B. McLaughlin and John Duval received a ten-year ferry franchise from the Idaho territorial legislature. Various individuals and partnerships continued to run the ferry into the twentieth century. (For additional information see Reference Series No. 756.)

GRAY'S FERRY T7N, R5W.

During the summer of 1875, Silas S. Gray applied for a license to run a ferry across the Snake River at Whitley's Bottom, eight miles below the mouth of the Boise River. His object was to open a better route between Boise and Oregon. He claimed to have located just such a route and crossing. His road connected with the main thoroughfare twelve miles east of the mouth of the Boise River. (Idaho Tri-Weekly Statesman, July 13, 1875, p. 3, c. 1.)

On October 5, 1875, the Ada County Commissioners granted Gray an eight-year franchise to run a ferry at a point known as Little Whitley Bottom between the Boise and Payette rivers. They also authorized him to charge the following toll rates:

Wagon and two horses, mules or oxen, \$1.25
 Additional span, .50
 Rider and horse, .50
 Footman, .25
 Horse and carriage, \$1.25
 Pack animal, .25
 Loose animals, .12 ½
 Sheep or hogs, .05

(Ada County Commissioners' Records, 1868-1877, pp. 560-562.)

By 1881, Masterson and Fouch were running the ferry, and the Ada County Commissioners granted them a nine-month license--for the period July 1, 1882 to March 31, 1883--to operate the ferry.

They were allowed to charge the same toll rates as those granted to Robert Henderson of the Henderson Ferry. (Ada County Commissioners' Records, Book A, pp. 142-143.)

EMISON BROTHERS (NYSSA) FERRY

The Emison Brothers built a ferry across the Snake at Nyssa in 1904. It was later replaced by a bridge. (Jacob R. Gregg. Pioneer Days in Malheur County [Los Angeles: Private Printing by L. L. Morrison, 1950], pp. 164-165.)

WASHOE FERRY T8N, R5W, Section 6.

The Washoe Ferry was established in 1862 by Marion More & Company. Snake River Ferry for Boise Mines. The undersigned have established a ferry on Snake river at the mouth of Payette River on the direct road leading from Walla Walla, Grand Ronde and Auburn to the Boise Mines. There is plenty of the best kind of grass for animals on this road with good camping places at convenient distances. M. Moore & Co. (Washington Statesman, December 14, 1862, p. 2, c. 6.)

The above advertisement ran until January 30, 1864. In November 1864, the Boise County Commissioners granted John Parton and John Stewart a one-year license to run the ferry and authorized the following toll charges:

Wagon and team, loaded, with span of horses or yoke of oxen,
\$2.00

Each additional span or yoke, .25

Wagon and team, empty, \$1.50

Pack animals, empty, .12-1/2

Man and horse, .50

Each footman, .25

Loose horses and cattle, .12-1/2

Pack animals, loaded, .25

Sheep or hogs, .06-1/4

(Idaho Tri-Weekly Statesman, November 10, 1864, p. 3, c. 2;
Idaho World, November 12, 1864, p.2, c. 1.)

On February 7, 1865, the Ada County Commissioners granted John Parton & Company a one-year license and allowed the following toll rates:

One wagon and team, with one span of horses or yoke of oxen, \$2.00

Each additional pair of horses or oxen, .50

Pack animals, empty, .25

Man and horse, .75

Each footman, .25

Cattle, per head, .25

Loose horses and cattle, .12-1/2

Pack animals loaded, .50

Sheep and hogs, each, .12-1/2

(Ada County Commissioners' Journal, 1865-1878, pp. 5.) Soon after receiving his license, Parton joined forces with Reuben Olds and William Packwood to form the Oregon Road, Bridge and Ferry Company. In addition to running the Washoe ferry, the company also owned and operated the Central (Porter's) and Olds ferries. These three ferries received the majority of traffic going from Oregon and Washington to the gold regions of southern Idaho. When the company disbanded in 1868, Packwood retained ownership of the Washoe ferry and hired various individuals to run the ferry. In 1872, he hired William and Buck Emison. William Emison eventually purchased the ferry and ran it for a short period before selling out to George W. Brinnon. Brinnon was the last to operate the ferry at its original location. W. W. Paine acquired the ferry in 1884 and, when the railroad built a bridge across the river, he moved the ferry upstream above the structure to better serve the growing communities of Payette and Ontario. Sometime later, Paine sold the business to John Bivens. The ferry remained in operation until the completion of an interstate bridge in 1902. Some of the later operators of the ferry included Edmund Butler, F. M. Draper, W. J. Mink, and L. M. Morton. (Huntley, pp. 198-199.)

WEISER FERRY T11N, R5W, Section 32.

The Weiser ferry inaugurated service on May 20, 1883, under

the direction of Thomas Mahon and Thomas Ranahan. After running the ferry a couple of years, the partners sold the enterprise to F. W. Stobel, who oversaw the operation until his death in 1889.

By April 1891, M. C. Clayborn was running the ferry. The boat continued under the guidance of various owners until completion of the Weiser bridge in 1904. (For additional information see Reference Series No. 757.)

WESTLAKE ISLAND FERRY T11N, R6W, Section 32.

A private ferry which operated around the turn-of-the-century. A tragedy became associated with the ferry in the spring of 1903 when the ferry boat overturned and its occupant, Dave Lawrence, drowned in the turbulent waters. (Weiser Signal, April 8, 1903, p. 3, p. 34.)

CENTRAL (PORTER) FERRY T11N, R6W, Section 20.

The Central ferry was established and operated by the Oregon Road, Bridge, and Ferry Company between 1865 and 1868. The company was composed of John Parton, Reuben Olds, and William Packwood. In addition to the Central ferry, the company also owned the Olds and Washoe ferries. After the company disposed of the ferry in 1868, it was owned and operated by various other individuals, and it remained in operation into the twentieth century.

OLDS FERRY T11N, R7W, Section 7.

Olds ferry was established by Reuben P. Olds and associates in 1863. In 1865, Olds formed a partnership with William Packwood and John Parton, known as the Oregon Road, Bridge and Ferry Company. In addition to Olds ferry, the company also owned the Washoe and Central ferries. The group dissolved its holdings in 1868, and William Green became the proprietor of the Olds ferry. The ferry remained in operation under various owners until 1920, when it was purchased by some sheepmen and taken down the river to Brownlee. (For additional information see Reference Series No. 758.)

MINERAL FERRY T14N, R7W, Section 14.

The Mineral ferry was established in the early 1880's to meet the demands of mining interests. In 1882, it was known as the Smith ferry. (Weiser City Leader, December 23, 1882, p. 4, c. 1.)

By 1885, it was called the Sunnyside ferry and operated by the Fahy brothers. "Sunnyside ferry, from Weiser to Pine Creek Mines via Mineral City. The nearest crossing on Snake river. To Baker City, Eagle Valley, Conner Creek and Burnt river on the Oregon side, and Weiser, Salubria, Middle Valley, Payette and Seven Devils on the Idaho side." (Ibid., July 4, 1885, p. 2, c. 3.) In 1890, J. R. Peck received a license from the Washington

County Commissioners to operate a ferry across Snake River near Mineral. (Ibid., January 24, 1890, p. 1, c. 2.)

By the later 1890's, the mines around Mineral were in a depressed state and the ferry business suffered. In 1905, renewed mining activity prompted the Ladd Metals Company to make arrangements for a new ferry near Mineral. The ferry continued to operate until the shutdown of mining operations at Mineral a few years later. (Weiser Signal, May 13, 1905, p. 8, c. 1.)

STURGILL FERRY T15N, R6W, Section 33.

A private cable ferry identified on the 15' United States Geological Survey Mineral quadrangle, 1957.

FERRY T17N, R5W, Section 22.

The 1906 Idaho Surveyor General's Township Plat for T17N, R5W, identifies an old ferry just south of the Brownlee ferry. The area was surveyed in 1901.

BROWNLEE FERRY T17N, R5W, Section 22.

John Brownlee located this ferry in 1862 along a somewhat shorter route from Washington and Oregon to the Boise mines. It received a good deal of traffic from packers and footmen, but wagons crossed the Snake at either Olds or Washoe ferry because they were unable to make it through on the Brownlee trail without encountering numerous obstacles (not the least of which was the lack of a wagon road). In the winter of 1864-65, Brownlee sank his ferry boat and went to Boise Basin to work his mining prospects. Several years later, Ike Powell settled on the Brownlee place and kept a small skiff to ferry people back and forth.

(Idaho Tri-Weekly Statesman, June 8, 1876, p. 1, c. 3-4.)

In August 1875, William West and Orange Gaylord bought out Powell, and the Statesman announced:

William A. West and Gaylord have a ferry running at old Brownlee ferry. It has been in operation for two months. They are building a graded road 6 miles east to Weiser mines from ferry, to be done by next May.

Also plan to build road from Weiser mines to Salubria, a distance of 18 miles. This road to be financed and built by subscription of the Weiser Valley residents, to be finished sometime in June. This road will give people a through route from Salubria to Baker City, a distance of 75 miles. (Ibid., January 20, 1878, p. 3, c. 4.)

On October 5, 1875, the Ada County Commissioners granted William A. West, G. W. Hunt, O. Gaylord, and James Stevenson an eight-year franchise to run a ferry across the Snake River at a point known as Brownlee's ferry. They also authorized the following rate of tolls:

Wagon and two horses, mules or oxen, \$1.25

Each additional span, .50
 Horse and Rider, .50
 Footman, .25
 Horse and Carriage, \$1.50
 Pack animals, .25
 Loose animals, .12 ½
 Sheep or hogs, .05

(Ada County Commissioners' Records, 1868-1877, pp. 562-563.)

West eventually purchased the interests of his partners and became the sole proprietor. The ferry continued to operate under various owners into the 1920's.

BALLARD FERRY T20N, R4W, Section 27.

Soon after settling on the Oregon side of the Hells Canyon area in 1885, Frank Ballard constructed a small boat to carry his produce across the river and on to the Seven Devils mining region. In 1890, Albert Kleinschmidt completed a road from the Peacock mine to Snake River. At that time, Ballard built a ferry-boat to take advantage of the expected trade. He launched his boat on two iron pontoons and equipped it with large steel cables and pulleys. He evidently never expected to get rich from his ferry enterprise, as he only charged twenty-five cents for a team and wagon and often refused payment from his friends. After his death, his son Jay continued to operate the ferry. Following the decline of mining in the region, the ferry lost most of its business and eventually gave way to a bridge in 1927. (Huntley, pp. 207-209.)

KURRY FERRY T27N, R1W.

In 1912, this ferry was owned and operated at Pittsburg Landing by Albert Kurry and his wife. (Sister M. Alfreda Elsensohn, Pioneer Days in Idaho County, Vol. 2 [Caldwell, Idaho: The Caxton Printers, Ltd., 1951], p. 167.)

CAPTAIN JOHN FERRY T33N, R5W.

Located at the mouth of Captain John Creek, this ferry is identified on the United States Geological Survey Captain John Rapids Quadrangle, 7.5', 1968.

LEWISTON (SILCOTT) FERRY T36N, R6W, Section 36.

William Craig operated the first ferry at this site in 1861. He sold his boat to Theodore Schenk in 1864. Schenk soon after sold the business to John Silcott, D. M. White, and E. C. Percy. Silcott left the partnership in the 1880's, but White and Percy continued as partners until they sold the operation to William Emerson in 1909. The ferry remained in business until the tolls were removed from the Lewiston-Clarkston bridge in 1913. At that time, the ferry was sold to John E. Boyer, who moved the operation to Truax. (For additional information see Reference

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