

Research Guide on Snake River Ferries

Created by [SHRA](#): January 2017

Introduction to Research Guide

The history of ferry crossings and pioneer travel throughout Idaho's Snake River region is rich and highly relevant to Idaho's transportation history and development. The Snake River historically could be a fast and fierce river that made fording or wading across it nearly impossible. As a result, ferry boats and ferry crossings emerged as the primary means of crossing the Snake River from the mid-1800s through the early-to-mid 1900s. Before the era of bridges and automobiles, pioneers and settlers established ferries at narrow stretches of the Snake River to transport goods, people, livestock, wagons, and later, automobiles from one bank to the other.

In the summer of 2016, the Idaho Transportation Department (hereinafter referred to as ITD) contracted with Stevens Historical Research Associates (hereinafter referred to as SHRA) to locate primary and secondary source materials on Snake River ferry locations within ITD's District 3 boundary. This update emerged as part of mitigation work necessitated by ITD's replacement of the historic Loveridge Bridge located on the border of Owyhee and Elmore Counties in section 33 of Township 5 South, Range 6 East, and section 4 of Township 6 South, Range 6 East (legal description references will hereafter be formatted thus: T6SR6E). Although ITD's District 3 includes ten counties – Valley, Boise, Gem, Elmore, Owyhee, Ada, Canyon, Payette, Washington, and Adams Counties – the Snake River only crosses through or touches seven of them, and therefore, this updated portion of this reference series only reflects the ferry history of the Snake River Region within District 3. Ferries with the symbol * reflect those falling within the boundaries of ITD District 3. A map of these ferries can be found after the table of contents.

Using This Research Guide

The information presented within this research guide reflects many sources that are fully described in the "References Consulted" section of this document, including veteran and newly written secondary sources;

- Digitally accessible newspaper articles;
- Microfilmed newspapers;
- Various manuscript, archival, and clippings collections at the Idaho State Archives;
- Idaho State Historical Society reference series documents;
- Historic post office records;
- Records of county and city museums and other historical societies;
- Oral histories;
- Idaho and Oregon county records;

- U.S. General Land Office records;
- Photographs;
- Historic maps; and
- Web-based content.

Additionally, several acronyms are used throughout this reference series, including:

GLO—General Land Office;

ISA—Idaho State Archives;

ITD—Idaho Transportation Department.

A detailed list of consulted sources and a traditional bibliography can be found at the end of this document. Additionally, under each ferry heading, researchers will find specific information related to said ferry. All relevant sources are listed in roughly the following order: secondary sources, archival documents, government documents, maps newspapers. It is the hope of SHRA, the ITD, and the Idaho State Historic Preservation Office that this research guide will spark renewed interest in the history of ferry transportation in Idaho.

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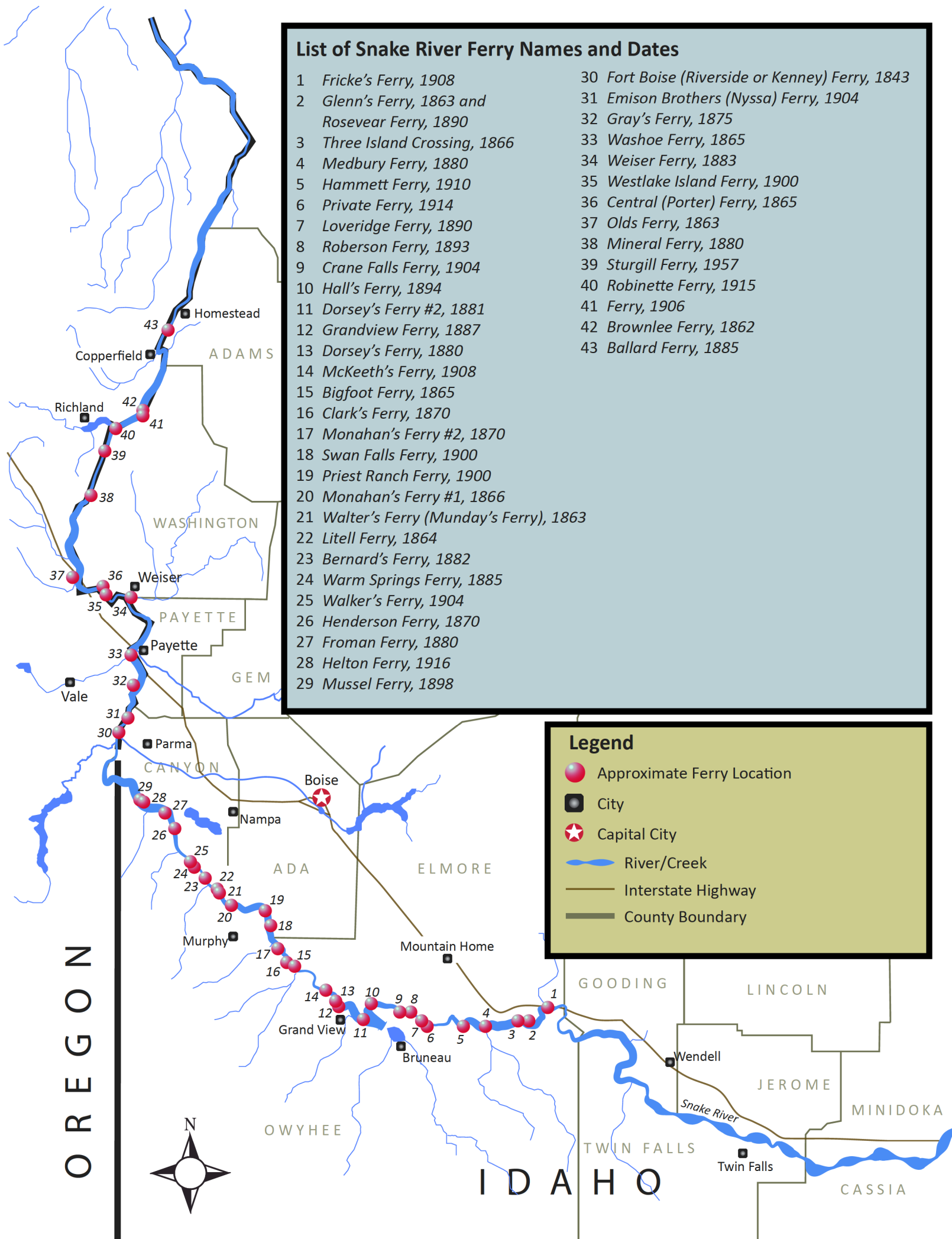
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Federal Records

Records of the Post Office Department, Record Group 28

Although the quality and quantity of information varies significantly, post office records have the potential to provide information regarding the origins of specific communities, the physical location of post office sites, and each site's proximity to nearby rivers, creeks, postal routes, and railroad stations. With regard to Snake River ferries, the hand-drawn maps relating to rural post offices at times depict ferry locations. Although these are federal records, the Idaho State Archives retains the Idaho and Oregon subsets of the collection on microfilm. Titled "[M1126, Post Office Department Records of Site Locations, 1837-1950](#)," these records are open to public use. For each state, all records, which are on microfilm, are organized alphabetically by county. Below is a list of Idaho and Oregon microfilm rolls.

SHRA researchers examined/identified all microfilm rolls that might have contained information about ferries falling within the boundaries of ITD District 3 and references to ferries were cited under the specific ferry headings. However, information about ferries outside the boundaries of ITD District 3 might also be found in this collection.

Idaho

Roll 126 -- Ada-Benewah
Roll 127 -- Bingham-Bonneville
Roll 128 -- Boundary-Custer
Roll 129 -- Elmore-Gooding
Roll 130 -- Idaho-Latah
Roll 131 -- Lemhi-Oneida
Roll 132 -- Owyhee-Shoshone
Roll 133 -- Teton-Washington

Oregon

Roll 486 -- Baker-Benton
Roll 487 -- Clackamas-Clatsop
Roll 488 -- Columbia-Deschutes
Roll 489 -- Douglas-Grant
Roll 490 -- Harney-Jefferson
Roll 491 -- Josephine-Klamath
Roll 492 -- Lake-Lane
Roll 493 -- Lincoln-Malheur
Roll 494 -- Marion-Sherman
Roll 495 -- Tillamook-Union
Roll 496 -- Wallowa-Yamhill

General Land Office Records

From 1812 to 1946 the U.S. General Land Office (GLO) oversaw the sale of public lands. Agency employees kept detailed records of the transfer of ownership of public lands, and also the geographic and geospatial descriptions of the lands under their management. The GLO employed the Rectangular Survey System to divide the public lands into 36 square-mile areas known as townships, subdivided into one-square-mile areas known as sections. The GLO denoted the geographical location of each township by assigning it a township and range number, as determined from a meridian (North/South line of longitude) and baseline (East/West line of latitude) location. The records that emerged from this agency were many, and included the following types of documents:

- Cadastral Surveys: Consists of a survey plat and corresponding set of field notes. The plat represents a geospatial and graphic depiction of the lines surveyed, showing the direction and length of each line and boundary. These plats also include physical descriptions of the land, and note bodies of water, roads, dwellings, and any other physical attribute of the landscape that was present at the time of survey. The field notes contain the written descriptions of the surveyor's methods of conducting the survey. The field notes often contain information or descriptions not included on the plat.
- Land Patents: These records relate to the sale or transfer of real property from the Federal Government to an individual or other entity. These documents contain information related to the purchaser, as well as legal land description, and date of the transfer of ownership.

Although a specific location was not available for each ferry, in the instances where one was located, it's legal land description can be found in the ferry heading. When available, this information can be found next to the ferry name and is written as follows: T5S, R8E, Section 3. Researchers can use this legal land description to conduct research described below in the General Land Office Records. Of the available GLO records, the [Cadastral Survey](#) (plats and field notes) are the most likely to contain information on the ferry crossings located within ITD District 3 in addition to providing general descriptions of the townships where the ferries were located. Most GLO survey records have been digitized and are available online as PDF downloads at: www.glorerecords.blm.gov.

Idaho State Archives and Research Center

The Idaho State Archives houses numerous fiscal, administrative, legal records that are highly valuable for researchers. In addition, this repository also holds a vast collection of materials that directly relate to the history of Idaho and of the Pacific Northwest, including books, photographs, manuscripts, oral histories, maps, vertical files, and government records. Outlined below are the Idaho State Archives materials that specifically relate to the history of Snake River ferries. Rules and special procedures exist for examining many of these records and inexperienced researchers should consult with the Idaho State Archives staff for guidance.

Vertical Files

This facility maintains a set of vertical files that relate to Snake River ferries. Organized by subject matter, the vertical files are diverse and can house anything from newspaper clippings

and copies of journal articles to historic correspondence. Information specific to ITD District 3 ferries were filed under a variety of different subjects, including “ferries,” “Snake River,” “Historical Markers,” and “Bridges.” Additionally, the Idaho State Archives keeps vertical files on specific towns that were once the site of some of the Snake River ferries. Such towns include “Glenn’s Ferry,” “Weiser,” “Fort Boise,” and “Grandview.” The Idaho State Archives vertical files also likely contain information on other Snake River ferries that fall outside the boundaries of ITD District 3.

Historic Photographs

This repository holds thousands of historic images, organized into four different categories: Biography, General Subject, Native Americans, and Towns. Under the General Subject category, there are images of several Snake River ferries under the topics of “ferry/ferries,” “Snake River,” and “bridges.” Additionally, numerous photographs of water crafts on the Snake River exist under the “boats and boating” subject tab. Under the “Towns” category, there are several images of towns that once served Snake River ferries, such as Glenn’s Ferry, Weiser, Homedale, and Fruitland. These images did not show the ferries themselves, but sometimes displayed the bridges that frequently replaced the ferries.

Historic Maps

The Archives houses hundreds of historic maps. Accessing these maps requires working with a reference librarian who is able to conduct keyword searches in the archives’ database system. SHRA researchers made every effort to locate all maps that depicted Snake River ferries falling within the boundaries of ITD District 3. Maps that portray ferries are listed under specific ferry headings. The Idaho State Archives might hold additional maps that showcase Snake River ferries falling within the boundaries of other ITD Districts.

Manuscript Collections

Numerous manuscript collections exist at the Archives, representing Idaho pioneers, citizens, and businesses. Below is a (not comprehensive) sampling of collections that mention ferries along the Snake River. These collections contain an assortment of materials including diaries, check books and letter books, and correspondence and business paperwork. Additionally, the size and quality of these collections vary and while some contain finding aids or inventory lists, most do not. Researchers interested in utilizing these resources should request access with the reference librarian at the Idaho State Archives research center main desk.

1. King Hill Extension Irrigation Company, MS0008, 21 boxes and ledgers.
2. King Hill Irrigation and Power Collection, MS134, 4 boxes.
3. Jennies M. Cornell Papers, MS 2.0034, 1 item.
4. Mrs. Vance Cornell Collection, MS 2.65. 1 item.

Archival Collections

The Idaho State Archives maintain the archival collection of numerous government agencies.

Records of the Idaho Transportation Department

The records of the Idaho Transportation Department consist of several sub-segments.

1. AR24, Records of the Idaho Transportation Department (ITD): This collection consists of approximately 60 boxes. However, the meeting minutes of the Idaho Transportation Department's Commissioners (and its predecessors), which form part of this collection, contain information about the transition in some places from ferries to bridges.
2. Photographs, Records of the Idaho Department of Transportation: These are available to the public. Interested researchers should schedule an appointment with ISA staff to conduct research in this collection. Please note that this collection does not have images of historic ferries, but rather contains images of bridges or other works that replaced ferries along the Snake River.

Records of Ada County, AR202

Comprising 5,493 items, these materials include ledgers, books, and correspondence. The most valuable source of information on Snake River ferries is in the Ada County Commissioner minutes, which demonstrate commissioners entertaining ferry license requests from individuals seeking to establish and operate ferries across the Snake River. The commissioners also set toll rates for materials the ferry would transport, including wagons or buggies, sheep, horses, or hogs.

Oral History Transcripts

A large collection of oral histories are available here, typically as an audio record and a written transcription. SHRA combed this collection for records that mentioned Snake River ferries within ITD's District 3 boundaries. Oral history citations have been provided under the respective ferry heading that was mentioned therein.

Microfilm Collections

Some of this facility's materials are available only on microfilm, and research therein can be time consuming given the nature of the material. Microfilm readers are available at the Idaho State Archive Research Center. Researchers unfamiliar with microfilm research should consult with the Reference Librarian prior to conducting research.

1. Daybook of Walter's Ferry, MF0045 (SRF123)
2. Diary, 1893-1940, MF0095 (SRF124)

Digital Collection

The Idaho State Archives maintains a web-based portal and database of digitized images and other records. This resource is accessible from any computer and does not require a login or password. Preliminary searches revealed that this database houses a few scattered unidentified and named ferries; however, this database is continually being updated. As such, researchers should consider conducting additional searches in this collection, which is available at:

<http://idahohistory.cdmhost.com/cdm/>.

Museums and Historical Societies

Both Idaho and Oregon are home to local and regional museums and historical societies that contain documents and artifacts pertaining to the local history and development of the Snake River region. The value of these collections vary considerably, yet these types of repositories

offer unique research opportunities for parties interested in learning more about the ferries along the Snake River that sit within the modern boundaries of ITD's District 3.

All of the repositories listed below, with the exception of the Oregon State Historical Society (OSH), require travel to the repository to conduct research. Some of the materials housed at the OSH are available digitally. The [Collections Online Catalog](#) contains electronic records for most of the OSH's research Library's books, serials, and a portion of the library's manuscripts, photographs, maps, oral histories and other items. While this catalog facilitates research in the OSH's collections, individual items themselves are not available online, although some catalog entries list a sample watermarked image of the original item.

Researchers should be advised to contact these repositories in advance should they wish to conduct research in their collections, or if they have any questions.

| Name | Contact Information | Relevant Materials |
|--------------------------------------|---|--|
| Four Rivers Cultural Center & Museum | 676 SW 5th Ave. Ontario, OR 97914 514-889-8191 | Contact with specific questions |
| Glenn's Ferry Historical Society | 152 W. Cleveland Glenn's Ferry, ID 83623 208-366-7706 Hours: 12:00-5:00, Saturday-Sunday, June 1st - Sept. 30th, or by appointment | Limited Photograph Collection |
| Malheur County Historical Society | P.O. Box 691 Ontario, OR 97914 541-889-6139 Hours: by appointment only | Contact with specific questions |
| Mountain Home Historical Society | 180 South 3rd East Street Mountain Home, ID 83647 208-587-6847 Hour: 10:00 - 4:00, Tuesday - Friday; Saturday, by appointment only | Secondary Source materials |
| Oregon State Historical Society | 1200 SW Park Ave Portland, OR 97205 (503) 222-1741 Hours: 1:00 - 5:00, Tuesdays; 10:00 - 5:00, Wednesday – Saturday | Digitized Catalog, Manuscript Collections, Photographs |

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| Owyhee County Historical Society | 17085 Basey Street Murphy, ID 83650 208-495-2319 Hours: museum open 10:00 - 4:00, Tuesday - Saturday, Library, by appointment only | Large Photograph Collection |
| Snake River Heritage Center & Intermountain Cultural Center & Museum | 2295 Paddock Ave. Weiser, ID 83672 208-549-0205 Hours: 10:00 - 1:00, Friday - Saturday, Memorial Day - Labor Day | Contact with specific questions |

Historic County Records

The Snake River meanders through seven counties within ITD's District 3 boundaries: Ada, Adams, Canyon, Elmore, Owyhee, Payette, and Washington. These were established in the mid-to-late 1800s or early 1900s during the period when many Snake River ferries were in operation. While some county records are more comprehensive or complete than others, they nevertheless represent a valuable source of information on historic travel routes throughout Idaho, and on occasion, these records mention ferries. Generally, county records consist of commissioner minutes, road books, deed records, and maps. The counties listed below have maintained their historic records. Further research in these records could potentially uncover documentation on the dates of operation, costs, and/or ownership of various ferries along the Snake River. Additionally, any county listed below in **BOLD** provided confirmation that their records mentioned ferries. If the records mentioned a specific ferry, then a county record citation exists under the mentioned ferry heading.

| County | Address | Research Hours |
|-------------------|--|--|
| Ada County | Records housed at Idaho State Archives: 2205 Old Penitentiary Road Boise, ID 83712 208-334-2620 | 11:00 - 4:00 Tuesday - Saturday |
| Adams County | 201 Industrial Ave., Council, ID 83612 208-253-4561 | 8:00 - 5:00, Monday - Friday |
| Canyon County | 1115 Albany St., Caldwell, ID 83605 208-454-7337 | 8:30 - 5:00, Monday - Friday |

| | | |
|----------------------|--|---|
| Elmore County | 150 South 4th East Suite 3, Mountain Home, ID 83647 208-587-2130, ext. 500 | 9:00 - 5:00, Monday - Friday |
| Owyhee County | 20381 State Highway 78, Murphy, ID 83650 208-495-2421 | 8:30-5:00, Monday - Friday, by appointment |
| Washington County | 256 East Court Street, Weiser ID, 83672-0670 208-414-2092 | 8:30 - 5:00, Monday - Friday |

Historic Newspapers

Historic newspapers are a valuable source of information for researchers seeking information on local happenings and regional news. In addition to the identified articles from the Idaho Daily Statesman that appear throughout this reference series, there are numerous additional newspapers that likely discuss the operation of ferries falling within the present boundaries of ITD's District 3. Below is a comprehensive list of historic newspapers (all housed at the Idaho State Archives on microfilm) that were published in cities within the boundaries of District 3 near the Snake River. Because these publications exist only on microfilm, researching in them is challenging and time consuming. Researchers unfamiliar with microfilm and microfilm readers should consult with the Reference Librarian at the Idaho State Archives prior to conducting research.

| Place of Publication | Newspaper | Dates Published |
|----------------------|-----------------------------|--|
| Caldwell | <i>Caldwell News Weekly</i> | Oct. 5, 1907 – Dec. 30, 1921 |
| | <i>Caldwell Daily News</i> | Oct. 1, 1909 – Dec. 30, 1921 |
| | <i>Caldwell Tribune</i> | Dec. 2, 1883 – present (missing issues) |
| Cambridge | <i>Cambridge News</i> | Jan. 2, 1914 -present; (changed to <i>Upper County News Reporter</i>) |
| De Lamar | <i>Delamar Nugget</i> | May 5, 1881 - Dec. 28, 1900 (missing issues, deteriorated quality) |
| Fruitland | <i>Fruitland Banner</i> | March 27, 1914 - March 15, 1934 |

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|---------------|---------------------------------|---|
| Glenn's Ferry | <i>Glenn's Ferry Gazette</i> | Sept. 30, 1908 - present |
| Homedale | <i>Owyhee Chronicle</i> | April 30, 1931 - Dec. 26, 1984 |
| | <i>Homedale Empire Press</i> | May 18, 1916 - Nov. 24, 1922 |
| Kuna | <i>Kuna Herald</i> | Jan. 5, 1934 - Sept. 27, 1968 |
| Marsing | <i>Marsing Chronicle</i> | Feb. 5, 1942 - Aug. 7, 1952 |
| | <i>Owyhee Nugget (Marsing)</i> | May 30, 1940 - Dec. 31, 1984 |
| Mountain Home | <i>Mountain Home Bulletin</i> | June 2, 1888 - May 25, 1889 |
| | <i>Elmore Bulletin</i> | June 19, 1892 - Dec. 25, 1895; June 1, 1905 |
| | <i>South Idaho Herald</i> | Dec. 1, 1906 - April 27, 1907 |
| | <i>Mountain Home Maverick</i> | May 10, 1906 - Aug. 3, 1911 |
| | <i>Elmore County Republican</i> | May 7, 1910 - June 26, 1947 (changed to <i>Mountain Home News</i> 1946) |
| | <i>News Times</i> | June 17, 1910 - June 5, 1914 (changed to <i>Elmore Times</i> , April 3, 1914); June 12, 1914 - Dec. 31, 1915 |
| Nampa | <i>Idaho Leader</i> | Oct. 28, 1899 - Feb. 27, 1923 (changed to <i>Nampa Leader Herald</i>) |
| | <i>Idaho Free Press</i> | April 9, 1919 - present |
| New Plymouth | <i>New Plymouth Sentinel</i> | Feb. 3, 1910 - Jan 1, 1970 (changed to <i>Payette Valley Sentinel</i>) |
| Parma | <i>Parma Herald</i> | Oct. 17, 1903 - Oct. 11, 1917 |

| | | |
|----------------------------|-------------------------------|---|
| | <i>Parma Review</i> | Dec. 3, 1909 - Dec. 29, 1994 |
| Payette | <i>Payette Enterprise</i> | Sept. 2, 1902 - Dec. 26, 1935 |
| | <i>Payette Independent</i> | June 4, 1891 - Dec. 31, 2008 (changed to <i>Independent Enterprise</i>) |
| Silver City | <i>Owyhee Bullion</i> | Nov. 15, 1866 - Nov. 7, 1867 |
| | <i>Owyhee Avalanche</i> | Aug. 19, 1865 - Dec. 23, 1932 (missing issues) |
| | <i>Owyhee Daily Avalanche</i> | Oct. 17, 1874 - April 26, 1876 |
| | <i>Owyhee Nugget</i> | Jan. 4, 1901 - June 20, 1912 |
| | <i>Owyhee Tidal Wave</i> | Dec. 15, 1868 - Feb. 10, 1870 |
| Weiser | <i>Weiser American</i> | Jan. 19, 1907 - Sept. 23, 1985 |
| | <i>Weiser Leader</i> | Aug. 31, 1882 - Sept. 3, 1891 |
| | <i>Weiser Signal</i> | Dec. 18, 1890 - Sept. 26, 1985 |
| | <i>Weiser World</i> | July 17, 1903 - July 6, 1906 |
| Wilder | <i>Wilder Herald</i> | June 7, 1918 - Dec. 30, 1981 (changed to <i>Canyon Herald</i>) |
| Idaho Miscellany Microfilm | <i>Various Titles</i> | 1882 - 1992 |

Snake River Ferries

The Snake River's headwaters are in western Wyoming. The river enters the State of Idaho from the east, and flows west across southern Idaho before curving sharply to the north near the Oregon border. Thus, the following ferries are described in downstream order, beginning with

the easternmost ferry and ending with the ferry that is located furthest north and just above Hells Canyon.

Swan Valley Ferry

The Higham brothers and William Hyde established the Swan Valley Ferry in 1885.

Relevant Sources:

- Lovell, *Captain Bonneville's Country*, 214.

Conant Valley Ferry

The Conant Valley Ferry was established in 1891 in order to provide safe passage cross the south fork of the Snake River at the upper end of Conant Valley. It was a two-boat cable ferry, and ran until at least 1900. Toll rates were set at: 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, ½ for sheep driven 25 to 100 head, each, .01 ½ for sheep driven above 100 head, each, .01 for hogs, .05.

Relevant Sources:

- *Idaho Falls Times*, July 16, 1891.
- *Blackfoot News*, July 21, 1900.

Heise Ferry

The Heise Ferry operated in the late nineteenth- and early 20th century near a popular hot springs resort.

Relevant Sources:

- *Idaho Daily Statesman*, July 3, 1937.

Lewisville Ferry

Located just north of Lewisville, the Lewisville Ferry was owned and operated by Clark and Swanson.

Relevant Sources:

- *Idaho Register*, Jan. 12, 1888.

Big Butte Ferry

In January 1888, H. Graehl & Company established the Big Butte Ferry about 12 miles above Market Lake, which provided a direct route from Eagle Rock to Rexburg. By 1891, J.T. Caldwell owned the ferry and advertised the following rates: 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.

Relevant Sources:

- *Idaho Register*, Jan. 12, 1888.
- *Idaho Falls Times*, July 9, 1891.
- *Idaho Register*, Jan. 1, 1892.

Eagle Rock Ferry. T3N. R37E. Section 12

Harry Rickard and William Hickman established the Eagle Rock Ferry in 1863. 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.

Relevant Sources:

- ["Eagle Rock Ferry," Idaho State Historical Society Reference Series No. 71.](#)

Shelley Ferry

In the summer of 1895, a ferry went into operation across the Snake River near Shelley.

Relevant Sources:

- *Blackfoot News*, Aug. 24, 1895.

Blackfoot Ferry (Central and Danilson's Ferry)

In the mid-1860's, Tilford Kutch settled near present day Blackfoot and began a ferry business. By 1878, Theodore T. Danilson was operating the ferry. 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.

Relevant Sources:

- ["Blackfoot Ferry," Idaho State Historical Society Reference Series No. 748.](#)

Ferry Butte Ferry (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.

Relevant Sources:

- ["Ferry Butte Ferry," Idaho State Historical Society Reference Series No. 749.](#)

Fort Hall Ferry

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

--26 Aug. 1864 -- "We know there are two ferries across Snake River; one at Fort Hall and the other above."

--28 Aug. 1864 -- "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."

Relevant Sources:

- Unpublished Julius Caesar Merrill Diary, Idaho State Archives.

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, 1881 he began the construction of a new ferry where the Oregon Short Line Railway was to cross the Snake River. He also erected a stone building to serve as a store. In 1882, Danilson sold his store and all his stock of general merchandise to Collins & Co., but continued to operate his ferry and hotel.

Relevant Sources:

- *Idaho Tri-Weekly Statesman*, July 19, 1881.
- *Blackfoot Register*, Aug. 13, 1881.
- *Blackfoot Register*, April 22, 1882.

Story (Howell's) Ferry T9S, R25E, Section 2

The Story Ferry was established in 1882, approximately 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.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 45.
- [Marshall, R.B. U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, 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.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 45-52.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Sheet 10.](#)

Paree's Ferry T9S, R24E, Section 29

Relevant Sources:

- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Sheet 10.](#)

Downard's Ferry T10S, R24E, Section 2

Downard's Ferry operated during the early part of the 20th century.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 53.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Sheet 10.](#)

Frenchman's Ferry T10S. R24E. Sections 28 and 29

A private ferry purchased from Barton Montgomery in 1918.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 45.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin.](#)

Starrh Ferry T10S. R22E. Section 22

On July 6, 1880, the Alturas County Commissioners granted Thomas A. Starrh permission to establish and run a ferry. On June 22, 1885, the cable broke and the ferry was set adrift downstream with Starrh aboard. While he escaped injury, his ferry was wrecked beyond repair. On July 23, 1885, 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. Eventually, Starrh was appointed Receiver of the Hailey Land Office in October 1890; however, he maintained ownership of his ferry. 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. In 1895, Starrh was accused of embezzling public monies while acting as Receiver. However, by 1897, the case had been dismissed.

Relevant Sources:

- Box #2, Folder 3, Alturas County Records, Idaho State Archives [hereafter ISA].
- *Wood River Times*, July 7, 1885.
- *Idaho Tri-Weekly Statesman*, July 28, 1885.
- *Wood River Times*, Oct. 29, 1890.
- *Wood River Times*, May 11, 1891.
- *Wood River Times*, Jan. 14, 1895.
- *Wood River Times*, April 7, 1897.

Spring Town Ferry

This ferry was in operation during the Snake River placer mining excitement in the 1880's.

Relevant Sources:

- *Twin Falls Daily News*, Oct. 10, 1927.

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 the Snake River at Shoshone Falls, at a cost of \$25.00 per year. The ferry's proximity to the falls caused many travelers to hesitate and contemplate the outcome of the boat breaking loose. And accidents did occur. On March 31, 1904, the ferry 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. 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. 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.

In 1921, 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.

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.

Relevant Sources:

- *Idaho Tri-Weekly Statesman*, Oct. 21, 1885.
- *Weiser Signal*, April 2, 1904.
- *Weiser Signal*, May 3, 1905.
- *Idaho Daily Statesman*, May 27, 1907.
- *Idaho Daily Statesman*, July 28, 1921.

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.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 66-69.

Crystal Springs Ferry T9S. R15E. Section 12

Crystal Springs Ferry was a 20th century private ferry used by local residents to haul livestock and supplies across the river.

Relevant Sources:

- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, 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 three 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.

Relevant Sources:

- ["Clark's Ferry," Idaho State Historical Society 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.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 73.

Banbury Hot Springs Ferry T8S, R14E, Section 33

Banbury Hot Springs Ferry was a private ferry that operated during the early 20th century.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 75.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Sheet 7.](#)

Brailsford Ferry

The Brailsford Ferry was a 20th-century private ferry that was located near Banbury Hot Springs.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 75.

Riverside (Uhrlaub) Ferry, T8S, R14E, Section 29

Newt Uhrlaub and his brother operated the Riverside Ferry, which was located just above Payne's Ferry, during the 20th century.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 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 re-established 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.

Relevant Sources:

- ["Payne \(Lewis\) Ferry," Idaho State Historical Society Reference Series No. 751.](#)

Salmon Falls (Emigrant) Ferry

Enterprising mountain men started Salmon Falls Ferry in 1852. This ferry was located near the site of the later Owsley ferry, just upriver from Salmon Falls.

Relevant Sources:

- ["Salmon Falls \(Emigrant\) Ferry," Idaho State Historical Society Reference Series No. 752.](#)

Owsley Ferry, T8S, R13E, Section 1

The Owsley brothers established the Owsley Ferry during the 20th century. In 1921, a new bridge was constructed near the ferry site. In a twist of government bureaucracy that summer, the Public Utilities Commission (PUC) 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.

The owners finally did apply and the ferry service relinquished its trade to the state highway bridge.

Relevant Sources:

- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Sheet 7.](#)
- *Idaho Daily Statesman*, July 24, 1921.

Bliss Ferry, T6S, R11E, Section 7

This 20th-century ferry operated in the lower portion of the Hagerman Valley, and was replaced by the Owsley Bridge in 1921.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 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. No further information was uncovered.

Relevant Sources:

- [GLO Plat, 1908, Township 6 South, Range 11 East, Idaho, GLO Records, The Official Federal Land Records Site.](#)

***Fricke's Ferry T5S. R10E. Section 12¹**

In 1908, the King Hill Irrigation and Power Company constructed Fricke's Ferry on property owned by Fred Fricke. The flat-bottomed ferry stretched 40 feet long and 16 feet wide and was guided by an electrically driven 1 ¼ -inch cable across the river. The King Hill Irrigation and Power Company built the ferry in order to facilitate the transfer of material and supplies over the Snake River for the construction of an irrigation canal. The historical record indicates that the King Hill Irrigation and Power Company paid Fred Fricke to operate the ferry for approximately two years, until a bridge replaced the ferry.

Relevant Sources:

- Groefsema, *Elmore County, Its Historical Gleanings*, 425-428.
- Huntley, *Ferryboats in Idaho*, 88-90. (SRF1)
- "Pages from Mrs. Groefsman's Scrapbook," Twentieth Biennial Report, 1945-46, 39.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- King Hill Irrigation and Power Collection, MS134, Box 3, ISA.

***Glenn's Ferry T5S. R10E. Section 32**

In 1863, with the hope of speeding up his freight line from Utah to Boise, Gustavus P. Glenn established Glenn's Ferry. Glenn's associate, Len Lewis, aided in constructing the ferry, but the two men parted ways soon thereafter. Eventually Glenn moved the ferry roughly one mile upriver where it ferried freight from Kelton, Utah, to Boise, Idaho. Measuring 18 feet wide by 60 feet long, Glenn's Ferry could carry two large wagons, complete with oxen teams of six to eight oxen. Glenn operated the ferry through the 1870s, and it continued to operate for a few years after the completion of the Oregon Short Line Railroad in 1883. Glenn's Ferry was later abandoned and eventually sank to the bottom of the Snake River. However, in 1890, Sam McAnulty, Earnest Eichholz, and Joseph Rosevear retrieved the waterlogged ferry and used some of the material to build the Rosevear Ferry, which operated in the same location. See Rosevear Ferry below.

Relevant Sources:

- A Glimpse at *Early Elmore County: 1963 Territorial Centennial*, 34.
- Gregg, *Pioneer Days in Malheur County*, 160-168.
- Groefsema, *Elmore County, Its Historical Gleanings*, 423-425.
- Huntley, *Ferryboats in Idaho*, 90-95.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 15-16.
- Taylor, *Memories of a Wagon Trip and Pioneer Life on Weiser Flat*, 27.
- Idaho Department of Commerce, *Glenn's Ferry*, 90-95.
- Oral History Interview with Vera Hewitt Bower, OH-916, Oral History Collection, ISA.
- "Carey Act Lands in the Snake River Valley of Southern Idaho Open to Entry Under the Mammoth Canal Systems of the Twin Falls North Side Land & Water Co. and the Twin Falls Salmon River Land & Water Co., 1917," MAP G 4272.J4 T8 191, ISA.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 E.](#)

¹ The presence of a "*" indicates that the ferry falls within the boundaries of Idaho Transportation Department's District 3.

- ["The Oregon Trail in Idaho," Idaho State Historical Society Reference Series No. 50.](#)
- ["Kelton Road," Idaho State Historical Society Reference Series No. 74.](#)
- ["Idaho Highway Signs," Idaho State Historical Society Reference Series No. 426.](#)
- ["Site Report - Snake River \(Bliss to Guffey\) and Western Snake Plains," Idaho State Historical Society Reference Series No. 623.](#)
- ["Emigrant Roads North of Snake River," Idaho State Historical Society Reference Series No. 783.](#)
- "Notice," *Idaho Tri-Weekly Statesman*, Dec. 15, 1868.
- "New Ferry," *Idaho Tri-Weekly Statesman*, Nov. 1, 1870.
- (No Title) *Idaho Tri-Weekly Statesman*, April 29, 1871.
- (No Title) *Idaho Tri-Weekly Statesman*, May 6, 1871.
- "Dissolution of Co-Partnership," *Idaho Tri-Weekly Statesman*, May. 27, 1871.
- "Alturas County Items," *Idaho Tri-Weekly Statesman*, Oct. 24, 1878.
- "Land Patents," *Idaho Tri-Weekly Statesman*, Sept. 17, 1881.
- "The Oregon Short Line," *Idaho Tri-Weekly Statesman*, Aug. 19, 1882.
- (No Title.) *Idaho Tri-Weekly Statesman*, Nov. 21, 1882.
- (No Title) *Idaho Tri-Weekly Statesman*, Aug. 2, 1883.
- (No Title) *Idaho Tri-Weekly Statesman*, Aug. 7, 1883.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.

***Glenn's Ferry T5S. R10E. Section 32**

In 1863, with the hope of speeding up his freight line from Utah to Boise, Gustavus P. Glenn established Glenn's Ferry. Glenn's associate, Len Lewis, aided in constructing the ferry, but the two men parted ways soon thereafter. Eventually Glenn moved the ferry roughly one mile upriver where it ferried freight from Kelton, Utah, to Boise, Idaho. Measuring 18 feet wide by 60 feet long, Glenn's Ferry could carry two large wagons, complete with oxen teams of six to eight oxen. Glenn operated the ferry through the 1870s, and it continued to operate for a few years after the completion of the Oregon Short Line Railroad in 1883. Glenn's Ferry was later abandoned and eventually sank to the bottom of the Snake River. However, in 1890, Sam McAnulty, Earnest Eichholz, and Joseph Rosevear retrieved the waterlogged ferry and used some of the material to build the Rosevear Ferry, which operated in the same location. See Rosevear Ferry below.

Relevant Sources:

- *A Glimpse at Early Elmore County: 1963 Territorial Centennial*, 34.
- Gregg, *Pioneer Days in Malheur County*, 160-168.
- Groefsema, *Elmore County, Its Historical Gleanings*, 423-425.
- Huntley, *Ferryboats in Idaho*, 90-95.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 15-16.
- Taylor, *Memories of a Wagon Trip and Pioneer Life on Weiser Flat*, 27.
- Idaho Department of Commerce, Glenn's Ferry, 90-95.
- Oral History Interview with Vera Hewitt Bower, OH-916, Oral History Collection, ISA.
- "Carey Act Lands in the Snake River Valley of Southern Idaho Open to Entry Under the Mammoth Canal Systems of the Twin Falls North Side Land & Water Co. and the Twin Falls Salmon River Land & Water Co., 1917," MAP G 4272.J4 T8 191, ISA.

- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 E.](#)
- ["The Oregon Trail in Idaho," Idaho State Historical Society Reference Series No. 50.](#)
- ["Kelton Road," Idaho State Historical Society Reference Series No. 74.](#)
- ["Idaho Highway Signs," Idaho State Historical Society Reference Series No. 426.](#)
- ["Site Report - Snake River \(Bliss to Guffey\) and Western Snake Plains," Idaho State Historical Society Reference Series No. 623.](#)
- ["Emigrant Roads North of Snake River," Idaho State Historical Society Reference Series No. 783.](#)
- "Notice," *Idaho Tri-Weekly Statesman*, Dec. 15, 1868.
- "New Ferry," *Idaho Tri-Weekly Statesman*, Nov. 1, 1870.
- (No Title) *Idaho Tri-Weekly Statesman*, April 29, 1871.
- (No Title) *Idaho Tri-Weekly Statesman*, May 6, 1871.
- "Dissolution of Co-Partnership," *Idaho Tri-Weekly Statesman*, May. 27, 1871.
- "Alturas County Items," *Idaho Tri-Weekly Statesman*, Oct. 24, 1878.
- "Land Patents," *Idaho Tri-Weekly Statesman*, Sept. 17, 1881.
- "The Oregon Short Line," *Idaho Tri-Weekly Statesman*, Aug. 19, 1882.
- (No Title.) *Idaho Tri-Weekly Statesman*, Nov. 21, 1882.
- (No Title) *Idaho Tri-Weekly Statesman*, Aug. 2, 1883.
- (No Title) *Idaho Tri-Weekly Statesman*, Aug. 7, 1883.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.

***Rosevear Ferry, T5S, R10E, Section 32**

In 1890, Sam McAnaulty, Ernest Eichholz, and Joseph Rosevear retrieved the sunken Glenn's Ferry out of the Snake River and used some of the abandoned ferry's materials to construct the Rosevear Ferry. Although the name of the ferry had changed, the location of operation did not. Rosevear Ferry crossed the river from Rosevear Ranch on the south side of the river to the railroad pump on the opposite bank.

Relevant Sources:

- *A Glimpse at Early Elmore County: 1963 Territorial Centennial*, 23-24.
- Groefsema, *Elmore County, Its Historical Gleanings*, 423-426.
- Huntley, *Ferryboats in Idaho*, 93-94.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- Ferries, Rosevear Ferry, Idaho History Catalog and Repository Project, ISA.
- King Hill Extension Irrigation Company Records, MS0008, Box 12, ISA.
- Plat of the Original Townsite, King Hill, Elmore County, Idaho, 1910, MAP G 4274.K56 1910, ISA.
- "Enthusiasm of Elmore County Historian Responsible for Collection of Early Data," *Idaho Daily Statesman*, Aug. 1, 1946.

***Three Island Crossing Ferry T6S, R9E, Section 1**

Located approximately three miles below Glenn's Ferry, Three Island Crossing was originally a part of the Oregon Trail. In 1866, John J. McConnell and Associates received permission from

the Idaho Territorial Legislature to establish and maintain a ferry near a point near the head of the three islands.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 95-100.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 15-16.
- Gregg, *Pioneer Days in Malheur County*, 160-168.
- [Three Island Crossing, National Historic Trail, Oregon, National Park Service.](#)
- [Three Island Crossing, Pathways of Pioneers, Idaho's Oregon Trail Legacy, Outdoor Idaho, Idaho Public Television.](#)
- [National Historic Trails Auto Tour Route Interpretive Guide, A Tangle of Trails Through Idaho, National Park Service, Department of the Interior, October 2008.](#)
- "Old West History Created at Three Island Crossing," *Idaho Daily Statesman*, June 1, 1961.
- Oland, Dana. "Three Island Crossing Re-Enactment Canceled Due to Dangerously High Water," *Idaho Statesman*, Aug. 9, 2016.

***Medbury Ferry T6S, R8E, Section 2**

Medbury Ferry served farmers and ranchers in the region around the mouth of Sailor Creek. throughout the 1880s and 1890s.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 101.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 D.](#)

***Hammett Ferry T6S, R7E, Section 1**

Around 1910, Fred Fricke transported the old Fricke's Ferry at a new location south of Hammett, near what was known as Indian Cove. He operated what became known as the Hammett Ferry for only a few years before a bridge replaced the ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 101.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- "Want Free Ferry," *Idaho Daily Statesman*, Jul. 20, 1925.
- "Will Bridge Snake at Indian Cove," *Idaho Daily Statesman*, May 17, 1927.

***Private Ferry T6S, R6E, Section 3**

Pioneers used this private ferry to cross over the large island above Loveridge Ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 101.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 D.](#)

***Loveridge Ferry T5S, R6E, Section 33 and T6S, R6E, Section 4**

In 1890, Albert Loveridge purchased land in Owyhee County after years of prospecting in Nevada and began operating the Loveridge Ferry. Pioneers commonly referred to the location of the ferry landing as “the Loveridge place.” Loveridge operated the ferry for a number of years until it was replaced by a bridge.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 102-103.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16, 253.
- *A Glimpse at Early Elmore County: 1963 Territorial Centennial*, 33-34.
- Groefsema, *Elmore County, Its Historical Gleanings*, 248-249.
- Hawes, *The Valley of Tall Grass*, 215-217.
- Porter, *Bruneau: Then and Now*, 22-34.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 D.](#)
- “Suspended in the Snake Thrilling Experience of Dr. Cureton, an Albion Dentist,” *Idaho Daily Statesman*, May 25, 1897.
- “Mountainhome,” *Idaho Daily Statesman*, June 5, 1902.
- “Mountainhome Notes,” *Idaho Daily Statesman*, Dec. 14, 1902.
- “Snake River Boat Sinks,” *Idaho Daily Statesman*, Dec. 4, 1906.
- “Jarbidge Trade Alone Will Go Far Toward Upbuilding the Town of Mountain Home,” *Idaho Daily Statesman*, April 4, 1910.
- “Prepare to Build Snake River Bridge Structure at Loveridge Ferry, near Mountainhome, to be 517 Feet,” *Idaho Daily Statesman*, Oct. 27, 1911.
- “Mountainhome Bridge Connects Two Counties,” *Idaho Daily Statesman*, July 21, 1912.
- “Distances Along Snake River,” *Idaho Daily Statesman*, June 23, 1913.

***Roberson Ferry**

Located about three miles downstream from Loveridge Ferry, the Roberson Ferry went into operation in April 1893. The following year, Roberson sold the ferry to R.S. Wilson, who operated the ferry until he relinquished ownership to the Bruneau Ferry Company in autumn 1895. The ferry fell into disuse following the completion of the Loveridge Bridge in 1911.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 103.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- *Elmore Bulletin*, Dec. 17, 1892.
- *Elmore Bulletin*, April 10, 1893.
- *Elmore Bulletin*, Nov. 20, 1895.

***Crane Falls Ferry T5S, R5E, Section 23**

The Crane Falls Ferry, named for the numerous large cranes that wintered in this location in the pioneer days, sat 4/10 of a mile above Crane Falls. The ferry primarily served residents of Mountain Home and local farmers and ranchers commuting into Owyhee County.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 104.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- “Project with Many Phases,” *Idaho Daily Statesman*, April 4, 1904.

***Hall’s Ferry (Freeman’s Ferry) T5S, R4E, Section 14**

Very little is known about Hall’s Ferry. The 1894 GLO plat for Township 5 South, Range 4 East identifies the ferry site as belonging to George Hall. However, when the GLO surveyed the opposite bank in 1895, they identified the ferry as Freeman’s Ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 110.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 C.](#)
- [GLO Plat, 1894, Township 5 South, Range 4 East, Idaho, GLO Records, The Official Federal Land Records Site.](#)
- “Case of Dan Burke,” *Idaho Daily Statesman*, Dec. 3, 1900.

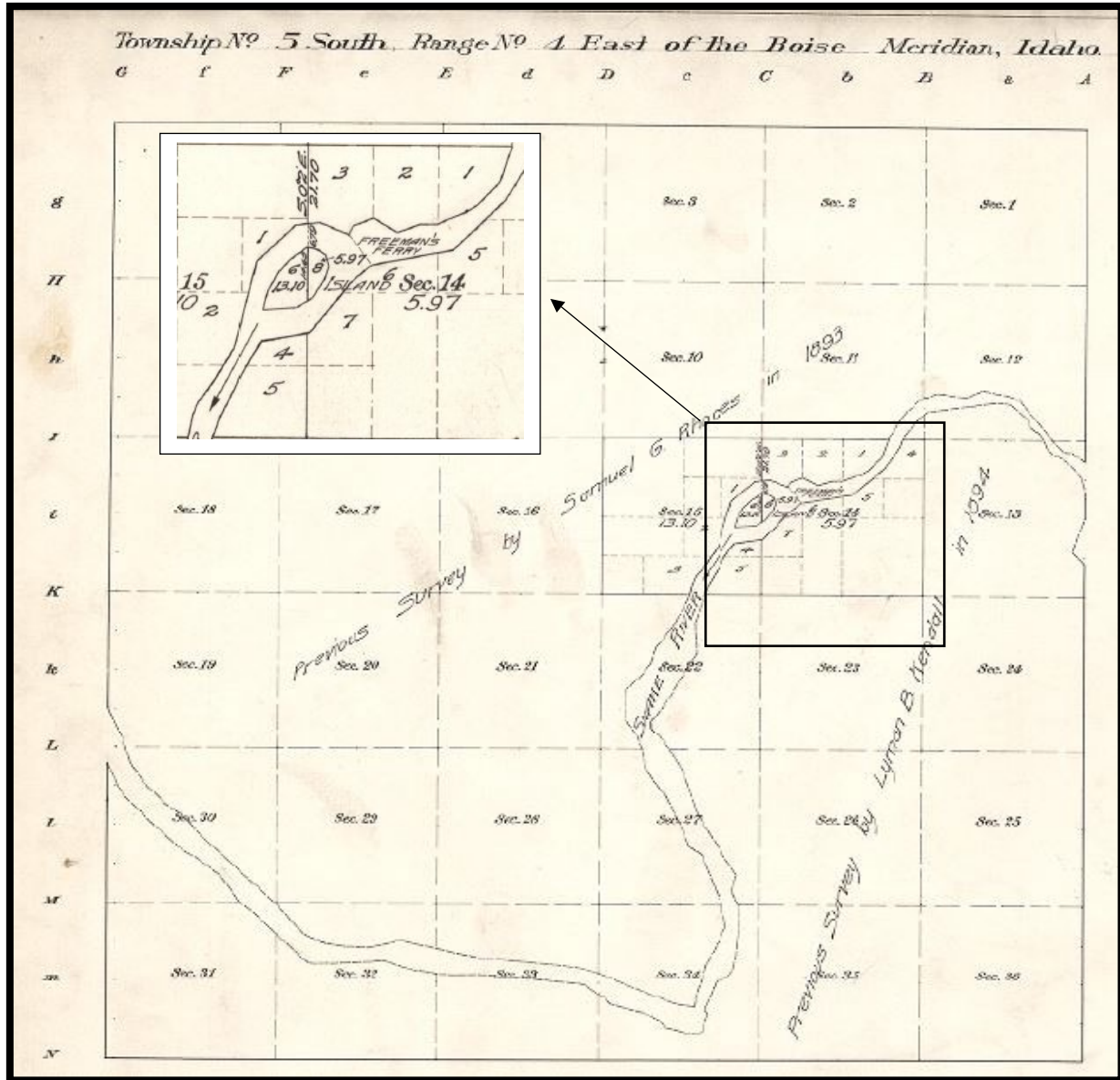


Figure 1: The 1910 GLO Plat for Township 5 South, Range 4 East. Freeman's Ferry is illustrated in section 14.

***Dorsey Ferry T5S. R4E. Section 33**

The Dorsey Ferry was likely a joint venture between the Henry brothers (John and Elias) and the Dorsey brothers (first names unknown) for at least some years during the ferry's run. The historical record refers to the ferry at varying times as either the Henry Ferry or the Dorsey Ferry. In January 1880, the *Idaho Tri-Weekly Statesman* reported on a new boat for the Dorsey Ferry, which operated eight miles below the mouth of the Bruneau River. A year later in 1881, the Ada County Commissioners granted a one-year license to John Henry to operate a ferry near the mouth of the Bruneau River in 1881. The Snake River Company eventually purchased

the ferry in 1887, moving it to the town of Grandview, where it operated until it was replaced by a bridge in 1921. (See Grandview Ferry below.)

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 104-105.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16.
- Ada County Commissioner Minutes, April 6, 1880 and April 8, 1881, Records of the Ada County, AR202, ISA.
- ["Dorsey's Ferry - Grandview Ferry," Idaho State Historical Society Reference Series No. 753.](#)
- "The Dorsey Ranch and Ferry," *Owyhee Outpost*, 11-18.
- (No Title) *Idaho Avalanche*, Sept. 23, 1883.
- "Ferry Notice," *Idaho Tri-Weekly Statesman*, June 3, 1879.
- "A New Route of Travel," *Idaho Tri-Weekly Statesman*, Jan. 29, 1880.
- "From the Bruneau," *Idaho Tri-Weekly Statesman*, March 2, 1880.
- (No Title) *Idaho Tri-Weekly Statesman*, Aug. 14, 1884.
- "Mountain Home Mites," *Idaho Daily Statesman*, Feb. 19, 1891.
- (No Title) *Idaho Sunday Statesman*, July 21, 1935.

***Grandview Ferry T5S. R3E. Section 15**

After the Dorsey Ferry (see above) moved near the town of Grandview in 1887, it became known as the Grandview Ferry. A Mr. Rowe operated the ferry until the completion of the Grandview Bridge in 1921 made the Grandview Ferry obsolete.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 110.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16-17.
- ITD Meeting Minute Book #1, 1913-1919, April 22, 1920; Aug. 20, 1920; Aug. 27, 1920; Sept. 10, 1920, Records of the Idaho Transportation Department, AR 24, ISA.
- ["Dorsey's Ferry - Grandview Ferry," Idaho State Historical Society Reference Series No. 753.](#)
- "Ferry Cable Breaks Away," *Idaho Daily Statesman*, June 14, 1914.
- "Five Ferries Escape Taxes for Five Years," *Idaho Daily Statesman*, May 7, 1919.
- "River Carrying More Water than in Years; Ferries Quit," *Idaho Daily Statesman*, June 24, 1918.
- "Legislative," *Idaho Daily Statesman*, Sept. 15, 1919
- "Legislative," *Idaho Daily Statesman*, Sept. 17, 1919
- "Why the Delay in Construction of the Froman Ferry Wagon Bridge?" *Idaho Daily Statesman*, Oct. 14, 1919.

***McKeeth's Ferry T4S. R3E. Section 31**

The McKeeth's Ferry began operations in the summer of 1908 when Vaughn and Lynn McKeeth purchased a ferryboat from Jack Lindsey for \$500. The ferryboat was relatively new, having only operated for a year on the Snake River near the mouth of Castle Creek (T5S, R1E, Section 35).

Two other members of the McKeeth family, Roy and Ross, (relation unknown) hauled the boat roughly 18 miles along the bank of the Snake River to its new location in T4S, R3E, Section 31. In 1921, the McKeeth family sold the ferry to Dave Hood, who operated it until 1928. The Hallford brothers then took over operation for a single year before Hood resumed operation. At some point in the 1930s, Dave Hood was found dead on the ferryboat, having suffered a heart attack. Following Hood's unexpected death, various people took over operations, including Raymond Rhoden, and Irvin and Alta Shaw. In 1939, under the Shaws' watch, the boat sank. In 1961, a local man raised and salvaged part of the ferry and turned it into a fishing pier. As of 1975, no bridge had been built to replace the lost ferry, despite high demand to cross the river in that location.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 111-116.
- Ransel and Durand, *Crossroads: A History of the Elmore County Area*, 16-17.
- ITD Meeting Minute Book #1, 1913-1919, Aug. 20, 1920, Records of the Idaho Transportation Department, AR 24, ISA.
- Grandview, County of Owyhee, State of Idaho, U.S. Post Office Department, Roll 132,
- U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 C.](#)
- "The McKeeth Ferry," *Owyhee Outpost*, 45-48.
- "M'Keeth's Ferry to be Site of Bridge," *Idaho Daily Statesman*, Sept. 23, 1915.
- "River Carrying More Water than in Years; Ferries Quit," *Idaho Daily Statesman*, June 24, 1918.
- "Why the Delay in Construction of the Froman Ferry Wagon Bridge?" *Idaho Daily Statesman*, Oct. 14, 1919.

***Clark's Ferry T3S, R1E, Section 35**

In the early 1870s, Mr. Clark began operating a ferry below the mouth of Castle Creek. Three other ferries operated in the general vicinity of Clark's Ferry, near Castle and Catherine creeks, including the Monahan's Ferry, Lindsey's Ferry, and the Weis Ferry. None of these ferries operated for any substantial length of time. In 1908 Jack Lindsey sold his ferry boat to Vaughn and Lynn McKeeth, who transported it upriver where it became McKeeth's Ferry. (See McKeeth's Ferry above.)

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 116.
- Gregg, *Pioneer Days in Malheur County*, 164-168.
- ["Kelton Road," Idaho State Historical Society Reference Series No. 74.](#)
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 B.](#)
- "Clark's Ferry," *Idaho Tri-Weekly Statesman*, April 23, 1870.
- "Complaint Says Clark's Ferry Not in Operation," *Idaho Daily Statesman*, Dec. 12, 1920.
- "Pioneer Boise Visitor Recalls Events of 1864," *Idaho Sunday Statesman*, Sept. 1, 1929.
- "Idahoans Mark Historic Sites of Gem State," *Idaho Daily Statesman*, Nov. 18, 1948.

***Bigfoot Ferry T3S, R1E, Section 36**

From the late 1860s through the early 1870s, the Bigfoot Ferry operated a few miles above Swan Falls at Bigfoot Bar (also known as Bigfoot Canyon). In October 1868, the Ada County Commissioners granted a five-year license to the Idaho Central Road Company for a ferry across the Snake River near Bigfoot Canyon.

Sources to Consult:

- Huntley, *Ferryboats in Idaho*, 117.
- Ada County Commissioner Minutes, October 6, 1868, Records of the Ada County, AR202, ISA.

***Swan Falls Ferry T2S, R1E, Section 19**

The Swan Falls Ferry, located 1/2 mile upstream from the Swan Falls dam, operated at the turn of the 20th century. The local power company built this ferry for the use of Melba, Guffey, and Murphy residents. For a number years, the ferry also transported mail across the river. Since the ferry operated within the reservoir behind the dam and could not rely on the current to facilitate its movement, the ferry boat was equipped with electric side paddlewheels which were powered by an overhead electric cable, similar to those used to power trolley cars. The electric power source made operating this ferry relatively simple, and as a result, the ferry operator was not always on site, leaving the task of operation (flipping a switch) to the passengers. The Swan Falls Ferry operated well into the 1920s and by 1930, local residents helped repair the ferryboat by installing new timbers under the boat.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 118-121.
- "Legal Notices," *Idaho Daily Statesman*, May 14, 1915.

***Priest Ranch Ferry T2S, R1E, Section 1**

Settlers used the Priest Ranch Ferry in the early 1900s to cross the river at a location known as the Priest Ranch. The ferry operation included a well-made stone house and out buildings, and a settler planted an orchard nearby. The original owners (Priest Family) abandoned the ferry sometime after World War I. By 1957, however, another operator established residency at the old Priest Ranch and resurrected the ferry to access the home and orchard, which, due to its proximity to the river, had continued to thrive in the absence of residents. These newcomers (identity unknown) lasted roughly three years before abandoning the ranch and ferry. Soon thereafter, the ferry washed away, although its remnants were still visible in the late 1970s. Currently this location lies within the boundaries of the Morley Nelson Snake River Birds of Prey National Conservation Area.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 121.

***Monahan's Ferry T1S, R2W, Sections 26 and 35**

In 1866, the Idaho Territorial Legislature granted Martin Monahan a ten-year ferry franchise. A year later, Monahan's Ferry commenced operations across the Snake River in T1S, R2W. In 1870, Monahan relocated his ferry to section 16, T3S, R1E to capitalize on the stage business on the Idaho Central's Elko road. Unfortunately for Monahan, the stages changed their routing in 1871 and the Monahan Ferry went out of business for lack of riders. However, in 1897, Frederick Perry and Red Brunzell began operating a ferry, known as Guffey Ferry, at the original Monahan's Ferry site. Perry operated the ferry until the completion of the Walter's Ferry Bridge in 1921.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 121-126.
- ["Monahan's Ferry T1S, R2W, Sections 26 and 35," Idaho State Historical Society Reference Series No. 754.](#)
- Standard Atlas of Canyon County, Idaho, Including a Plat Book of the Villages, Cities, and Townships of the County, Map of Township 1 N., Range 2 W., Part of Township 1 N., Range 3 W., and Township 1 S., Range 2 W., Compiled and Published by George A. Ogle & Co., Chicago, Illinois, 1915, Records of the Idaho Transportation, AR24, ISA.
- Tomlinson, *Early Melba Valley - 26 Oral Histories with Photo slideshow on DVD*, 91.

***Walter's Ferry (Munday's Ferry) T1S, R2W, N1/2 Section 17**

Munday's – or Walter's – Ferry was known by several other names during its lifetime. In 1863, John Fruit established the first ferry at the Walter's Ferry site. However, pioneers originally referred to this ferry site as the Snake Ferry, as shown on old military maps. This ferry crossing provided the most direct route between the Boise Basin and the Owyhee mining camps to the south. As the ferry's owners changed, and so too did the ferry's name. Within three years of establishing the ferry, Fruit sold his interests to John J. Morgan, and the ferry's name changed to the Fruit and Morgan Ferry. By 1868, Morgan sold the ferry to Leonard Fuqua, and the name changed to Fuqua and Boon Ferry. At some point, H.S. Munday and his son Perry Munday also operated this ferry. The ferry at this site continued to operate until 1921 when a steel bridge was installed about 50 feet from the ferry crossing. The last man to operate the Walter's Ferry was Edwin Meek. Additionally, the Noble Island Ferry, a small private ferry, worked in conjunction with Walter's Ferry to provide access to Noble Island from the northeast, or narrow side of the river. By 1972, ITD had constructed a concrete bridge at Walter's Ferry. However, crews left the steel bridge intact, to serve as a historic marker and also because it carried the water siphon across the river from Sproat Springs.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 126-147.
- Gregg, *Pioneer Days in Malheur County*, 160-168.
- Wylie, *Melba: Our Home Town*.
- "Capsule History of Walter's Ferry." *Owyhee History: From The Archives of the Owyhee County Historical Society* (2007).
- Oral History Interview with Alvin Babbit Benson, OH-805, Oral History Collection, ISA.
- Jennies M. Cornell Papers, MS 2.0034, ISA.
- Mrs. Vance Cornell Collection Collection, MS 2.65, ISA.

- Central; Dewey; and Murphy, County of Owyhee, State of Idaho, U.S. Post Office Department, Roll 132, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 A.](#)
- Standard Atlas of Canyon County, Idaho, Including a Plat Book of the Villages, Cities, and Townships of the County, Map of Township 1 N., Range 2 W., Part of Township 1 N., Range 3 W., and Township 1 S., Range 2 W., Compiled and Published by George A. Ogle & Co., Chicago, Illinois, 1915, Records of the Idaho Transportation Department, AR24, ISA.
- ITD Book #1, 1913-1919, May 24, 1919; April 22, 1920; Aug. 20, 1920; Sept. 10, 1920, Records of the Idaho Transportation Department, AR 24, ISA.
- ["Walters Ferry T1S R2W N1/2 Section 17," Idaho State Historical Society Reference Series No. 755.](#)
- Daybook of Walter's Ferry, Microfilm, MF0045, ISA.
- Wylie, "Walter's Ferry--A Link to the Gold," *Owyhee Outpost*, 43-48.
- Tomlinson, *Early Melba Valley - 26 Oral Histories with Photo slideshow on DVD*, 41, 46, 61, 81, 91.
- "The Route from Here to Boise City," *Idaho Tri-Weekly Statesman*, May 30, 1865.
- "Munday's Ferry on Snake River is Still Offered for Sale," *Idaho Tri-Weekly Statesman*, Sept. 28, 1878.
- "L. Fuqua, Who Once Ran a Snake River Ferry, Turns up at the Idaho Building," *Idaho Daily Statesman*, July 4, 1893.
- (No Title) *Idaho Daily Statesman*, March 6, 1898.
- "Personal Mention," *Idaho Daily Statesman*, Dec. 25, 1906.
- (No Title) *Idaho Daily Statesman*, Aug. 2, 1908.
- (No Title) *Idaho Daily Statesman*, Sept. 27, 1908.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.
- "Man With New Car Goes On Through Walter's Ferry Into Snake," *Idaho Daily Statesman*, May 27, 1917.
- "River Carrying More Water than in Years; Ferries Quit," *Idaho Daily Statesman*, June 24, 1918.
- "Why the Delay in Construction of the Froman Ferry Wagon Bridge?" *Idaho Daily Statesman*, Oct. 14, 1919.
- "Walter's Ferry Closed," *Idaho Daily Statesman*, July 7, 1920.
- "Ferry Bridge to be Opened Today," *Idaho Daily Statesman*, Sept. 11, 1921.
- "History of Wells Fargo & Co.," *Idaho Daily Statesman*, April 2, 1922.
- "Davis May Speak at Dedication," *Idaho Daily Statesman*, Aug. 3, 1921.
- "Snake River Bridge at Walter's Ferry to be Ready Soon," *Idaho Daily Statesman*, Aug. 24, 1921.
- "Ferry Owner Starts Suit; Charges Land Seized for Highway," *Idaho Daily Statesman*, Sept. 13, 1921.
- "Dedication Ceremonies for New Steel Span to Be Held October 4; Completion of Bridge Mark Passing of Landmark," *Idaho Daily Statesman*, Sept. 19, 1921.
- "At the Gateway to Silver," *Idaho Daily Statesman*, June 23, 1929.

- “Pioneer Idaho Doctor Cures 'Spotted' Fever,” *Idaho Sunday Statesman*, March 7, 1937.
- “Pioneers Dedicate Walter’s Ferry Monument,” *Idaho Sunday Statesman*, Oct. 5, 1941.

***Litell Ferry T1S, R2W, Section 8**

Known as the “lower ferry,” Litell Ferry operated one mile downstream from Walter’s Ferry. In 1864, the Idaho Territorial Legislature granted A.G. Turner, Benjamin Green, B.W. Cummings, and R.W. Button a franchise to construct a road from Boise City to Ruby City and to establish ferries over intervening water courses between the two points. During the first few years of operation, the ferry’s ownership changed numerous times. And, despite having obtained a franchise for a period of 10 years, the Litell Ferry seems to have temporarily stopped running around 1864. However, the historical record indicates that the Litell Ferry was back up and running by 1875 when the Ada County Commissioners granted J.K. Burnett and Andrew Barb an eight-year franchise to maintain the ferry. The Commissioners also set the following toll rates for the Litell Ferry: Wagon and 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; Sheep and hogs: .05.

Relevant Sources:

- Huntley, *Ferryboat in Idaho*, 128, 147-150.
- Ada County Commissioner Minutes, April 7, 1875, Records of Ada County, AR202, ISA.
- Book 1 of Deeds, Canyon County Records, Canyon County Courthouse, Caldwell, Idaho.
- “Letter from Ruby City,” *Idaho Tri-Weekly Statesman*, May 30, 1865.
- “Indians on the Owyhee Road,” *Idaho Tri-Weekly Statesman*, Nov. 27, 1866.
- “Pioneer Closes Honorable Life,” *The Idaho Daily Statesman*, Feb. 6, 1921.

***Bernard’s Ferry T1N, R3W, Section 35 (Lot 5)**

In 1882, J.C. Bernard established and began operation of this ferry until the construction of the bridge at Walter’s Ferry in 1921. Located 33 miles from Silver City, 20 miles from Caldwell, and 15 miles from Nampa, Bernard’s Ferry served as the most direct route to these three points.

Bernard maintained all roads leading directly to the ferry, and he built a 14-room house and barn at the ferry to accommodate travelers and to act as a community center. During this ferry’s tenure, Bernard utilized three different boats. This ferry was also known as the Central Ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 150-156.
- A Historical, *Descriptive and Commercial Directory of Owyhee County*, Jan. 1898, 89-91.
- Tomlinson, *Early Melba Valley - 26 Oral Histories with Photo slideshow on DVD*, 36, 46, 91, 60, 28, 132.
- Oral History Interview with Alvin M. Bar, OH-804, Oral History Collection, ISA.
- Standard Atlas of Canyon County, Idaho, Including a Plat Book of the Villages, Cities, and Townships of the County, Map of Township 1 N., Range 2 W., Part of Township 1 N., Range 3 W., and Township 1 S., Range 2 W., Compiled and Published by George A. Ogle & Co., Chicago, Illinois, 1915, Records of Idaho Department of Transportation, AR24, ISA.

- Central, County of Owyhee, State of Idaho, U.S. Post Office Department, Roll 287, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 A.](#)
- Wylie, "Bernards--A Link to the Gold," *Owyhee Outpost*, 41-51.
- "Turned Her Loose," *Idaho Daily Statesman*, Apr. 19, 1895.
- (No Title) *Idaho Daily Statesman*, Dec. 1, 1906.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.
- "River Carrying More Water than in Years; Ferries Quit," *Idaho Daily Statesman*, June 24, 1918.
- "Pioneer Closes Honorable Life," *Idaho Daily Statesman*, Feb. 6, 1921.
- (No Title) *Idaho Sunday Statesman*, May 18, 1924.
- (No Title) *Idaho Sunday Statesman*, Nov. 24, 1946.

***Warm Springs Ferry T1N. R3W. Section 16**

In 1885, George Dunning constructed the Warm Springs Ferry across the Snake River just below the mouth of Hardtrigger Creek and near the Givens Hot Springs resort. In 1903, David L. Williams purchased land in T1N, R3W, Section 16, and operated a ferry at that location until July 1905, when Canyon County Commissioners refused to renew the license. However, the following year, J.A. Walker, who ran a ferry one mile downstream, moved his operation up to the Williams site, where he ran his ferry until the completion of the Walter's Ferry Bridge in 1921.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 156-157.
- Standard Atlas of Canyon County, Idaho, Including a Plat Book of the Villages, Cities, and Townships of the County, Map of Township 1 N., Range 2 W., Part of Township 1 N., Range 3 W., and Township 1 S., Range 2 W., Compiled and Published by George A. Ogle & Co., Chicago, Illinois, 1915, Records of the Idaho Transportation Department AR24, ISA.
- [Marshall, U.S. Geological Survey Water-Supply Paper 347, Profile Surveys in Snake River Basin, Plate 1 A.](#)
- [Ferries - Givens, 78-15.2, Idaho State Historical Society Digital Collection.](#)
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.
- "Reasons for Asking for Appropriation for Wagon Bridge Across Snake," *Idaho Daily Statesman*, Jan. 24, 1903.

***Walker's Ferry T1N. R3W. Section 8**

In December 1904, J.A. Walker and O.A. Baxter established and began operating a ferry about one mile downstream from the Warm Springs Ferry. On July 12, 1906, Walker moved his ferry to the Williams Ferry site [see above under Warm Springs Ferry]. Following the move, the new location was thereafter referred to as Walker's Ferry or Enterprise Ferry. In 1907, the post office that had been housed in the hotel at Given Hot Springs moved to the ferry location.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 157-162.
- "River Carrying More Water than in Years; Ferries Quit," *Idaho Daily Statesman*, June 24, 1918.
- "Notes from Givens Hot Springs," *Idaho Daily Statesman*, May 14, 1905.
- (No Title) *Idaho Daily Statesman*, July 13, 1921.
- "Ferry to Discontinue," *Idaho Daily Statesman*, June 8, 1923.

***Henderson Ferry T2N, R4W, Section 2**

In 1870, "French" John Carrey built a ferry across the Snake River at the mouth of Squaw Creek to facilitate travel along Boise-Jordan Valley road. In 1880, Robert Henderson took over operation of the ferry at the mouth of Squaw Creek. Soon thereafter, the area surrounding the ferry became known as Henderson Flats. In 1881, the Ada County Commissioners granted Henderson a one-year lease to operate his ferry. The Commissioners also set the following toll rates for the Henderson Ferry: Horse and Rider: .50; Footman: .25; Wagon and Single Span or Yoke: 1.00; Each additional span or yoke: .50; Each additional wagon: .50; Each pack animal: .25; Each loose animal: .25; Each sheep: .05; Each hog: .08. Years later, a group of Nampa businessmen moved Henderson Ferry downriver and by 1906 it was known as the Nampa or McKenzie Ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 163-170.
- Gregg, *Pioneer Days in Malheur County*, 160-165.
- Larsen, "The End of 100 Roads--The Birth of Marsing," *Owyhee Outpost*, 101-105.
- Ada County Commissioner Minutes, July 5, 1881, Records of the Ada County, AR202, ISA.
- ["Henderson Ferry, T2N, R4W, Section 2," Idaho State Historical Society Reference Series, No. 760.](#)
- "Notice of Intention to Establish a Ferry," *Idaho Tri-Weekly Statesman*, April 12, 1873.
- "New Road to Winnemucca," *Idaho Tri-Weekly Statesman*, Sept. 2, 1873.
- "Want Two Bridges Across Snake in Canyon County," *Idaho Statesman*, Feb. 9, 1913.
- "Bridge Location Stirs Opposition," *Idaho Daily Statesman*, May 20, 1919.
- (No Title) *Idaho Daily Statesman*, April 12, 1920.
- "Fortune Waiting for Man of Nerve," *Idaho Daily Statesman*, June 29, 1920.
- "Highway Department to Ask Bids on \$65,000 Structure at Nampa Ferry," *Idaho Daily Statesman*, Feb. 7, 1919.
- "The Lack of Bridge Imperils Lives," *Idaho Daily Statesman*, Jan. 22, 1917.

***Froman Ferry T3N, R4W, Section 21**

In the 1880s, George Froman, son of Dr. F.K. Froman of the Riverside Ferry, built and established a ferry a few miles downriver from the Henderson Ferry called Froman Ferry. To make the ferry viable, George Froman constructed a road that stretched from Caldwell to a roadhouse in Poison Creek Canyon named Poison Creek Stage Station. In 1886, Froman constructed a large barn and station at the ferry to accommodate overnight travelers. The ferry continued to operate into 1888, when the Ada County Commissioners granted J.R. Beck and

George Froman a ferry license at a rate of \$55.00 annually. The Commissioners also authorized the following tolls for Froman Ferry: Single horse: .50; One spur and wagon: 1.00; 2 spurs and a wagon: 1.50; 3 spurs and a wagon: 2.00; each additional wagon: .50; Each footman: .25; Each sheep: .05; Each hog: .03; each head of cattle or horses: .10. In 1890, Froman sold the ferry to Jim Wright and Jesse Harmon. Wright operated the ferry until 1892, when he died. His widow, who eventually remarried, worked the ferry until 1921 when a bridge was built at Marsing.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 170-176.
- Kirk, *My Beloved Sunny Slope*, 15.
- Larsen, "The End of 100 Roads--The Birth of Marsing," *Owyhee Outpost*, 101-105.
- ["Idaho Highway Signs," Idaho State Historical Society Reference Series No. 426.](#)
- Oral History Interview with Ralph McDougal, OH-429, Oral History Collection, ISA.
- ITD Meeting Minute Book #1, May 24, 1919, Records of the Idaho Transportation Department, AR24, ISA.
- Ada County Commissioner Minutes, July 10, 1888, Records of Ada County, AR202, ISA.
- (No Title) *Idaho Daily Statesman*, March 11, 1888.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.
- "Why the Delay in Construction of the Froman Ferry Wagon Bridge?" *Idaho Daily Statesman*, Oct. 14, 1919.
- "Marsing Section is Center of Winter Sheep Quarters," *Idaho Daily Statesman*, March 9, 1931.
- "Commercial Body Again to Argue Bridge Question, Froman's Ferry and Pickle Butte Placed in Discard; Middle Site Now Choice for Span," *Idaho Daily Statesman*, March 2, 1935.
- "Merchants to Boycott Boise Unless Attitude on I-O-N Cut-off Is Changed," *Idaho Daily Statesman*, March 25, 1935.
- "Committee Heads Seek Difficult Solution to Nampa-Caldwell Row," *Idaho Daily Statesman*, June 6, 1935.
- "A Straight Line to Prosperity - Completion of the Idaho-Oregon-Nevada Highway Will Provide Long Sought Route From Intermountain Farming Areas to Marketing Centers in California," *Idaho Sunday Statesman*, Aug. 1, 1935.
- "New Pole Line," *Idaho Daily Statesman*, March 4, 1936.
- "Caldwell Area Pioneer Dies in Boise Hospital," *Idaho Daily Statesman*, Jan. 15, 1944.

***Mussell Ferry (Homedale Ferry) T3N, R5W, Section 3**

In October 1898, Jacob Mussell applied for and was granted a license to operate a ferry from the Canyon County Commissioners. During his tenure, Mussell also operated a post office and small mail route at the ferry and constructed an additional road to the Poison Creek Stage Station. Within a few years, Mussell leased his ferry to Harry Stevens and Gerard Adams, who operated both the ferry and the post office. In 1909 a stock company took control of the ferry and employed John Hellyer as operator until it was replaced by a bridge in August 1920.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 176-179.
- Larsen, "The End of 100 Roads--The Birth of Marsing," *Owyhee Outpost*, 101-105.

- ITD Meeting Minute Book #1, May 24, 1919; Nov. 28, 1919; Feb. 22, 1920, Records of the Idaho Transportation Department, AR24, ISA.
- Homedale, County of Owyhee, State of Idaho, U.S. Post Office Department, Roll 132,
- U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- "Ferryman Loses Life in River," *Idaho Daily Statesman*, March 8, 1910.
- "House Bills Introduced," *Idaho Daily Statesman*, Jan. 28, 1915.
- "Say Homedale Has No Need of Bridge. Gem District Settlers Ask that Snake River Crossing Be Placed," *Idaho Daily Statesman*, Jan. 31, 1915.
- "Tells Homedale's Side," *Idaho Daily Statesman*, Feb. 4, 1915.
- "Summary of the Most Important Legislative Action Yesterday," *Idaho Daily Statesman*, March 4, 1915.
- "Well Known Man Drowns in Snake, Howard Evans, Farmer near Caldwell, Backs Car off Ferry," *Idaho Daily Statesman*, July 21, 1920.
- (No Title) *Idaho Daily Statesman*, Oct. 2, 1920.
- "Homedale Cherishes Ambitious Plans for Community Improvement," *Idaho Sunday Statesman*, Feb. 8, 1948.
- "Homedale of Today Bears Little Resemblance to Site Marking Ferry Crossing at Turn of the Century," *Idaho Daily Statesman*, March 20, 1967.
- "Work Gets Started On Modern Bridge Serving Homedale," *Idaho Daily Statesman*, April 22, 1969.

***Helton Ferry T3N, R5W, Section 3**

Dick Helton, who homesteaded on an island in the Snake River near Homedale, constructed a ferry from the island to the town of Homedale. Helton operated the ferry (and resided on the island) for more than two decades. After Helton and his family moved to Homedale, various operators maintained and rebuilt the ferry several times. In 1960, Mr. Franklin built a new ferry at this location to get back and forth to the island. As of 1979, the ferry was referred to as Duke's Ferry.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 181-182.
- "Isolated by Ice," *Idaho Daily Statesman*, Jan. 25, 1937.

***Fort Boise (Riverside or Keeney) Ferry T6N, R6W, Section 26**

In use since 1843, the Fort Boise Ferry was a historic crossing site used by the Hudson's Bay Company. After the British abandoned Fort Boise in the 1850s, H.P. Isaac and Orlando Humason took over operations of the Fort Boise Ferry. According to the 1860 Washington Territorial Law Statutes, Sanford Owen and George W. Anderson received authorization to establish a ferry "at or near" Fort Boise for a term of five years; however, it is unclear whether the men put a ferry into operation. By 1863, Jonathan Keeney had applied to operate a ferry on the same spot. Continuing throughout the late 1800s, several owners operated this ferry and made improvements to the site, including John B. McLoughlin, John Duval, G.W. Brinnon, F.K. Forman and John Benson. Some historians list the Riverside Ferry as the same location as Keeney's Ferry or at other nearby locations. By 1902, the bridge at Nyssa, Oregon, put this ferry out of business.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 183-195.
- Gregg, *Pioneer Days in Malheur County*, 157-168.
- Query, *A History of Oregon Ferries Since 1826*, 38.
- [Fort Boise \(Riverside\) Ferry T6N R6W, Section 26, Idaho State Historical Society #756.](#)
- [An Act Authorizing Sanford Owns and George W. Anderson to Establish a Ferry on Snake River, Session Laws of the Territory of Washington, And the Resolutions and Memorials of the Eighth Regular Session of the Legislative Assembly at Olympia, 1860.](#)
- Copied Illustration of the Map of Capt. F.B. White, Oregon Cav'y [undated], MAP G 4272.I O8186, ISA.
- Union, County of Ada, State of Idaho, U.S. Post Office Department, Roll 126, U.S. Post Office Department Reports of Site Locations, 1837 – 1950 R.G. 28.
- Parma, County of Ada, State of Idaho, U.S. Post Office Department, Roll 128, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- "Boise Ferry, On Snake River, At Old Fort Boise," *Idaho Tri-Weekly Statesman*, Sept. 3, 1864.
- "Notice This!" *Idaho Tri-Weekly Statesman*, Nov. 28, 1868.
- "A Fortune Offered!" *Idaho Tri-Weekly Statesman*, Aug. 11, 1870.
- (No Title) *Idaho Tri-Weekly Statesman*, April 28, 1881.
- "Idaho Rambles," *Idaho Tri-Weekly Statesman*, June 24, 1884.
- "Transfers," *Idaho Tri-Weekly Statesman*, Oct. 17, 1885.
- "Caldwell News Budget Placer Mining Continues Active on the Snake and Boise Rivers - Prospect That," *Idaho Daily Statesman*, Sept. 23, 1893.
- "Blow at Parma, Buildings Damaged by a Severe Wind Storm - High Water," *Idaho Daily Statesman*, June 7, 1894.
- "News Items from Caldwell," *The Idaho Daily Statesman*, July 15, 1894.
- "Parma Briefs," *Idaho Daily Statesman*, Aug. 3, 1902.
- "Items from Parma," *Idaho Daily Statesman*, June 18, 1904.
- "Two Drowned by Capsizing of a Boat, Accident on Snake River When Motor Craft Hits Lower Cable," *Idaho Daily Statesman*, June 26, 1909.
- "Favors Northern Auto Route," *Idaho Daily Statesman*, June 10, 1913.
- "Tragic History Given of Idaho Pioneer Times. Thrills, Terrors and Hardships of Early Days Graphically Portrayed by Miles Cannon, Famous Idaho Historian!" *Idaho Daily Statesman*, July 20, 1919.
- "Old Fort Boise Ephemeral Structure, Three Times Rebuilt," *Idaho Sunday Statesman*, Nov. 20, 1927.
- "McDowell Sells Snake Ferry for Good Price," *Idaho Sunday Statesman*, March 13, 1932.
- "'Shoshone' Ship Builders Stage Gay Christmas Dance and Supper," *Idaho Sunday Statesman*, March 1, 1936.
- "Ten Pioneer Settlers Murder Two Redskins," *Idaho Sunday Statesman*, March 8, 1936.
- "Parma Area Residents Donate Six Acres as Park Site for Reconstruction of Historic 'Old Fort Boise,'" *Idaho Daily Statesman*, Aug. 25, 1967.
- "Fort Boise Population in 1899 Requested," *Idaho Statesman*, June 5, 1969.

***Gray's Ferry T7N. R5W**

In 1875, Silas Gray applied for and received an eight-year license from the Ada County Commissioners to operate a ferry eight miles below the mouth of the Boise River, a place commonly referred to as "Whitley's Bottom." The Ada County Commissioners authorized the following tolls for Gray's Ferry: 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; Sheep or hogs: .05. In 1881, following Gray's tenure, Masterson and Fouch took over operations, although their license only extended for a period of nine months.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 38.
- Huntley, *Ferryboats in Idaho*, 195-196.
- Ada County Commissioner Minutes, Oct. 5, 1875, Records of Ada County, AR202, ISA.
- "New Ferry on Snake River," *Idaho Tri-Weekly Statesman*, July 13, 1875.

***Emison Brothers (Nyssa) Ferry T6N. R5W. Section 7**

In 1904, two brothers by the names of William and Buck Emison constructed a ferry across the Snake River near the town of Nyssa, Idaho. A bridge later replaced the Nyssa Ferry.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 39.
- Gregg, *Pioneer Days in Malheur County*, 164-168.
- Standard Atlas of Canyon County, Idaho, Including a Plat Book of the Villages, Cities, and Townships of the County, Map of Fract. Township 6 N. Ranges 5 and 6 W., Compiled and Published by George A. Ogle & Co., Chicago, Illinois, 1915, Idaho Transportation Department, AR24, ISA.
- "Fine Outlook for Nyssa," *Idaho Daily Statesman*, March 17, 1907.
- "Nyssa Locals," *Idaho Daily Statesman*, Aug. 1, 1907.
- "Nyssa," *Idaho Daily Statesman*, Aug. 30, 1908.
- "Ferry Interests to Fight New Bridge," *Idaho Daily Statesman*, May 18, 1911.
- "Bridge Takes Place of Old-Time Ferry," *Idaho Daily Statesman*, May 26, 1911.
- "Council of Nyssa Issues Bridge Passes to Neighbors," *Idaho Daily Statesman*, Sept. 14, 1911.
- "Distances Along Snake River," *Idaho Daily Statesman*, June 23, 1913.

***Washoe Ferry T8N. R5W. Section 6**

In 1862, Marion More & Company established the Washoe Ferry near the mouth of the Malheur River, just north of the city of Ontario, Oregon. Ownership of the ferry changed often, including by John Parton, Reuben Olds (see Olds Ferry), William Packwood, William & Buck Emison, George Brinnon, W. Paine, and John Bivens. The historical record indicates that the Ada County Commissioners granted a one-year license to John Parton and Company for the Washoe Ferry in 1865. On the same day, the Ada County Commissioners also set toll the following rates: One wagon and team, with one span of horses or yoke of oxen: .50; Each additional pair of horses or oxen: .50; Pack animals, empty: .25; Man and horse: .75; each footman, .25; Cattle, her head, .25; Loose horses and cattle, .12; Pack animals loaded, .50;

Sheep and hogs: each .12. By 1884, W. Paine relocated the ferry upstream to serve the surrounding communities of Ontario, Oregon and Payette, Idaho. The Washoe Ferry remained in operation until 1902, when an interstate bridge was completed.

Relevant Sources:

- Gregg, *Pioneer Days in Malheur County*, 157-168.
- Query, *A History of Oregon Ferries Since 1826*, 39.
- Huntley, *Ferryboats in Idaho*, 196-202.
- Mosquite, County of Malheur, State of Oregon, U.S. Post Office Department, Roll 493, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- Ada County Commissioner Minutes, Feb. 7, 1865, Records of Ada County, AR202, ISA.
- "Idaho Attracts Pioneers Bound for Walla Walla 52 Years Ago," *Idaho Sunday Statesman*, Jan. 25, 1925.
- "Christmas Journey to First Dance Proves Dangerous Venture," *Idaho Sunday Statesman*, June 6, 1937.
- "Early Settler on Payette Live in Terror of Indian Depredations," *Idaho Sunday Statesman*, June 13, 1937.
- "Vigilantes Capture Washoe Ferry Gang in Daring Raid," *Idaho Sunday Statesman*, Aug. 21, 1938.
- "Traces of Washoe Ferry Near Payette Recall Wild Raids of Highway Robbers," *Idaho Sunday Statesman*, March 5, 1939.
- "Launching a Ferry Boat," *Idaho Sunday Statesman*, Oct. 15, 1950.
- (No Title) *Idaho Sunday Statesman*, Dec. 29, 1957.

***Weiser Ferry T11N, R5W, Section 32**

Thomas Mahon and Thomas Ranahan established the Weiser Ferry in 1883. After running the ferry for a couple of years Mahon and Ranahan sold the enterprise. Several individuals subsequently operated the ferry, including F.W. Stobel, and M.C. Clayton. The ferry operated until the Weiser Bridge completion in 1904.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 39.
- ["Weiser Ferry T11N, R5W Section 32," Idaho State Historical Society Reference Series No. 757.](#)
- Mosquite, County of Malheur, State of Oregon, U.S. Post Office Department, Roll 493, U.S. Post Office Department Reports of Site Locations, 1837 – 1950, R.G. 28.
- (No Title) *Idaho Daily Statesman*, April 26, 1897.
- "New Furnace at Mineral," *Idaho Daily Statesman*, June 12, 1899.
- "Site for Weiser Bridge," *Idaho Daily Statesman*, June 2, 1903.

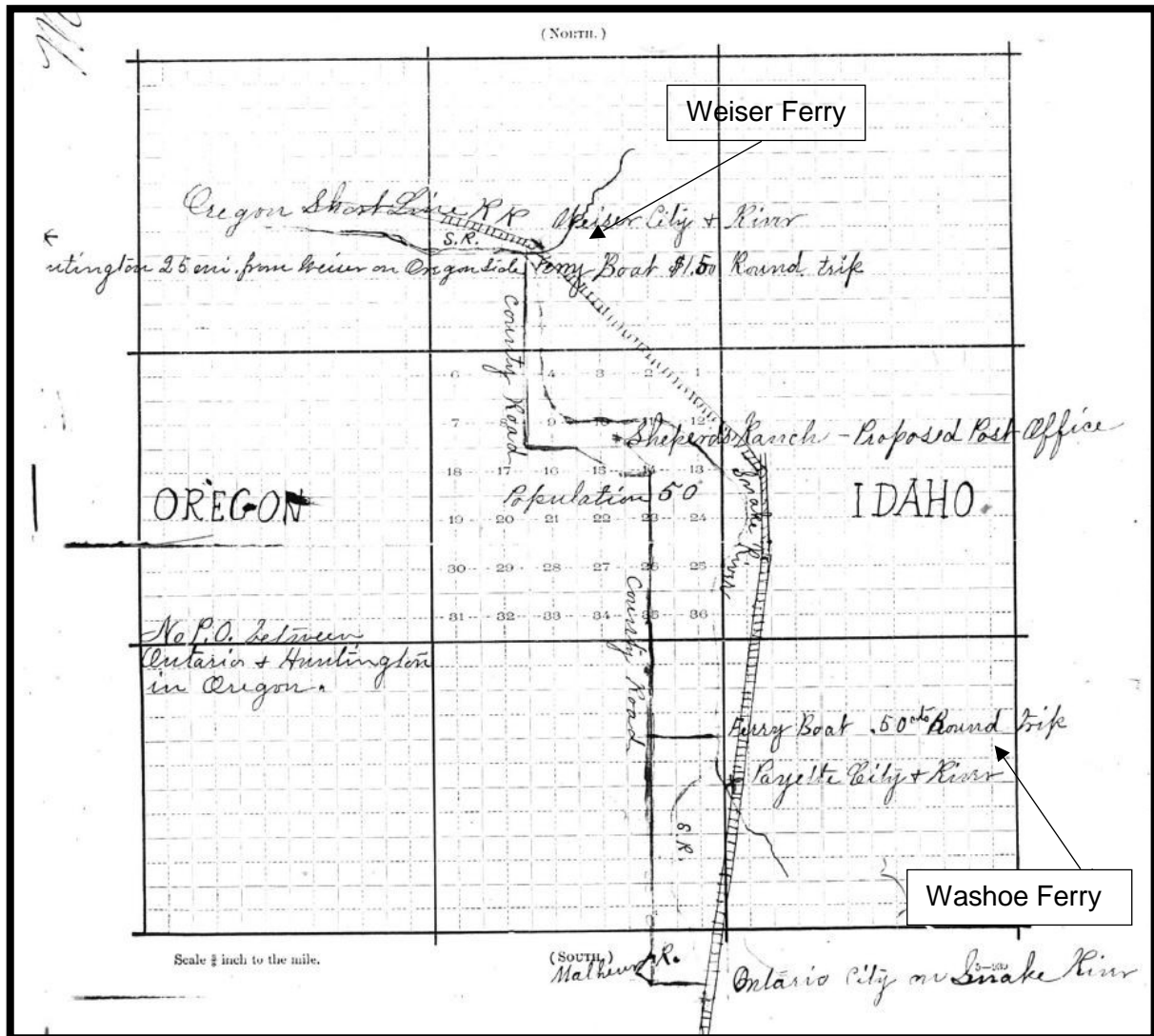


Figure 2: U.S. Post Office Records for Mosquite Post Office, Roll 493, U.S. Post Office Department Reports of Site Locations, 1837-1950, R.G. 28.

***Westlake Island Ferry T11N, R6W, Section 32**

Little information is known about the privately operated Westlake Island Ferry. It likely operated around the turn of the 20th century. The ferry's legacy is associated with the death of Dave Lawrence, who drowned in 1903 when the boat capsized in turbulent waters.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 39.
- Huntley, *Ferryboats in Idaho*, 202.
- Weiser Signal, April 8, 1903.

- “Drowned Near Weiser,” *Idaho Daily Statesman*, April 8, 1903.
- “A Bit of History,” *Idaho Sunday Statesman*, Dec. 16, 1951.

***Central (Porter) Ferry T11N. R6W. Section 20**

In 1865, the Oregon Road, Bridge, and Ferry Company, which was owned by John Parton, Reuben Olds, and William Packwood, established the Central (Porters) Ferry. This ferry was located six miles downstream of Weiser on the upper end of Porter’s Flat and was previously known as Moore’s Ferry or Lower Ferry. Parton, Olds, and Packwood operated the ferry until 1868 when the lineage of operation becomes less clear. However, records indicate that the ferry operated under a variety of different owners through at least 1935.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 38.
- Huntley, *Ferryboats in Idaho*, 203.
- Gregg, *Pioneer Days in Malheur County*, 157-168.
- Tomlinson, *Early Melba Valley - 26 Oral Histories with Photo slideshow on DVD*, 131-132.
- ITD Meeting Minute Book #4, 1929-1931, Dec. 14, 1929, Records of the Idaho Transportation Department, AR24, ISA.
- [“Map, Location of Automobile Ferries in the state of Oregon, March 1, 1935, Oregon State Highway Department, Salem, OR, Oregon State Library, Online Collection.”](#)
- “Nine Bridges Proposed,” *Idaho Daily Statesman*, Feb. 2, 1929.

***Olds Ferry T11N. R7W. Section 7**

Olds Ferry, located 12 miles downstream of Weiser, on the Idaho side of the Snake River, marked the location where explorers and pioneers had camped since the early 1800s. In 1812, the Wilson Price Hunt fur trading party established a camp at this place, and in 1862 Mr. Abernathy built a trading store at the same location. In 1863, Reuben P. Olds established Olds Ferry less than a half mile south of Farewell Bend on the old Oregon Trail, just downstream from this location. Olds, a former employee of the Hudson Bay Company, also bought Abernathy’s store. Olds received a license to operate the ferry for six years, however, in 1865, Olds formed a partnership with William Packwood and John Parton of the Oregon Road, Bridge, and Ferry Company. Together the men operated Olds Ferry in addition to the Washoe and Central ferries. In 1868, ownership of Olds Ferry passed to William Green. Various individuals owned and operated the ferry through the 19-teens. The last men to operate the ferryboat at the Olds Ferry location were L.M. Morton and his sons Murray and Car. In 1920 a group of sheep men moved the ferryboat downriver to Brownlee, where they used it for some years.

Relevant Sources:

- Gregg, *Pioneer Days in Malheur County*, 157-168.
- Query, *A History of Oregon Ferries Since 1826*, 39.
- Huntley, *Ferryboats in Idaho*, 203-206.
- Huntington, County of Baker, State of Oregon, U.S. Post Office Department, Roll 486,
- U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.

- Union, County of Ada, State of Idaho, U.S. Post Office Department, Roll 126, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- Washoe, County of Ada, State of Idaho, U.S. Post Office Department, Roll 128, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- Oral History Interview with Clare A. Christiansen, OH-1080, Oral History Collection, ISA.
- ["Site Report - Brownlee-Mineral Area - Olds Ferry," Idaho State Historical Society Reference Series No. 656.](#)
- ["Site Report - Mann's and Monroe Creek," Idaho State Historical Society Reference Series No. 657.](#)
- ["Index of Historic Site Reports," Idaho State Historical Society Reference Series No. 675.](#)
- ["Olds Ferry T11N, R7W, Section 7," Idaho State Historical Society Reference Series No. 758.](#)
- ["Map, Location of Automobile Ferries in the State of Oregon, March 1, 1935, Oregon State Highway Department, Salem, OR, Oregon State Library, Online Collection.](#)
- Snake River from Huntington to the Seven Devils, Surveyed Under Direction of Captain T.W. Symons, Corps of Engineers, Dec. 1890, MAP G 4272.R2.53 1891 c. 2, ISA.
- "Proceedings of the Board of County Commissioners," *Idaho Tri-Weekly Statesman*, Feb. 11, 1865.
- "Road Notice --- To the Traveling Public," *Idaho Tri-Weekly Statesman*, June 13, 1865.
- "Navigation of the Snake," *Idaho Tri-Weekly Statesman*, June 17, 1865.
- (No Title) *Idaho Tri-Weekly Statesman*, Oct. 14, 1865.
- "Coal and Navigation," *Idaho Tri-Weekly Statesman*, Feb. 20, 1866.
- "B.M. DuRell & Co's Passenger, Express and fast Freight Line!" *Idaho Tri-Weekly Statesman*, April 19, 1866.
- "Steamboat Navigation on Snake River," *Idaho Tri-Weekly Statesman*, Nov. 22, 1866.
- (No Title) *Idaho Tri-Weekly Statesman*, June 17, 1873.
- "Another Dredge," *Idaho Daily Statesman*, March 23, 1899.
- "Weiser Briefs," *Idaho Daily Statesman*, July 18, 1902.
- "Finds Idaho Roads Delicious to Ride on. Oregon Motorist Declares They Beat His States," *Idaho Daily Statesman*, June 6, 1915.
- "Ice Jam Does Damage" *Idaho Daily Statesman*, Jan. 25, 1917.
- "History of Wells Fargo & Co.," *Idaho Daily Statesman*, April 2, 1922.
- "Tourist Traffic Grows," *Idaho Daily Statesman*, June 18, 1922.
- "New Road Opened," *Idaho Daily Statesman*, June 30, 1922.
- (No Title) *Idaho Daily Sunday Statesman*, July 12, 1925.
- "Close Call," *Idaho Sunday Statesman*, March 8, 1931.
- "Steamer Now Makes Regular Trips on Snake," *Idaho Sunday Statesman*, Aug. 25, 1935.
- "Hand-Hewn Log Cabin Stands in Weiser, Oldest There," *Idaho Daily Statesman*, July 18, 1941.
- "Earl N. Harvey," *Idaho Daily Statesman*, Feb. 9, 1944.
- "James M. West," *Idaho Daily Statesman*, March 21, 1945.
- "Union Pacific Plans Change in Locomotion," *Idaho Daily Statesman*, March 30, 1948.
- "Launching a New Ferry Boat," *Idaho Sunday Statesman*, Oct. 15, 1950.

- “A Bit of History,” *Idaho Sunday Statesman*, Dec. 16, 1951.
- “Olds Ferry Celebrates 1909 Event,” *Idaho Sunday Statesman*, June 21, 1959.

***Mineral Ferry T14N. R7W. Section 14**

Established in the early 1880s to meet the demands of mining interests, Mineral Ferry’s ownership fluctuated throughout its existence. By 1885, the Fahy brothers obtained ownership and the ferry became known as the Sunnyside Ferry. In 1890, the same year that J.R. Peck received a license from the Washington County Commissioners to operate a ferry across the Snake River near Mineral, the mines around Mineral declined, causing ferry business to suffer. In 1905, renewed mining activity prompted the Ladd Metals Company to establish a new ferry near the town of Mineral, which continued to operate until the shutdown of mining operations in the area a few years later. In total, five different boats operated at the Mineral Ferry location before ferries became obsolete.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 40.
- Flickbar (Berton), County of Baker, State of Oregon, U.S. Post Office Department, Roll 486, U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- Conner Creek, County of Baker, State of Oregon, U.S. Post Office Department, Roll 486,
- U.S. Post Office Department Reports of Site Locations, 1837 - 1950 R.G. 28.
- (No Title) Weiser Signal, May 13, 1905.
- “Resumption of the Work of Clearing the Snake River Rapids,” *Idaho Daily Statesman*, Sept. 20, 1894.
- “To Develop a Great Empire,” *Idaho Daily Statesman*, Aug. 7, 1903.

***Sturgill Ferry T16N. R6W. Section 33**

Little is known about Sturgill Ferry, other than it was a private cable ferry. The U.S. Geological Survey identified the ferry in its 1957 publication of the Mineral Quadrangle topographic map.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 80.
- United States Department of the Interior, Geological Survey, Mineral Quadrangle, Oregon-Idaho, 15 Minute Series (Topographic), 1957.

***Robinette Ferry. T9S. R46E. Section 25 (Oregon)**

The origin of the Robinette Ferry remains unclear. What is known is that the town of Robinette sat on the Snake River between the communities of Sturgill and Brownlee and at one point, was home to a U.S. Post Office. At this time, maps are the only clue researchers have into the history of the Robinette Ferry. A 1915 U.S. Geological Survey map clearly illustrates the location of the Robinette Ferry, as does the Oregon State Highway Department’s map showing the locations of automobile ferries, dated March 1, 1935.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 40.

- United States Department of the Interior, Geological Survey, Oregon, Idaho, Pine Quadrangle, 1915, reprinted 1941.
- [“Map, Location of Automobile Ferries in the state of Oregon, March 1, 1935, Oregon State Highway Department, Salem, OR,” Oregon State Library, Online Collection.](#)

***Ferry T17N. R5W. Section 22**

Little is known about this ferry. The only known evidence of it comes from the 1906 General Land Office survey plat for Township 17 North, Range 5 West, which identifies an “old ferry” just south of Brownlee Ferry.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 40.
- GLO Plat, 1906, Township 17 North, Range 5 West, Idaho, GLO Records, [The Official Federal Land Records Site](#).

***Brownlee Ferry, T17N, R5W, Section 22**

In 1862, John Brownlee established a ferry on the Snake River to provide a shorter route to Idaho mines. Brownlee Ferry boasted excellent foot and packer traffic, but wagons crossing the Snake River shunned it due to the lack of good wagon roads leading to and from the ferry. In the winter of 1864-65, Brownlee sank his ferry boat intentionally, and went to work on his mining claims. Years later, Ike Powell settled on the former location of the Brownlee Ferry and operated a skiff to ferry passengers across the river. (It was known at this time as the Powell Ferry.) By 1875, ownership of the land transferred to William West and Orange Gaylord, who set out to re-establish the ferry. In order to attract passengers, West and Gaylord built and graded a road from the Weiser mines to their ferry. By 1920, sheep men had bought and moved the ferry boat from the Olds Ferry crossing to the Brownlee Ferry location. Although it is unclear when the sheep men ceased operating the Brownlee Ferry, a private ferry operated at this location in 1952.

Relevant Sources:

- Huntley, *Ferryboats in Idaho*, 206-207.
- Query, *A History of Oregon Ferries Since 1826*, 40.
- [“Goodale’s Cutoff,” Idaho State Historical Society Reference Series No. 51.](#)
- [“Idaho Highway Signs,” Idaho State Historical Society Reference Series No. 426.](#)
- [“Site Report - Brownlee-Mineral Area - Olds Ferry,” Idaho State Historical Society Reference Series No. 656.](#)
- [“Index of Historic Site Reports,” Idaho State Historical Society Reference Series No. 675.](#)
- Snake River from Huntington to the Seven Devils, Surveyed Under Direction of Captain T.W. Symons, Corps of Engineers, Dec. 1890, MAP G 4272.R2.53 1891 c. 2, ISA.
- Ada County Commissioner Minutes, Oct. 5, 1875, Records of Ada County, AR202, ISA.
- “A Visit to the Weiser Mines,” *Idaho Tri-Weekly Statesman*, Nov. 18, 1875.
- “Brownlee Ferry -- Building Roads -- Weiser Mines Etc.,” *Idaho Tri-Weekly Statesman*, Jan. 20, 1876.
- “Heath District,” *Idaho Tri-Weekly Statesman*, June 6, 1876.
- (No Title) *Idaho Tri-Weekly Statesman*, Mar. 18, 1886.

***Ballard Ferry, T20N, R4W, Section 27**

After settling on the Oregon side of the Snake River in the Hells Canyon region in 1885, Frank Ballard constructed a small boat that would carry his produce across the Snake River and on to Idaho's Seven Devils Mining District. In 1890, Ballard sought to capitalize on Albert Kleinschmidt's completed road, which ran from Peacock Mine to the Snake River. Ballard upgraded to a cable ferry that he equipped with two iron pontoons and large steel cables and pulleys. After Ballard died, his son Jay continued to operate the ferry. The decline of the Seven Devils Mining District in the late 1890s resulted in a loss of ferry business. By 1927 a bridge had replaced the need for a ferry.

Relevant Sources:

- Query, *A History of Oregon Ferries Since 1826*, 40.
- Huntley, *Ferryboats in Idaho*, 207-209.
- Map of a Portion of the Snake River Mining District, Baker County, Oregon, and Washington County, Idaho, 1907, Map G 4272.HI S64 1907, ISA.
- [Ferries-Ballard, 70-164.14, Idaho State Historical Society Digital Collection](#)
- "Iron Dyke Mine at Ballard a Modern Wonder," *Idaho Daily Statesman*, May 20, 1899.
- "Baker to the Devils," *Idaho Daily Statesman*, May 20, 1899.
- "Deal on Seven Devils Ore," *Idaho Daily Statesman*, July 18, 1903.
- "Railroad Company Buys Snake River Homestead," *Idaho Daily Statesman*, June 10, 1906.
- "Noted Geologist Sees Big Future For Idaho Mines," *Idaho Daily Statesman*, Oct. 28, 1925.
- "Byway Construction Urged to Introduce Idaho Scenery to World," *Idaho Sunday Statesman*, Aug. 17, 1930.

Kurry Ferry T27N, R1W

In 1912, this ferry was owned and operated at Pittsburg Landing by Albert Kurry and his wife.

Relevant Sources:

- Elsensohn, *Pioneer Days in Idaho County*, Vol. 2, 167.

Captain John Ferry, T33N, R5W

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

Relevant Sources:

- United States Department of the Interior, Geological Survey, Captain John Rapids Quadrangle, 7.5 Minute Series, 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 thereafter 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.

Relevant Sources:

- ["Lewiston \(Silcott\) Ferry," Idaho State Historical Society Reference Series No. 759.](#)

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["Emigrant Roads North of Snake River." Idaho State Historical Society No. 783, 1984.](#)

["Ferries-Ballard, 70-164.14." Idaho State Historical Society Digital Collections, \[no date\].](#)

["Ferries - Givens, 78-15.2." Idaho State Historical Society Digital Collections, \[no date\].](#)

["Ferries, Rosevear Ferry." Idaho State Historical Society Digital Collections, \[no date\].](#)

["Fort Boise \(Riverside\) Ferry T6N R6W, Section 26." Idaho State Historical Society Reference Series No. 756, \[no date\].](#)

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