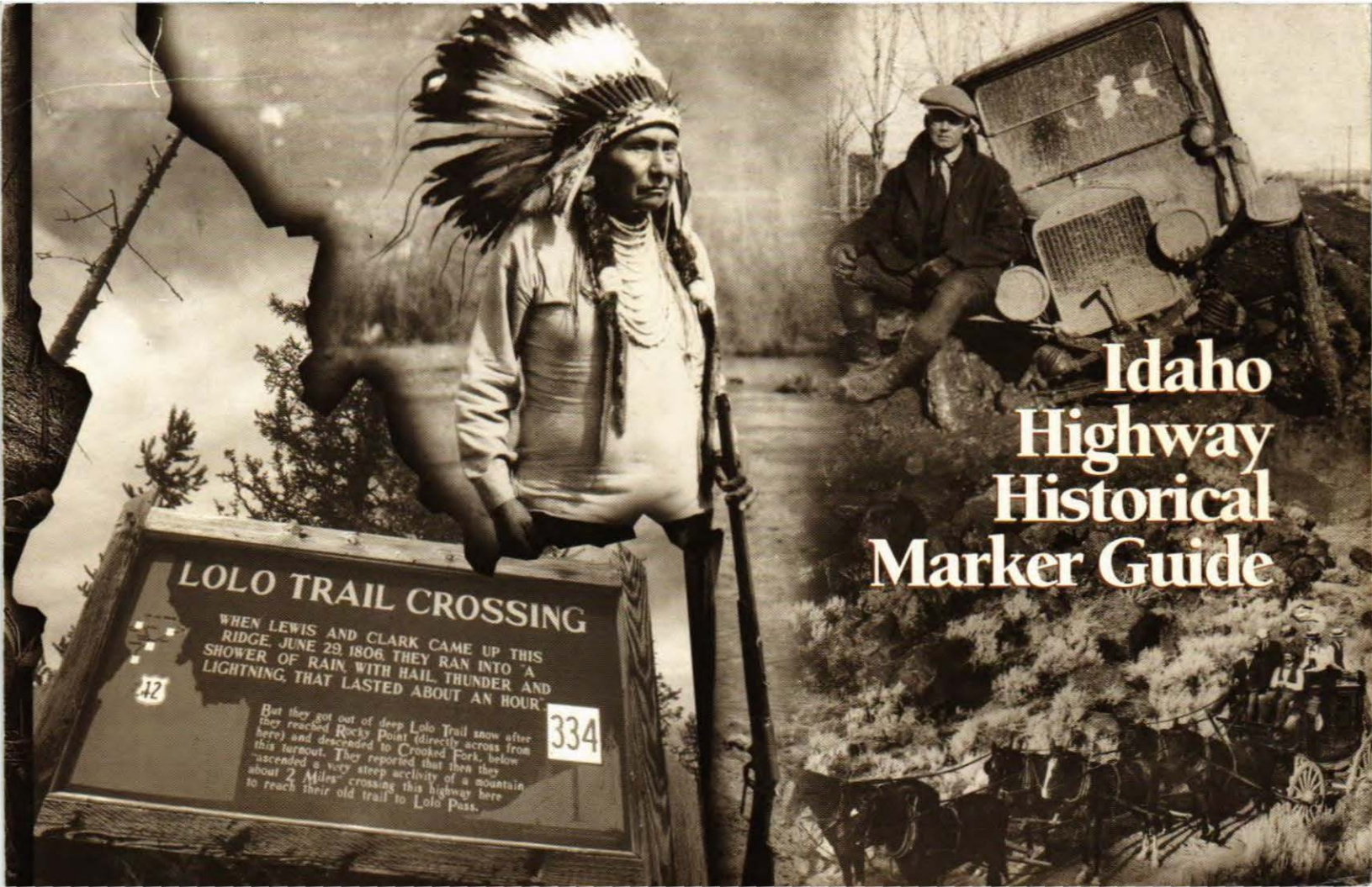
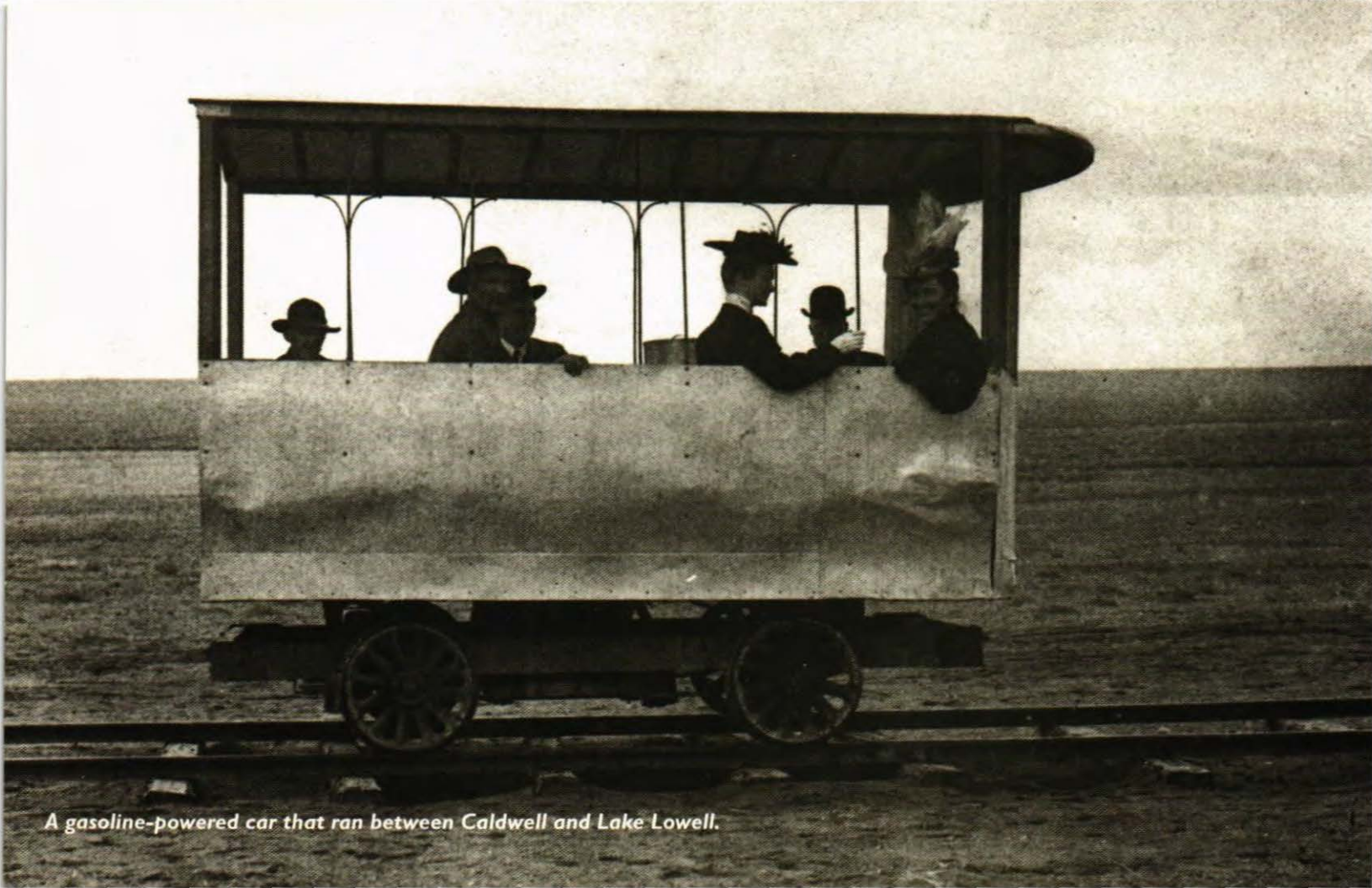


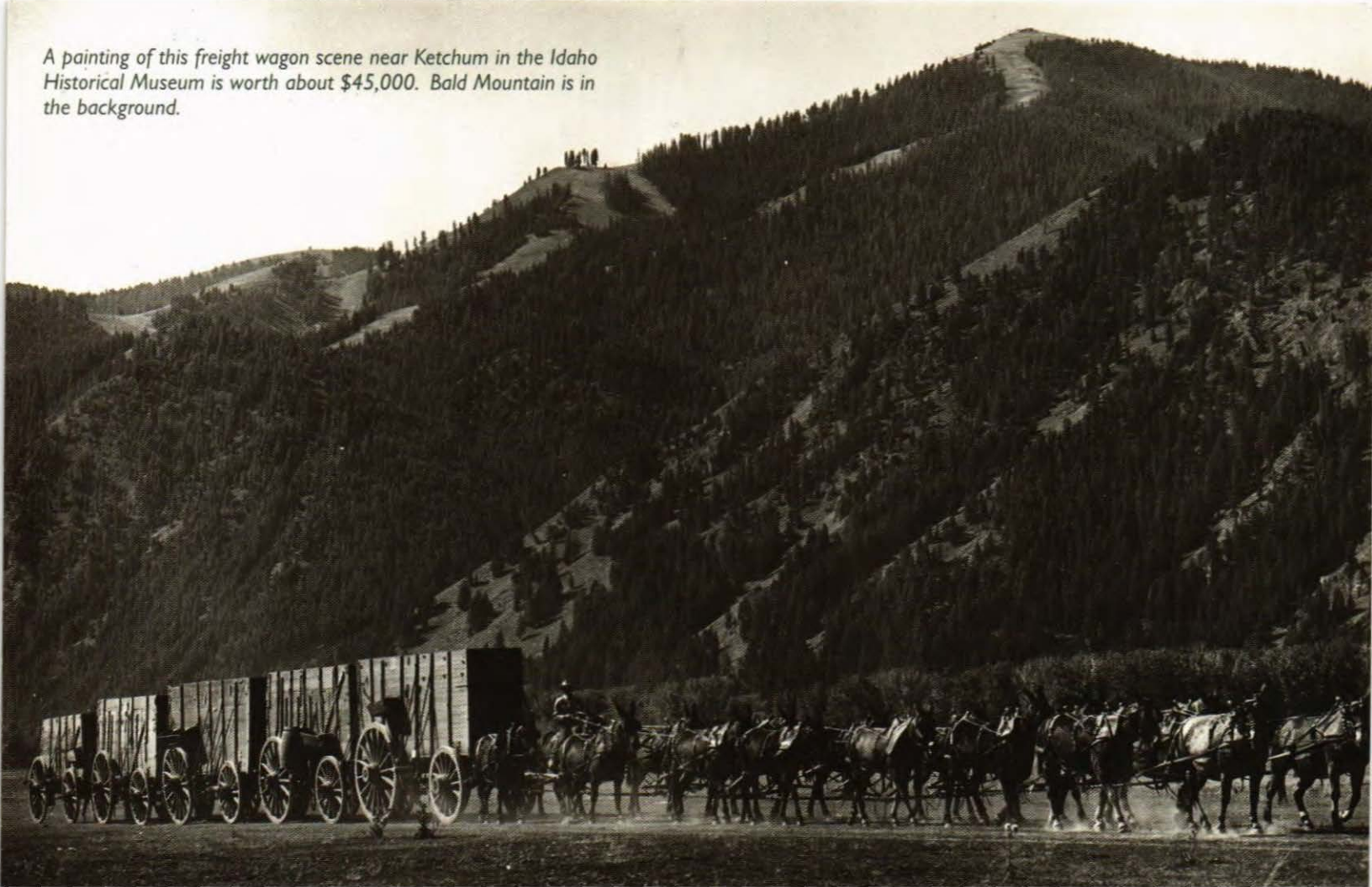
Idaho Highway Historical Marker Guide



A gasoline-powered car that ran between Caldwell and Lake Lowell.

Table of Contents

The Idaho Highway Department's first truck (now the Idaho Transportation Department). The "cook shack" moved with the crews.



A painting of this freight wagon scene near Ketchum in the Idaho Historical Museum is worth about $45,000. Bald Mountain is in the background.

A Tribute To Merle Wells

State historian emeritus Dr. Merle Wells has been instrumental in the development and continuing progress of the highway historical marker program.

Dr. Wells has identified and written the majority of the texts for the signs and has been involved with the program since its inception in 1956. His efforts have made Idaho's historical marker program one of the finest in the nation.

The depth and breadth of Wells' impact on the state's historical markers is reflected in a Utah historian's journal entry as he traced the route of fur trader Alexander Ross:

"I was sure I was onto something nobody else had ever figured out, and then, as I rounded a bend on the road to Galena Summit, here was this big historical sign with the headline, 'ALEXANDER ROSS.' Merle Wells had been there before me, and for the rest of the summer I kept running into more of his signs."

Wells wrote the legislation creating the state archives. He was head of the National Register of Historic Places program in Idaho and has worked for the Idaho State Historical Society, both officially and as an unpaid volunteer, for nearly 50 years. He has taught in six college departments and written over 113 articles and 15 books about the state or region.

Arthur Hart, director emeritus of the Idaho State Historical Society, likened Wells to a walking encyclopedia. "For anybody who studies or writes about Idaho history, Merle Wells is the final authority," said Hart.

Since Wells' official retirement in 1986, he has continued writing historical books and conducting research and consultation at the state archives he helped create.

At Wells' retirement, David Stratton, professor emeritus at Washington State University said, "Wells has accumulated a precious store of closely integrated information, as if he had been there when ... the territorial government of Idaho was established."

Wells continues to add to a lasting historical legacy and has left an indelible mark on the historic marker program. As future generations travel Idaho highways, they'll learn about Idaho's past thanks to a great teacher, Merle Wells.

History surrounds us...

"History is the torch that is meant to illuminate the past, to guard us against the repetition of our mistakes of other days."

— Claude G. Bowers, American historian, diplomat

History engulfs Idaho. It resonates in her cities, cascades along her riverbanks and hides in her mountain valleys. But finding history is an elusive task: buildings crumble, landscapes change and generations pass on. Historical landmarks and events can evaporate into the air around us, and seem just as invisible.

Even Lewis and Clark Had a Guide

Recognizing the Gem State's rich history can be difficult if you don't know where to look and what you are looking at. Like so many things worth finding, a guide is needed. This guide will allow you to connect Idaho's lush history with her scenic geography, tying events to specific places.

"What is all knowledge too but recorded experience, and a product of history..."

— Thomas Carlyle, Scottish historian

...you just have to know where to look.

Become a Road Scholar

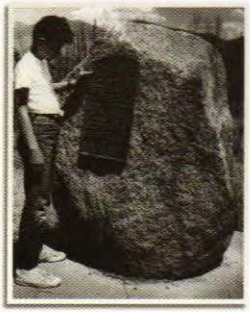
The guide fits in your glove compartment and acts as a traveling companion with a degree in history. Historical meaning will materialize from unexpected places: a point in a river where pioneers crossed, a mountain valley where a battle was fought, a rocky peak used by Native Americans to symbolically explain their world. From the caves of prehistoric man to the first town to be powered by atomic energy, the Idaho we have today is inherited from the ancestors of this great land. As you drive through the state's mountains, valleys and plains you'll relive those events, places and personalities that have led to the Idaho and Idahoans we have today.

"History, the evidence of time, the light of truth, the life of memory, the directress of life, the herald of antiquity, committed to immortality."

— Marcus Tullius Cicero, Roman orator, poet

Evolution of the Historical Marker Program

The Idaho Transportation Department and the Idaho Historical Society began promoting the historical heritage of Idaho through the use of highway markers in 1956. Before the organization of this program, historical markers of various shapes and sizes were installed through the efforts of private organizations or by relatives of the pioneers. In most cases, these markers were installed, properly dedicated and then left to the elements and vandals. The new program organized, standardized and maintained the state's historical markers.



The Idaho Historical Society proposes sites and prepares information for the signs. The Idaho Transportation Department directs the

preparation, location, installation and maintenance of the four-foot by eight-foot wooden signs.

The signs are located at roadside turnouts or near other available parking so that you will not have to park on the shoulder of the highway to read them. Road signs announcing the historical markers are typically posted about 1,000 feet in advance of the site to provide an opportunity to slow down and turn out safely.

The program was revitalized in 1986 with the installation of over 100 new signs in preparation for Idaho's centennial celebration of statehood in 1990. There are now 244 historical markers along the gem state's highways.

How to Use This Guide

All too often people drive by historical markers and wonder, "What did it say?" This guide provides answers in advance and may lead to interesting and rewarding stops in your travels. The guide also allows travelers to pass a marker without stopping while a passenger reads the text.

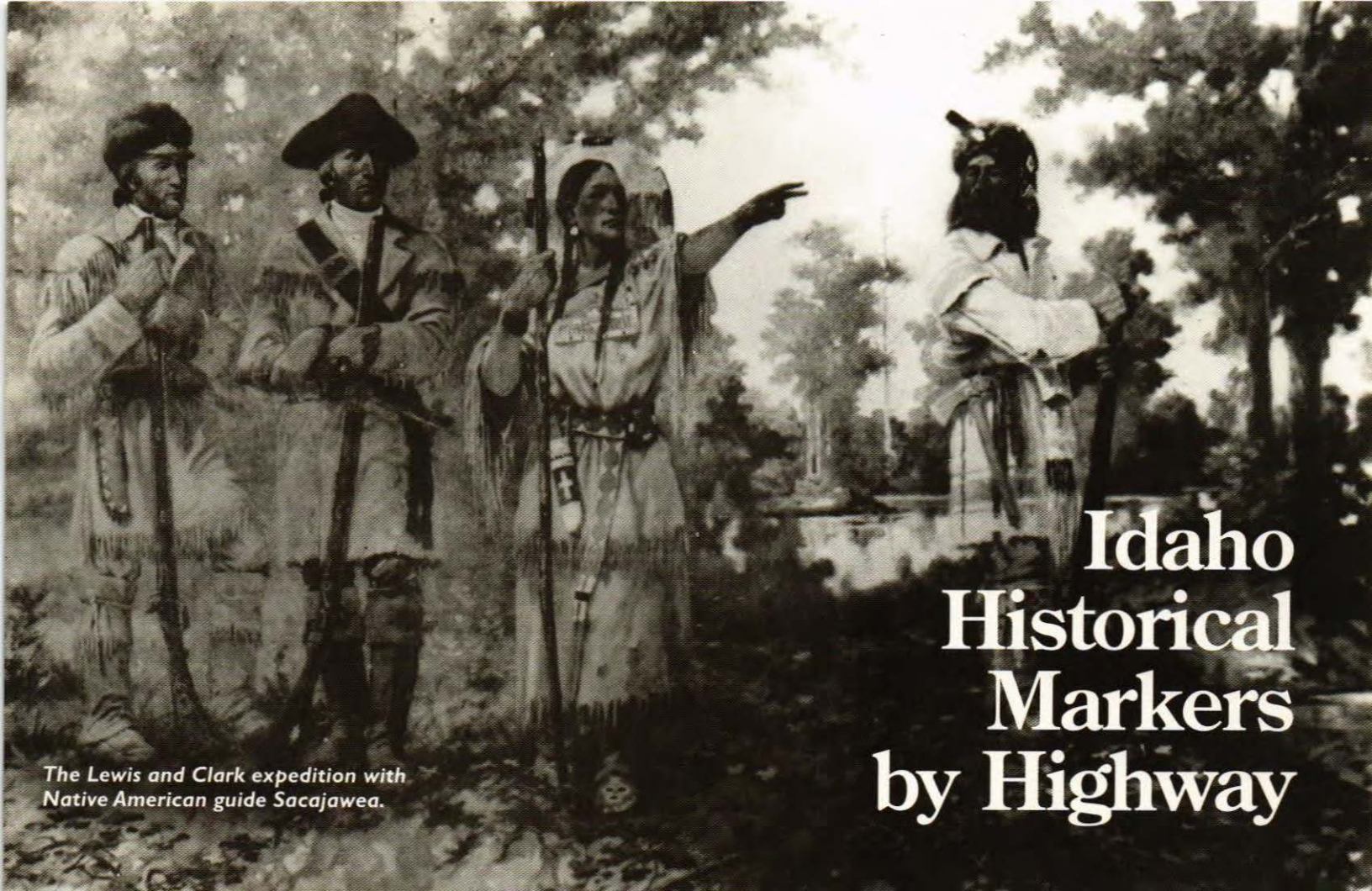
The signs in the guide are arranged by highway number starting with U.S. 2 and ending with Idaho 200. South to north highways have odd numbers while west to east highways are evenly numbered. Since the milepost markers begin from the western and southern most point, the booklet follows odd-numbered highways from south to north and even numbered highways from west to east. Interstate mileposts are used for both directions, unless otherwise noted. Two indexes in the back of the guide are arranged numerically by highway number or alphabetically by sign title. Each sign has a unique sign number, which is noted at the bottom of each sign entry.

Some of the texts in the guide may vary from those on the signs. The signs are periodically reviewed by the Historical Society and updated as appropriate. Signs may also be moved for historical, safety or accessibility reasons.

By providing the location and text for each historical marker, this guide acts as a historical compass to enhance the traveling pleasure for both Idahoans and their visitors.


Historic Trails
Oregon Trail
Oregon Trail South Alternate
Lewis and Clark Trail
Kelton Road
Hudspeth's Cutoff/California Trail
Nez Perce Trail (upper and lower)
Lander Road/California Trail
Lolo Trail
Goodale's Cutoff
LEWISTON
OROFINO
SALMON


BOISE
TWIN FALLS
POCATELLO
MONTPELIER



Idaho Historical Markers by Highway

The Lewis and Clark expedition with Native American guide Sacajawea.

Long before white men discovered this river, Indians used to camp here at this important early crossing.

Fur traders, surveyors and miners followed the old Indian trail that forded the river here at Seneacquoteen – a Kalispell word meaning "crossing." During the Kootenay gold rush of 1864, a wagon road came from Walla Walla to a ferry here. The Wild Horse Trail – a pack route – ran on north to the Kootenay mines in British Columbia.

Sign number: 177

On November 4, 1842, Father Nicholas Point began a Jesuit mission that settled here after a winter at Coeur d'Alene.

Eagerly sought by the Coeur d'Alene Indians, the black-robed missionaries supervised the building of a log cabin and in the spring began to teach "the mysteries of plowing and planting." Soon, two-thirds of the tribe was baptized. But floods gave trouble here and in 1846, the mission moved north to Cataldo.

Sign number: 42

Designed to connect the Missouri and the Columbia rivers, this military wagon road was constructed past here in 1859.

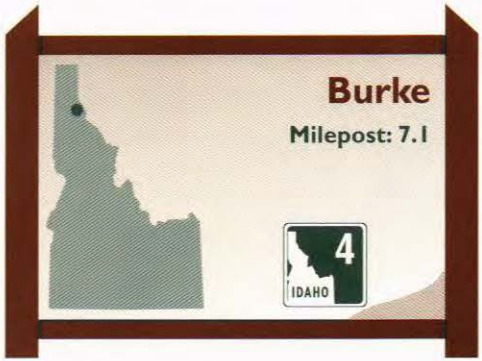
Swamps in the St. Joe Valley had to be corduroyed with logs, and 70 men spent a week digging out sidehills south of here and chopping through three miles of forest. But after all that work, spring floods made this route impassable. Two years later, Mullan had to survey and build a new section of his road around the north of Coeur d'Alene Lake.

Sign number: 285

During a gun war that broke out between company and union miners here, several boxes of dynamite were exploded, shattering a four-story mill, July 11, 1892.

Overwhelmed by union miners, company managers surrendered. Six fatalities — half from each side — preceded four months of martial law and military occupation by 1,000 soldiers. A long series of battles followed. Resumed in North Idaho in 1899, this conflict continued in Colorado, Montana, Nevada and Arizona.

Sign number: 424



Lead-silver discoveries in 1884 attracted a railroad to Burke by 1887. Hundreds of miners lived there in a canyon so narrow that they scarcely had room for streets.

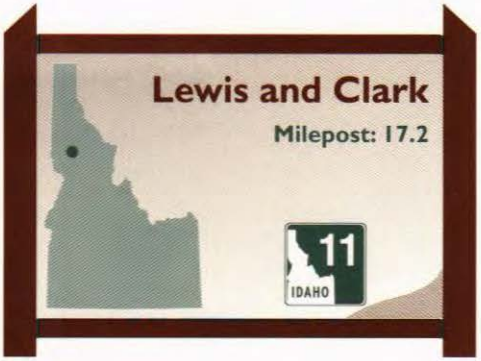
So in 1888, S.S. Glidden's Tiger Hotel had to be built over, rather than beside, Canyon Creek. Railroad tracks and Burke's only highway also had to run through his hotel. When a second railroad arrived in 1890, its tracks had to be laid in Burke's only street. No other hotel had two railroads, a street and a stream running through it.

Sign number: 426

John Mullan was the Army officer who in 1859-62 surveyed and built the Mullan Road from Walla Walla, Washington, to Fort Benton, Montana.

The road was to connect the Missouri and the Columbia rivers. Congress approved it in 1855. Indian troubles and lack of funds delayed the job, but the road was completed in 1862. The first route in 1859 had passed about six miles west of here, but floods forced a change, and the final road passed north of Coeur d'Alene Lake. Interstate 90 follows Mullan's final route.

Sign number: 286



Journeying toward the Clearwater River, six men under William Clark met the Nez Perce Indians not far from here, September 20, 1805.

Clark first saw three frightened Indian boys, who hid in the grass. Finding two, he reassured them with small presents and "sent them forward to the village." The Indian people, though naturally somewhat nervous in greeting the first whites to reach their land, fed Clark's men. The next day, Clark "collected a horse load of roots & 3 Sammon" to send back to the main expedition.

Sign number: 261

Charged with hacking a prominent local merchant to pieces, five Chinese were hanged here by vigilantes September 18, 1885.

They were just setting out on a long, hard 240-mile trip from Pierce to face trial at the county seat in Murray when the vigilantes struck. A large group of armed, masked men forced the deputy sheriff and his posse to give up the Chinese prisoners and to return to Pierce. A marked trail leads 365 feet from here to the site where this incident occurred.

Sign number: 307

The famous gold rush days of Idaho began on September 30, 1860, when W.F. Bassett struck gold just about here.

E.D. Pierce, who knew the country, had led 12 prospectors, including Bassett, out from Walla Walla in August. After news of the strike spread, about 60 men came in and wintered nearby in spite of snow and Indians. Next spring the stampede was on and by that July this six-month-old county cast the largest vote in Washington Territory.

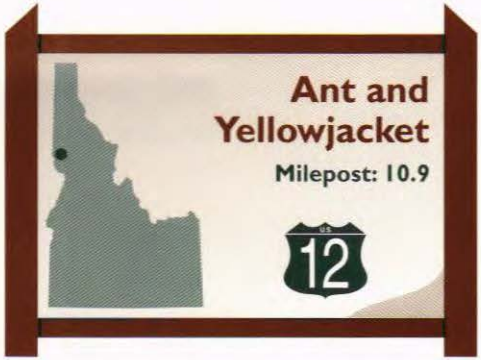
Sign number: 153

The Orofino Fourth of July parade in 1900. The mining camp Oro Fino was founded about forty miles north of the present city of Orofino. In 1861 Oro Fino had six restaurants, two hotels, 20 whiskey shops, 10 gambling saloons, two bakeries, one watchmaker, one bookstore, one barbershop and three doctors' offices.

Oro Fino City was the commercial center of Idaho's earliest gold camp in the great days of 1861. It flourished here for more than a year.

Pierce City was only two miles away, but another town sprang up near some rich gold strikes. In its first few weeks, Oro Fino City had "about 60 houses – more going up every day; nine or 10 stores, more saloons than are needed, two smith shops, two butcher shops, three families, and about 500 inhabitants." But with the gold rush over, the place was abandoned. The deserted town burned to the ground, August 10, 1867.

Sign number: 156



According to a Nez Perce Indian legend, the stone arch up the hill was once two fighting insects.

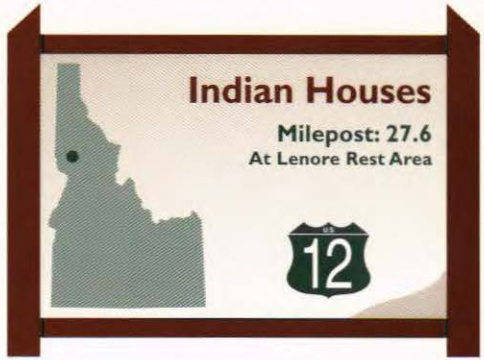
Ant and Yellowjacket had an argument and came to blows over who had the right to eat dried salmon here. Fighting fiercely, they failed to notice Coyote, the all - powerful animal spirit. Even when he ordered them to stop, they kept on struggling. For not heeding his warning, he turned them to stone while their backs were arched and their jaws locked together in combat.

Sign number: 264

Marcus Whitman and Henry Harmon Spalding led Presbyterian missionaries west in 1836 to answer a Nez Perce call for teachers.

Spalding began his mission and school nearby, but moved here in 1838. Believing in secular as well as religious teaching, he taught the Indians farming, brought in the Northwest's first printing press, and built flour and sawmills. But hostility slowly developed, and Spalding left after the Whitman massacre at Walla Walla in 1847. He returned with the gold rush to labor among his converts until his death in 1874. His grave is nearby.

Sign number: 111



Indians have lived next to this good fishing hole for 10,000 years.

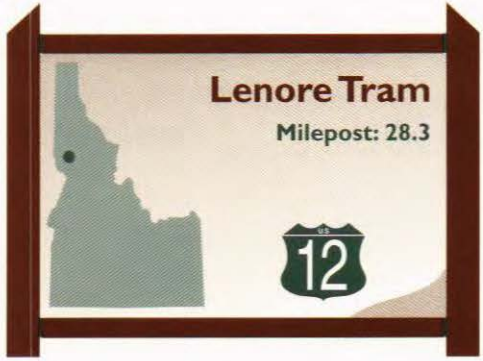
As long as 3,000 years ago, they had large oval houses, 28 feet long by 24 feet wide. To build these houses, they put a bark and mat covering over a frame of 50 or so house posts. Four or more families lived in a house this size. From their village here by the river, they went out to hunt deer or to dig camas. They had to travel widely in their constant search for food.

Sign number: 316

Slaterville served as the steamboat port for the Clearwater gold rush, which followed mineral discoveries at Pierce in 1860.

Founded by Seth S. Slater, May 6, 1861, Slaterville (permanent population 50) had five edifices built mainly of colored blankets, two stores, two houses, and a saloon. When the Colonel Wright "snapped her towline on the Grand Rapids and went whirling through the Big Eddy" just below here, May 13, Lewiston was founded to replace the new port. One more steamer reached here June 1, but Slaterville was doomed.

Sign number: 250



In 1898, after rail service from Lewiston reached Lenore, a tramway was begun to ship grain from Camas Prairie (1,600 feet above) to a new freight stop directly across the river.

Previously, grain wagons descended a long steep hill from the prairie. Gravity moved full tram buckets down, sending empty buckets back up the cable loop. By 1903, the completed system carried up to 100,000 bushels of grain each year. In 1937 a fire destroyed the entire system.

Sign number: 486

On their way west in 1805, Lewis and Clark descended into Clearwater Canyon on an old Indian Trail across from here.

After more than a month's search, they finally reached a westward river where they could use canoes. From here they continued another 16 miles with their packhorses before they found a campsite with trees suitable for making canoes. But at this point, they had finished their difficult mountain passage to navigable Columbia water.

Sign number: 249

An old ferry near here took thousands of eager fortune hunters to a trail that climbed out of this canyon to rich gold fields discovered at Pierce in 1860.

You still can follow their spectacular route to Weippe Prairie, where in 1805 Lewis and Clark met a Nez Perce band that helped save their expedition. Continuing on, you can reach Idaho's oldest public building – Pierce Courthouse, built in 1862. Take State Highway 11.

Sign number: 466

The Triangle Construction Company Fourth of July celebration on the Lewis and Clark Highway (now U.S. 12) near Orofino, 1922.

Meriwether Lewis planned the great expedition to the Pacific and helped realize Thomas Jefferson's dream of a United States reaching from ocean to ocean. Lewis was probably the first white man to set foot on Idaho land. He was rewarded for his expedition with the governorship of the Louisiana Territory.

A Massachusetts Congregationalist, Smith spent two years here learning the Nez Perce language and starting a mission.

Coming here May 10, 1839, to study with Lawyer, an important Nez Perce leader, he stayed to work on an Indian dictionary and to hold daily religious classes each spring and winter. After spending six months in a "mere hovel," he finished a comfortable home and started a garden of several acres. But he never got used to pioneer life here. Leaving Kamiah April 19, 1841, he moved to a mission in Hawaii.

Sign number: 309

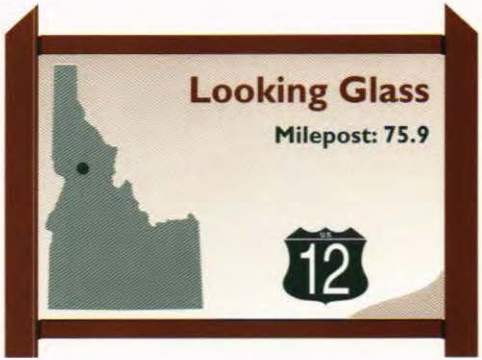
In 1806, Lewis and Clark waited six weeks for deep snow to melt on the high ridges of the Lolo Trail to the east of here.

Their route home blocked, they spent four of the six weeks (May 14-June 10) at their long camp across the river. They hunted, fished and amused themselves showing the Nez Perce Indians "the power of magnetism, the spyglass, the compass, watch, air gun and sundry other articles equally novel and incomprehensible to them." Finally, with three Indian guides, they got away on their long journey back to the United States.

Sign number: 310

The able companion of Lewis, William Clark helped conduct the great expedition to the Pacific Coast. Later he became territorial governor of Missouri.

Chief Joseph (1840?-1904) of the Nez Perce was a leader of Native American resistance to white encroachment in the western United States.



During General O.O. Howard's 1887 Nez Perce campaign, Looking Glass and his band were camped up Clear Creek near here.

Looking Glass told Army authorities: "Leave us alone. We are living here peacefully and want no trouble." But after a July 1 military attack that destroyed his village, ruined his gardens and captured 750 Nez Perce horses, Looking Glass and his band joined other Nez Perce refugees and soon headed for Montana's buffalo plains. Howard spent three more months pursuing Joseph, White Bird, Looking Glass and their warriors after that fiasco.

Sign number: 347

On their westbound journey, Lewis and Clark crossed here, September 15, 1805, after camping four miles upstream at Powell.

Their Shoshoni guide had brought them down an old trail from Lolo Pass to a Lochsa fishery he knew about. To continue west, he had to take them north up this ridge to rejoin their Lolo Trail route. Indian travel through here had to go along high ridges because Lochsa Canyon had too many cliffs and gorges to provide a good horseback route.

Sign number: 333

Harvesting on the Eitzen farm near Nezperce in 1911.

A new rest area and visitors center at the top of Lolo Pass near the U.S. 12 Idaho/Montana border should be completed in 2000. Lolo pass has an elevation of 5,233 feet.

When Lewis and Clark came up this ridge, June 29, 1806, they ran into "A shower of rain, with hail, thunder and lightning, that lasted about an hour."

But they got out of deep Lolo Trail snow after they reached Rocky Point (directly across from here) and descended to Crooked Fork, below this turnout. They reported that then they "ascended a very steep acclivity of a mountain about two miles" crossing this highway here to reach their old trail to Lolo Pass.

Sign number: 334

The Lewis and Clark party crossed this pass September 13, 1805, westbound for the Pacific after a long detour from the south.

From the headwaters of the Missouri, they had crossed the mountains to the Salmon. Finding that river impassable, they traded for packhorses, hired an Indian guide and came north to an Indian trail across the mountains here. Tired and ill-fed, the men had a hard struggle in early snow along the steep ridges which the trail followed for most of its 125-mile course west to the Clearwater River.

Sign number: 247

In 1862, a noted Western scout, Mose Milner, started Mount Idaho on his gold rush trail to Florence. Camas Prairie's major early town soon grew up here.

But when civic leaders resisted a farm effort to organize a grange there in 1874, Grangeville grew up as a better-located town. Although Mount Idaho became county seat from 1875 to 1902 and had an important Chinese community, Grangeville soon surpassed its older rival. Most of its early buildings have disappeared.

Sign number: 352

Chief Joseph with Alice C. Fletcher, a government allotting agent, at the Idaho Nez Perce Reservation. Joseph was leading the Nez Perce to Canada when they were stopped by the U.S. Army only 30 miles from the border in 1877. Joseph is quoted as saying, "I will fight no more, forever." His Nez Perce name was In-mut-too-yah-lat-lat ("thunder coming up from the water over the land").

After the Clearwater battle on the heights above here, July 11-12, 1877, the Indians crossed the Lolo Trail to Montana.

Advancing northward along the high ground with 600 troops and artillery, General O.O. Howard found the Indian camp on the flat across the river. But 24 brave Indians blocked his advance and 100 more pinned him in rifle pits for a day. Then the Indians, camp and all, moved slowly northward past Kamiah, while Howard followed without fighting. There the Indians decided to move east away from the troops.

Sign number: 259

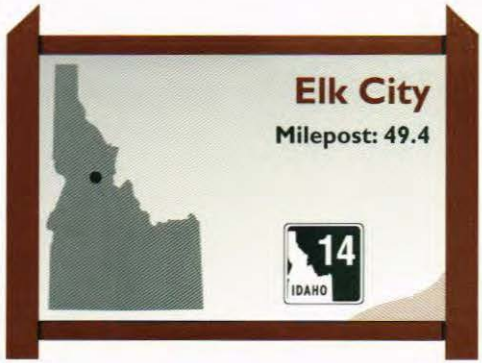
An exceptionally large hydraulic pit, left by massive placer mining in this area, still can be seen one mile from here.

Buffalo Company miners using hydraulic giants – large metal hoses with nozzles that could direct a stream of water under high pressure – cut away a large hillside deposit of placer gold. Long ditches and flumes were employed to bring water in at an elevation sufficient to gain pressure enough to operate their giants.

Sign number: 370

The results of hydraulic mining near Elk City, Idaho. Elk City was founded by 52 prospectors from Pierce in 1861.

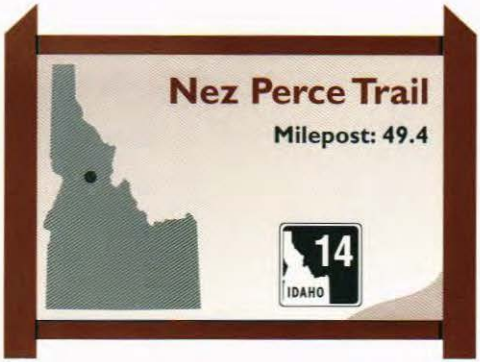
A logging crew at an unidentified location.



Twenty-two prospectors from Pierce discovered the Elk City mines in May 1861, and a gold rush followed that summer.

Through July, the houses were "nice and airy, being constructed of brush," with bars for doors "to keep out the cayuse horses." Permanent log buildings were begun August 6, and within a month about 40 stores, saloons and cabins were ready for winter use. Most of the miners rushed off to other new bonanzas that fall, but Elk City still became one of the important Idaho gold camps.

Sign number: 168



An old Indian trail connected Elk City with mines in Montana when Idaho's gold rush spread there in 1862.

Following a route developed by Nez Perce buffalo hunters, a host of miners and packers ascended a series of ridges overlooking the deep Salmon and Clearwater river canyons on their way to new gold fields. Long after local Indians and miners ceased to travel there, a single-lane forest road was constructed near that traditional Nez Perce thoroughfare in 1934.

Sign number: 369

The Nez Perce Trail in the St. Joe National Forest northeast of Princeton.

A Chinese New Year's Day parade in Boise. In 1870 about 4,300 Chinese lived in Idaho, more than 25 percent of the total state population. They worked in gold mines, constructed railways and were also packers, cooks, merchants and gardeners. By 1890 the Chinese population had declined to 1,500 due partially to anti-Chinese sentiment and restrictive laws, particularly the Chinese Exclusion Act of 1882. The act was repealed in 1943.

Through this canyon once puffed the wood-burning locomotives of the narrow-gauge Utah Northern Railway.

Construction, undertaken by a Mormon co-op, came northward from a junction with the transcontinental line, but stopped in 1874 at Franklin on the Utah-Idaho border. Jay Gould, famous financier of the Union Pacific, took over in 1877. Trains were passing here the next summer, and the rails reached Montana in 1880. New life for eastern Idaho followed the shrieking whistles of those little Utah Northern trains.

Sign number: 17

At ISU Campus

This great institution began here on Sept. 22, 1902, with 4 teachers and 40 students.

Originally the Academy of Idaho, it became Idaho Technical Institute in 1915, the Southern Branch of the University of Idaho in 1927, and Idaho State College in 1947. Its development of professional and graduate programs and its continued growth in stature led to its designation as a university in 1963.

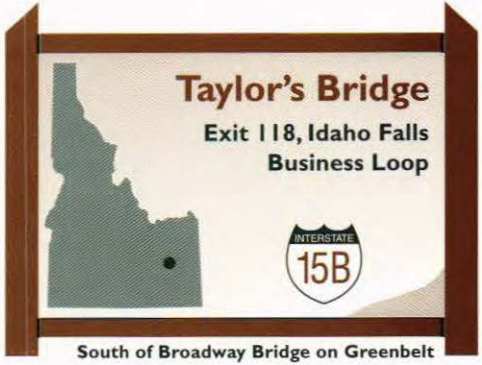
Sign number: 289

The Academy of Idaho (now ISU) in 1905. In 1943 the university was one of 150 schools in the nation chosen by the Bureau of Naval Personnel as an officer training school in the Navy V-12 program. The ISU Minidome (renamed the Holt Athletic Arena) is the first indoor stadium ever built on a college campus.

Molten rock, forced upward for 30 to 50 miles through fissures in the earth, has cooled into hard lava found here.

Continued pressure from below has made great cracks in the contorted surface. This lava solidified only a few thousand years ago, and not very much soil covers it yet. But vegetation is getting a start and unless new flows intervene, windblown soils will cover these rock layers. The surface here will then look the same as the surrounding plains, which also are layers of lava and windblown soils.

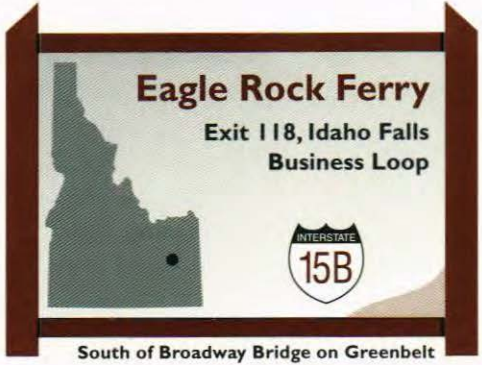
Sign number: 287



A landmark toll bridge spanned the Snake River at this rocky site in 1865, replacing the Eagle Rock Ferry, nine miles upstream.

James Madison Taylor (a relative of Presidents Madison and Taylor and a founder of Denver, Colorado) settled here in 1864 to develop an improved route for his freight line from Salt Lake to Montana's new gold mines. After his bridge was built, telegraph service reached here, July 16, 1866, and Eagle Rock (as Idaho Falls was known until 1890) became a regional transportation center. A railroad bridge was built adjacent to Taylor's Bridge in 1879.

Sign number: 223



On June 20, 1863, Bill Hickman started a ferry nine miles up the Snake River for thousands of gold hunters headed for mines that now are in Montana.

Named for an eagle that had a nest on a rock here, his ferry flourished for two years. In 1864, J. Matt Taylor took it over and got an Idaho franchise to run it until he built a bridge here. Miners from Soda Springs and freighters from Salt Lake City all used Eagle Rock Ferry during Montana's gold rush.

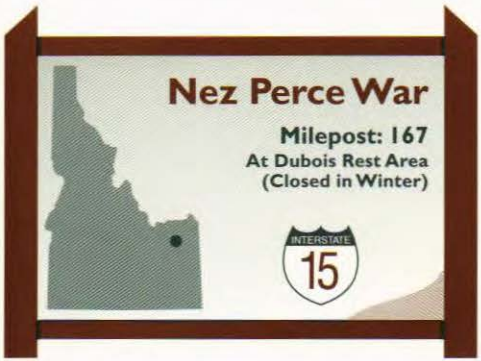
Sign number: 224

The flat, irrigated fields that stretch to the next interchange used to be a great Indian and trappers' hunting ground in an old lake that came and went.

In historic times, Market Lake was formed during the great Snake River flood of 1853. When a new railroad grade blocked the overflow channel leading from the river, the lake disappeared for a time after 1887. Later, irrigation seepage restored the lake, and now the level is regulated for farming and a wildlife refuge.

Sign number: 323

A cook shack on a barge drifts through the Clearwater River.



When General O.O. Howard tried to get more than 600 Nez Perce Indians to settle on a North Idaho reservation in 1877, he ran into a lot of trouble here.

On their way to Yellowstone Park, Chief Joseph's Nez Perce people reached Hole in the Rock Station (four miles north of here) on August 16, and shut down stage service to Montana. Howard's cavalry and volunteers followed only a day behind until August 20, when an Indian force made off with more than 100 Army mules. That raid halted military pursuit and forced Howard to continue his Nez Perce campaign for six more weeks.

Sign number: 427

After Montana's gold rushes began in 1862, thousands of miners came past here, and a Beaver Canyon stage station was built here.

Freighters and travelers on stage lines from Salt Lake to Montana stopped at this station until Utah and Northern Railway service reached here in 1879. Large ranches also were supplied here until 1897, when they decided to move their Beaver Canyon town to a better site at Spencer.

Sign number: 222

Long after its discovery in 1867, a mining camp flourished next to a gold lode below Crown Point on this ridge 4 miles west of here.

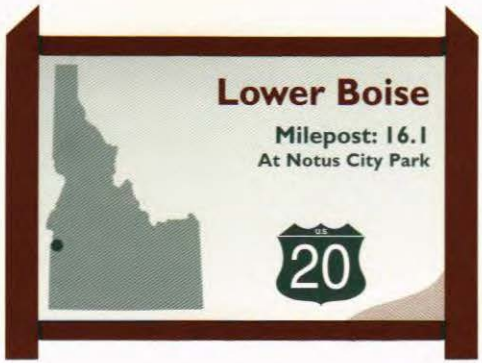
Pearl boasted 3 stores, 4 saloons, a butcher shop, a fire station, a church, a school, 2 hotels, and an Odd Fellows' Lodge before it declined. A revival was considered as late as 1982, when high gold prices had increased Pearl's early production value to $12,000,000.

Sign number: 447

In 1862, Tim Goodale opened an Oregon Trail cutoff that descended a steep ridge just west of here into the valley below.

Later that year a gold rush to Boise Basin came up Payette Valley, and the next summer farmers along the river started raising crops to supply the mines. For a year or more they were troubled by a notorious band of horse thieves based at Pickett's Corral located at the head of the valley before you. Late in 1864, the farmers organized the Payette Vigilance Committee and drove out the Pickett Corral gang.

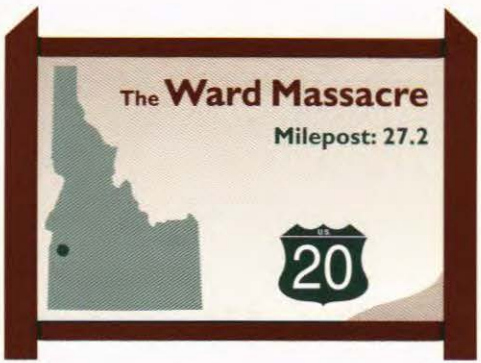
Sign number: 295



Confederate refugees from Missouri started farming in this area in 1863 and 1864, when gold and silver mining camps created a great demand for flour and cattle.

Driven out from their Missouri River homes below Kansas City by extremely bitter Civil War border warfare, they got a new start by digging riverside canals and planting crops. They helped make Idaho an overwhelmingly southern Democratic territory from 1864 to 1880. Settlements from Caldwell to Notus were known as Dixie, and those farther west were called Lower Boise.

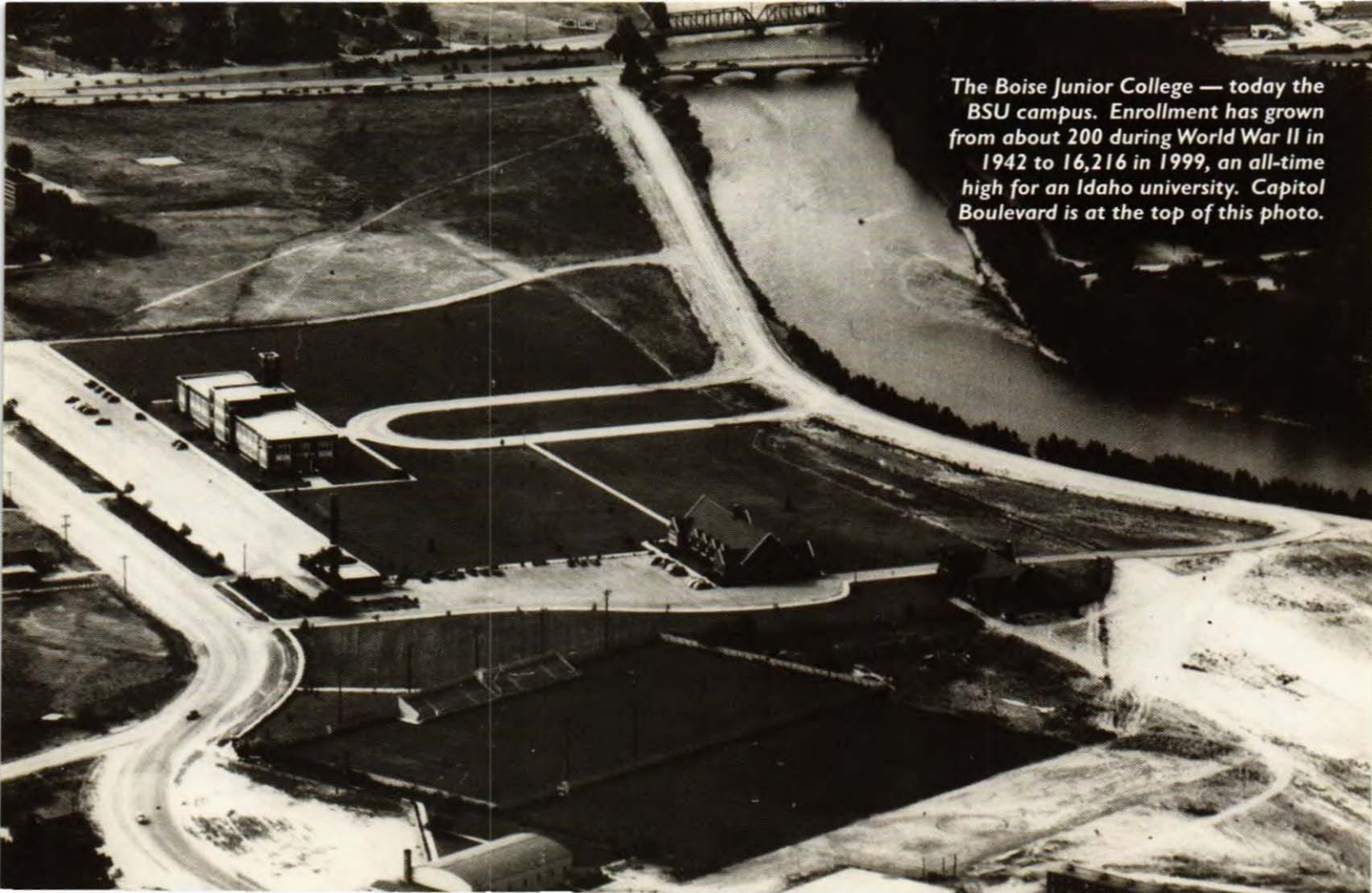
Sign number: 361



Only two young boys survived the Indian attack on Alexander Ward's 20-member party, which was Oregon-bound on August 20, 1854.

Military retaliation for the slaughter so enraged the Indians that Hudson's Bay Co. posts Fort Boise and Fort Hall had to be abandoned, and the Oregon Trail became unsafe without army escort. Eight years of conflict followed. Finally, the 1862 gold rush brought powerful forces, civilian and military, that gradually subdued the tribes.

Sign number: 75



The Boise Junior College — today the BSU campus. Enrollment has grown from about 200 during World War II in 1942 to 16,216 in 1999, an all-time high for an Idaho university. Capitol Boulevard is at the top of this photo.

U.S. commercial airline service began with a Varney Air Lines flight from Pasco to Boise, which landed here April 6, 1926. Army planes had delivered airmail before that time.

After Varney Air Lines was merged with newer companies to become United Airlines, this flight was recognized as United's initial flight. A year later, Charles A. Lindbergh landed here on national tour after his solo flight to Paris. Boise's municipal airport continued to serve planes here until 1940, when 8,800-foot runways were built at its present site.

Sign number: 72

Expanding from a two-year community college (1932-1965) to a campus with a graduate program, Boise State was designated as a university in 1974.

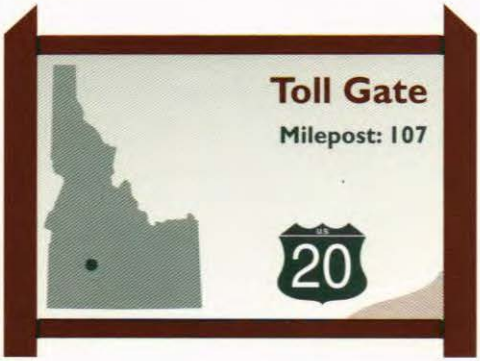
Originating as an Episcopalian academy founded in 1892, this institution was located a mile north until 1940, when Boise's municipal airport, located here, became available for a large new campus. Christ's Chapel, Boise's original Episcopalian church building which was built downtown in 1886, was moved to this site for permanent preservation in 1963.

Sign number: 402

At the junction of the Rocky Bar road with the Oregon Trail, this was a major stage line stop for 20 years.

Stage service commenced in 1864, and a connection to the Rocky Bar mines was moved here in 1870. In 1878, the station owners thought it would sound a lot better to call their place Mountain Home instead of Rattlesnake. Then the Union Pacific — built out in the valley in 1883 — replaced the freight wagons and stage lines that came through here. So Mountain Home was moved on down Rattlesnake Creek to its present location on the railroad.

Sign number: 195



An 1868 toll road to Rocky Bar provided better access to early gold mines 40 miles north of here.

Julius Newberg's south Boise wagon road had reached Rocky Bar in 1864, but a route through this canyon was needed to avoid steep Syrup Creek grades on Goodale's Cutoff eight miles northwest of here. Tolls were collected here for 20 years to maintain it, and James Porter's splendid hotel and dairy attracted travelers for many miles.

Sign number: 197

An old emigrant road headed west across Camas Prairie and then descended to the valley below on its way to rejoin the Oregon Trail 20 miles southwest of here.

This route, discovered by Donald Mackenzie's fur trade party in 1820, came into use for emigrant wagons in 1852. Indian hostility along the regular Oregon Trail to the south led Timothy Goodale to bring a large emigrant party of Idaho pioneers this way in 1862. After that, the road was known as Goodale's Cutoff.

Sign number: 305

Up toward Camas Prairie, this road goes by Castle Rock and other eroded granite outcrops that were landmarks on Goodale's Cutoff, an Oregon Trail route that came this way.

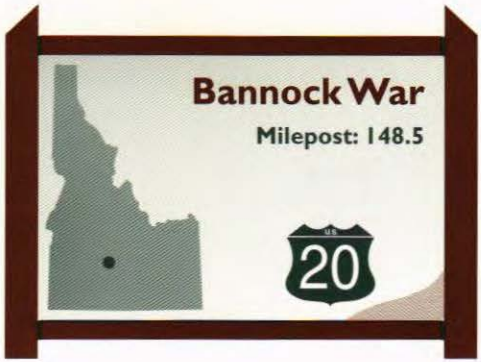
Emigrants generally had not seen large granite rock formations of this kind, and Idaho offered a number of good opportunities, both for Oregon and California travelers. Castle Rock and its neighbors were outstanding examples along Goodale's Cutoff. The trail was used primarily from 1862 until automobiles replaced wagon traffic more than 40 years later.

Sign number: 353

More than a century ago, Rocky Bar, Happy Camp and a number of other south Boise mining towns flourished in a remote mountain wilderness 30 miles northwest of here.

Discovered early in 1863, they were so hard to get to that they could not be worked successfully for more than 20 years. But wealthy investors from New York and London finally put up enough capital that large mills and underground tunnels produced more than $6 million. That gold now is worth more than $120 million.

Sign number: 400



Angered by encroachment of white men on Camas Prairie lands, which had been guaranteed to the Bannock Indians by treaty, Buffalo Horn's Band went to war May 30, 1878.

The war started in June on the Camas Prairie and spread to central Oregon. The Indians were returning to their reservation at Fort Hall. Harried from the island, they soon lost the pursuing troops in rough country north of here. This was the last real battle of the war.

Sign number: 277

Water from deep snow that falls on high mountain ridges north of here is stored each spring in this reservoir to irrigate farmland near Shoshone and Richfield.

The Big Wood River flows past some hills that separate this valley from a broad plain of lava and windblown soil. This border area provides an excellent storage site for more than 190,000 acre-feet of irrigation water. Magic Reservoir, created in 1910, provides recreation opportunities and a home for fish and wildlife in a desert setting.

Sign number: 413

An example of early 20th Century road construction in Idaho.

Since 1949, more nuclear reactors — more than 50 of them — have been built on this plain than anywhere else in the world.

This 900-square-mile Idaho National Engineering and Environmental Laboratory is the birthplace of the nuclear Navy. Commercial power reactor prototypes, including reactors that breed more fuel than they consume, were developed here. Also, internationally renowned for its materials testing reactors and reactor programs, this laboratory has become a major research center for developing peaceful uses of atomic energy.

Sign number: 297

When its water is not diverted for upstream irrigation, the Lost River flows past here into a sink 14 miles to the northeast.

Lava flows in the Snake River plains buried old channels of the Lost River, Little Lost River and Birch Creek. No longer able to reach the Snake River on the surface, they went underground. After a 120-mile journey under the lava plains, water from the Lost River eventually emerges through numerous large springs below Twin Falls, making up a small part of the flow of Thousand Springs near Hagerman.

Sign number: 304

Rising above this level plain of lava flows and windblown soils, these high landmarks are recent additions to Idaho's landscape.

East Butte (farthest east) flowed up and cooled quickly about 600,000 years ago, while Big Southern Butte (south of here) emerged about 300,000 years ago. Although East Butte and Middle Butte have a similar general appearance, they were formed in different ways. A dome of melted rock called rhyolite that rose up through a volcanic fissure became East Butte. Middle Butte, however, is a block of hard lava (basalt) pushed up by volcanic activity from below.

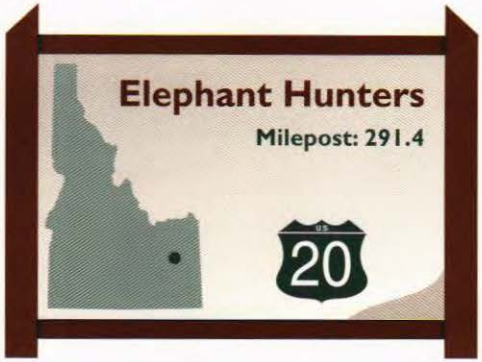
Sign number: 428

A rough ride sometime between 1890 and 1913.

Towering 2,500 feet high, two overlapping rock domes form a 300,000-year-old butte that dominates this lava plain.

After a hot flow of molten rhyolite (acidic rock) boiled up through older lava, a second rhyolite dome pushed up a block of earlier basalt on its northwest side. They took many thousands of years to reach their present shape, but geologically, they are very recent structures.

Sign number: 436



Early day big game hunters, who occupied lava caves around here more than 12,000 years ago, had a diet that included elephants, camels and giant bison.

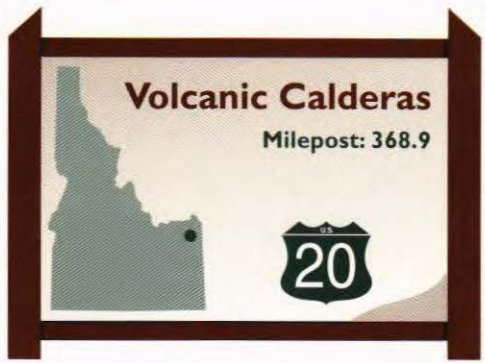
When a gradual change to a warmer, drier climate made local grasslands into more desert, the elephant herds left for cooler plains farther north. But 8,000 years ago, bison still were available here. Indians continued to hunt buffalo on these plains until about 1840. Then they had to go to Montana for their hunting trips.

Sign number: 365

The giant peaks to the southeast were a famous early Western landmark known to fur hunters and mountain men.

Perhaps as early as 1819, French-speaking trappers were calling them the Trois Tetons — the three breasts. More prosaic English-speaking mountain men named them the Pilot Knobs, but the romantic French name stuck. This is one of the finest views of the peaks from the west, the side from which they were seen by the men who named them.

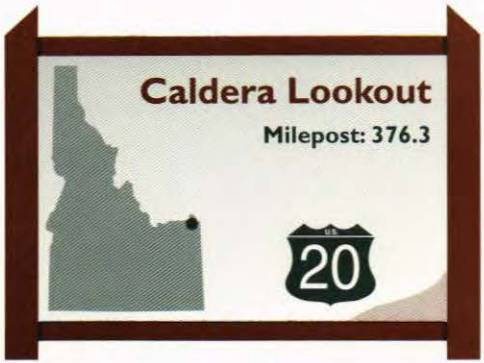
Sign number: 267



Some two million years ago, massive eruptions of hot rock boiled for 60 miles from this high rim through Yellowstone Park.

An exceptionally large crater remained when that lava surface collapsed. Another smaller caldera followed north of here about 1.3 million years ago. Yellowstone's geysers and hot springs continue to spout as remnants of those volcanic displays formed as underground rock gradually moved westward across a tremendous source of interior heat.

Sign number: 396



High on Island Park Caldera's west rim, a 72-foot-high Forest Service lookout tower affords an excellent view of this large volcanic feature.

No other steel tower has been preserved in this part of Idaho. When it was erected in 1936, lookouts were essential for fire detection in all of this region's forests. This one still is used in times of especially severe fire hazard, but planes now are responsible for regular fire patrol. Forest Service road 80120 ascends to the Bishop Mountain Lookout at an elevation of 7,810 feet.

Sign number: 391

Started in 1902 as a large cattle ranch, Railroad Ranch soon became a summer retreat for wealthy Easterners and eventually Idaho's largest state park.

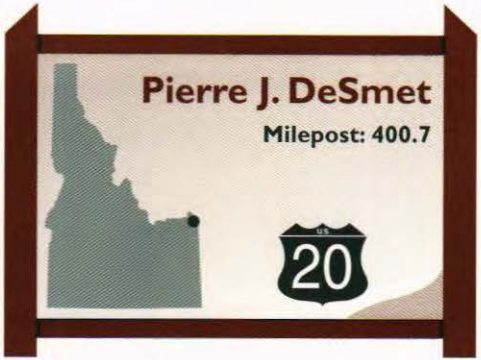
Railroad magnate and diplomat W. Averell Harriman and his brother Roland donated the ranch to Idaho in 1977, thus preserving the area's remarkable wildlife, and prompting development of a professionally managed state parks system.

Sign number: 462

Henry's Fork meanders through a 16,000-acre wildlife refuge that retains diverse habitats for many kinds of birds and animals.

Lodgepole pine forests and open meadows provide many opportunities to enjoy wildlife here, and fly fishing still is allowed in this region of scenic beauty. Moose, deer and elk find plenty of food and shelter, while eagles, hawks and owls thrive in open hunting grounds. Access is through Harriman State Park.

Sign number: 461



Roman Catholic missionary services began in Idaho on Sunday, July 10, 1840, in Teton Valley, followed by a Mass held near here at Henry's Lake, July 23.

Pierre J. DeSmet, a Belgian Jesuit leader, accompanied a Pend d'Oreille-Flathead band on their way northwest to their homeland. Climbing a mountain here, along streams "descending from dizzy heights, leaping from rock to rock with a deafening noise," he invoked divine thanks for his successful tour into Idaho and Montana.

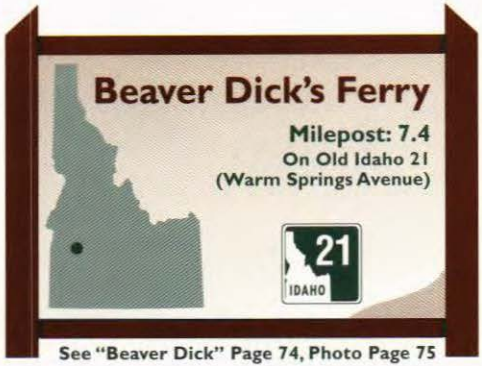
Sign number: 452

A car is stranded in the mud near Grimes' Creek on the way up Grimes Pass Hill in 1913. *See "Grimes' Creek" on page 50.*

The Oregon Trail is still clearly visible coming off the rimrock across the river. Here the westbound emigrants after 1840 came gratefully down into this green valley.

The first cart passed here with Henry H. Spalding and Marcus Whitman, pioneer missionaries, in 1836. After 1842, thousands of emigrant wagons cut a broad track, later called the Overland Road. The tide of travel declined when the railroad was completed in 1883, but emigrant wagons continued to use this road until after 1900. The tracks of the wagons and stages can still be followed for miles east in the desert.

Sign number: 151

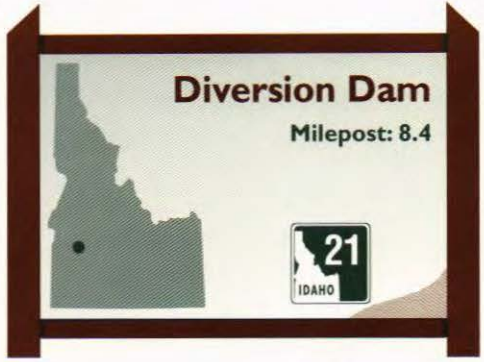


See "Beaver Dick" Page 74, Photo Page 75

In 1863 and 1864, overland packers hauling supplies from Salt Lake City to Idaho City crossed here and took a direct route northward to More's Creek.

They cut a steep grade from the Oregon Trail down to Beaver Dick's Ferry, which served as a crossing only a short distance below here. After gold rush excitement ended, Idaho City traffic came through Boise and used a toll road further north to Boise Basin.

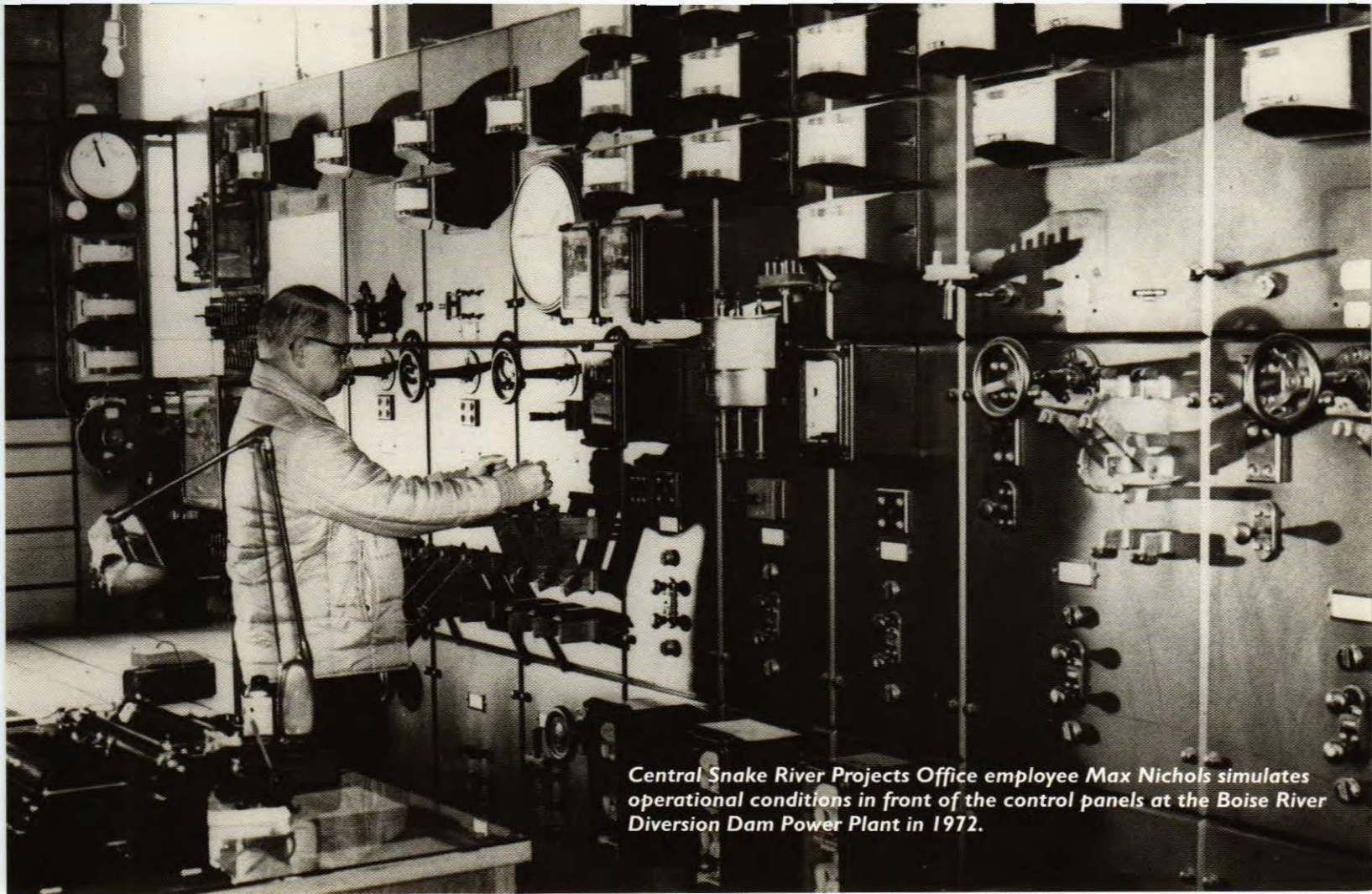
Sign number: 359



Diversion Dam was completed in 1909 to lift water into an already constructed New York Canal system, greatly expanding its irrigated farmlands.

After a quarter-century of failing to dig a large canal above Diversion Dam, United States Reclamation Service funding enabled a group of Boise Valley irrigation districts to complete this project. Then in 1912, a generating plant was installed to provide power to construct Arrowrock Dam. It has been preserved as a historical display by the Bureau of Reclamation.

Sign number: 343



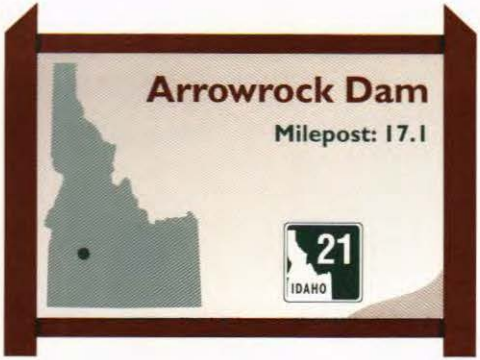
Central Snake River Projects Office employee Max Nichols simulates operational conditions in front of the control panels at the Boise River Diversion Dam Power Plant in 1972.

A fire crew works to contain a fire at More's Creek on July 18, 1960.

More's Creek is named for J. Marion More, leader of the party of miners who founded Idaho City, October 7, 1862.

Like most of Idaho's early miners, he came originally from the South. Unlike most of them, he struck it rich. During the Idaho gold rush, he had profitable investments in many important mining camps. Hardly anyone else did as much to build Idaho during the early days.

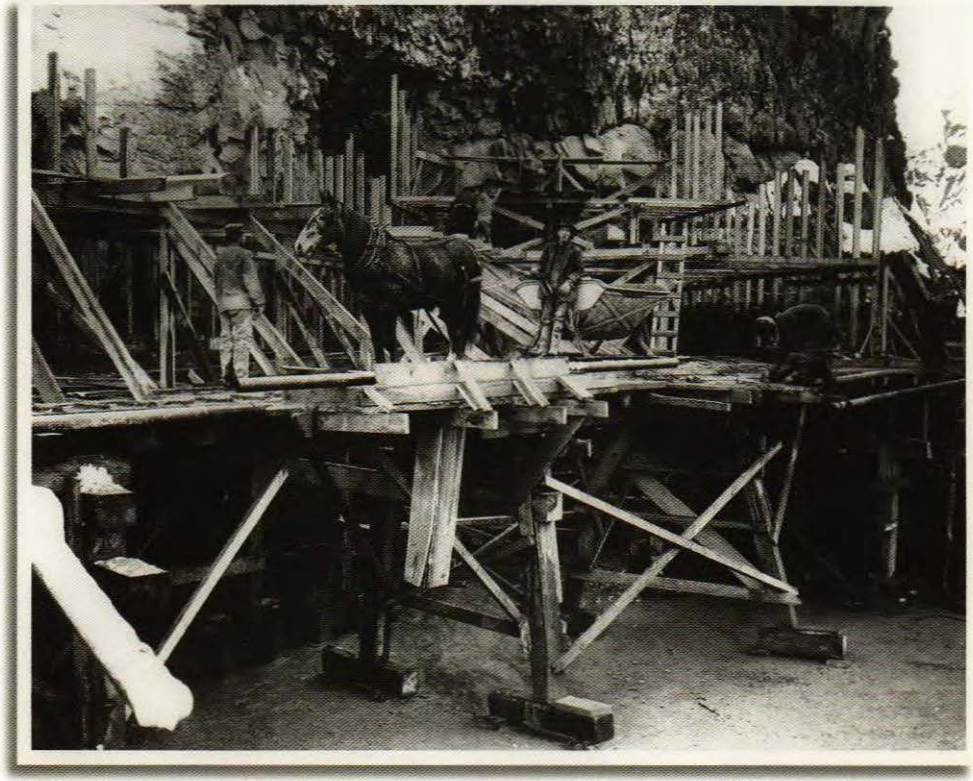
Sign number: 318



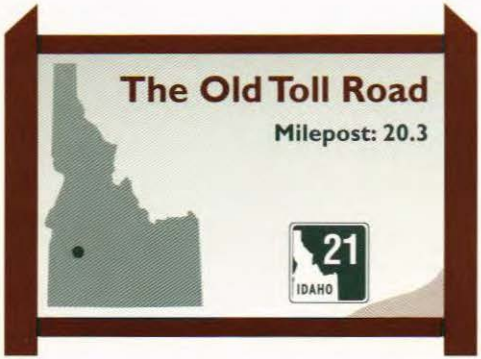
Higher than any other dam from 1915 until 1934, Arrowrock still is an essential part of the Boise Valley's irrigation system.

Located six miles upstream from here, Arrowrock is 350 feet high and 1,150 feet wide. Built at a cost of $4,725,000 to provide additional water storage to get 2,635 valley farms through dry summer seasons, it had enough capacity to take care of more than 1,000 new farms as well. Its 18-mile canyon reservoir holds 280,000 acre-feet of water.

Sign number: 376



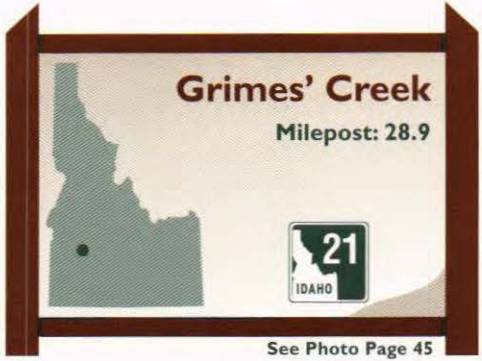
The intake entrance of the diversion tunnel at Arrowrock Dam on Jan. 15, 1912. U.S. Senator William Borah's influence was important in the construction of the dam and other reclamation projects in Idaho.



The Old Toll Road to Idaho City crossed the ridge from Boise through the lowest point you can see in the skyline across the valley.

Climbing the More's Creek canyon wall, it crossed this highway about here and swung north. The road was built, and stage services began in 1864 when Idaho City was the largest town in the Pacific Northwest. Even though the road was shorter than today's highway, it was a long, hard day's trip from Boise to Idaho City. A stage from this run is in the Idaho Historical Museum.

Sign number: 266



See Photo Page 45

Named for George Grimes, who with Moses Splawn led the party that on August 2, 1862, made the strike that started the Boise Basin gold rush.

The party was searching for a rich basin described to Splawn a year earlier by an Indian. Further up this creek, they found the gold they were looking for. A few days later, Grimes was killed at Grimes Pass (it was blamed on Indians), and his partners had to bury him in a prospect hole nearby.

Sign number: 188

This roaring metropolis was founded early in October 1862, about 10 weeks after gold was discovered in Boise Basin.

By the next summer, this was the largest city in the Northwest, with 6,275 people — 5,691 of them men! Families followed, and respectable businesses, schools, libraries, good theaters, churches and fraternal orders soon came. The town survived several diasterous fires and remained an important mining center until the war shut down gold production in 1942.

Sign number: 186

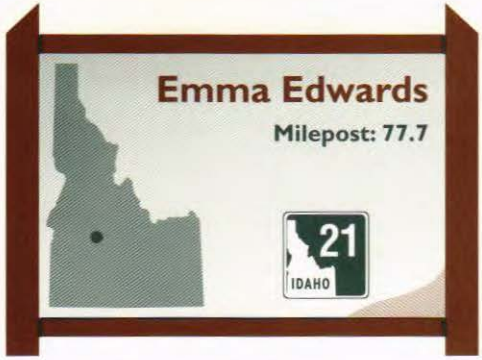
The Myer and Smith Store in Idaho City. Idaho City was once eyed as a potential capital for a Montana Territory that would include almost all the Idaho and Western Montana gold mining regions and Wyoming. The U.S. House of Representatives passed a bill in 1863 to establish this new territory, but it was never implemented.

Known as a "mud wagon," this stage served the Idaho City Stage Line. Governor James A. Hawley sits in the center of the driver's seat. The stage is kept at the Idaho State Historical Society Museum.

In 1907, Nathaniel W. Lowman settled here, and four years later, when he started a post office in his large log house, this community was named for him.

Only a few scattered settlers lived here then. Lowman got all its supplies once a year from a large freight wagon over a state road built in 1894 to provide access to north Idaho. This highway followed in 1939. Eventually a one-room schoolhouse was moved here from Garden Valley. It still serves Lowman.

Sign number: 444



A talented artist, Emma Edwards went to work in 1890 to design Idaho's state seal when she was only 18 years old.

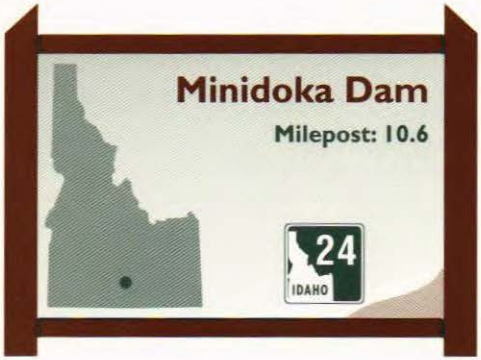
Although her father had moved to California after serving as governor of Missouri (1844-1848), Emma preferred to spend much of her time in Idaho. After her marriage to John G. Green, a Boise Basin miner, they took up a land claim along Emma Creek and Green Creek in 1906 and lived here for many summers. Her seal design designated syringa, which blooms on these hills, as Idaho's state flower.

Sign number: 442

An emigrant from Denmark, where he had studied forestry, Grandjean came to this part of Idaho in 1883 to mine, hunt and trap.

Before Idaho became a state in 1890, he built a winter cabin below Grandjean Peak at a site later occupied by the Grandjean ranger station. Because of his European studies, he became a professional forester here. He served as supervisor of the Boise National Forest from 1906-22.

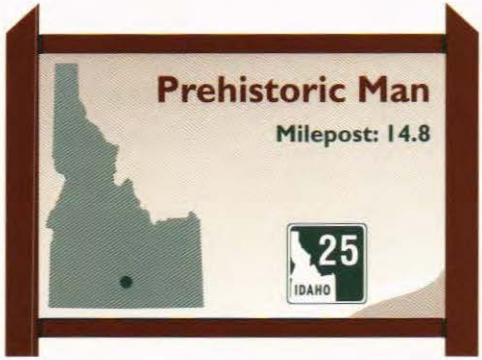
Sign number: 435



An important pioneer federal reclamation dam and power plant provides water and electricity for farms and cities nearby.

Constructed five miles east of here between 1904 and 1906 at a cost of $675,000, Minidoka Dam diverts water into canals 86 feet above the Snake River. In order to reach still higher farms south of Burley, a $413,000 power plant was completed in 1913. Local irrigation districts have repaid costs of this project. This early federal power program led to national Rural Electrification Administration services.

Sign number: 341



Archaeological excavations show human occupation of the Snake River plain for more than 10,000 years.

Early men left weapons and other gear in a cave in a nearby butte. Bones show that they hunted game that is now extinct — camels, ancient horses and ground sloths. In succeeding thousands of years the climate grew extremely dry, much drier than it is today. Still later, it became less arid again. Through all these changes, man succeeded in adapting and remained here.

Sign number: 276

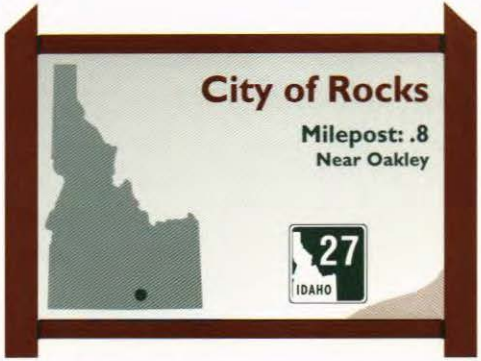
Excluded from their West Coast homes by military authorities, more than 9,000 Japanese Americans occupied Hunt relocation camps four miles north of here between 1942 and 1945.

Until they could resettle in other places, they lived in wartime tarpaper barracks in a dusty desert, where they helped meet a local farm labor crisis, planting and harvesting crops. Finally, a 1945 Supreme Court decision held that United States citizens no longer could be confined that way, and their camp became Idaho's largest ghost town.

Sign number: 340

Left: Baggage arriving from an assembly center in Washington at relocation camps near Hunt, Idaho. Above: Japanese-Americans standing outside barracks. Each interned person could only take with them what they could carry. The 500 buildings of the camp were abandoned in 1945, leaving Idaho's eighth largest city a ghost town.

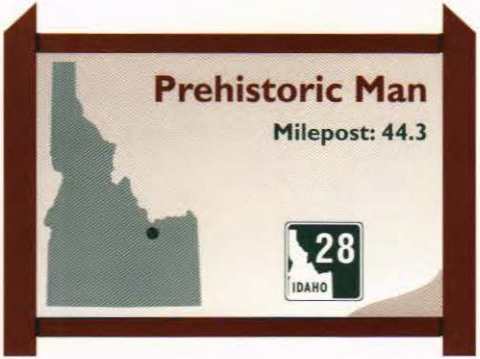
Long before the traveler above made his journey, emigrants on the California Trail enjoyed the granite rock formations of the City of Rocks, sometimes called the Silent City of Rocks.



A vast display of towering granite rocks (16 miles southeast of here) attracted emigrants who were on their way to California.

A gold rush visitor, July 14, 1849, reported that "you can imagine among those massive piles, church domes, spires, pyramids ... with a little fancying you can see (anything) from the Capitol at Washington to a lowly thatched cottage." Emigrants who never had seen anything like that before were impressed by so many "rocks of the most singular shapes." City of Rocks is a National Historic Landmark as well as a National Natural Landmark.

Sign number: 344



Archaeological research has traced human occupation of this valley back more than 10,000 years.

The first men here found the valley forested. As the climate became drier, other mountain dwellers — known to archaeologists as people of the Bitterroot culture — settled here, perhaps about 8,000 years ago. These forerunners of the modern northern Shoshoni Indians lived in family bands and hunted big game, such as bison and mountain sheep.

Sign number: 270

Charcoal for a smelter, active from 1885-89 across the valley at Nicholia, was produced in 16 kilns six miles west of here.

Discovered in 1881, the Viola mine became an important source for lead and silver from 1886-88. Ore also was hauled from Gilmore to the Viola smelter. British capital kept the Viola mine going until 1889, when the hoisting works burned. Low prices for lead and silver kept the smelter shut down after 1889, and charcoal production ceased here. You are invited to take a self-guided tour of the kilns, provided by the Targhee National Forest.

Sign number: 296

A French Canadian who came to southern Idaho in 1818, Joseph Cote found this valley while trapping beaver.

Though he was miles from his Canadian base in Montreal, he had years of experience in Pacific Northwest exploration. With Michel Bourdon, who also discovered valleys near here, he had joined David Thompson's 1811 Columbia River explorers. Early trappers knew this valley as Cote's Defile because of his contribution to the regional fur trade.

Sign number: 429

Lack of a good transportation system delayed serious lead and silver mining at Gilmore from 1880 to 1910.

Construction of a branch railroad from Montana to serve this mining area resulted in the production of $11.5 million worth of ore before a power plant explosion halted operations here in 1929. Old Gilmore and Pittsburgh Railway grades visible north of here and remnants of Gilmore — a ghost town abandoned many years ago a mile west of here — preserve visible evidence of that bygone mining era.

Sign number: 234

After crossing Lemhi Pass, 12 miles east of here, Meriwether Lewis unfurled the American flag for the first time west of the Rockies.

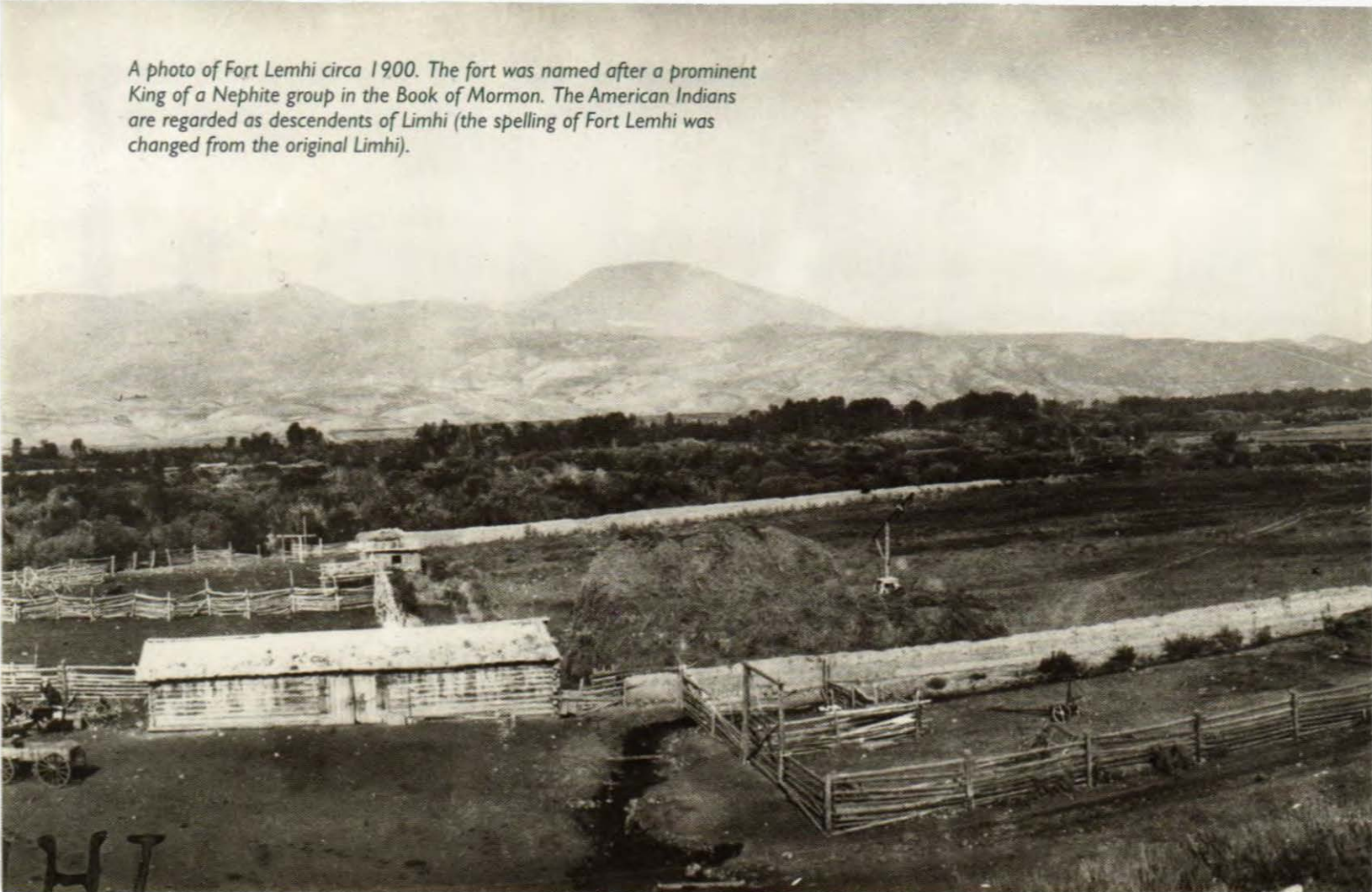
Lewis met with three Shoshoni Indians near here on August 13, 1805. "... Leaving my pack and rifle I took the flag which I unfurled and advanced toward them," Lewis reported. The Warm Springs Road leads to a marker at the site, about eight miles from here.

Sign number: 325

In 1855, a group of Mormon missionaries came north from Utah to found a remote colony just below the bench east of here.

A religious settlement rather than a military fort, Salmon River Mission grew to more than 100 settlers before Indian trouble forced them to abandon the valley in 1858. By that time, the missionaries had baptized 100 Indians and had begun irrigated farming in spite of ruinous summer frosts and plagues of grasshoppers. Some of the old mission ditches are still used, and part of an old adobe mission wall still stands at Fort Lemhi.

Sign number: 128



A photo of Fort Lemhi circa 1900. The fort was named after a prominent King of a Nephite group in the Book of Mormon. The American Indians are regarded as descendents of Limhi (the spelling of Fort Lemhi was changed from the original Limhi).

Whooping and yelling, Blackfeet Indians and white trappers "fought like demons" in the defile before you in 1823.

After the Hudson's Bay Company trappers burned the Indians out of a strong position by starting a large brush fire, the Blackfeet lost 10 warriors in a hot battle. Though he came out the victor, Finnan MacDonald decided that before he would return to trap anywhere around here again, "The beaver will have a gould skin."

Sign number: 312

After crossing the Continental Divide southeast of here, August 12, 1805, Meriwether Lewis camped with a Shoshoni band near here August 13-14.

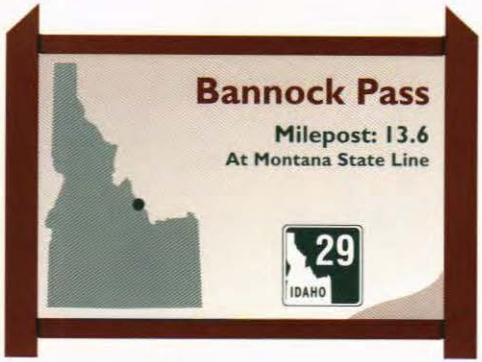
Lewis had to obtain Indian horses so his men could get from the upper Missouri to a navigable stream flowing to the Pacific. So he persuaded the Shoshoni to accompany him to the expedition's main camp east of the mountains. There he found the Shoshoni chief to be Sacajawea's brother. With horses and help from Sacajawea's people, Lewis and William Clark came to this valley August 26 on their way north to the Lolo Trail and the Clearwater.

Sign number: 127

Sacajawea returned to her homeland in this valley in 1805 as an interpreter for Meriwhether Lewis and William Clark when they explored these mountains.

When she was about 14 years old, she had been captured by Indians in Montana, where her people were out hunting buffalo in 1800. Reunited with her family, she helped Lewis and Clark obtain Indian horses and a Shoshoni guide to show them how to reach their Columbia River destination.

Sign number: 239



This traditional Indian route provided access from Montana's buffalo country to Snake and Salmon river fishing streams.

Hudson's Bay Co. trapping expeditions came this way after 1822, and prospectors followed, searching for mines. Then in 1877, Nez Perce war combatants returned from Montana to Idaho through Bannock Pass on their way from Big Hole battleground to Yellowstone Park and Canada. From 1910 to 1939, railroad trains from Dillon to Salmon steamed through here. Old Gilmore and Pittsburgh railroad tunnels and grades still can be seen from this highway.

Sign number: 238

Statue of Sacajawea from Washington Park in Portland, Oregon. Sacajawea (Sakagawea) was the name given to her by her captors, the Hidatsa Indians, before she was purchased or won from them by Toussaint Charbonneau, a French-Canadian who also journeyed with Lewis and Clark. The name means Bird Woman.

In 1894, the National Irrigation Congress designed a model town and canal system. New Plymouth was founded to demonstrate it, and farming began here in 1896.

Organizers and settlers came from Cleveland, Boston and Chicago to try out their plan for locating all their farmhouses in a central town. New Plymouth streets and parks still reflect that plan, but small, adjacent farms here have grown into a much larger irrigated tract.

Sign number: 483

Fossil bones of zebras, beaver, otter, pelicans and other water birds are found in sediments left from a 3.4 million-year-old pond on the bluff across the Snake River.

Lava flows, pouring out over the plains on this side, met and dammed up sedimentary deposits washed in on the other side, making lakes and swamps. Here the river divides these two important geologic settings, formed at a time when the climate was wetter and the plains were tree-dotted grasslands where zebra-like horses used to graze.

Sign number: 300

In 1812, Joseph Miller found 100 lodges of Indians spearing thousands of salmon each afternoon at a cascade below here. Each summer, they dried a year's supply.

After 1842, they also traded salmon to Oregon Trail emigrants. John C. Fremont marveled at Salmon Falls' 18-foot vertical drop, adjacent to "a sheet of foaming water... divided and broken into cataracts" by islands that "give it much picturesque beauty and make it one of those places that the traveler turns again and again to fix in his memory."

Sign number: 204

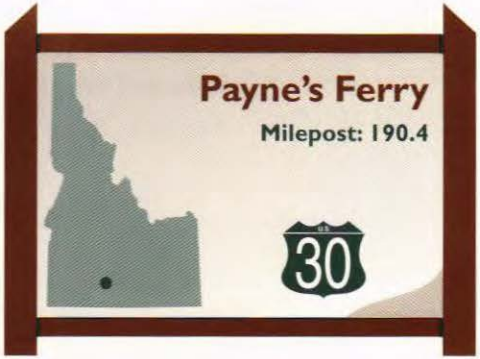
A 1910 postcard of Salmon Falls Creek near Buhl.

Wheeler (Doc) Warren, Resident Engineer, on U.S. 30 west of New Plymouth in 1920 during spring thaw.

A long series of lava flows buried old river channels in this area and created a multitude of famous springs here.

Over thousands of years, volcanic activity created a vast valley and plain, slowly forcing the Snake River southward in a great curve. Successive river channels were filled with spongy lava and became underground reservoirs and conduits. The Lost River and part of the Snake River from near Rexburg slowly flow through them. Torrents from these buried channels now burst forth from this canyon wall.

Sign number: 166



A scow powered by oarsmen let Oregon Trail wagons cross the Snake River here from 1852 to 1870.

Then overland stage service from Boise to a rail terminal in Kelton, Utah, was moved to this crossing, and M.E. Payne installed a large (14-by-60-foot) new cable ferry that used river current for power. After stage service was shifted to a more direct route at Glenns Ferry in 1879, this boat handled mostly local traffic until 1910, when it broke away and sank three miles below here.

Sign number: 206

Ferries were popular in the old days when bridges were few and far between. This one traveled over the Snake River near Thousand Springs and the city of Twin Falls.

When John C. Fremont came this way mapping emigrant roads in 1843, he found an important Indian village at Fishing Falls (Kanaka Rapids) about four miles above here.

He reported that native salmon spearers there were "unusually gay ... fond of laughter; and in apparent good nature and merry character ... entirely different from the Indians we had been accustomed to see." As the Snake River's highest salmon cascades, Fishing Falls was included on many early Western maps.

Sign number: 330

An 1864 overland stage station at Rock Creek, five miles south and a mile west of here, offered a desert oasis for 40 years before irrigated farming transformed this area.

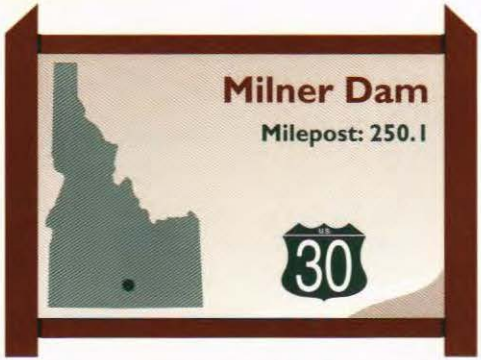
James Bascom's 1865 store and Herman Stricker's 1900 mansion have been preserved there as reminders of pioneer life in an isolated outpost. In addition to freight wagons and Oregon Trail emigrants, miners and ranchers came from many miles to get their supplies there.

Sign number: 342

In 1811, the Hunt party likened the terrific torrent of the Snake River three miles east of here to a boiling caldron, adding the old Scottish word "linn," meaning a waterfall.

They had lost a man and a canoe in a roaring chute upstream. Finding worse water ahead, they abandoned river travel. Next year, another explorer said of Caldron Linn, "Its terrific appearance beggars all description." Almost undisturbed by later farming, it survives as an exceptional natural spectacle.

Sign number: 284



When completed in 1904, Milner Dam raised the Snake River 38 feet to divert water into major north and south canals.

A gravity system unmatched in size in national reclamation development, this project irrigates 360,000 acres of land. Twin Falls, Jerome and a half-dozen other communities suddenly sprang up in a desert plain watered by 160 miles of main canals. Located on lava channels formed by two rock islands, Milner Dam's three segments (462, 404 and 280 feet in length) were built by four locally powered electric cranes that were an engineering marvel of that time.

Sign number: 208

A stagecoach travels through Blue Lakes Canyon near Twin Falls circa 1910.

Flood waters spill over old U.S. 30 west of Pocatello in 1933.

In 1880, George Starrh, a Snake River placer miner, started a ferry across the Snake River one mile north of here.

From 1880-2, freighters hauling supplies for a mining rush to Wood River used Starrh's ferry (powered by river current when stiff winds were not blowing too hard), and local traffic lasted until Milner Reservoir flooded out summer operations after 1904. But a small town with a post office (1909-12) remained there for more than a decade. During that time, nearby bridges replaced Starrh's ferry.

Sign number: 28

Long before white men discovered these springs, September 9, 1812, Indians gathered here to use the free hot water.

Except where they found hot springs, prehistoric Indians had a hard time getting hot water. They wove water-tight baskets into which they put heated rocks. Here they had plenty of hot water for baths and for processing hides without going to all the work of heating baskets. This was one of their major campgrounds, especially in the winter. After 1868, when they began to stay mostly on the Fort Hall Indian Reservation, this spot lost its importance as a winter camp.

Sign number: 13

Here, at a landmark called Sheep Rock, Hudspeth's Cutoff left the Oregon Trail and struck straight west to California.

Stampeding 49'ers would try anything to save miles and time in their rush for California gold. Earlier emigrant wagons headed northwest to Fort Hall, but on July 19, 1849, Benoni Hudspeth and John Myers led their party west along an old Indian trail they had checked out across rough country in 1848. Their difficult cutoff immediately became popular, though it saved only about 25 miles and two days' travel.

Sign number: 161

Farmhouses and pioneer buildings of an old Mormon community have been preserved at Chesterfield, 16 miles north of here.

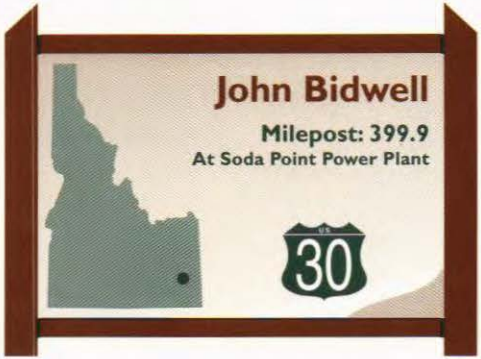
Located in 1879 by a Mormon bishop, Chesterfield offered a good opportunity to farmers from Utah, which then was becoming overcrowded. Within two years, a group of settlers helped construct a nearby railroad that made their town grow to more than 400 people. Chesterfield thrived for more than a generation before new trends in farming and transportation led to its decline.

Sign number: 337

Until about 28,000 years ago, the Bear River used to flow northwest from here through the Portneuf Canyon into the Snake River.

Lava eruptions blocked that route, diverting the Bear River south into what is now Salt Lake. At that time, a large inland sea – known as Lake Bonneville – covered much of Utah. Additional water from the Bear River helped it overflow into the Snake River before a change in climate dried it up about 8,000 years ago.

Sign number: 220



In 1840, John Bidwell began to assemble emigrants from Missouri to open a road to California, and a year later he set out with a party of 69 Pacific Coast pioneers.

When they reached here, August 12, 1841, half of his group decided to go northwest to Oregon instead. His California crew turned south down the Bear River to try a terrible route west of Salt Lake. So, Joseph R. Chiles returned east in 1849 to find a practical California Trail across Idaho through Fort Hall and Granite Pass.

Sign number: 219

In this area is a group of springs famous to Oregon Trail travelers, most of whom stopped to try the "acid taste and effervescing gasses" of the waters.

Earlier fur traders, often less elegantly, called the place "Beer Springs" after one spring whose water tasted "like lager beer ... only flat." Another, Steamboat Springs, made sounds "exactly resembling ... a high pressure steam engine." Both springs are now drowned in the modern reservoir, but others still can be tasted.

Sign number: 158

The Hotel Sterrit in Soda Springs in 1874.

Colonel P.E. Connor set up the old town of Soda Springs, now mostly flooded, and an adjacent Army post near here May 20, 1863.

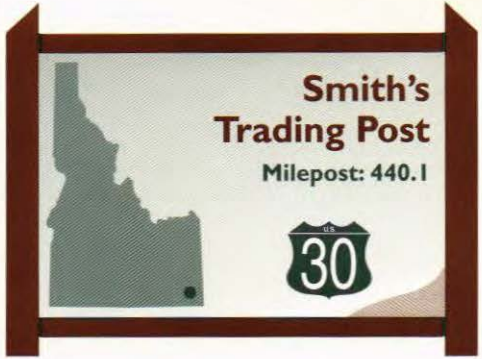
The gold rush to Idaho had greatly increased traffic on the Oregon Trail, and the post was needed to protect travelers from the Indians. Along with his troops, Connor brought 160 settlers from Utah, and the town they founded became the Oneida County seat from 1864-66. It soon declined, but in 1870, Brigham Young visited here and established the present townsite just east of the earlier location.

Sign number: 218

Free, clear, sparkling soda water still is available in beautiful Soda Springs City Park, located two miles from here.

The prime attraction for more than 160 years, soda water from these springs was marketed nationally after rail service reached this resort area in 1882. W.H. Hooper, Salt Lake City's leading banker and president of Zion's Cooperative Mercantile Institution, had his summer home here. He did much to found and promote Soda Springs and its soda water industry while serving as Utah's delegate to Congress.

Sign number: 385



In 1848, Pegleg Smith started a trading post on the Oregon Trail at Big Timber on the Bear River about a mile northwest of here.

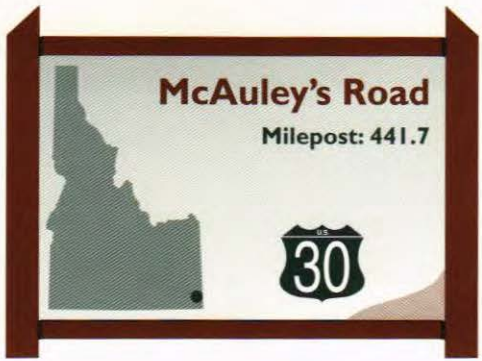
Some travelers called it Fort Smith, though it had only four log cabins and some Indian lodges. Packing a plow and tools from Salt Lake City, Smith (a mountain man who had to amputate his own leg 20 years before) tried unsuccessfully to raise crops. But he did a big business when the California gold rush of 1849 brought thousands past here. The 49'ers reported that he had many horses and cattle and was making $100 a day.

Sign number: 159

On their way west to Oregon and California, emigrant wagons often crossed high ridges in order to avoid gullies and canyons.

When he came here in 1843, Theodore Talbot noted that he "had to cross a very high hill, which is said to be the greatest impediment on the whole route from the United States (over 200 miles east of here) to Fort Hall (over 120 miles farther west). The ascent is very long and tedious, but the descent is still more abrupt and difficult." Many wagons had to be let down by ropes tied to trees that disappeared long ago.

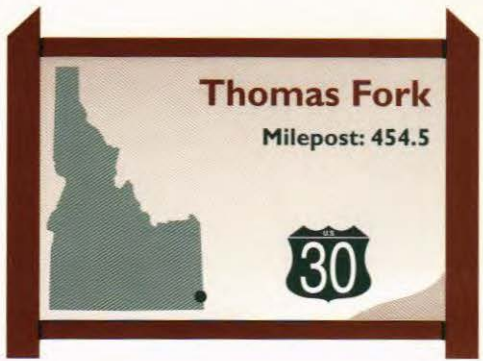
Sign number: 335



Coming west with Ezra Meeker in 1852, Thomas McAuley decided to build a road to let emigrants bypass Big Hill.

Worst of all Oregon Trail descents, Big Hill needed replacement. Eliza McAuley reported that her brother Tom "fished awhile, then took a ramble... and discovered a pass by which the mountain can be avoided by doing a little road building." With an emigrant crew, he opened a wagon toll road that followed current Highway 30. After 1852, no one maintained the new route and it fell into disuse.

Sign number: 456



A bad ford gave trouble to wagon trains crossing this stream on the trail to California and Oregon in 1849.

In that year, gold-seeking 49'ers developed a shortcut that crossed here. Then emigrants built two bridges here in 1850. But an enterprising toll collector came along and charged $1 per wagon, which was more than some could afford. Penniless emigrants, who had to make an eight-mile detour, cursed, while their richer companions comfortably clattered across both bridges.

Sign number: 157

Fur traders named this stream for John Day, a pioneer trapper who died 12 miles north of here, February 16, 1820.

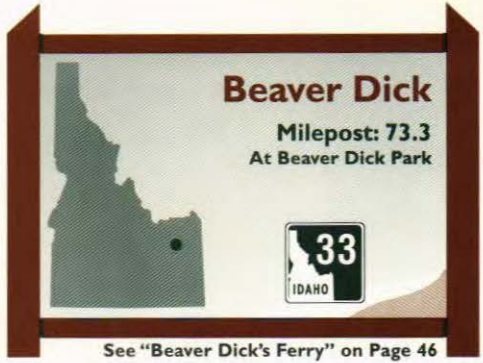
John Day had started west with John Jacob Astor's Pacific Fur Company party that discovered the Snake River Valley to the south of here in 1811. After 1816, he joined Donald Mackenzie's band of fur hunters, who finally spent the winter of 1819-20 in what now is known as Little Lost River Valley. For many years, trappers and mapmakers referred to Mackenzie's Fallert Springs campground as John Day's Defile, a major fur trade landmark.

Sign number: 227

Two cones of glassy lava are located directly south of here. The largest rises 800 feet above the surrounding plain.

Hot molten lava, erupting from great depth, met cold surface water in the wet flood plain of the Snake River. The northern butte, in fact, formed in the channel of the Henrys Fork, which was forced further east. Suddenly chilled into small particles of volcanic glass, the lava exploded in a great spray of steam and solid fragments that built up into wind-blown cones around large summit craters a half-mile long and 200 to 400 feet deep.

Sign number: 301



See "Beaver Dick's Ferry" on Page 46

This park is named for "Beaver Dick," a mountain man of late fur trade days who lived in this locality until 1899.

He was born in England, and his real name was Richard Leigh. He came west as a trapper, but the real fur trade was already over. So he married a Shoshoni woman and stayed hereabouts. A popular early outfitter and guide, he served the famous Hayden surveying party in 1872. Leigh Lake in Grand Teton National Park is named for him, and Jenny Lake for his first wife. A picturesque character, he was widely known and liked.

Sign number: 273

Richard "Beaver Dick" Leigh with his wife and children circa 1880. Beaver Dick fought in the Mexican War and searched for gold in the Salmon River before establishing a ferry across the Boise River to supply Idaho City prospectors. As a soldier, trapper, prospector, rancher, ferryboatman and guide for eastern hunters, he facilitated the West's shift from territory to settled area to tourist attraction.

Ricks College commenced as a Church of Jesus Christ of Latter-day Saints stake academy in 1888.

Ricks was first known as Bannock Stake Academy, then Remont Stake Academy, Smith Academy and Ricks Academy before becoming Ricks College in 1918. The name memorializes Thomas E. Ricks, founder of Rexburg in 1883. Today Ricks College, Idaho's largest private college, includes a modern campus surrounding the historic 1903 Jacob Spori building.

Sign number: 404

In 1810, Andrew Henry and a party of trappers from St. Louis established a winter outpost about six miles west of here.

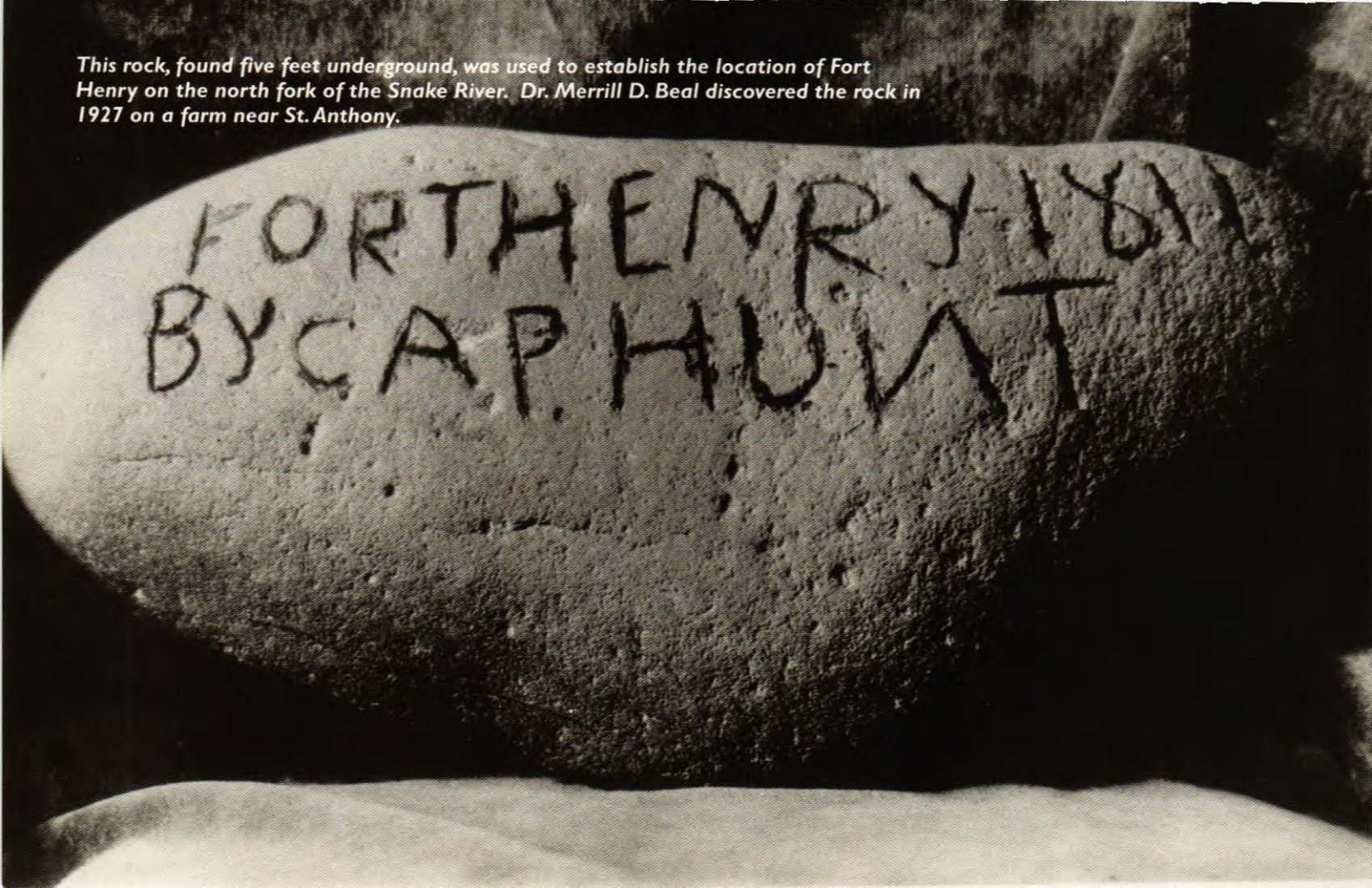
Driven from their upper Missouri beaver camp by hostile Blackfeet Indians, they expanded their operation from United States territory into Oregon — a land with only a few British posts at that time. They built cabins and wintered here in deep snow. Game was scarce, and they had little to eat except horses. So they abandoned this area, and Henry took only 40 packs of beaver pelts — a thin catch — back to St. Louis after a season's work.

Sign number: 135

When the Teton Dam suddenly washed away, June 4, 1976, a large reservoir of water (280 feet deep) was dumped on farms and towns below.

Houses floated away, and cropland was ruined as water surged into the Snake River and American Falls Reservoir, which finally controlled the flood. Church, government and disaster relief agencies responded effectively, but 14 lives were lost, and hundreds of millions of dollars in damage resulted from that unforgettable calamity. All that remains of Teton Dam still can be seen from a viewpoint two miles north of here.

Sign number: 345



This rock, found five feet underground, was used to establish the location of Fort Henry on the north fork of the Snake River. Dr. Merrill D. Beal discovered the rock in 1927 on a farm near St. Anthony.

John Colter discovered this valley in 1808 while exploring the Yellowstone and upper Snake country in search of beaver.

Setting out by himself with his gun and a 30-pound pack, he tried to get the Indians to join in his trapping business. On the way here from a Yellowstone post 240 miles to the northeast, he came upon Colter's Hell — some hot springs near Cody, Wyoming. On his way back, he explored Yellowstone Park. In the spring of 1810, after several perilous escapes from the Blackfeet, he returned to Missouri, lucky to get back alive.

Sign number: 225

Flanked by rock formations more than 2.5 billion years old, these three granite peaks rose up in less than nine million years. Very new as mountains go, they still are rising.

Hinged at the base of the ridge before you, a block of rock 40 miles long broke along a fault line, where the rock tipped up to become the top of the ridge. During the past 250,000 years, extensive glacial ice sculpted these spectacular peaks from the hard, resistant granite.

Sign number: 315

Teton Valley was known originally as Pierre's Hole. Rich in beaver, it was a favorite stomping ground for British and American fur traders and trappers between 1819-40.

"Old Pierre" Tevanitagon, an Iroquois Indian fur trapper for the Hudson's Bay Co., gave his name to this beaver-rich valley. Pierre's Hole was the scene of the annual rendezvous of mountain men and suppliers — The Great Rocky Mountain Fair — in 1832. That wild party ended in a free-for-all battle with the Gros Ventre Indians, which the trappers and their Indian friends won. The valley was permanently settled in 1882.

Sign number: 139

A rotary snow plow, or "Sno-Go," clears snow off of a highway in 1945.

Diverted into this valley by lava flows, the Bear River deposited a huge, mostly red clay delta here where it entered a vast inland sea that covered much of Utah.

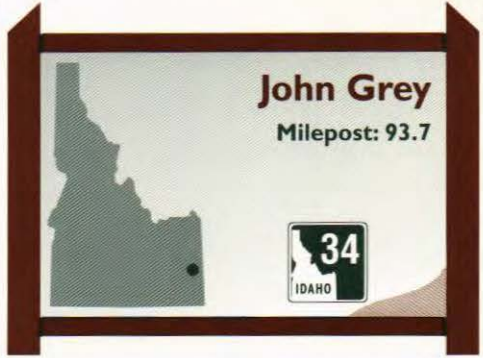
About 14,500 years ago, its shoreline suddenly went down about 80 feet following an enormous discharge into the Snake River. From then on, it gradually receded to become the Salt Lake. Bear River then had to cut through and erode its old delta, forming the steep sides and gullies you see here today.

Sign number: 432

Armed cattle ranchers delayed farm settlement here for six years before a permanent farm community was organized in 1872.

This kind of conflict occurred in widely scattered Western areas when farm crops displaced range land. Families of early farm pioneers still occupy holdings here that are well over a century old, although many of them finally shifted from planting crops to raising cattle after winning their battle against early stock herders.

Sign number: 431



John Grey discovered this valley in 1818 or 1819 while hunting beaver for Donald Mackenzie's North West Co. trappers.

An Iroquois leader, also known as Ignace Hatchioraquasha, he also explored Grey's River nearby in Wyoming. Aside from his trapping skills, he was noted for his unusual aptitude in fighting grizzly bears. After trapping in this country for 20 years, he retired with his Iroquois band in 1836 to help found Kansas City, Missouri.

Sign number: 362

Rising to an elevation of more than 6,800 feet, Cariboo Mountain — visible north of here — has two of Idaho's highest gold camps.

Jesse "Cariboo Jack" Fairchild discovered gold high on Cariboo Mountain in August 1870, and a mining rush from Utah followed in September. Production continued for two decades before the gold ran out, with millions of dollars worth of gravels yielding mineral values during that long period of successful mining. But Cariboo Jack was killed by a bear there in 1884.

Sign number: 433

More than two decades before the Amercan Falls Dam was built, water power was generated in a series of plants at American Falls.

Starting with an island plant to serve Pocatello in 1902, this superlative site was used soon after as long transmission lines were developed. As new kinds of turbines and generators were invented, they were installed here. Rare examples of old technology still are preserved in these landmark plants.

Sign number: 383

The boat was built in 1866 to provide easy river travel for a part of the route from the Columbia River to Boise and Silver City.

It was intended to ply 105 miles between here and Old's Ferry. Once it even explored the river for 60 miles above here, astonishing the jackrabbits with its amibitious whistle. But business was poor, and firewood for boilers was scarce. Service stopped after a few trips. Finally, in a hair-raising ride, the 136-foot, 300-ton boat was run through Hells Canyon to the Columbia.

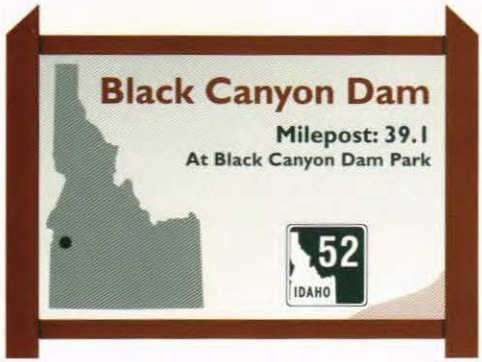
Sign number: 194

Smoke fills Black Canyon on the Payette River during an August 1924 forest fire.

Until 1919, when a high suspension bridge was completed here, this 16-mile long river gorge could only be crossed in a rowboat.

With 14 cables, each more than 900 feet long, a $100,000 suspension bridge was wide enough to accommodate two lanes of farm wagons or early cars that had begun to gain popularity then. From its deck, nearly 400 feet above the Snake River, travelers had a spectacular view that can still be seen from its replacement, built in 1966.

Sign number: 393



Constructed in 1924, this $1.5 million concrete gravity dam has a 1,039-foot crest and a 183-foot structural height.

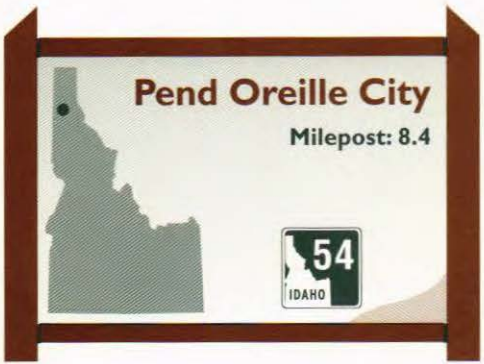
A 29-mile-long canal, along with lesser ditches, serves 58,250 acres of Boise and Payette valley farms. A power plant at Black Canyon Dam generates electricity for commercial use as well as for irrigation pumping. Farms far from early riverside canals benefit from this project.

Sign number: 377

A long, glaciated valley, extending from British Columbia this far into Idaho, brought part of a continental ice sheet past here thousands of years ago.

Rocks and boulders transported here by glacial ice backed up Lake Coeur d'Alene. Then a gradually warming climate let an outlet from Lake Pend Oreille discharge past here — sometimes with catastrophic results. As ice receded, the Kootenai River also flowed past here before lower channels in British Columbia no longer were blocked by a glacial barrier. In those days, this was the Columbia River's main channel.

Sign number: 256



A gold rush to Montana brought steamboat service to Lake Pend Oreille City, two miles south of here on Buttonhook Bay.

Traffic to British Columbia's Wild Horse mines also was attracted to this route, which provided a comfortable lake excursion for miners and freighters tired of packing over a long, rough trail. At its height, Pend Oreille City had two grocery stores, a billiard saloon, a hotel and a stable.

Sign number: 351

In 1942, a large United States naval training station, with facilities for 40,000 sailors, opened here. From 1946 to 1949, it became Farragut College.

When postwar college enrollments slacked off, Farragut State Park was developed here, with accommodations adequate for an International Boy Scout Jamboree in 1967, as well as for national Boy Scout and Girl Scout camping experiences. Idaho's largest state park offers an attractive lakeshore setting for thousands of visitors each year.

Sign number: 350

Large kilns that produced lime from 1904 to 1932 still can be visited in Bayview, about two miles from here.

Production of lime for nearby mines and Spokane buildings commenced in this area as soon as rail transportation and markets became available. For 14 years after 1887, steamboats hauled lime to a Northern Pacific Railway dock at Hope. When an interurban rail connection reached here in 1911, lime for cement products was exported from Bayview until an economic depression destroyed regional demand for concrete.

Sign number: 422

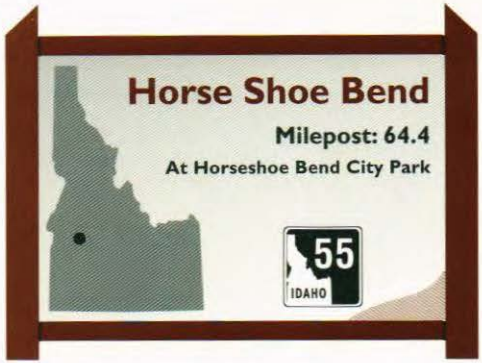
In 1888, George Froman built a ferry about a mile downstream from here. It operated until a bridge was built here in 1921.

The ferry barge was connected by ropes to a pulley that slid along a cable spanning the river. By angling the barge into the swift current, the ferryman could make it across the stream in either direction with no other power. Ferries of this type were a common solution to the transportation problem imposed on the pioneers by Western rivers. There were several others not far upstream.

Sign number: 283

Wheat is harvested in Idaho using a horse drawn reaper and binder.

Students at the school at Enterprise Creek in Horseshoe Bend (formerly Horse Shoe Bend) take a break to be photographed.



Gold was struck in Boise Basin (over the ridge to the east) in 1862, and the rush to these new mines came through here.

Traffic came by steamer up the Columbia to Umatilla and then overland. At first there were only pack and saddle trains, but in 1864, John Hailey, a famous Idaho pioneer, ran stages this way. A toll road up Harris Creek was opened shortly. Though other routes to the Basin also developed, freighters continued to come through Horse Shoe Bend for many years.

Sign number: 278

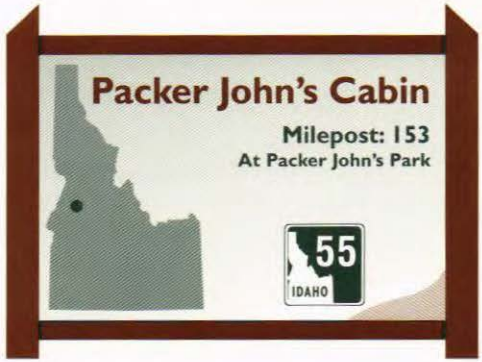
While hunting for stolen horses on August 20, 1878, William Monday, Jake Groseclose, Tom Healy and "Three Finger" Smith were ambushed by Indians in a rocky basin about a mile from here.

Monday and Groseclose were killed immediately and Healy wounded; Smith, "being a man of experience in such matters," fled. He made it 40 miles to Salmon Meadows. Infantrymen buried the three, marked the spot and took up the Indian trail. Smith estimated there were 75 Indians; Army trackers finally concluded there were only five — but they never caught them.

Sign number: 155

Cars traveling near Cascade in 1915.

An early speed wagon's horsepower is assisted with actual horse power near Smith's Ferry.



John Welch, always known as Packer John, hauled supplies from Lewiston to Idaho City during a major Boise Basin gold rush of 1863-64.

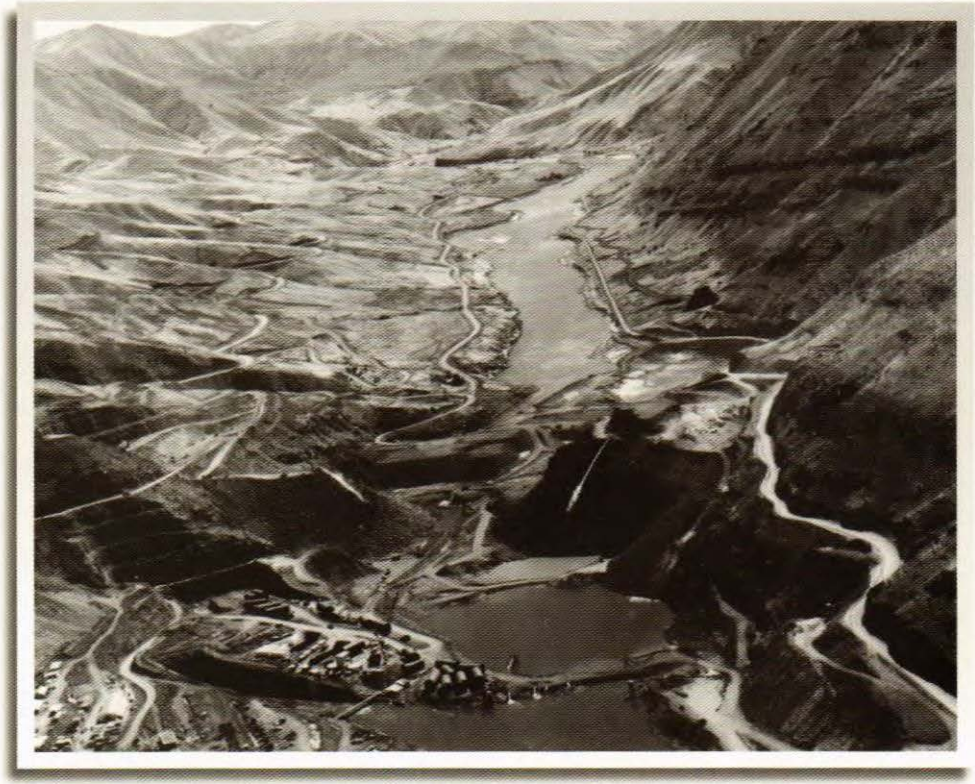
He built a cabin (one-quarter mile north of here) that immediately became an Idaho landmark. Territorial political conventions (Republican in 1863 and Democratic in 1864) used his cabin as a point where north Idaho leaders could meet with southern representatives to choose congressional candidates. This site was a state park and is now an Adams County park.

Sign number: 183

Guiding Oregon Trail emigrants and a party of prospectors who had discovered gold in Boise Basin, Tim Goodale opened a new miners' trail through here in August 1862.

A gold rush followed that fall, and John Brownlee operated a ferry here from 1862 to 1864, before leaving to work his own Boise Basin mine. A new ferry commenced here a year after James Ruth and T.J. Heath discovered silver mines on Brownlee Creek in 1874, with service continuing until after 1920.

Sign number: 185



An aerial photograph provides this view of the Brownlee Dam on the Snake River during construction. The dam is among the world's highest rock-fill dams and has a reservior lenght of 57 miles. More than 3,000 workers worked seven days a week to complete the dam in 1959.

More than a century ago, miners faced a hopeless problem of hauling copper ore to this canyon for shipment to smelters.

They started with Albert Kleinschmidt's road grade down from their mine, more than a vertical mile above the Snake River about 30 miles downstream from here. After a steamboat failed in 1891, a railroad (now under water) was built past here to their river landing. That did not work either. Large ore trucks finally solved the problem in 1968.

Sign number: 378

Completed in 1910 at a cost of $3 million, Magic Dam stores water for 89,000 acres of irrigated farms near Shoshone and Richfield.

Rising 129 feet high, it is 700 feet wide. An adjacent 1,600-foot embankment with a concrete spillway helps retain more than 190,000 acre-feet of spring floodwater for summer use downstream. A four-mile desert road reaches Magic Dam, which provides fishing and recreational opportunities in a broad valley northwest of here.

Sign number: 398

Rich strikes in 1879 led to a rush to the lead-silver mines of this valley. Eventually, the famous Minnie Moore Mine alone produced a total of $8.4 million worth of ore.

Mining quickly brought a railroad and prosperity, and for a time this was the leading region of Idaho. Hailey had Idaho's earliest phone service (1883) and three daily newspapers. A Ketchum smelter pioneered electric lighting in Idaho. But times changed: lodes ran out, mining declined, and now these hills attract more skiers than miners.

Sign number: 154

Four wagons pulled by a team of mules cross the Wood River near Ketchum.

When Sun Valley Lodge was built in 1936, Union Pacific engineers developed chair lifts to transport skiers uphill.

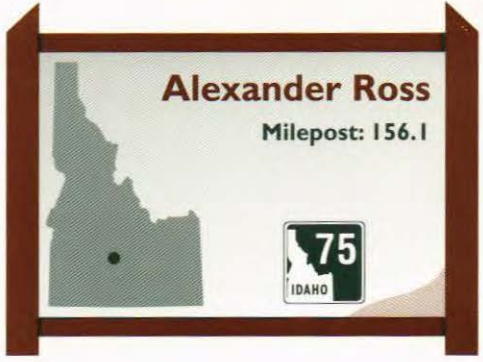
Starting with two modest ski slopes on Dollar Mountain and Proctor Mountain, chair lifts were used for all Sun Valley ski runs. Far superior to tow ropes and similar devices employed before 1936, they quickly became popular at ski resorts everywhere. New designs were adopted for additional Sun Valley ski runs, but one 1936-style chair lift still is preserved four miles up Trail Creek Road from here.

Sign number: 329

After Warren P. Callahan located a rich lead-silver mine here, April 26, 1879, thousands of eager treasure-hunters joined in a rush to Wood River in 1880.

Successful prospectors discovered valuable lodes from here to Bellevue. Galena had a hotel, four general stores, a livery stable, several saloons and dining halls, a shoe store, and daily stage service to Hailey. After a ruinous decline in silver prices in 1888, its mines were shut down. But Galena continued as a recreation center.

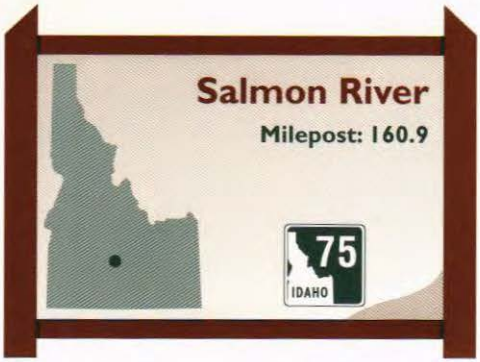
Sign number: 484



Searching the mountain wilderness for beaver, Alexander Ross came up the Wood River and discovered this summit, September 18, 1824.

Leading a large brigade of Hudson's Bay Co. trappers, he wondered whether he could get through unknown mountains and rocky defiles that obstructed his passage back to his base of operations at present Challis. Unwilling to turn back, he pressed on to explore Stanley Basin and the difficult canyon beyond. When he reached Challis on October 6, he had traveled this highway route from Bellevue to Salmon, mostly through unexplored land.

Sign number: 302



Rising as a small stream in the valley to the south, the Salmon River winds 420 miles across Idaho before flowing into the Snake River.

Discovered in 1805 by Meriwether Lewis and William Clark, and explored with great difficulty by fur traders and prospectors, the Salmon River drains a vast tangle of rugged mountains and deep canyons. Until 1950, boats could not ascend the main canyon, so the Salmon got the name "River of No Return." Large tracts of untamed wilderness still are found in the Salmon River Mountains.

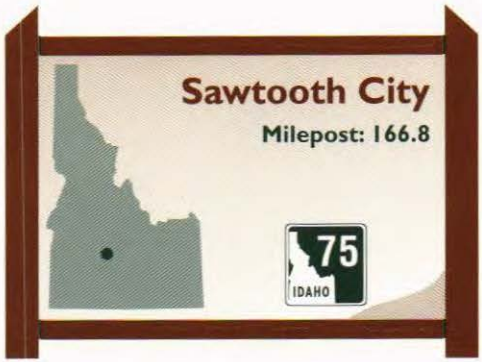
Sign number: 292

Horses assist the Salmon-Challis Stage through construction in 1919.

Levi Smiley found gold on Smiley Creek in 1878, and E.M. Wilson discovered a still richer lode 8 miles above here near Vienna, on June 4, 1879.

Before shutting down in 1886, Vienna was a thriving mining camp with a $200,000 twenty-stamp mill to crush gold ore nearby. Miners here supported 14 saloons, 3 stores, 2 meat markets, a bank, a hotel, a sawmill, 2 livery stables, 6 restaurants, and, in 1882, a newspaper. More than 200 buildings disappeared when Vienna became a ghost town shortly after 1900.

Sign number: 235



Gold discoveries on Beaver Creek in 1879 led to mining activity near here that summer. But major production was delayed until 1886.

By 1882, Sawtooth City had three saloons, two restaurants, a meat market, a store, a Chinese laundry, an assay office, a blacksmith shop, two quartz mills, a sawmill and 80 or 90 construction workers building their town. Four more years went by, though, before miners worked out a system to process their gold ore. Although 200 miners were employed in 1886, very little could be done after that. One disaster after another led to suspension of work there in 1892.

Sign number: 364

Long before miners and ranchers settled the Stanley Basin, bears dominated this area.

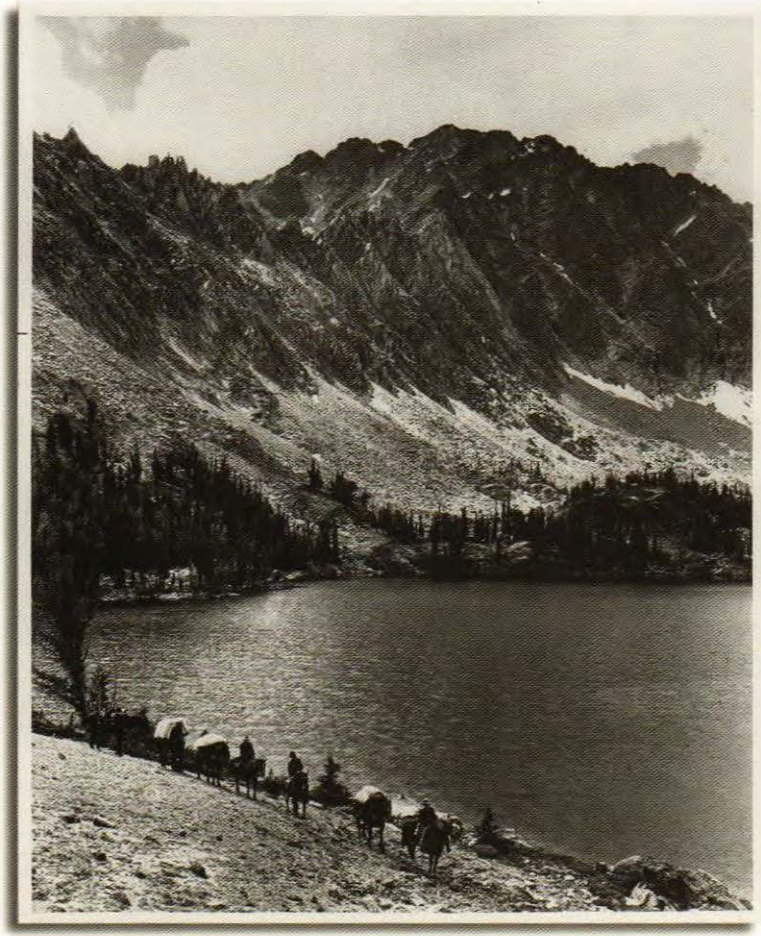
When Alexander Ross and his Hudson's Bay Co. trappers stopped here, September 20, 1824, they "observed at some distance the appearance of a ploughed field and riding up towards it, found a large piece of ground more than four acres in extent, dug up and turned over. On getting to the spot, we observed no less than nine black and grizzly bears at work, rooting away" eating camas, onions and wild celery.

Sign number: 328

When the Challis National Forest was established in 1908, this site became an administrative center. An early log ranger station stood here from 1909 to 1934.

Expanding Forest Service responsibilities led to construction of a larger ranger station, as well as other buildings still preserved here. When a new ranger station four miles south of here replaced this one in 1971, this site became a Sawtooth Interpretive and Historical Association Museum.

Sign number: 406



A pack train travels through the Sawtooth Mountains.

Lead-silver mineral discoveries 12 miles north of here on Bayhorse Creek in 1864 and 1872 led Joel E. Clayton to locate a large smelter here in 1880.

Doubled in size in 1888, Clayton's smelter had enough variety of ores from local mines to continue production until 1902. A modern flotation plant followed for six years after 1919. When silver prices rose in 1935, Clayton became southern Idaho's primary silver producer, operating steadily for more than 50 years.

Sign number: 416

Before settlers came to Idaho in 1860, buffalo used to roam through this valley. Most of them had left here by 1840.

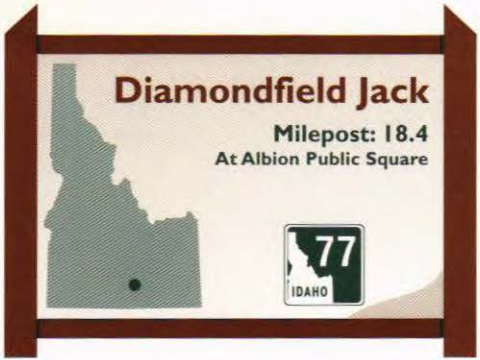
After they acquired Spanish horses, 18th-century Shoshoni buffalo hunters could drive a small herd over a cliff to make their work easier. Directly north of here, an old buffalo jump, used before mining commenced in this region, can be clearly seen. Archaeologists also have found stone weapon factories near it.

Sign number: 434

This shortcut to the California gold fields, followed by most of the 49'ers, came out of the hills to the east and joined the old California Trail just about here.

Opened by "Messers. Hudspeth & Myers, of the Jackson County Missouri Company," who reached here on July 24, 1849, this new route was mistakenly thought to save nearly 100 miles over the old way along the Snake River to the north. From here, the 49'ers struck southwest for California and golden riches.

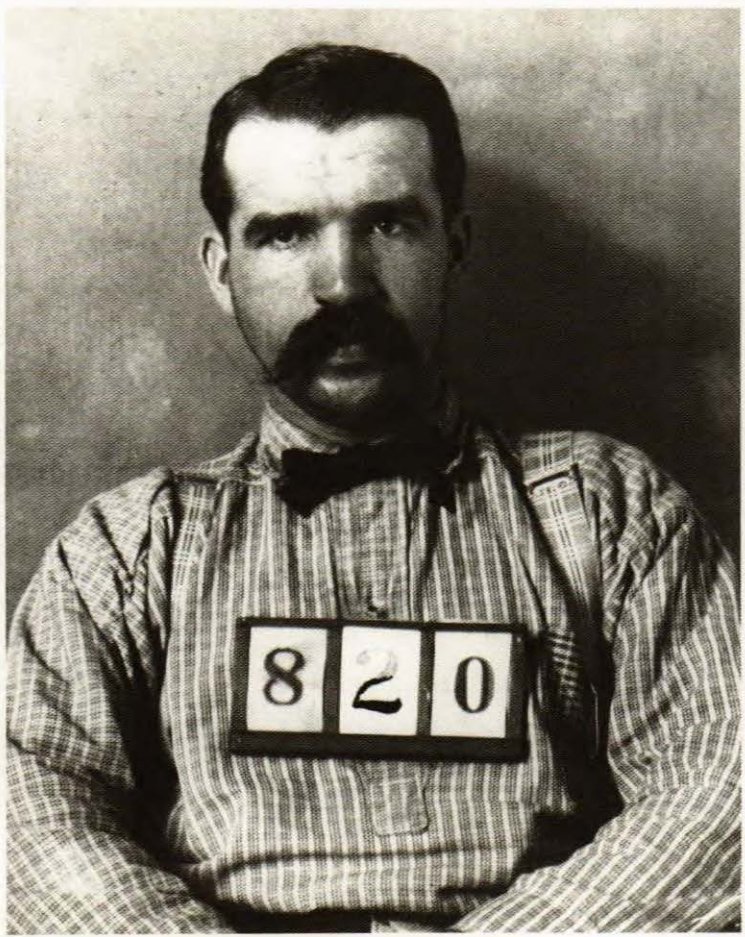
Sign number: 169



J.L. Davis — Diamondfield Jack — spent most of six years in the Cassia County Jail while the courts and pardon board were trying to figure out what to do with him.

By far the best known of the gunmen who fought in Idaho's sheep and cattle wars, he was tried here for shooting two sheep-herders in 1896. After he was convicted, other cattlemen confessed to the crime. Twice he narrowly escaped hanging, before the pardon board turned him loose late in 1902 after deciding he wasn't guilty after all.

Sign number: 306



Jack Davis, also known as Diamondfield Jack, spent six years behind bars.

Givens Hot Springs was used by emigrants on the Oregon Trail for baths and washing clothes. Two such emigrants, Milford and Martha Givens, had seen the springs on their trip west and came back to settle here in 1881. In 1902 a concrete pool was built.

Natural hot water available here has been a popular attraction for thousands of years.

A winter village site for about 5,000 years, these hot springs had large pit houses typical of plateau communities northwest of here from 4,300 to about 1,200 years ago. After that, small huts used by Great Basin tribes became fashionable. Deer, rabbits and river mussels sustained this winter camp. After 1842, emigrants using an Oregon Trail alternate also patronized Givens Springs.

Sign number: 358

For a decade after 1864, most of Silver City's fabulous mineral wealth came from upper War Eagle Mountain, which rises a vertical mile above here.

With lodes far richer than those found elsewhere, War Eagle miners fought a series of violent wars for control of valuable claims. Troops from Fort Boise finally had to intervene in one armed clash in 1868. San Francisco bank failures ended production there in 1875, and thriving camps became ghost towns.

Sign number: 380

Silver City (above in 1895) was once the county seat of Owyhee County, but voters moved it to Murphy in 1934. An estimated $40 million in gold and silver was mined from the area.

In December 1865, Idaho's governor — Caleb Lyon of Lyonsdale — set off a wild rush to Diamond Gulch, visible a few miles west of here, with a story that was too good to be true.

He told miners in Silver City that a prospector had given him some priceless diamonds from that area. Enough gems of interest to rock hounds were found there to maintain a diamond frenzy that winter. A similar excitement followed in 1892, but no actual diamonds ever were recovered in Diamond Gulch.

Sign number: 454

After wheat crops flourished in this dry farm area, Idahome sprang up here in 1916 as a railroad terminal. Irrigation projects boosted its economy.

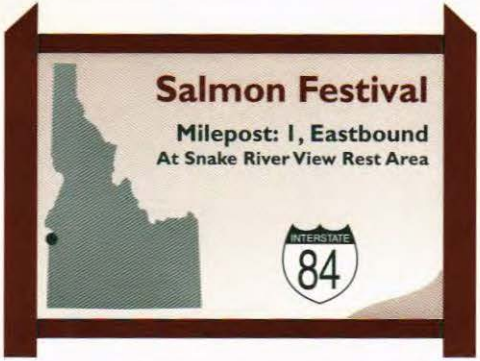
When wheat farms disappeared and highway traffic replaced rail service here, Idahome became a ghost town. Its grain elevators, lumberyards, stores, airport, oil company, school, newspaper and people are only past memories. An elevator and a few building foundations mark its site.

Sign number: 449

The valley of the snake, historic passage from the Midwest to the Northwest, has been a primary route for travel since the days of Indians and fur traders.

The Oregon Trail forded the river at Old Fort Boise, the Hudson's Bay Co. post 23 miles upstream. Many a famous early westerner saw the valley you now see — though the look of the land has changed since white settlement brought irrigated farms. Today the river provides both irrigation and power along its 1,000-mile course from the Yellowstone country to the Columbia River. Highways, railroads and airlines follow its open valley east of here; but to the north, Hells Canyon of the Snake River is still almost impassable to man.

Sign number: 263



Long before fur hunters explored here in 1811, an annual Indian festival was held each July in this area.

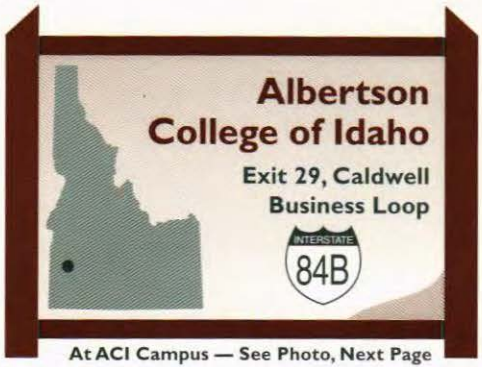
Indian people came great distances to trade and celebrate and arrange intertribal marriages. Cheyenne and Arapaho bands brought elegant tipi poles from Colorado. Crow and Shoshoni buffalo hunters supplied meat and hides from Montana and Wyoming. Nez Perce and Walla Walla horsemen marketed superior stock they had developed, and Paiute weapon and toolmakers provided obsidian from central Oregon. All were attracted to this river area for its excellent salmon fishing.

Sign number: 336

After reaching the Boise River, emigrant wagons had to travel 30 miles to find a good crossing about 1/4 mile north of here.

They had to avoid a wide zone of shifting channels, so they descended Canyon Hill, where the route is still visible. In 1853, Maria Belshaw "crossed Boise River at ford, 15 rods wide 3 feet deep, beautiful river, gravel bottom, very clear, large salmon in it." After crossing, the road headed westward along a route that became U.S. 20.

Sign number: 455



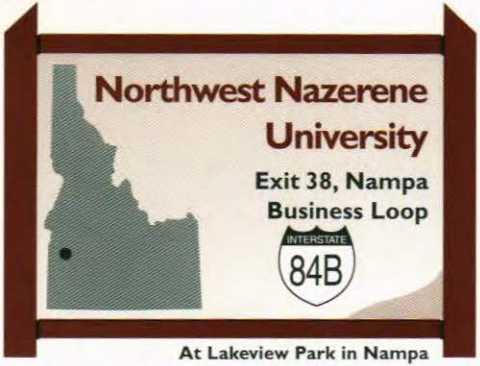
At ACI Campus — See Photo, Next Page

Planned by the Presbyterians of southern Idaho in 1884 and opened with 19 students in 1891, this is Idaho's oldest college.

William Judson Boone, the founder, remained president for 45 years. From a modest beginning with a faculty of eight (including two later governors and a chief justice), it grew to full college status and moved in 1910 to this site, then an alkali desert. A Boise Valley electric railroad served the college, and an interurban station, always known as the "Hat," still stands on the campus as a reminder of the college's pioneer days.

Sign number: 291

Robert McCormick drives a motorcycle in front of a young College of Idaho. The name was changed in honor of grocery giant Joe Albertson in 1991, who contributed greatly to the college. *See Albertson College of Idaho, previous page.*

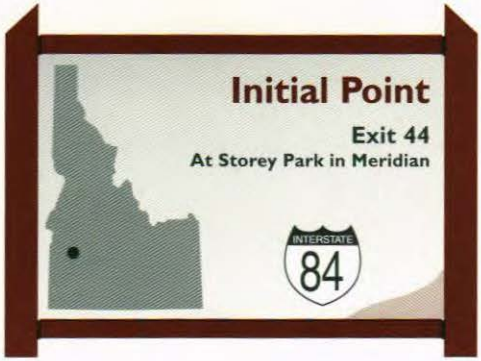


At Lakeview Park in Nampa

In 1913, Eugene Emerson started a Christian school that his church developed into an accredited college on a campus he donated. The college, located on a campus 2 miles Southwest of here, moved to university status in 1999.

Northwest Nazarene University continues to maintain its church relationship as reflected in its mission statement. "The basic mission of Northwest Nazarene University is the development of Christian character within the philosophy and framework of genuine scholarship."

Sign number: 415



All Idaho land surveys refer to a beginning point — "Initial Point" — 16 miles directly south of here.

When he began surveying Idaho in 1867, Lafayette Cartee, first surveyor general of Idaho Territory, established the initial point on a volcanic hill visible for many miles. Everywhere in Idaho, surveyors depend upon this essential point in establishing land boundaries. The city of Meridian is named for the Boise Meridian — the surveyors' north-south line that runs through Initial Point.

Sign number: 193

Indians, trappers and emigrants who came this way before 1900 used a more direct route to get between Boise and Glenns Ferry. Their road still can be seen at Bonneville Point, five miles from here.

Following close to a line of hills bordering a broad, rolling plain, their route had water and grass essential for horses and oxen. It also gave them a spectacular view of the Boise valley. To see that site, follow directional signs when you reach Interchange 64 at Blacks Creek, one mile beyond here.

Sign number: 375

The Oinkari Basque Dancers perform the "Arco Dantza," the hoop dance. More than 20,000 Basque Idahoans live along the Snake River Plain, the largest concentration of Basque people in the United States. Basque festivals are held annually in Boise, Mountain Home and Shoshone.

Idaho has a large Basque community that preserves its ancient European traditions in a new land of opportunity.

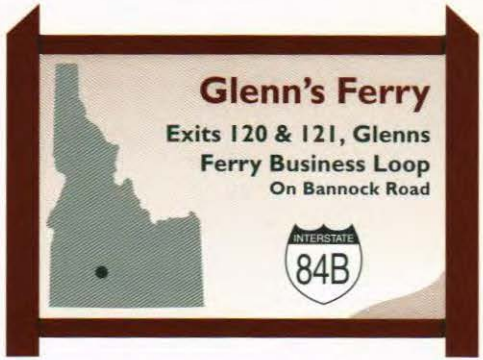
Coming here originally to herd sheep on mountain and desert ranges, they shifted into other occupations as quickly as possible, making way for more of their countrymen to follow. Their sheep wagons often can be seen on grazing lands, and a Basque museum (611 Grove Street in Boise) interprets their life here.

Sign number: 379

A perilous ford at Three Island Crossing State Park was a formidable Oregon Trail barrier. Those who could not cross here faced a longer, more difficult southern route.

No other ford between Missouri and Oregon troubled them so much. This was their largest river. Using two of three islands, they crossed three channels, but sometimes lost stock and wagons. Many emigrants depended upon Shoshoni Indian guides to get them across safely.

Sign number: 198



Heavy Boise freight traffic from Pacific rail terminals in Utah and Nevada led Gus Glenn to start a ferry here in 1870.

This crossing (just below I-84's bridges) connected to a shorter and better freight road. James S. Reynolds noted its advantages: "By it King Hill, Clear Creek Hill and that horrid road between Canyon Creek and Rattlesnake are avoided." Indians captured and sank Glenn's ferry during a Bannock War skirmish here in 1878. But overland stage service started here in 1879, and lasted until Glenns Ferry became an important railroad center in 1883.

Sign number: 199

Twenty thousand years ago, this land was underwater. Not far to the north, you can see the old shore of Lake Bonneville.

Formed in a basin from which no river reached the ocean, this became the largest lake in North America. Finally, the lake rose enough to overflow into the Snake River. Then, after the climate got drier and the great basin of Utah and Nevada became mostly a desert, the lake receded. Salt Lake and two other remnants are all that are left of this old 20,000-square mile lake.

Sign number: 317

Early California and Oregon trail ruts, left by thousands of emigrant wagons as they ascended this bluff, are still visible below this viewpoint.

In 1859, F.W. Lander's wagon road builders dug an improved grade that shows more clearly. California traffic, for which Lander constructed a better road, diverged from this Snake River route to Oregon just beyond Raft River, six miles west of here. When they got up this grade, emigrants were thankful that they had passed 20 miles of bad road and that a less demanding trail lay ahead.

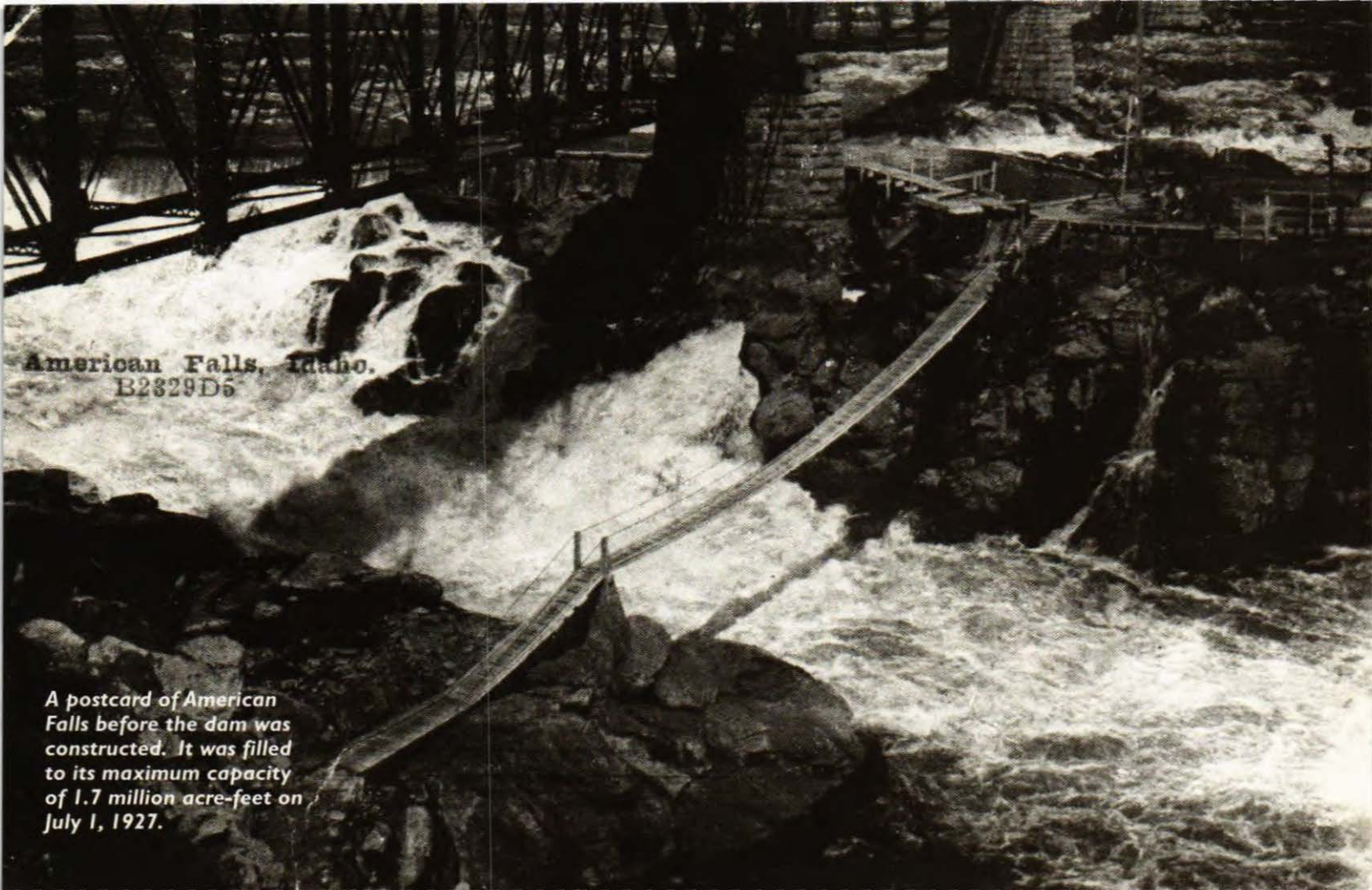
Sign number: 339

You have just crossed a small canyon that Oregon Trail emigrants regarded as their most dangerous exposure to Indian hostility.

After 1854, they had good reason to be alarmed. Wagon traffic had ruined important traditional Indian trails. Thousands of oxen, horses, sheep and cattle had overgrazed a broad zone along their trail, leading to Indian resentment. Worse yet, a few emigrants had shot enough Indians to provoke a great deal of bitterness. On August 9, 1862, Pocatello's Shoshoni band resisted further wagon traffic here, trapping a small emigrant party in a deep gully. An unusually fine stretch of wagon tracks leading to that site can be reached by a marked trail from here.

Sign number: 338

President Warren G. Harding visits Pocatello on June 28, 1923.



A postcard of American Falls before the dam was constructed. It was filled to its maximum capacity of 1.7 million acre-feet on July 1, 1927.

The town is named for the nearby falls of the Snake River, a famous landmark for fur trappers and early Western travelers.

The Oregon Trail passed close to the falls, which had been named in contrast to Canadian Falls — now known as Shoshone Falls — 95 miles downstream. The town of American Falls was founded when the railroad came in 1882 and served a ranching area. An important power dam was built in 1902. When the present large irrigation dam was built in 1925-27, the town had to be moved out of the reservoir area.

Sign number: 274

In 1868, Gilman Sawtell started a dude ranch and Henrys Lake fishery that did much to develop this natural resort area.

Sawtell did everything from supplying swans for New York's Central Park zoo to building a network of roads for tourist access to Yellowstone National Park. His commercial fishery served Montana mining markets. His pioneer Henrys Lake ranch was a major attraction here for a decade before rail service brought more settlers to this area.

Sign number: 389

Discovered in 1812 by trappers returning home from Astoria, Oregon, this valley and its large lake soon became an important fur trade center.

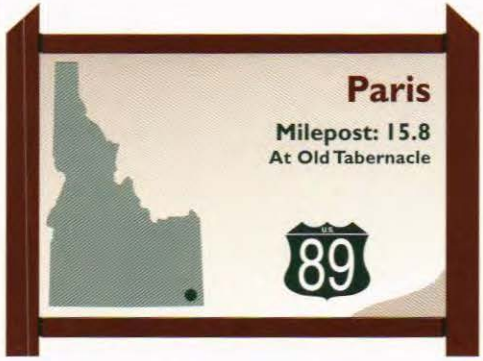
Donald Mackenzie, Jim Bridger and a host of famous beaver hunters operated here. Two major summer frolics and trade fairs brought plenty of excitement to Bear Lake in 1827 and 1828. Helping local Indians repel Blackfoot invaders, those trappers never forgot their wild festivals here.

Sign number: 384

Most early Bear Lake settlers came from Britain. Ann Elizabeth Walmsley Palmer was the first woman convert to the LDS Church in Europe.

Born in Preston, England, August 24, 1806, she was baptized July 30, 1837. An invalid, she was carried into the water, but walked out unaided. After coming to Nauvoo, Illinois, in 1842, she drove an ox team to Utah in 1849 and settled there in 1863. She died here November 2, 1890. Through faith she gained the strength to overcome trials and to achieve triumphs.

Sign number: 319



This pioneer Idaho town was founded September 26, 1863, when a wagon train brought more than 30 families of Mormon colonizers.

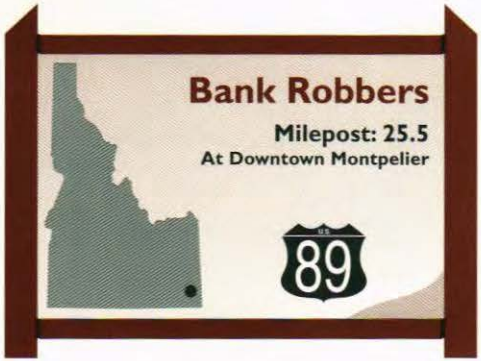
More pioneers soon followed, some living in huts of quaking aspen and others building log cabins for the mild first winter. Next spring, 700 more people arrived in the valley. The second winter was terrible, but the settlers persevered. They thought they were in Utah until an 1872 boundary survey showed this was part of Idaho. When Bear Lake County was created in 1875, Paris became the county seat.

Sign number: 275

Designed by one of Brigham Young's sons, this imposing Romanesque tabernacle was built between 1884 and 1889 by skilled local craftsmen.

Swiss stonemasons cut and carved red sandstone that horse and ox teams hauled from a canyon 18 miles away. In winter, sled-loads of rock were pulled over ice across Bear Lake. Shingles and other lumber came from nearby forests. After a century of use, this unaltered monument remains as a reminder of pioneer achievement.

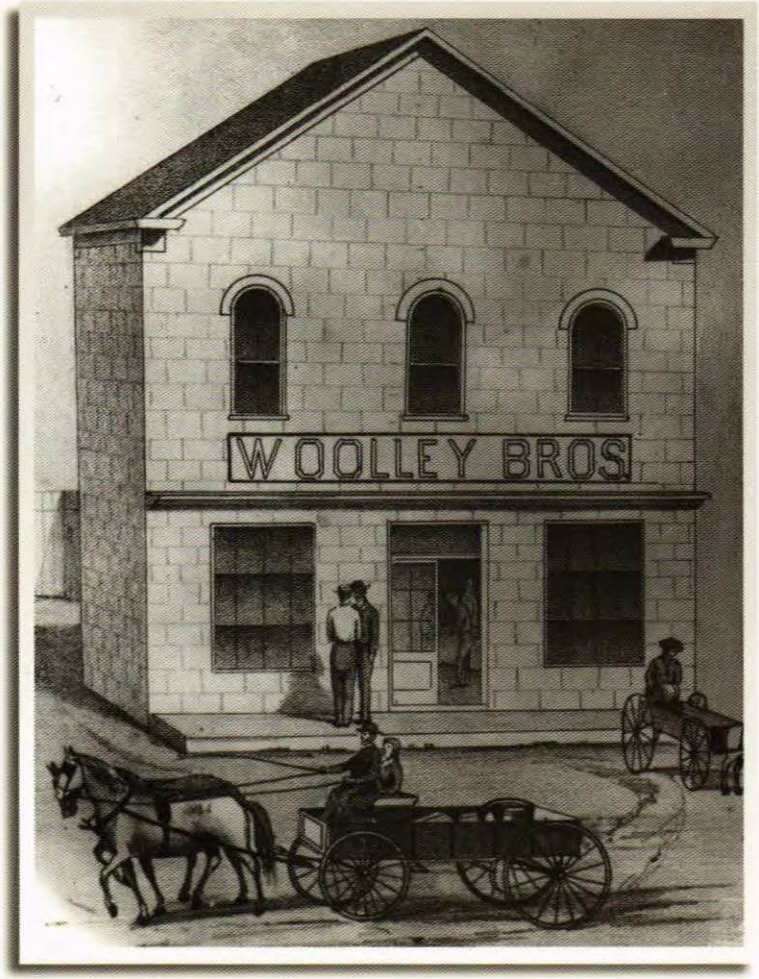
Sign number: 386



On Aug. 13, 1896, Butch Cassidy and his infamous Wild Bunch of gunmen invaded Montpelier's banks and scooped up more than $16,500 in gold, silver and currency.

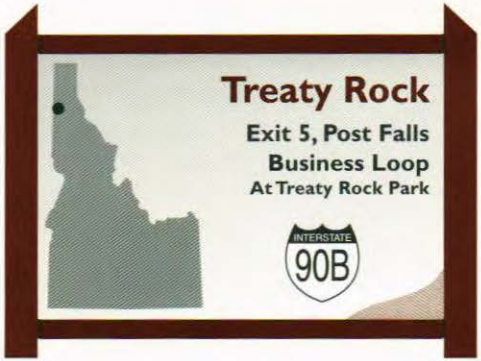
Leaving a surprised cashier and his terrified customers, they calmly rode away. A deputy sheriff who borrowed a bicycle to pursue them up Montpelier Canyon was quickly outdistanced. Cassidy never was caught, but Bob Meeks was imprisoned until 1912 for helping in Montpelier's great bank robbery.

Sign number: 446



In 1884, the Woolley Brothers Store sold goods to the people of Paris, Idaho.

The steamboat Idaho waits at dock in Coeur d'Alene in 1907.



On June 1, 1871, Frederick Post made a deal with Seltice — a prominent Coeur d'Alene Indian leader — to obtain more than 200 acres of land to start a mill near here.

Post noted his land cession on this prominent rock, incising his name and treaty date above some old Indian rock art that still can be seen there. He operated his sawmill for many years at a major hydroelectric site now used for a large power plant.

Sign number: 348

Built by the Army in 1880 to carry hay and supplies for Fort Coeur d'Alene, the "Amelia Wheaton" was the first of a long list of steamers on this lake.

Commercial steamboating began in 1884 with the mining rush. In later years, fleets of tall-funnelled boats hauled freight, towed logs, and carried passengers and excursionists. Steamers served the lake and river communities until highways changed the transportation pattern.

Sign number: 268

At the summit, 3.4 miles west, a side road leads to the tree carved by road builders during a Fourth of July celebration in 1861.

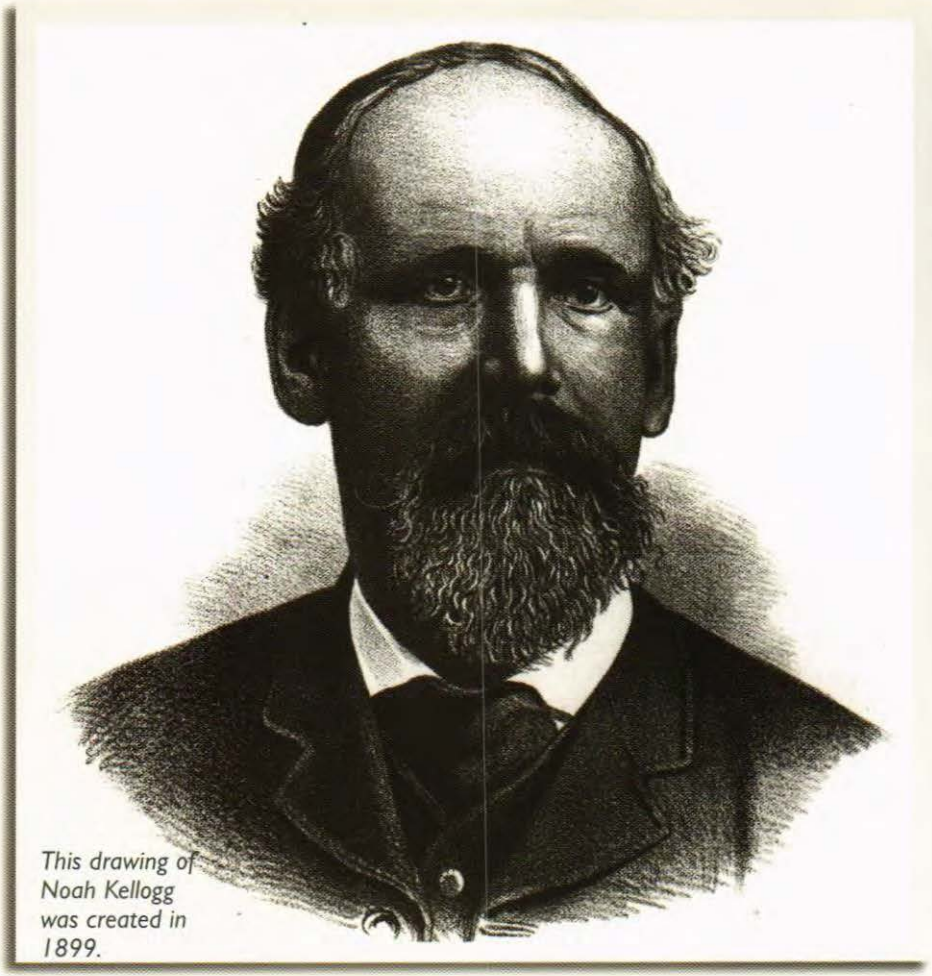
The famous Mullan Road, connecting Fort Benton on the Missouri with Fort Walla Walla on the Columbia, originally ran south of Coeur d'Alene Lake. But to avoid bad conditions there, Army Captain John Mullan in 1861 built 30 miles of new road — which this highway still follows quite closely. His crew celebrated July Fourth at the summit, chopping the date into a great white pine that was partially destroyed by a storm in late 1962.

Sign number: 164

Opened for services in 1853, this is the oldest building in Idaho.

Black-robed Jesuits founded the mission in 1842, but moved here from their St. Joe River site in 1846 and raised this imposing building in a complete wilderness. Old outbuildings are now gone, and their mission moved to Desmet in 1877. But this National Historic Landmark is preserved as a state park.

Sign number: 144



This drawing of Noah Kellogg was created in 1899.

With a grubstake of one jackass and $18.75 worth of flour, bacon and beans, Noah Kellogg came here prospecting in 1885.

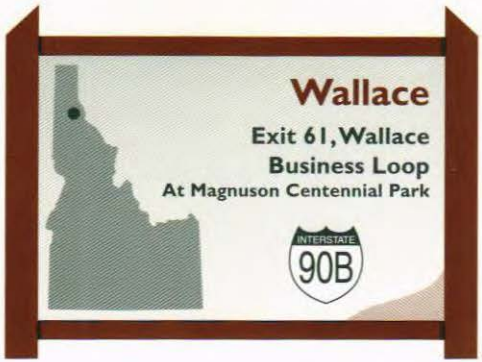
Not far from here, his jackass strayed away. Kellogg finally found his wandering burro grazing on a tremendous outcropping of galena on the hillside above Wardner, about two miles south of here. Such was the discovery of the world-famous Bunker Hill mine, which has produced more than 28 million tons of lead, silver and zinc — and the end is not yet in sight.

Sign number: 290

On May 2, 1972, fire broke out in the mine. Carbon monoxide, heat, smoke and gas spread quickly through the tunnels, severely hampering rescue efforts.

One hundred seventy-six miners were working at various levels. Eighty-five made it out to safety. Seven days later, two miners were found alive. On May 13, the last of the 91 victims were brought out. This was the country's worst hardrock mine disaster since 1917. The Sunshine Silver Mine is a mile deep and has 100 miles of tunnels.

Sign number: 322



Founded as a mining town in 1884, Wallace became a railroad center in 1887 and Shoshone County seat in 1889.

Rebuilt after a disasterous fire in 1890, Wallace has preserved its pioneer mining heritage. North Idaho's two million-acre forest fire was stopped here in 1910, and business buildings of that era survive in an impressive historic district. A museum in Wallace's restored 1901 Northern Pacific Depot, on Sixth Street, interprets the region's railway history.

Sign number: 367

In more than a century after rich lodes were discovered in 1884, this valley has become North and South America's largest producer of silver.

More than $5 billion worth of lead, silver and zinc — including more than a billion ounces of silver — have come from these camps. Old mines and towns at Burke, Kellogg, Murray, Mullan, Osburn and Wardner can be reached from Wallace. First, visit the Coeur d'Alene Mining Museum at 509 Bank Street in Wallace to review the region's mining development.

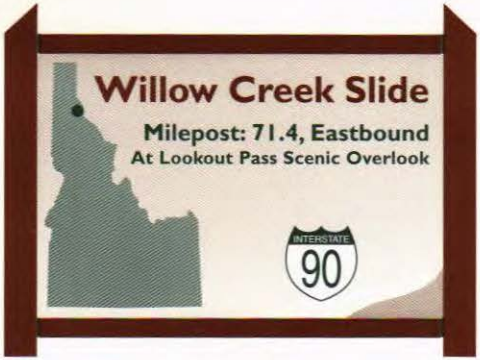
Sign number: 421

A family outing on Lookout Pass traveling on what is now four lanes of Interstate highway — I-90.

After prospecting north of here from 1878 to 1882, A.J. Prichard showed a few fortune hunters where to find gold. More than a year later, a horde of miners rushed there to start Eagle City.

A permanent camp followed at Murray, January 22, 1884. As Shoshone County seat (1885-98) and this area's gold center, Murray flourished for more than a decade. Important buildings — a courthouse, Masonic Hall and other landmarks — have been preserved there to reflect life in a gold rush camp a century ago.

Sign number: 430



A spectacular avalanche on February 10, 1903, swept away part of a trestle — 300 feet high — that let Northern Pacific Railway trains descend from this pass since 1890.

An engine that plunged 80 feet was buried in 30 feet of snow; a passenger car dangled over open space; and a caboose with eight people dropped into a deep snowbank. Miraculously, everyone aboard survived that terror-stricken trip. But a new, less-hazardous grade replaced that trestle route.

Sign number: 373

The Milwaukee Lumber Company moves burned timber from the 1910 fire with Heisler Engine pulling train. *See "1910 Fire" on page 118.*

See Photo on Page 117

More than two million acres of timber in this area burned during an exceptionally dry summer in 1910. A gigantic firestorm on August 20 did unprecedented damage.

Skies in Montreal and London were blackened by its smoke, which interfered with North Atlantic navigation. Strenuous efforts saved most of Wallace from its flames, but 85 firefighters were lost, mostly in other areas. Edward Pulaski's heroic measures to save his crew in a nearby mine tunnel have become a forest legend recounted in Wallace's mining museum at 509 Bank Street.

Sign number: 252

In 1874, Bishop L.H. Hatch built a mansion that has been preserved as a fine example of pioneer Idaho architecture.

Idaho's only railroad, serving Montana's thriving mining camps, reached here that year during a time of depression between gold rushes. At the time, Franklin was Idaho's largest city. Two years later, rail construction resumed, and freighters moved on. But Hatch's elegant house remains as a reminder of a bygone era.

Sign number: 388

Franklin was settled April 14, 1860, by Mormon pioneers. The free local museum exhibits a large collection of tools and relics of pioneer days.

The founding of Franklin was part of a well organized plan of Mormon expansion. Church authorities sent the colonists under Thomas Smart from Provo, Utah. Men of many trades were included in order to make the community self-sufficient. From 1874-77, Franklin was the busy terminus of the Utah Northern Railroad, where freight for the Montana mines was reloaded for the long wagon haul north.

Sign number: 23

Very few Indians survived an attack here when the California volunteers trapped and wiped out the Cache Valley Shoshoni.

Friction between the whites and these Indians, who had suffered from too many years of close contact with fur hunters, led P.E. Connor to set out from Salt Lake on a cold winter campaign. The Shoshoni had a strong position along Battle Creek Canyon just north of here. With a loss of about 400, they met the greatest Indian disaster in the entire West, January 29, 1863.

Sign number: 216

Directly west of this highway, an old 1878 railway grade is still visible, although trains have not used it since 1890.

Jay Gould — a nationally prominent financier and Union Pacific owner — extended Utah Northern service north from Franklin to Montana by 1880. A narrow-gauge line until 1887, it helped build up Cache Valley and accounted for many new Idaho cities and towns farther north. But small, wood-burning locomotives had a hard time ascending this hill. After a more direct route four miles west of here was completed, service north of Preston was abandoned on this grade.

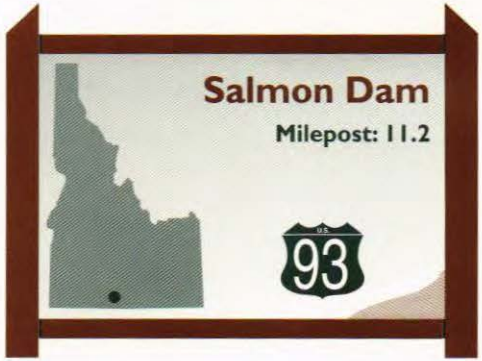
Sign number: 257

You are standing in the outlet of ancient Lake Bonneville. It was a vast prehistoric inland sea, of which Salt Lake is a modern remnant.

Covering over 20,000 square miles when it overflowed here about 14,500 years ago, its winding shoreline would have stretched from here to New Orleans if it were straightened out. This pass was deepened considerably when Lake Bonneville began to flow into the Snake River. For a time, a torrent several times larger than the Amazon was discharged here. Finally, with a hotter, drier climate that slowly emerged about 8,000 years ago, Lake Bonneville gradually disappeared.

Sign number: 171

A 1910 Flag Day celebration at Shoshone Falls. The 210-foot falls were named in 1849 by Major Osborne Cross while leading a scouting expedition. He wanted to replace the name Canadian Falls, given by trappers.



Constructed in 1910 about eight miles west of here, the Salmon Dam was a spectacular early irrigation structure.

Two hundred twenty feet high, it blocks a narrow lava gorge of Salmon Falls Creek. Intended to create a large reservoir to irrigate desert lands north of here, it was only a partial success. Porous lava canyon walls let water escape around it and lack of rainfall in Nevada's desert above here provided less than enough moisture for this reservoir. It did not fill up until 1984.

Sign number: 240

Four miles east of here, the Snake River falls thunders 210 feet over a rocky ledge higher than famous Niagara.

Indians, trappers and travelers all knew the "Great Shoshonie." Now the waters upstream have been harnessed for irrigation and power, and in the dry summer months the rocks can be seen. The foaming river and the sheer walls of the canyon combine with the paths and shady lawns of the park and picnic area to make it one of Idaho's most spectacular scenes. At Shoshone Falls, a natural textbook of earth's forces lies open for you.

Sign number: 172

In 1964, Twin Falls County voters established a community college, and Jerome County soon voted to join their college district.

Started in 1965 as part of a state and national effort to expand local educational opportunities, College of Southern Idaho arts, science and vocational-technical programs also provide related community services for this area. In 1968, a modern campus was occupied a mile west of here, with a civic auditorium and a museum facility incorporated into that site.

Sign number: 411

More than a century ago, fur trappers and emigrants followed an old Indian trail that crossed here on its way to Oregon.

Hudson's Bay Co. traders preferred this route between Fort Hall and Fort Boise, but early emigrant wagons had to travel a road south of the Snake River until ferries and road improvements let wagons come this way. Shoshone Falls — known until 1849 as Canadian Falls to British and French trappers — was a spectacular attraction along this road.

Sign number: 326

South-central Idaho's rail center since 1882 when trains reached here, Shoshone has a historic district of unusual interest.

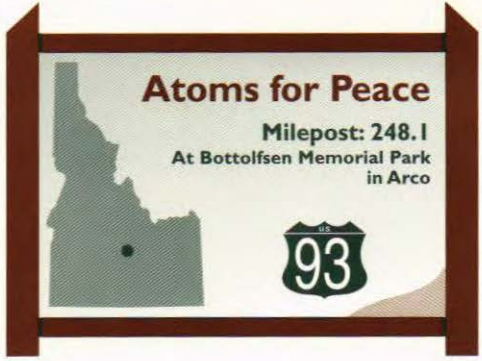
Branch rail lines to the Wood River and Camas Prairie served distant farmers and miners, while a stage line to Shoshone Falls accommodated wealthy tourists who visited Idaho's foremost 19th-century attraction. Vast sheep grazing lands made this a major early center for Basque herders. Use of lava rock for building construction gives Shoshone a distinctive historic character.

Sign number: 412

When emigrants began to take their westbound wagons along an old Indian and trappers' trail past this lava, they had to develop a wild and winding road.

At this spot, like many others, they had barely enough space to get by. At times they could not avoid lava stretches. But they slowly crept along, leaving their road strewn with parts of broken wagons. J.C. Merrill noted in 1864 that "at one place, we were obliged to drive over a huge rock just a little wider than the wagon. Had we gone a foot to the right or to the left the wagon would have rolled over."

Sign number: 354



An important page in atomic history was written here on July 17, 1955, when the lights of Arco were successfully powered from atomic energy.

Chosen by the Atomic Energy Commission as an experiment in the peaceful use of atomic power, Arco, Idaho, became the first town in the free world to be served by electrical energy developed from the atom. The energy for this experiment was produced at the National Reactor Testing Station in the Arco desert southwest of here.

Sign number: 152

Known as Goddin's River in the days of the fur trade, this stream originally was named for the fur trapper who discovered it.

Thyery Goddin, a prominent Iroquois who explored this river in 1819 or 1820, had come here with Donald Mackenzie's fur hunters who worked for the North West Company of Montreal. Well stocked with beaver until it was trapped out in 1824, Goddin's River offered a wealth of furs to early trappers. Then, after the fur trade was over, the river's original name was forgotten. Later settlers called it the Lost River because it sinks into the desert lava.

Sign number: 229

Idaho's highest peak, 12,662 feet, is named for William E. Borah, who served in the United States Senate from 1907 until his death in 1940.

Ten or a dozen large but shallow inland seas have covered this area in the past billion years. They became a graveyard for countless generations of sea creatures: bones, shells, coral and microscopic remains piled up through the eons into a clay-and-limestone deposit thousands of feet thick. During the past 10 or 20 million years, part of this deposit has been thrust upward into the towering ridge you see before you.

Sign number: 45

On October 28, 1983, a major earthquake fracture, 26 miles long and seven miles deep, surfaced as the Lost River Valley slid away from Mount Borah.

During that rock shift, Mount Borah's ridge front rose about six inches, while this valley subsided nine feet. This kind of movement has been going on here for 10 to 20 million years as subsurface rock has been pulled apart during gradual but persistent range and valley building. You can drive to a spectacular fracture that shattered this side road 2.5 miles from here.

Sign number: 356

This valley was discovered in 1822 by a party of Hudson's Bay Co. trappers led by Michel Bourdon.

Bourdon had come to the Northwest with David Thompson, who had started the Idaho fur trade in 1808-09. Trappers searched everywhere for beaver and were active south of here for years before Bourdon took them farther into this mountain wilderness. Fur hunting went on for another decade in these parts before the country was trapped out and abandoned by the fur traders.

Sign number: 303

In a grove of cottonwoods across the river, Captain B.L.E. Bonneville established a winter fur trade post, September 26, 1832.

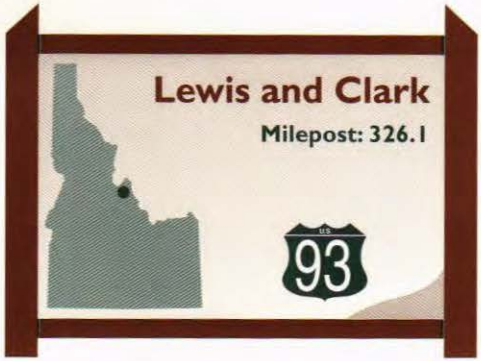
His fort — described by a rival trapper as "a miserable establishment" — "consisted of several log cabins, low, badly constructed and admirably situated for besiegers only, who would be sheltered on every side by timber, brush, etc." But several bands of friendly Flathead and Nez Perce Indians camped nearby, and Bonneville fully enjoyed his hunter's life here in the midst of "a wild and bustling scene."

Sign number: 241

In 1866, gold was discovered at Leesburg by Elijah Mulkey, William Smith, F.B. Sharkey, Joseph Rapp and Ward Girton.

Mining has continued in Lemhi County, with production of $30 million in gold and nearly $35 million in copper, lead, tungsten, silver, etc. Sixty-three mineral species have been found. In August 1805, Meriwether Lewis and William Clark entered the Lemhi Valley 20 miles south of here and later crossed Idaho 75 miles north of here on their way to the Pacific Ocean. In 1832, Captain Bonneville occupied the valley four miles north, representing the U.S. in Oregon Territory. In 1855, a Mormon settlement was established at Fort Lemhi near the place where Lewis and Clark first encamped. It was abandoned in 1858. Agriculture and stock were established in 1870.

Sign number: 125



Hoping for an easy river trip to the Pacific, William Clark explored the first few miles of the rugged canyon of the Salmon River below here late in August 1805.

His small advance party camped near here with poor but friendly Indians. Clark reported that the Salmon "is almost one continued rapid," and that passage "with canoes is entirely impossible." So the expedition had to buy packhorses and go 110 miles north to an Indian trail across the mountains.

Sign number: 122

Following high ridges, buffalo hunters cut an old Indian trail along a direct route from Lewiston past here to Lemhi Valley.

This trail was not available to Lewis and Clark in 1805, but an early missionary — Samuel Parker — crossed it with a Nez Perce trading party 30 years later. During an 1862 Montana gold rush, eager miners joined Lewiston merchants who sent pack trains over it with supplies for new gold camps. But bandits and robbers made wilderness travel unsafe along it.

Sign number: 448

British investment in a large Gibbonsville mine after 1880 made this an important gold camp until 1899.

Discovery of a major lode here in 1877 and construction of a good wagon road to a Utah and Northern Railway terminal in Montana brought prosperity when mining was not suspended because of litigation. With close to 100 buildings, two sawmills, a roller mill, five stamp mills, a newspaper and six to eight saloons, Gibbonsville produced about $2 million in gold.

Sign number: 243

On their way north searching for a route over Idaho's mountain barrier, Lewis and Clark left this canyon and ascended a high ridge to reach the Bitterroot Valley in early September, 1805.

No Indian trail came this way, but Tobe, their experienced Shoshoni guide, got them past the ridge anyway. They had to follow a difficult ridge top divide over peaks more than 1,000 feet higher than this highway. They met some Flathead Indians who surprised them by speaking a language stranger than anything they had ever heard.

Sign number: 269

The name applied to these mountains and the whole surrounding region is an outdated spelling of the word "Hawaii."

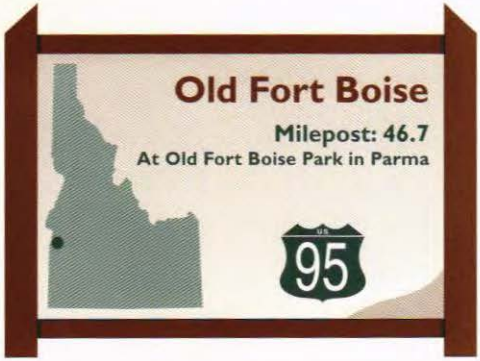
Fur-trading ships brought Hawaiian natives—then called "Owyhees"—to the Northwest. In 1818, Donald Mackenzie brought the first big brigade of fur hunters to the Snake River Valley. He sent several Owyhees to trap in this region—and they never came back. Ever since then, this has been called the Owyhee country and Owyhee County carries on the name. (Pronounce "Owyhee" and "Hawaii" aloud—they sound similar.)

Sign number: 192

An Iowa Indian who came through here with Wilson Price Hunt's fur trappers in 1811, Marie Dorian spent an incredible winter in this region in 1814.

She and her two infant children were the sole survivors of a mid-January Bannock Indian clash at John Reid's fur trade post four miles west of here. So they had to set out with two horses on a 200-mile retreat through deep mountain snow. Finally, a Columbia River band of Walla Walla Indians rescued them in April.

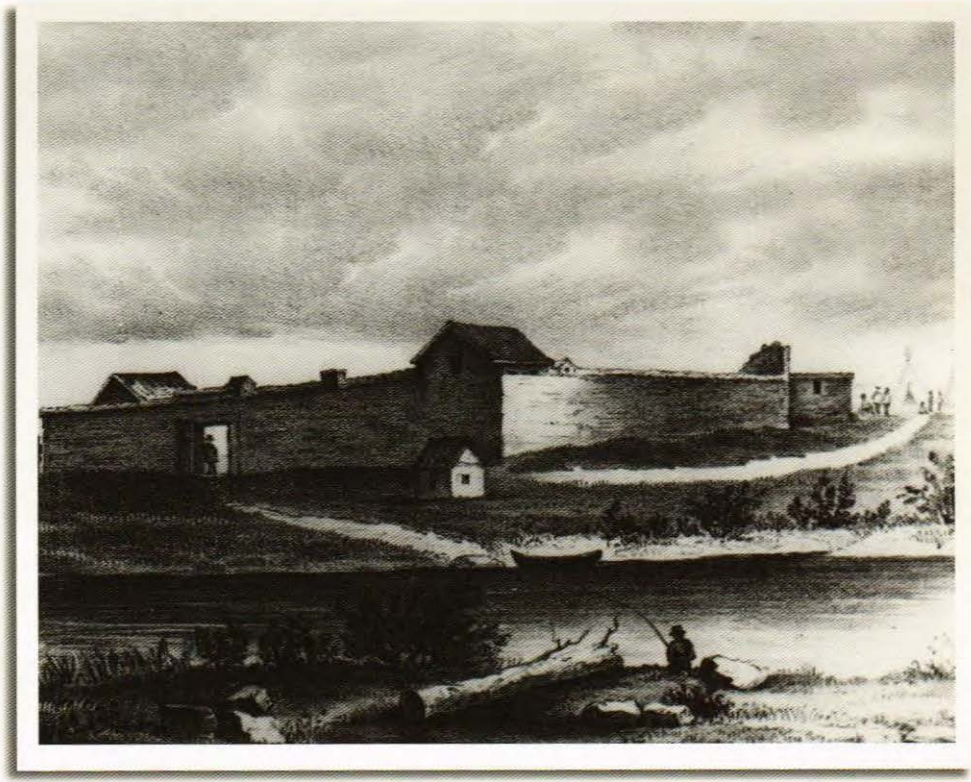
Sign number: 78



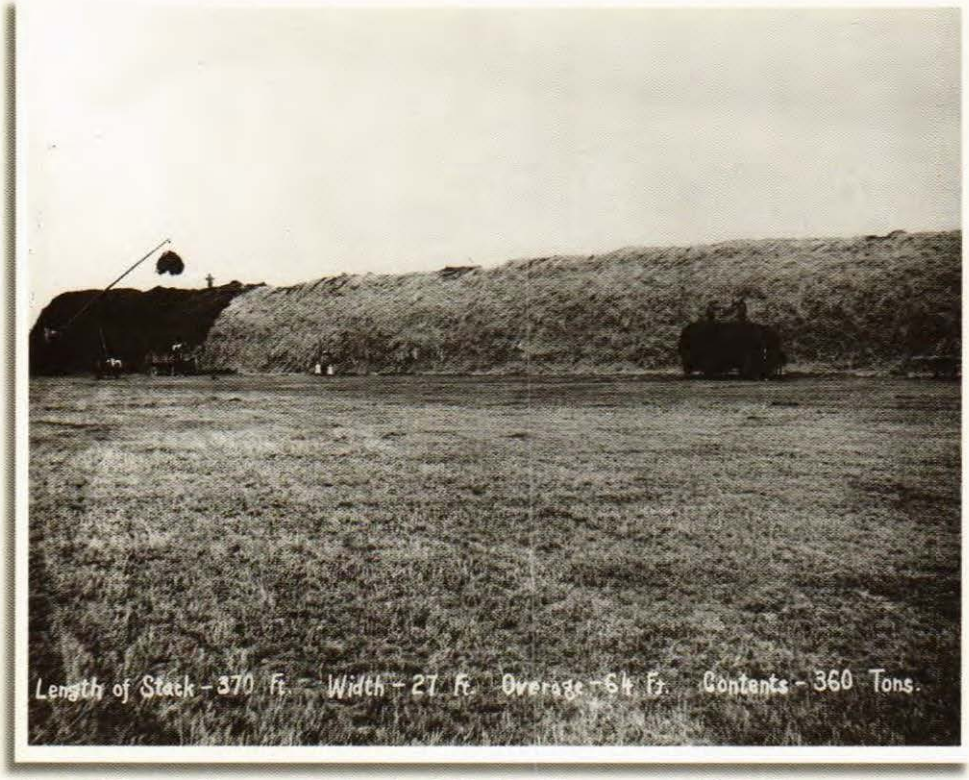
An important Hudson's Bay Company Fur trade post was established in 1834, two miles west of here on the bank of the Snake River.

Fur trading declined, but this British post became famous for its hospitality to American travelers on the Oregon Trail. An 1845 report spoke of "two acres of land under cultivation ... 1,991 sheep, 73 pigs, 17 horses and 27 meat cattle"—a welcome oasis at the ford of the Snake River after 300 thirsty miles from Fort Hall. A flood in 1853 washed away the adobe buildings and Indian trouble forced the company to abandon the post two years later.

Sign number: 85



Fur Trappers John Reid and Donald Mackenzie tried to establish a fort where the Boise River flows into the Snake River in 1813 and 1819, respectively. Both men failed due to Indian opposition. In 1834, Thomas McKay built a fort out of adobe just north of Reid's site. After 1836 it become known as Fort Boise. Francois Payette was in charge of fort from 1835 to 1844. This lithograph of Old Fort Boise is from 1849.



About 360 tons of hay is stacked in the Caldwell or Weiser area in 1915. This stack is 370-feet long and 27-feet wide.

The Weiser Valley provided an abundant environment for early hunters and food gatherers.

Archaeological excavation along Monroe Creek in conjunction with U.S. 95 realignment yielded one of the most significant prehistoric sites in the region. Spear and arrow points and radiocarbon dates suggest the site was occupied for 11,000 years. Inhabitants hunted deer, mountain goat, and rabbit and gathered salmon, roots, berries, and seeds. Artifacts were found 10 feet below the ground surface.

Sign number: 487

At the top of this hill 3,000 to 5,000 years ago, prehistoric men had a rock quarry where they made a variety of stone tools.

Projectiles, knives and scrapers were among the tools made by these early people who camped at the foot of the hill. These nomads hunted deer and other game, collected plant foods and fished in the river here. They had spears and spear throwers for hunting and fishing, and mortars and pestles for grinding roots and berries. Archaeologists have not yet determined when this industry shut down.

Sign number: 293

For more than half a century after 1910, an exceptionally large apple orchard covered these hills around Mesa. An eight-mile wooden flume brought water to these slopes.

Chicago and other distant investors bought ten-acre shares in an orchard company to pay for this expensive, 1,500-acre project. A town for 50 orchard workers was built here, and a 3 1/2-mile gravity tram hauled apples to a railroad siding below Mesa. This ambitious operation lasted until 1967.

Sign number: 374

An ambitious railroad project to a high Seven Devils copper mine (elevation 6,800 feet) created a lot of excitement here in 1898-99.

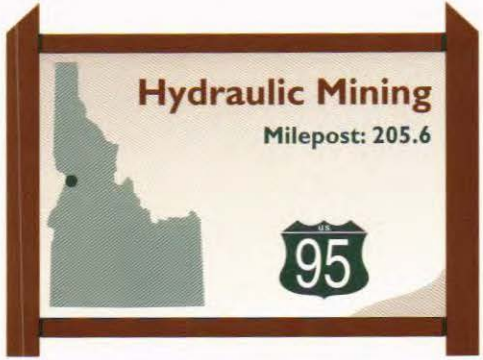
This would have been Idaho's highest mountain railroad if funding had been available to complete it. Construction began near a canyon rim more than a vertical mile above the Snake River. Although it never got anywhere, that grade still can be seen near Kinney Point. Remains of an old mining smelter at Landore also survive from that time.

Sign number: 420

Millions in gold, mined mostly in one big year, came from the high mountain basin around Florence, 14 airline miles east of here.

Early prospectors, fanning south from Pierce—Idaho's first gold camp—came unexpectedly upon rich ground in August 1861. Their secret leaked, golden rumors started an eager rush that fall and winter famine followed. Next spring, thousands stampeded into Florence, even from the California mines. But the rich camp had only 575 men by 1863. Today, scarcely a trace of the town remains among scars of the old diggings. The original town has vanished.

Sign number: 174



Visible directly across the river is a pit left by large-scale hydraulic mining for gold deposited in ancient gravel beds.

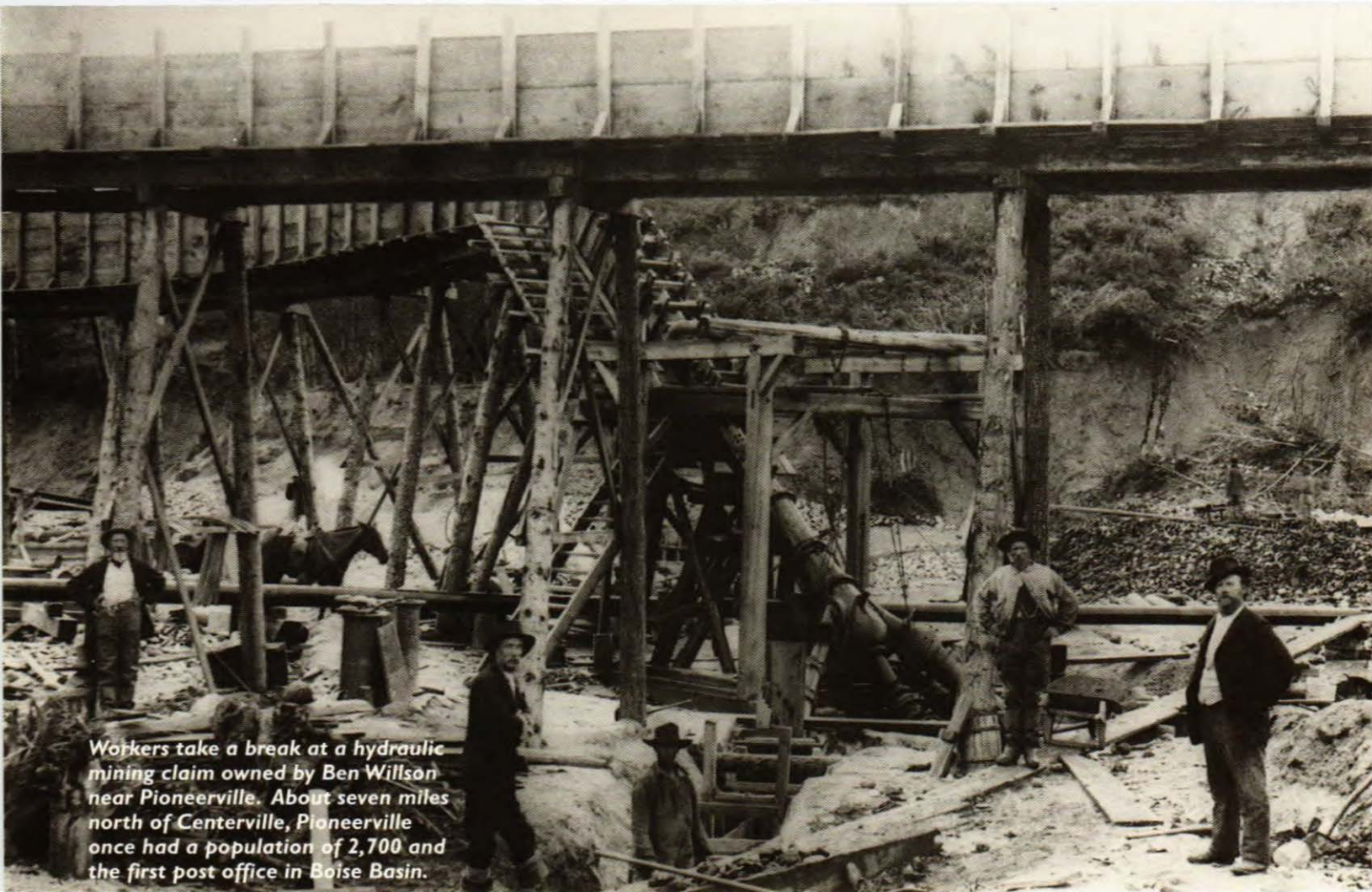
Big nozzles, called "hydraulic giants," shot powerful streams of water against a prehistoric river bed (now the bank of the stream) to expose and wash down gold-bearing gravel, which then in the 1860s, remained in use until recent economic changes made gold mining unprofitable. Many pits—some enormously larger than this one—are left as reminders of the mining days gone by.

Sign number: 175

Some 15 million years ago, the Salmon River ran across great Miocene lava flows above here and started to carve this deep canyon.

Then this part of the earth's surface gradually rose. As the mountains were rising, the river cut down into the older rock below. Many other Northwestern rivers cut similar gorges. The Snake River flows through Hells Canyon—deepest of them all—eight miles west of here.

Sign number: 313



Workers take a break at a hydraulic mining claim owned by Ben Willson near Pioneerville. About seven miles north of Centerville, Pioneerville once had a population of 2,700 and the first post office in Boise Basin.

Near the base of this hill, more than 100 cavalrymen and volunteers met disaster in the opening battle of the Nez Perce War.

Rushing from Grangeville on the evening of June 16, 1877, Captain David Perry planned to stop the Indians from crossing the Salmon River to safety. At daylight the next morning, he headed down the ravine below you. Some 60 to 80 Indians wiped out a third of his force and the survivors retired in disorder. No Indians were killed.

Sign number: 294

For 60 years after construction was completed in 1915, the White Bird Grade (across the valley) served as Idaho's only north-south highway.

Many tortuous curves and switchbacks—which, if placed together made 37 complete circles—let the old road climb 2,900 feet in 14 miles. Gaining an elevation of 4,429 feet at its summit, that route represented a significant engineering and construction achievement. This new grade did not replace it until 1975.

Sign number: 327

A vast mountain wilderness, cut by the mile deep Salmon River Canyon, stretches across Idaho south and east of here.

Travel through the Salmon River Mountains always was hard in the early days. An 1872 railway survey showed the Salmon River Canyon to be too expensive a route to build. Until a highway was finished down White Bird Hill in 1921, only some pack trails and a difficult wagon road crossed the rugged mountain barrier that separated north and south Idaho.

Sign number: 298

Named for the Blue Flowering Camas—an important root food for all interior Northwestern Indians—the Camas prairie is a traditional Nez Perce cultural center.

Tolo Lake—visible below—provided a campground for Chief Joseph's Wallowa band and White Bird's Salmon River band when war broke out on the Salmon River directly south of here, June 14, 1877. Both of these bands were under military pressure to settle on the Camas Prairie when three young men from White Bird's band avenged a long series of past wrongs and Army authorities retaliated.

Sign number: 100

Convicts working near White Bird on the North and South Highway (now U.S. 95) in May 1916. Guards are dressed in dark coats. Their living quarters are in the lower canyon. White Bird Hill climbs 3,000 feet in 7.2 miles following U.S. 95. White Bird Hill and the town of White Bird are named after a Nez Perce chief.

A Gatling gun, firing from the top of a low hill a mile northwest of here, beat off a Nez Perce attack, July 4, 1877.

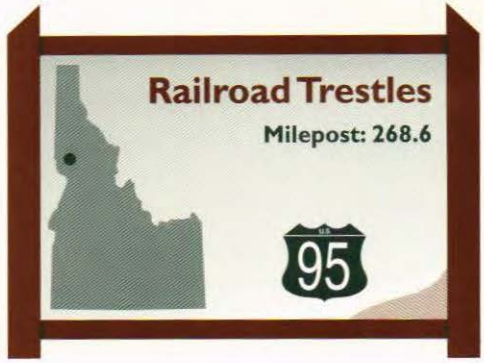
The next day, Indians just east of here surrounded 17 Mount Idaho volunteers: two were killed and three wounded before cavalrymen from Cottonwood came out to rescue them. Meanwhile, Chief Joseph's people, screened this well-planned diversionary skirmish, crossed the prairie to join their allies on the Clearwater. From there the Indians retired across the mountains to Montana, where the Nez Perce War ended three months later.

Sign number: 38

On May 31, 1806, Sgt. John Ordway and Pvts. Frazer and Weiser began the return trip from Lewis's River (Snake River) with salmon for Camp Chopunnish (Kamiah).

The men crossed the Camas Prairie near here on their way to rejoin the Corps of Discovery, waiting in Camp Chopunnish for mountain snows to recede before attempting to cross the Bitterroots. At about noon on June 2, the small group arrived with seventeen salmon and some roots they had purchased. Most of the fish were spoiled, but Lewis described those that were sound as "extremely delicious."

Sign number: 488



In order to cross Lawyer's Canyon and other Camas Prairie gorges, a series of high railroad bridges was built in 1908.

This highway goes past two of them here. Most were timber, but a metal structure, 1,500 feet long and 296 feet high, was needed here. A long, high wooden trestle also crossed a nearby side canyon. North Idaho's Camas Prairie Railroad — a joint Northern Pacific and Union Pacific venture — served this region for eight decades.

Sign number: 371

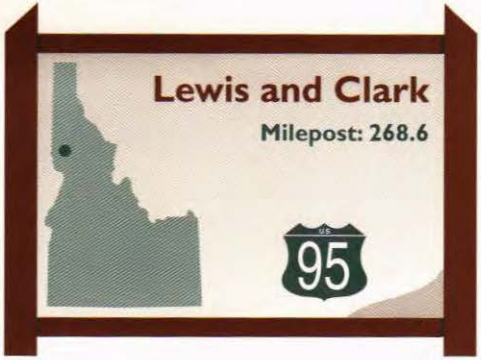
Named for the Nez Perce Indian leader who served as head chief, 1848-71, and who lived near the lower end of the canyon.

Called "The Lawyer" by early fur traders for his exceptional talents in languages and oratory, he was a friend of the whites. He had learned English before the missionaries came in 1836 and helped them prepare dictionaries and translate the Bible into Nez Perce. He played an important part in all the treaties negotiated with his people before his death in 1876, a year before the Nez Perce war.

Sign number: 163

A train crosses Lawyer's Canyon in this photograph from Spokane Postcard Company. Nez Perce Chief Hallalhotsoot was called Lawyer by mountain men. He was the son of a Flathead mother and Nez Perce father.

Workers from Craig Mountain Lumber Company load logs at Winchester. The town's name was picked at a meeting to establish a school district. A citizen suggested they name the town after the popular Winchester rifle.



On May 27, 1806, Sgt. John Ordway and Pvts. Frazer and Weiser were dispatched from Camp Chopunnish (Kamiah) to Lewis's River (Snake River) to obtain salmon.

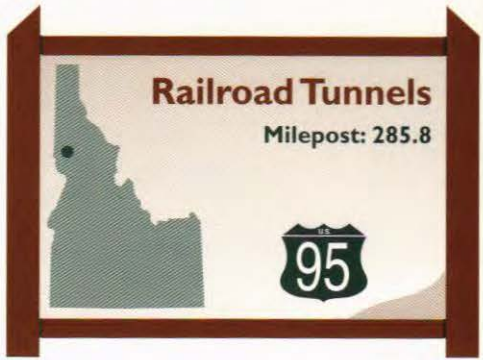
Guided by Nez Perce Indians, the men crossed the Camas Prairie near here. On May 29, at a Salmon River Indian village, Frazer traded an "old razer" to an Indian woman for two Spanish mill dollars. They reached the Snake River after descending "the worst hills we ever saw a road make down." They were welcomed by Nez Perce and purchased a number of salmon.

Sign number: 489

Not long before Camas Prairie railroad service started here in 1908, rival towns were started on each side of the track.

The town of Vollmer began as a rail and business center on the east, and Ilo (an older town a mile away) moved to an adjacent site on the west. Each had separate schools, churches, stores, newspapers, banks and other businesses. After 12 years of sharp competition, they finally merged into a united community in 1920.

Sign number: 331



Seven tunnels—one a horseshoe more than a quarter mile long—had to be blasted in this canyon so that a railroad could be completed to Grangeville in 1908.

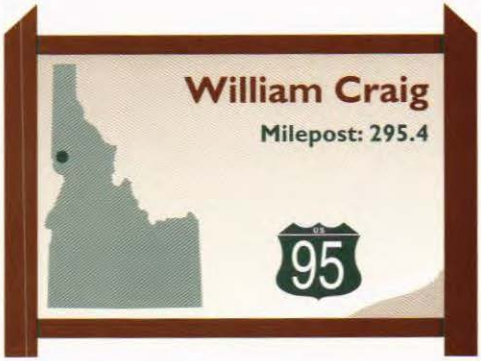
Building a railroad up this canyon was exceptionally difficult and expensive. Although they competed in Lewiston, Union Pacific and Northern Pacific officials decided to organize a separate company, in which each of them had an equal interest, to complete a Camas Prairie line. Otherwise, neither would have had enough traffic to operate profitably.

Sign number: 419

When he came to Lewiston in 1867, Father J.M. Cataldo developed a Jesuit Nez Perce mission that continued long after he founded Gonzaga University in Spokane.

A chapel was built a mile up Mission Creek in 1868, but a permanent location was not established until construction of Saint Joseph's Mission was completed at a more secluded site in 1874. It now is open to visitors as part of the Nez Perce National Historical Park.

Sign number: 349



"A bluff jolly good fellow," he joined the Rocky Mountain fur trade in 1829, married a Nez Perce in 1838 and settled with the Lapwai band in 1840.

In 1850, the Oregon Donation Land Act gave free farms to pioneers who had come to the Oregon Territory. Craig had the only eligible farm in Idaho (then part of Oregon) and filed a 640-acre claim here. When the Nez Perce reservation was set up, the Indians trusted Craig and let him keep his farm.

Sign number: 308

Henry Harmon Spaulding established Idaho's earliest mission near here, November 29, 1836, at a campsite chosen by the Nez Perce Indians.

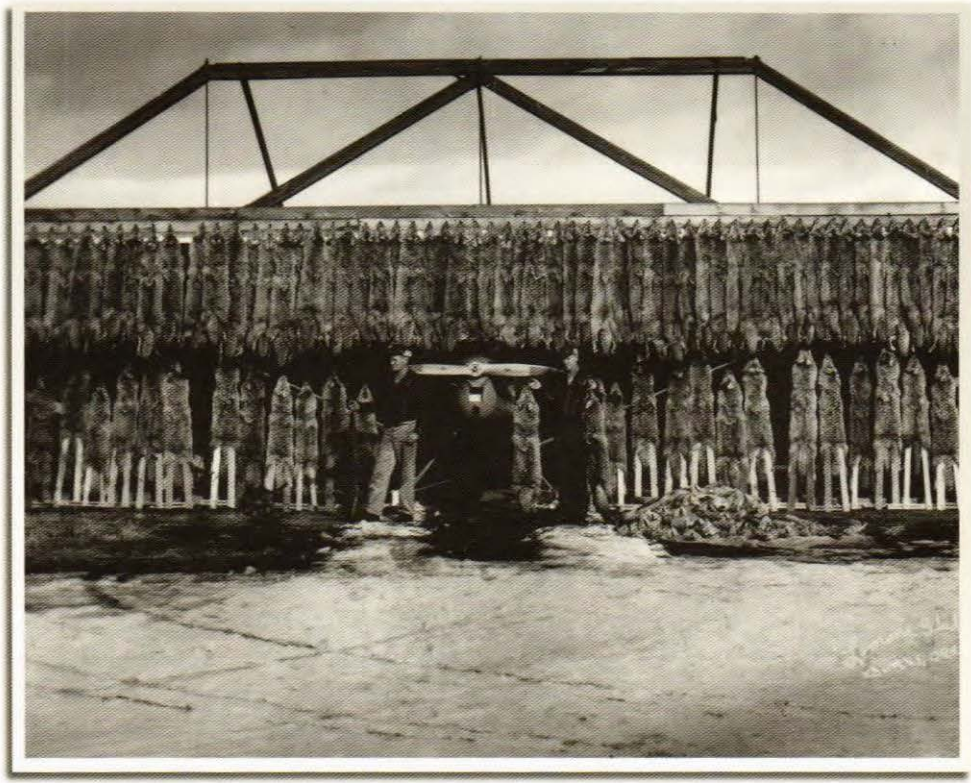
Ever since they met Lewis and Clark in 1805-06, the Nez Perce had wanted to find out more about the white man's ways. In 1831, a Nez Perce delegation went all the way to St. Louis, where they saw Clark again and asked for teachers. Spaulding came west to answer their call. With Indian help, a house and assembly hall were built in 24 days. In two months, Mrs. Spaulding started a mission school. In 1838, the mission was moved north to the Clearwater.

Sign number: 112

A Nez Perce Indian legend tells how Coyote and Black Bear had a falling out while fishing here long ago.

Coyote, the all-powerful animal spirit, was having a good time until Black Bear, the busybody, began to tease him. Finally, losing his temper, Coyote tossed his huge fishnet onto the hills across the river. To teach Black Bear a lesson, Coyote threw him to the top of the hill on his side and turned him to stone. The Nez Perce people know just where to look for the net and unfortunate bear.

Sign number: 262



The fur trade brought many early explorers to Idaho, including David Thompson, Donald Mackenzie and Francois Payette. Thompson began trapping in Idaho just two years after Lewis and Clark had left Idaho. As trapping advanced and modernized, animal populations declined.

This important archaeological site was occupied for 10,000 years or more and has at least 10 pit houses as much as 5,000 years old.

Two styles of houses were used. Some were fairly square with interior benches dug out for use by a family or two. Others were round – 20 to 30 feet wide and two to three feet deep – but lacked benches. This village reached its height from about 4,100 to 2,600 years ago, but remained important enough that when fur traders arrived in 1812, they made this their main camp.

Sign number: 332

Early in September 1812, Donald Mackenzie set up a fur trade post near here for John Jacob Astor's Pacific Fur Company.

Disappointed to find that beaver were unavailable in this area, he built only a store and two houses out of driftwood. Then, the War of 1812 and Indian trouble tangled his plans. In May 1813, he abandoned this site, since Astor's venture had failed and was about to be sold to the North West Company of Montreal. "Perpetual Motion" Mackenzie who once had been a "Nor'Wester," rejoined the Canadians in 1816 and finally organized the snake country fur trade.

Sign number: 176

Lewis Clark State College was created by the Legislature in 1893 as a two-year normal school to train teachers.

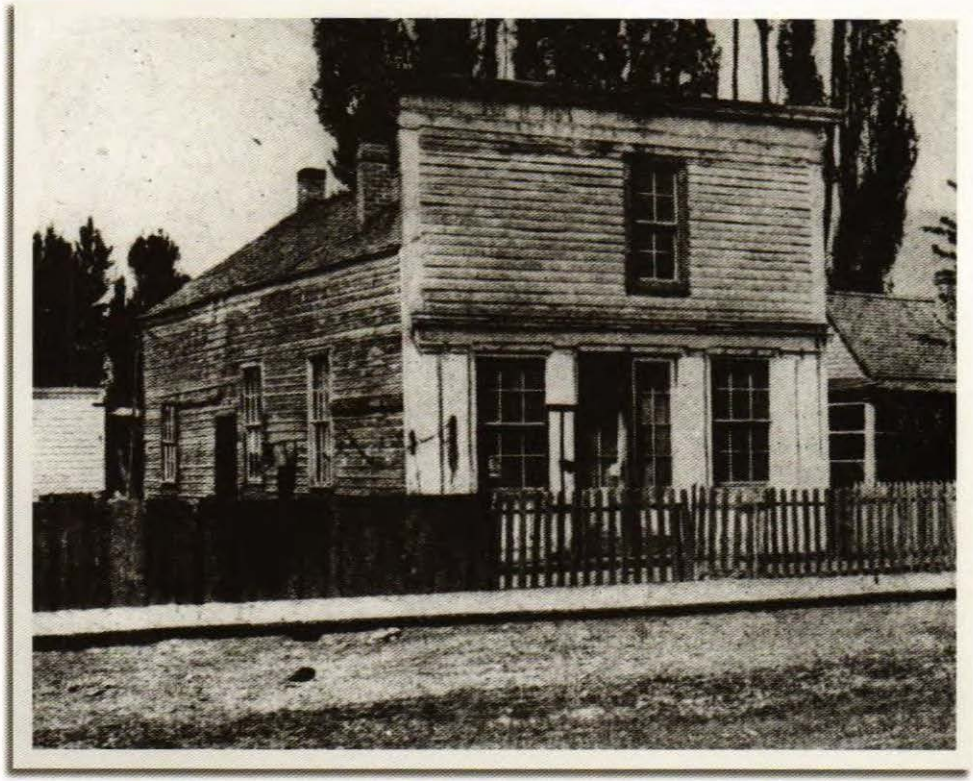
After more than half a century of growth, Lewiston State Normal School expanded into a four-year college in 1947. An area vocational school and a nursing education program were added in 1965. Designated a state college in 1971, Lewis Clark continues to specialize in teacher education.

Sign number: 314

The organization of Idaho Territory was proclaimed in Lewiston July 10, 1863, and the first two legislatures met here.

When Lewiston served as the capital, Idaho Territory included modern Montana and practically all of Wyoming—an area much larger than Texas. Then in 1864, after Montana was established as a separate territory and most of Wyoming was attached to Dakota, the governor and legislature decided to locate the capital of Idaho in Boise, where it has been ever since.

Sign number: 167



Idaho's first capitol building was established in Lewiston, the first territorial capital. The small building to the left was the Governor's Office. The second legislature, meeting in Lewiston, voted in 1864 to move the capital to Boise City, which had only been founded in 1863. This action was bitterly resented by North Idahoans.

Lewiston was established in 1861 and named after Meriwether Lewis. This image is from 1900. A 1990 census counted 28,000 residents.

When automobile traffic made a steep old wagon road obsolete, a remarkable new highway grade was built down this hill in 1917.

With a series of sharp curves that let cars go 20 or 30 miles an hour—a good speed for that time—a gradual 10-mile, 2,000-foot grade was designed. It still can be used by anyone not in too much of a hurry who wants to see an engineering model of early highway construction.

Sign number: 417

Started May 13, 1861, as a steamboat landing, Lewiston immediately became a primary commercial center for Idaho miners during their hectic gold rush to Pierce that spring.

Steamboats continued to dock there until 1940, mainly after Columbia and Snake River channel improvements made navigation practical in 1914. Finally, a series of locks and dams made Lewiston a seaport and large scale river shipping resumed in 1975.

Sign number: 418

Mining engineering students at the University of Idaho in 1925 taking a mine rescue course. *See "University of Idaho" on page 145.*

Students play football without pads circa 1915 at the University of Idaho.

Like this long highway, the University of Idaho links together the northern and southern parts of the state of Idaho.

Established by the territorial legislature, January 30, 1889, the university opened in the fall of 1892. As Idaho's land grant institution, the university was charged to bring the benefits of quality teaching, research and service to the people of Idaho. Its eight colleges and graduate school now serve thousands of students and is a major center for higher education in Idaho.

Sign number: 279

Dedicated in memory of pioneer women, Mary Minerva McCroskey State Park has a forested skyline drive that offers spectacular views of forests, farms and distant mountains.

Virgil T. McCroskey devoted his life to preserving trees and scenery. Here he purchased 4,500 acres of cedar, pine and fir. He donated and endowed this magnificent state park in 1954 and maintained and enlarged it for 16 more years until his death at age 94.

Sign number: 425

When their annual Montana plains buffalo hunt proved futile in 1876, north Idaho's Coeur d' Alene Indians needed to move from Cataldo to a better farming area.

So in 1877, their Jesuit mission was located there. After their community grew large enough, a three-story school building—still preserved by Coeur d' Alene Tribal Council authorities—was built in 1900. It serves as a community cultural center for Desmet.

Sign number: 248

A network of Pacific Northwest logging railroads hauled timber from rough mountain country to local sawmills for several decades prior to 1940.

Owned by timber companies, these lines used small, powerful locomotives that could climb 10% grades and negotiate very sharp curves. An Ohio Match Company engine that used to operate near here is now included in a Potlatch Company display in Lewiston.

Sign number: 468

Thousands of eager miners came by here in an 1864-65 gold rush to Wild Horse, British Columbia. Parts of their pack trail can still be seen.

An extension of North America's earlier gold excitements, Wild Horse was served by pack trains that hauled supplies from Columbia River steamboats and wagon roads that connected with this trial. Some packers used camel trains that made an odd sight in this forested wilderness.

Sign number: 150

Moving from the north down this valley, the edge of the continental ice sheet blocked rivers and formed glacial lakes.

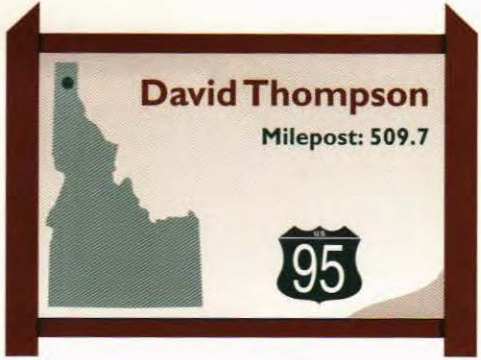
As the ice gradually melted, a lake rose here behind the receding ice dam and extended up Kootenai Valley into Canada. Until the ice disappeared about 10,000 years ago, this lake drained through the valley to the south. Then, the Kootenai River cut down the lake bottom, exposing the small tree-covered granite hill in the valley before you. Lakes Coeur d' Alene and Pend Oreille, to the south, are remnants of this glacial action.

Sign number: 321

Gold miner's rushing to Wild Horse in British Columbia in 1863 were paddled across this river by Indians. In 1864, E.L. Bonner established a proper ferry here.

The ferry and its trading store served the Wild Horse pack trains for many years. Steamers—the first tiny one dragged in overland—came to the river in the 1880s and the Great Northern Railway arrived in 1892. A thriving town soon sprang up where once the ferryman and his family had been the only white people.

Sign number: 165



Coming from Canada, the famous map maker and trader for the Northwest Company explored this area and river in 1808.

On May 8 somewhere near here, Thompson's famished party, all sick from eating "much tainted" antelope, met 10 lodges of Indians who could give them only a "few dried carp (of last year's catch!) and some moss bread...but acceptable to the hungry." Leaving here, he found the route which U.S. 95 follows north. Next year, he returned to establish Idaho's initial fur trading post on Lake Pend Oreille.

Sign number: 160

Glacial activity about 9,000 to 12,000 years ago created this lake out of what previously had been the valley of a river.

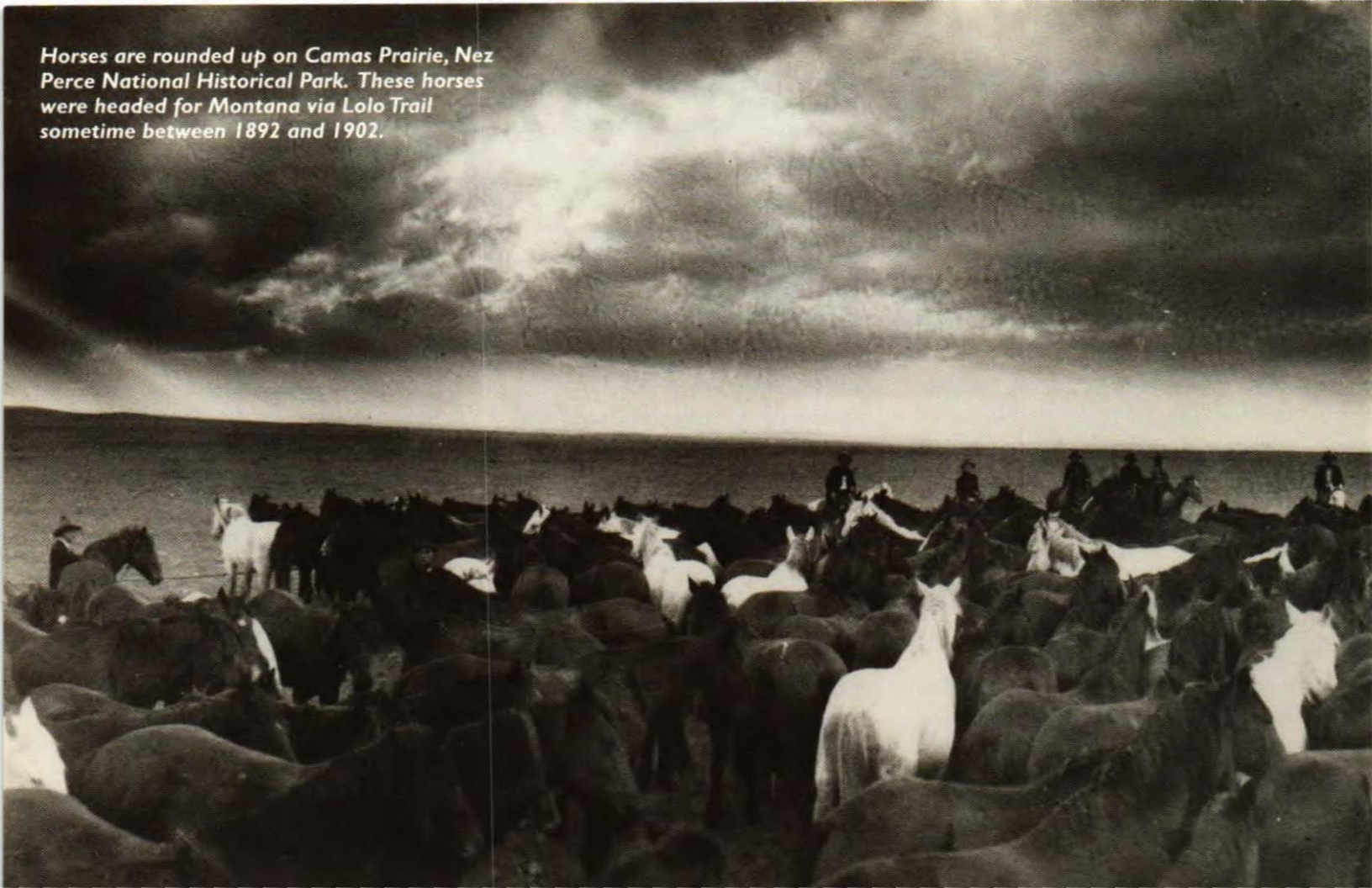
The ice sheet occupied major valleys north of here. As the glacier receded, melt waters flooded across the outlet of this valley, beyond modern Coeur d' Alene. Rock, sand and gravel deposited there by those floods raised the level of the land and blocked the old river channel. This backed up the river, submerged the valley before you and produced one of Idaho's lovely views.

Sign number: 281

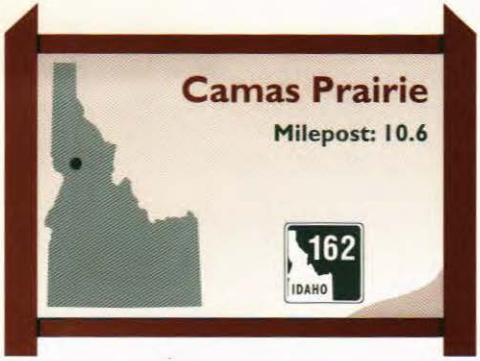
Look to the north: blocking the northward passage of the rivers which form this lake, a great continental ice sheet once towered above the horizon as far as the eye can see.

When the glacier melted, it left a wide moraine—a plain of rocks and sand—that extended to Rathdrum and formed this lake. This is as far south as any continental ice sheet ever reached into Idaho. Lake Facts: Area—50 square miles; Length—32 miles; Elevation—2,124 feet.

Sign number: 170



Horses are rounded up on Camas Prairie, Nez Perce National Historical Park. These horses were headed for Montana via Lolo Trail sometime between 1892 and 1902.



Most of Camas Prairie's wind-blown soil rests upon Columbia River lava flows. Coming from a series of widespread eruptions, they covered older, eroded granite rocks here about six million to 17 million years ago.

Some earlier volcanic extrusions, including the Kamiah Buttes (between which this highway passes), rise above those Camas Prairie lava flows. Perhaps older than 40 million years, they resemble volcanic rocks from Challis, in south-central Idaho, rather than newer lava from farther west. Geologists still are studying how these buttes are related to similar formations elsewhere in Idaho.

Sign number: 372

When the last of the continental ice sheets blocked this valley, a great lake extended over 200 miles into Montana.

Ice as high as the mountain ridges held back water as deep as 800 to 1,000 feet at Missoula, 10,000 to 20,000 years ago. At times this lake cut through the ice dam and came back. Finally, the climate turned warm and the great ice sheet melted. Lake Pend Oreille is a small remnant of that glacial action.

Sign number: 320

Idaho's fur trade began in the fall of 1809 when David Thompson built a trading post two-and-a-half miles southwest of here.

Kullyspell House (Thompson spelled "Kalispell" that way) was the earliest fur trade post in the American Pacific Northwest. A geographer and surveyor of rare skill, Thompson explored and mapped vast fur regions for the North West Company of Montreal. Reaching south from present day British Columbia, he added what now is North Idaho to the Canadian fur empire. It was David Thompson who discovered the route this highway now follows.

Sign number: 148

Highway Index

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RA Sign located at rest area

HIGHWAY/TITLE	SIGN #	MILEPOST	PAGE
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Castle Rock	353	124.4	38
Gold Mines	400	126.3	39
Bannock War	277	148.5	39
Magic Reservoir	413	170.1	39
Nuclear Reactors	297	265 RA	41
Lost River	304	265 RA	41
Three Buttes	428	272.8	41
Big Butte	436	272.8	42
Elephant Hunters	365	291.4	43
The Three Tetons	267	362.7	43
Volcanic Calderas	396	368.9	43
Caldera Lookout	391	376.3	44
Harriman State Park	462	378	44
Harriman Wildlife Refuge	461	382	44
Pierre J. DeSmet	452	400.7	45
IDAHO 21			
The Oregon Trail	151	7.4	46
Beaver Dick's Ferry	359	7.4	46
Diversion Dam	343	8.4	46
More's Creek	318	17.1	48
Arrowrock Dam	376	17.1	49
The Old Toll Road	266	20.3	50
Grimes' Creek	188	28.9	50
Idaho City	186	38.8	50
Lowman	444	72.8	53
Emma Edwards	442	77.7	53
Emile Grandjean	435	95.4	53
IDAHO 24			
Minidoka Dam	341	10.6	54
IDAHO 25			
Prehistoric Man	276	14.8	54
Hunt	340	14.8	54
IDAHO 27			
City of Rocks	344	0.8	56
IDAHO 28			
Prehistoric Man	270	44.3	57
Charcoal Kilns	296	61	57
Cote's Defile	429	61	57
Gilmore	234	73.2	58
Lewis and Clark	325	115.7	58
Fort Lemhi	128	117.3	58
MacDonald's Battle	312	119.9	60
Lewis and Clark	127	122.4	60
Sacajawea	239	122.4	60
IDAHO 29			
Bannock Pass	238	13.6	61
U.S. 30			
New Plymouth	483	26.5	62
Fossil Beds	300	175.7	62
Salmon Falls	204	184.5 RA	62
Thousand Springs	166	186.9	64

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Brownlee Ferry	185	2	89
Seven Devils Mines	378	2	90
IDAHO 75			
Magic Dam	398	91	90
Wood River Mines	154	112.8	90
Ski Lifts	329	130.8	92
Galena	484	151.8	92
Alexander Ross	302	156.1	92
Salmon River	292	160.9	93
Vienna Ghost Town	235	164.1	94
Sawtooth City	364	166.8	94
Bears Ploughed Field	328	190	94
Stanley Ranger Station	406	190	95
Clayton Smelter	416	222.9	96
Bison Jump	434	243.9	96
IDAHO 77			
Hudspeth's Cutoff	169	2.8	96
Diamondfield Jack	306	18.4	97
IDAHO 78			
Givens Springs	358	11.5	98
War Eagle Mines	380	34.1	99
Diamond Gulch	454	34.1	100
IDAHO 81			
Idahome	449	7.8	100

HIGHWAY/TITLE	SIGN #	MILEPOST	PAGE
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Snake River	263	1 Eastbound RA	100
Salmon Festival	336	1 Eastbound RA	101
Emigrant Crossing	455	Old U.S. 30 Exit 26	101
Albertson College of Idaho	291	Caldwell BL** Exit 29	101
Northwest Nazarene University	415	Nampa BL** Exit 38	103
Initial Point	193	Meridian, Exit 44	103
Oregon Trail	375	62.2 Eastbound RA	103
Basque Country	379	62.4 Westbound RA	105
Oregon Trail	198	Glenns Ferry BL** Exits 120 & 121	105
Glenn's Ferry	199	Glenns Ferry BL** Exits 120 & 121	105
Lake Bonneville	317	269 RA	106
INTERSTATE 86			
Emigrant Trails	339	18.4 Eastbound RA	106
Oregon Trail	338	30.4 Westbound RA	106
American Falls	274	American Falls BL** Exits 36 & 40	109
IDAHO 87			
Sawtell's Ranch	389	5.1	109
U.S. 89			
Bear Lake	384	2.2	109
British Settlers	319	13	110
Paris	275	15.8	110

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HIGHWAY/TITLE	SIGN #	MILEPOST	PAGE
Salmon River	298	230.9	132
Camas Prairie	100	233.6	133
Nez Perce War	38	252.9	134
Lewis and Clark	488	252.9	134
Railroad Trestles	371	268.6	134
Lawyer's Canyon	163	268.6	135
Lewis and Clark	489	268.6	137
Craigmont	331	272.5	137
Railroad Tunnels	419	285.8	137
Saint Joseph's Mission	349	293.1	138
William Craig	308	295.4	138
Lapwai Mission	112	300.5	138
Coyote's Fishnet	262	306.8	139
Nez Perce Village	332	306.8	140
Mackenzie's Post	176	316.6	140
Lewis Clark State College	314	316.6	140
The First Capital	167	317.7	141
Lewiston Hill	417	317.7	142
Steamboats	418	317.7	143
University of Idaho	279	342.7	144
McCroskey Park	425	371.7	145
Desmet Mission	248	381.2	145
Logging Railroads	468	444.6	145
Wild Horse Trail	150	503.7	146
Glacial Lakes	321	503.7	146
Bonner's Ferry	165	507.8	146
David Thompson	160	509.7	147
IDAHO 97			
Submerged Valley	281	67.3	147
Coeur d'Alene Lake	170	96	147
IDAHO 162			
Camas Prairie	372	10.6	149
IDAHO 200			
Lake Pend Oreille	320	44.3	149
Kullyspell House	148	48.2	149

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Emigrant Trails	339	I-86	18.4 Eastbound RA	106
Emile Grandjean	435	Idaho 21	95.4	53
Emma Edwards	442	Idaho 21	77.7	53
Fabulous Florence	174	U.S. 95	205.6	130
Farragut State Park	350	Idaho 54	12.4	84
The First Capital	167	U.S. 95	317.7	141
Fishing Falls	330	U.S. 30	190.4	66
Fort Bonneville	241	U.S. 93	310	124
Fort Henry	135	Idaho 33	338.7	76
Fort Lemhi	128	Idaho 28	117.3	58
Fossil Beds	300	U.S. 30	175.7	62
Freezeout Hill	295	Idaho 16	11	35
Frisco Mill	424	Idaho 4	5.1	14
Froman's Ferry	283	Idaho 55	2.6	85
Galena	484	Idaho 75	151.8	92
Gibbonsville	243	U.S. 93	337	125
Gilmore	234	Idaho 28	73.2	58
Givens Springs	358	Idaho 78	11.5	98
Glacial Lakes	321	U.S. 95	503.7	146
Glenn's Ferry	199	I-84 Exits 120&121	Glenns Ferry BL**	105
Goddin's River	229	U.S. 93	118.5	123
Gold Mines	400	U.S. 20	126.3	39
Gold Rush Ferry	466	U.S. 12	52.5	19
Goodale's Cutoff	305	U.S. 20	124.4	38
Goodale's Cutoff	354	U.S. 93	218.2	122
Grimes' Creek	188	Idaho 21	28.9	50
Hansen Bridge	393	Idaho 50	3.9	83
Harriman State Park	462	U.S. 20	378	44
Harriman Wildlife Refuge	461	U.S. 20	382	44
Hatch House	388	U.S. 91	1.4	118
Historic Lemhi County	125	U.S. 93	310	124
Hooper Spring	385	U.S. 30	405.2	72
Horse Shoe Bend	278	Idaho 55	64.4	86
Hudspeth's Cutoff	161	U.S. 30	376.2	69
Hudspeth's Cutoff	169	Idaho 77	2.8	96
Hunt	340	Idaho 25	14.8	54
Hydraulic Mining	175	U.S. 95	205.6	130
Idaho City	186	Idaho 21	38.8	50
Idaho State University	289	I-15	Exit 67 Pocatello BL**	31
Idaho's First Railroad	17	I-15	59.1 RA	30
Idaho's Oldest Town	23	U.S. 91	1.4	118
Idahome	449	Idaho 81	7.8	100
Indian Houses	316	U.S. 12	27.6 RA	17
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John Colter	225	Idaho 33	136.5	78
John Day's River	227	Idaho 33	16.5	74
John Grey	362	Idaho 34	93.7	80
John Mullan	286	Idaho 5	17.8	14
Kellogg's Jackass	290	I-90	Exit 49 Kellogg BL**	114
Kullyspell House	148	Idaho 200	48.2	149
Lake Bonneville	317	I-84	269 RA	106
Lake Pend Oreille	320	Idaho 200	44.3	149
Lake Steamers	268	I-90	Exit 15 CDL Lake Drive	113
Lapwai Mission	112	U.S. 95	300.5	138
Lava Formations	287	I-15	101.3 RA	32
Lava Hot Springs	13	U.S. 30	371.2	69
Lawyer's Canyon	163	U.S. 95	268.6	135
Lead-Silver Mines	421	I-90	Exit 61 Wallace BL**	115
Lenore Tram	486	U.S. 12	28.3	18

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Pierre's Hole	139	Idaho 33	143.9	78
Prehistoric Man	270	Idaho 28	44.3	57
Prehistoric Man	276	Idaho 25	14.8	54
Purcell Trench	256	Idaho 53	0.4	83
Railroad Trestles	371	U.S. 95	268.6	134
Railroad Tunnels	419	U.S. 95	285.8	137
Range Wars	431	Idaho 34	31.4	80
Rattlesnake Station	195	U.S. 20	102.7	37
Red Rock Pass	171	U.S. 91	30.2	119
Ricks College	404	Idaho 33	334.5 Ricks Campus	76
Rock Creek Station	342	U.S. 30	227.3	66
Sacajawea	239	Idaho 28	122.4	60
Saint Joseph Indian Mission	42	Idaho 3	92.4	13
Saint Joseph's Mission	349	U.S. 95	293.1	138
Salmon Dam	240	U.S. 93	11.2	120
Salmon Falls	204	U.S. 30	184.5 RA	62
Salmon Festival	336	I-84	1 Eastbound RA	101
Salmon River	292	Idaho 75	160.9	93
Salmon River	298	U.S. 95	230.9	132
Salmon River Canyon	313	U.S. 95	211.2	130
Sawtell's Ranch	389	Idaho 87	5.1	109
Sawtooth City	364	Idaho 75	166.8	94
Seneacquoteen	177	U.S. 2	15	13
Seven Devils Mines	378	Idaho 71	2	90
Shoshone Falls	172	U.S. 93	50 Southbound	121
Shoshone Historic District	412	U.S. 93	72.9	122
Ski Lifts	329	Idaho 75	130.8	92
Slaterville	250	U.S. 12	27.8 RA	18
Smith's Trading Post	159	U.S. 30	440.1	72
Snake River	263	I-84	1 Eastbound RA	100
Soda Springs	158	U.S. 30	403.8	70
Spalding's Mission	111	U.S. 12	12.2	17
Stanley Ranger Station	406	Idaho 75	190	95
Starrh's Ferry	28	U.S. 30	253.5	68
Steamboats	418	U.S. 95	317.7	143
Steamer Shoshone	194	Idaho 45	10.3	81
Submerged Valley	281	Idaho 97	67.3	147
Sunshine Mine Disaster	322	I-90	Exit 54 (3.7 Old U.S. 10)	115
Taylor's Bridge	223	I-15	Exit 118 Idaho Falls BL**	32
Teton Flood	345	Idaho 33	110	76
Teton Range	315	Idaho 33	136.5	78
Thomas Fork	157	U.S. 30	454.5	73
Thousand Springs	166	U.S. 30	186.9	64
Three Buttes	428	U.S. 20	272.8	41
The Three Tetons	267	U.S. 20	362.7	43
Toll Gate	197	U.S. 20	107	38
Treaty Rock	348	I-90	Exit 5 Post Falls BL**	112
University of Idaho	279	U.S. 95	342.7	144
Utah Northern Railway	257	U.S. 91	13.2	119
Vienna Ghost Town	235	Idaho 75	164.1	94
Volcanic Calderas	396	U.S. 20	368.9	43
Wallace	367	I-90	Exit 61 Wallace BL**	115
War Eagle Mines	380	Idaho 78	34.1	99
The Ward Massacre	75	U.S. 20	27.2	35
White Bird Grade	327	U.S. 95	227	132
Whitehouse Pond	333	U.S. 12	158.4	22
Wild Horse Trail	150	U.S. 95	503.7	146
William Craig	308	U.S. 95	295.4	138
Willow Creek Slide	373	I-90 Eastbound	71.4	117
Wood River Mines	154	Idaho 75	112.8	90

County License Plate Designators and History

Plate Number	County (County seat)	Origin of County Name
1A	Ada (Boise)	Ada Riggs, daughter of H. C. Riggs, a member of the legislature who established the county
2A	Adams	(Council) President John Adams
1B	Bannock (Pocatello)	Local Native American tribe
2B	Bear Lake (Paris)	Local lake (see Bear Lake sign)
3B	Benewah (St. Maries)	Leader of the Native American Coeur d'Alene tribe
4B	Bingham (Blackfoot)	Henry H. Bingham, Pennsylvania Congressman and friend of Territorial Governor W. M. Bunn
5B	Blaine(Hailey)	James G. Blaine, U.S. Congressman from Maine and Republican candidate for president in 1884
6B	Boise (Idaho City)	French word meaning "wooded"
7B	Bonner (Sandpoint)	E. L. Bonner, who established Bonner's Ferry in 1864
8B	Bonneville (Idaho Falls)	Captain B. L. E. Bonneville, U.S. Army officer, explorer, and fur trader
9B	Boundary (Bonners Ferry)	Borders on Canada, Washington, and Montana
10B	Butte (Arco)	Local natural feature
1C	Camas (Fairfield)	An edible bulb, dietary mainstay of many Native American tribes
2C	Canyon (Caldwell)	Borders on Snake River Canyon
3C	Caribou (Soda Springs)	Cariboo Fairchild, who prospected the Cariboo mining area just north of the county (see Cariboo Mountain sign)
4C	Cassia (Burley)	From the French word cajeux, meaning raft; a variation of Raft River
5C	Clark (Dubois)	Sam Clark, an early settler
6C	Clearwater (Orofino)	Clearwater River
7C	Custer (Challis)	General George Armstrong Custer
E	Elmore (Mountain Home)	Quartz mine near Rocky Bar
1F	Franklin (Preston)	Franklin D. Richards, a Mormon apostle (see Idaho's Oldest Town sign)
2F	Fremont (St. Anthony)	Explorer John C. Fremont

1G	Gem (Emmett)	Official nickname of Idaho, "Gem of the Mountains"
2G	Gooding (Gooding)	Frank R. Gooding, governor and U.S. senator from Idaho
I	Idaho (Grangeville)	For the steamer Idaho, launched June 9, 1860, in the Snake River and used by miners during the Idaho gold rush
1J	Jefferson (Rigby)	President Thomas Jefferson
2J	Jerome (Jerome)	Jerome Hill, an investor in a local reclamation project
K	Kootenai (Coeur d'Alene)	Local Native American tribe
1L	Latah (Moscow)	Latah Creek
2L	Lemhi (Salmon)	Fort Lemhi, the LDS Salmon River Mission, which was named for King Lemhi in the Book of Mormon (see Fort Lemhi sign)
3L	Lewis (Nez Perce)	Meriwether Lewis (see Lewis and Clark signs)
4L	Lincoln (Shoshone)	President Abraham Lincoln
1M	Madison (Rexburg)	President James Madison
2M	Minidoka (Rupert)	First settlement in what is now the county; one of a series of Native American names applied to railroad sidings along the Union Pacific possibly meaning "spring" or "well" or "broad expanse" (see Minidoka Dam sign)
N	Nez Perce (Lewiston)	Local Native American tribe (see Nez Perce signs)
1O	Oneida (Malad City)	Oneida, New York
2O	Owyhee (Murphy)	River mountains and mining area explored in 1819-1820 by fur trappers from Hawaii (See Owyhee County sign)
1P	Payette (Payette)	Francois Payette, fur trader at Fort Boise
2P	Power (American Falls)	Power plant at American Falls (see American Falls signs)
S	Shoshone (Wallace)	Native American tribe
1T	Teton (Driggs)	Local mountains and valley
2T	Twin Falls (Twin Falls)	Irrigation tract and city, which were named for the falls
V	Valley (Cascade)	Long Valley
W	Washington (Weiser)	President George Washington

From Idaho State Historical Society reference series

An Idaho History Primer

Name:	Originally suggested for Colorado, the name "Idaho" was used for a steamship that traveled the Columbia River. With the discovery of gold on the Clearwater River in 1860, the diggings began to be called the Idaho mines. "Idaho" is a coined or invented word, and is not a derivation of a Native American phrase "E Dah Hoe (How)" supposedly meaning "gem of the mountains."
Nickname:	The "Gem State"
Motto:	"Esto Perpetua" (Let it be perpetual)
Discovered by Europeans:	1805, the last of the 50 states to be sighted
Organized as Territory:	March 4, 1863, act signed by President Lincoln
Entered Union:	July 3, 1890, 43rd state to join the Union
Land Area:	83,557 square miles, 13th in area size
Length:	479 Miles
Width:	305 miles at widest point
1995 Population:	1,163,261, 41st among states
State Bird:	Mountain Bluebird
Sate Gemstone:	Star Garnet
State Flower:	Syringa
State Tree:	Western White Pine
Folk Dance:	Square Dance
State Song:	The Idaho legislature designated "Here We Have Idaho" (previously known at the University of Idaho as "Our Idaho") as the Idaho state song in 1931.
State Horse:	The Appaloosa was bred selectively by the Nez Perce Indians. The breed was brought back from near oblivion beginning in 1938.
State Fossil:	Although widely known as the Hagerman Horse, these 3.5 million year-old fossils are actually more closely related to today's zebra. The discovery in the south-central Idaho town of Hagerman is the largest find of this extinct species found in one location.

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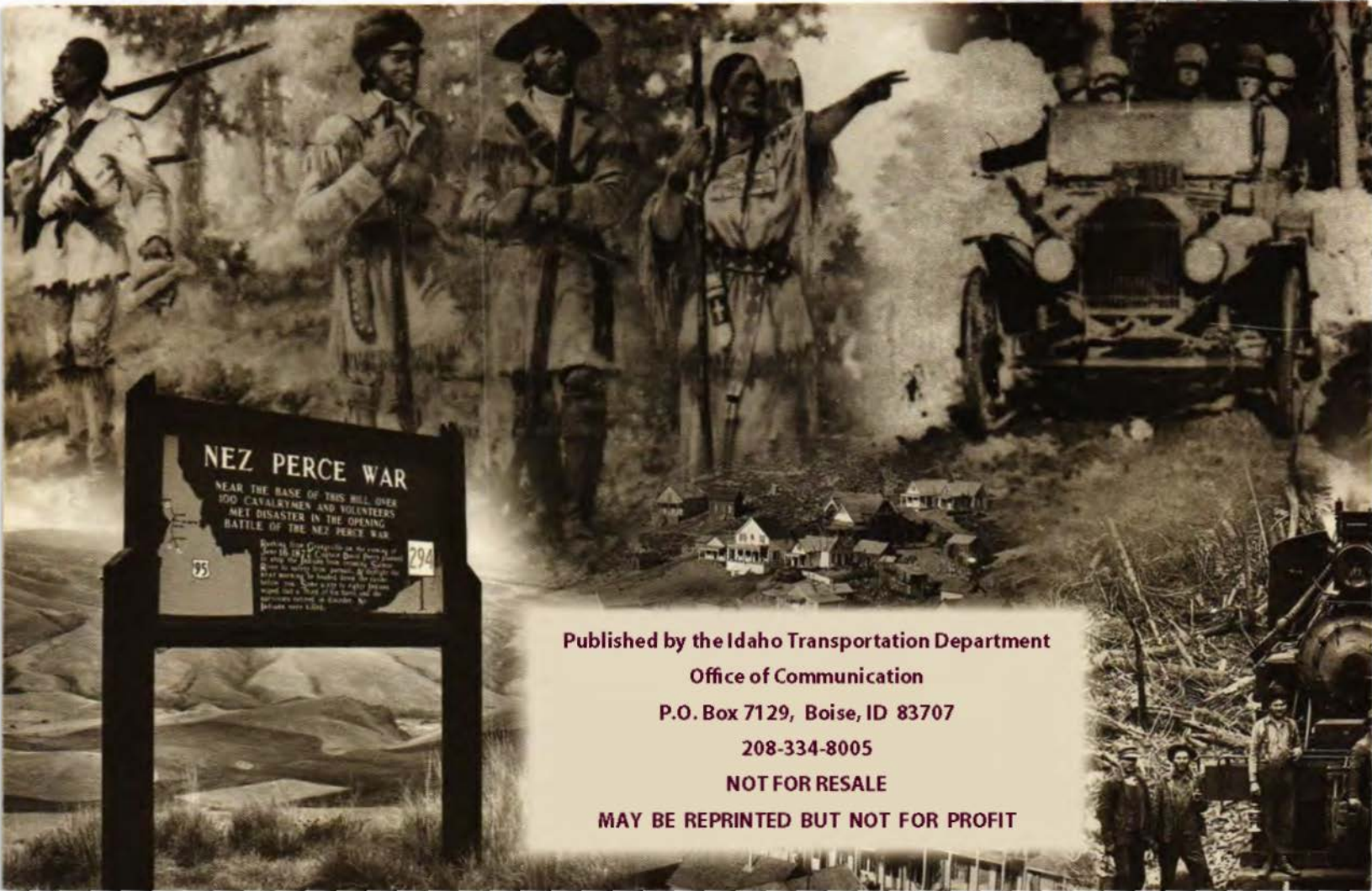

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