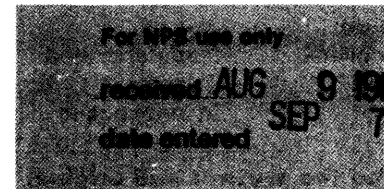


EXP. 12/31/84

United States Department of the Interior
National Park Service



**National Register of Historic Places
Inventory—Nomination Form**

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic Fry's Trading Post

and/or common Bonner/Fry Trading Post

2. Location

street & number N/A off U.S. 95 N/A not for publication

city, town Bonner's Ferry N/A vicinity of congressional district

state Idaho code 016 county Boundary code 021

3. Classification

Category	Ownership	Status	Present Use
☐ district	☐ public	☐ occupied	☐ agriculture
☒ building(s)	☒ private	☒ unoccupied	☐ commercial
☐ structure	☐ both	☐ work in progress	☐ educational
☐ site	Public Acquisition	Accessible	☐ entertainment
☐ object	N/A in process	☐ yes: restricted	☐ government
	N/A being considered	☒ yes: unrestricted	☐ industrial
		☐ no	☐ military
			☒ other: vacant

4. Owner of Property

name Robbie Dean Kucherry

street & number P. O. Box 528

city, town Sagle N/A vicinity of state Idaho

5. Location of Legal Description

courthouse, registry of deeds, etc. Boundary County Courthouse

street & number Kootenai Street

city, town Bonner's Ferry state Idaho

6. Representation in Existing Surveys

title Idaho State Historic Sites Survey has this property been determined eligible? ☐ yes ☒ no

date 1982 ☐ federal ☒ state ☐ county ☐ local

depository for survey records Idaho State Historical Society

city, town Boise state Idaho

7. Description

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☐ unaltered
☒ altered

Check one

☒ original site
☐ N/A moved

date N/A

Describe the present and original (if known) physical appearance

This one-and-one-half-story log building was enlarged with an addition at the rear and covered over with two successive layers of siding. Much of this later material has deteriorated, but the building's earlier timber construction has been protected. Its floor plan, window placement, and other design features also have been retained. A one-and-one-half story horizontal-timber building, it has been sheathed with composition siding. The main block has rectangular massing and a hall and parlor house plan that may be original. There is a rear ell with a hipped roof; the main block has a forty-five-degree gable roof. The front elevation is composed of three bays with a central door flanked by two one-over-one-light double hung sash windows. The present roofing is asphalt. There are two brick chimneys, one in the gable roof peak offset to the west. A one-story hipped-roofed porch runs the full length of the front and the east sides. The porch has plain square posts and exposed rafters; it may be more recent than the main block of the building. There is a staircase to the upper story set into the back wall of the west room. The property also includes a small shed to the rear of the building.

8. Significance

Period	Areas of Significance—Check and justify below			
☐ prehistoric	☐ archeology-prehistoric	☐ community planning	☐ landscape architecture	☐ religion
☐ 1400–1499	☐ archeology-historic	☐ conservation	☐ law	☐ science
☐ 1500–1599	☐ agriculture	☐ economics	☐ literature	☐ sculpture
☐ 1600–1699	☐ architecture	☐ education	☐ military	☐ social/
☐ 1700–1799	☐ art	☐ engineering	☐ music	☐ humanitarian
☒ 1800–1899	☒ commerce	☐ exploration/settlement	☐ philosophy	☐ theater
☐ 1900–	☐ communications	☐ industry	☐ politics/government	☐ transportation
		☐ invention		☐ other (specify)

Specific dates after 1876 **Builder/Architect** N/A

Statement of Significance (in one paragraph)

Because a series of north-south mountain ranges blocked direct routes across British Columbia, access from Victoria and coastal communities to upper Kootenai outposts came through an old North Idaho Indian trail. Traffic from Idaho and Washington also had to follow that route. A major gold rush to Wild Horse (near later Fort Steele) in 1864 came that way, and thousands of miners and suppliers had to make a difficult Kootenai River crossing to reach their destination. So Edwin L. Bonner established a ferry to meet their needs. An important postal route, connecting Wild Horse with Sinecateen, Okanagan, Fort Hope, and Victoria was operated via Bonner's Ferry with pack horses until a Canadian route through Rossland could be substituted. But commercial traffic continued to use Bonner's route, which had a store as well as a ferry to serve travelers to Wild Horse. Bonner's Ferry in 1882 became an operating base for discovery of British Columbia's large lead-silver mining district which--in conjunction with Idaho's Coeur d'Alene mines--is unsurpassed anywhere. Although this timber structure has been covered--and preserved--with new siding, it retains its informational importance as a rare example of log construction along an internationally significant mining trail.

9. Major Bibliographical References

See continuation sheet

10. Geographical Data

Acreage of nominated property less than one

Quadrangle name Bonnors Ferry

Quadrangle scale 7.5 minute

UMT References

A

1	1
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 Zone

5	5	0
---	---	---

 Easting

3	1	0
---	---	---

 Northing

5	3	9	4	1	1	0
---	---	---	---	---	---	---

B

--	--

 Zone

--	--	--

 Easting

--	--	--

 Northing

C

--	--

 Zone

--	--	--

 Easting

--	--	--

 Northing

D

--	--

 Zone

--	--	--

 Easting

--	--	--

 Northing

E

--	--

 Zone

--	--	--

 Easting

--	--	--

 Northing

F

--	--

 Zone

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 Easting

--	--	--

 Northing

G

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 Zone

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 Easting

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 Northing

H

--	--

 Zone

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 Easting

--	--	--

 Northing

Verbal boundary description and justification

This nomination includes the Fry's Trading Post and the property on which it stands, lots 22, 23, and 24 of Block 17, Bonner's Ferry townsite.

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title Merle W. Wells, State Historic Preservation Officer

organization Idaho State Historical Society

date September 20, 1983

street & number 610 N. Julia Davis Drive

telephone (208) 334-3356

city or town Boise

state Idaho

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

 national X state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

Merle Wells

title State Historic Preservation Officer

date July 28, 1984

For NPS use only

I hereby certify that this property is included in the National Register

entered in the

date

9-7-84

✓ Keeper of the National Register

Attest:

date

Chief of Registration

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Inventory—Nomination Form**

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received

date entered

Fry's Trading Post
Continuation sheet

Item number 8

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Edwin Bonner obtained a ferry franchise from the Idaho legislature with R. A. Eddy and John Walton, December 22, 1864, and a succession of ferrymen operated his business on the Kootenai. These included Richard Fry, a Wild Horse miner who came in 1875. Then Martin Fry joined his brother Richard in taking over Bonner's ferry in 1876. They also had a trading post on the north side of the river that served that entire area for twenty-eight years. Just before Great Northern Railway service reached Bonner's Ferry, that outpost was described as "a store, and several wooden buildings, with the usual gang of loafers red and white, and a rope ferry" New Kootenay lead-silver discoveries in British Columbia revitalized Bonner's Ferry just then.

A new south-side townsite was developed in 1888. Fry's post could not compete with a large new business district there and had to be abandoned four years later. A single log outpost, now Bonners Ferry's oldest structure, still survives from Fry's operation.

Local traffic continued to maintain Bonner's Ferry, which became a public, county-operated enterprise in 1902. A major highway bridge finally replaced it on June 7, 1906.

**United States Department of the Interior
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Fry's Trading Post
Continuation sheet

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MAJOR BIBLIOGRAPHICAL REFERENCES:

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Bonner/Fry Trading Post
Block 17, lots 22, 23, and 24,
Bonners Ferry Addition
Bonners Ferry, Boundary County, Idaho

Photograph by Larry Jones
1983

Negative on file at the Idaho State Historical
Society, Boise, Idaho

View from southeast

Photograph 1 of 1