

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

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 99000852

Date Listed: 7/15/99

Boise City--Silver City Road:

Fick Property Segment

Ada

ID

Property Name

County

State

N/A

Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

[Handwritten Signature]
Signature of the Keeper

7/15/99
Date of Action

=====

Amended Items in Nomination:

Geographical Data

Verbal Boundary Description:

The verbal boundary description is amended to include the wording: *The width of the nominated parcel (20') approximates the general width of the historic roadway corridor, including ruts (9' 6"), shoulders and displaced materials.*

U. T. M. Coordinates:

The UTM Coordinate point is revised to read: **11 543940 4811800**

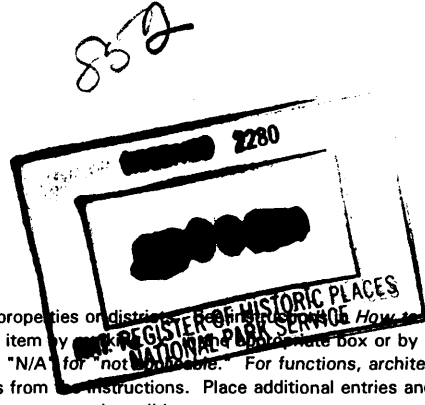
This information was confirmed with the M. Bedeau of the ID SHPO.

DISTRIBUTION:

- National Register property file
- Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form



This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions on the back of this form. Complete the National Register of Historic Places Form (National Register Bulletin 16A). Complete each item by marking the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer to complete all items.

1. Name of Property

historic name Boise City-Silver City Road: Fick Property Segment

other names/site number Boise-Walter's Ferry Road

2. Location

street & number 3232 W. Kuna-Mora Road N/A not for publication

city or town Kuna x vicinity

state Idaho code ID county Ada code 001 zip code 83634

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide X locally. (See continuation sheet for additional comments.)

[Signature] 6/16/99
 Signature of certifying official/Title Date
 ROBERT M. YOHE, II, State Historic Preservation Officer

State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

 Signature of certifying official/Title Date

State or Federal agency and bureau

4. National Park Service Certification

- I hereby certify that this property is:
- entered in the National Register.
 See continuation sheet.
 - determined eligible for the National Register.
 See continuation sheet.
 - determined not eligible for the National Register.
 - removed from the National Register.
 - other, (explain:)

[Signature] 7/15/99
 Signature of the Keeper Date of Action

Boise City-Silver City Road: Fick Property Segment
Name of Property

Kuna vic., Ada, Idaho
City, County, and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
_____	_____	buildings
_____	_____	sites
_____	_____	structures
_____	_____	objects
_____	_____	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION: road-related

Current Functions
(Enter categories from instructions)

NOT IN USE

7. Description

Architectural Classification
(Enter categories from instructions)

N/A

Materials
(Enter categories from instructions)

foundation N/A
walls N/A

roof N/A
other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 7

Boise City-Silver City Road: Fick Property Segment
Name of Property

Kuna, Ada, Idaho
City, County, and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" on one or more lines for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" on all that apply.)

Property is:

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

Transportation

Period of Significance

1864-1910

Significant Dates

1867

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

X See continuation sheet(s) for Section No. 8

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Idaho State Historical Library & Archives

X See continuation sheet(s) for Section No. 9

Boise City-Silver City Road: Fick Property Segment
Name of Property

Kuna vic., Ada, Idaho
City, County, and State

10. Geographical Data

Acreeage of property less than one acre

UTM References

(Place additional UTM references on a continuation sheet.)

A 1/1 5/4/4/9/4/0 4/8/1/1/8/0/0
Zone Easting Northing

B / / / / / / / / / /
Zone Easting Northing

C / / / / / / / / / /

D / / / / / / / / / /

Verbal Boundary Description

(Describe the boundaries of the property.) Portions of Parcels #S1333449070 and #S1333449060--the road section is approximately 400 feet long, running across the southeastern corner of the Fick property. The road crosses 396 feet west of the Fick property's southeastern boundary stake, and 360 feet north of the southeastern boundary stake.

___ See continuation sheet(s) for Section No. 10

Boundary Justification

(Explain why the boundaries were selected.)

The boundaries described above include the area traditionally associated with this section of the roadway.

___ See continuation sheet(s) for Section No. 10

11. Form Prepared By

name/title Madeline Buckendorf, Barbara Perry Bauer

organization _____

date 2/11/99

street & number c/o 1805 Everett

telephone 208-454-3435

city or town Caldwell

state ID zip code 83605

Additional Documentation

Submit the following items with the completed form:

- **Continuation Sheets**

- **Maps:** A USGS map (7.5 or 15 minute series) indicating the property's location.

A Sketch map for historic districts and/or properties having large acreage or numerous resources.

- **Photographs:** Representative black and white photographs of the property.

- **Additional items** (Check with the SHPO or FPO for any additional items.)

Property Owner

name Robert J. and Joyceanne Vogel Fick

street & number 3232 W. Kuna-Mora Road

telephone _____

city or town Kuna

state ID zip code 83634

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

NARRATIVE DESCRIPTION:

The Boise City-Silver City Road is a dirt wagon road that originally crossed portions of Ada and Owyhee counties. The road originally joined the old Oregon Trail on Boise's West Bench area. It ran southwest across the Snake River Plain to Reynolds Creek in the Owyhee Mountains. The road then followed Reynolds Creek to Silver City via Boonville. This road was part of a greater transportation corridor that joined mining communities in Idaho, Nevada, and northern California to San Francisco, where the U.S. Mint was located. The roadway ran from Idaho City in the Boise Basin southwest to Silver City in the Owyhee Mountains. The route continued on through eastern Oregon to Nevada's Humboldt mining district. From there the road led to Susanville, California, then split into two routes leading to San Francisco. The Boise City-Silver City section of this corridor was heavily used from the mid-to-late-nineteenth century.

The Fick Property Segment of the Boise City-Silver City Road winds around the edge of Kuna Butte's northwest slope. The road follows the contours of the butte, running from northeast to southwest. The portion nominated runs across the southeastern corner of the Robert and Joyceanne Fick property. The road crosses 396 feet west of the Fick property's southeastern boundary stake and 360 feet north of the southeastern boundary stake. The Fick property adjoins private land north of the southeast boundary marker and crosses into public lands maintained by the Bureau of Land Management (BLM) located south and west of the marker. This section of the roadway is approximately 400' long, and its elevation is approximately 2,800'.

The road's setting consists of a high desert plain with rolling hills. Originally this area was semi-arid, mainly covered with sagebrush and native grasses. Most of the private property presently surrounding the Fick home includes small rural acreages or irrigated cropland. The irrigated cropland was developed in 1909-1910 after completion of the New York Canal and its tributary the Kuna-Mora Canal. The latter canal parallels the old Boise City-Silver City Road at a lower elevation on Kuna Butte. Smaller acreages developed in the area as early as 1917, with more urban-like subdivisions appearing in the 1970s. Robert and Joyceanne Fick bought the property in 1986, and built their house there in 1992.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

One portion of the old Boise City-Silver City Road is clearly visible on the Fick property and remains in good condition. The road crosses a basalt outcropping located approximately 200' east of the Fick house, then heads downhill to the fenced boundary with BLM lands. Rocks were deliberately moved to the side of the road on this portion below the basalt outcropping. The road in this area measures 9' 6" in width. The other portion of the Fick property's roadway is still visible, but was disturbed by recent fire fighting and erosion protection efforts. This section is also covered with tall weeds and native vegetation replanted by the BLM. Similar ground covering nearly obliterates the roadway's visibility on adjacent private and public lands.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

STATEMENT OF SIGNIFICANCE:

The Boise City-Silver City Road is significant under Criterion A as part of a major Idaho transportation corridor from 1864 to 1910. This transportation corridor joined the two largest western Idaho mining areas, Boise Basin and Owyhee, to each other and to commercial and mining interests in Nevada and northern California. The roadway ran from Idaho City in the Boise Basin to Boise City, the territorial capital and location of the U.S. Assay Office. From Boise the road ran southwest to Silver City in the Owyhee Mountains. The route continued through eastern Oregon to Nevada's Humboldt mining district. From there the road led to several emigrant crossroads at Susanville, California, then split into two routes leading to San Francisco, where the mint was located. This transportation corridor reflected the economic importance of southwestern Idaho gold discoveries to the larger Pacific Northwest region. The Boise City-Silver City section of this major roadway also aided in the economic development and eventual permanent settlement of southwestern Idaho.

Trappers and prospectors discovered gold in the area later known as Boise Basin by 1844. However, a major strike did not occur there until August 1862, when former Oregon miners found a new district that exceeded any previous discovery in the Pacific Northwest. The 1860 gold strikes near Pierce had already brought California and Oregon prospectors north into Idaho Territory. The size of the Boise Basin discoveries soon redirected thousands of eager miners southwest, and Boise Basin's mining communities flourished.¹

The Boise Basin discovery party also explored the Owyhee country in 1862. Party member D. H. Fogus panned gold on Jordan Creek, and three months later Oregon Trail emigrants discovered nuggets on Sinker Creek. In the spring of 1863, Boise Basin miner Michael Jordan led 29 prospectors into the area. The group left Boise Basin, crossed the Snake River near old Fort Boise, then proceeded to Jordan Creek

¹Merle Wells, Gold Camps and Silver Cities: Nineteenth Century Mining in Central and Southern Idaho (Moscow, Idaho: Idaho Department of Lands, Bureau of Mines and Geology, 2nd Edition, 1983), 1-4.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 2 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

and its surrounding gulches. There they found gold and established a mining district called Carson District, named after party member William T. Carson. Other members prospected the mountains above the streams and soon located ledges on War Eagle Mountain. By 1864 word of the strikes had traveled, so thousands of men followed the early claimants into the Owyhees. They quickly collected the "easy" placer gold in Jordan Creek. Ore assays from the two War Eagle Mountain ledges showed them to be richer than those of the Comstock Lode. Convinced investors from the West Coast and New York forwarded capital to develop the lode mines.²

William H. Dewey joined Michael Jordan in the Owyhee country by 1863. He had been a partner with Michael Jordan in San Francisco during the 1850s. While Jordan attended to mining developments, Dewey built a toll road between the Owyhee mining towns of Ruby City and Boonville, then started a road down Reynolds Creek. Finding himself too late to dominate the real estate market in the two little towns, he created a new one. He selected the townsite of Silver City, platted it in 1865 and opened for business. Settlers abandoned Ruby City as South Mountain mines played out, and Silver City became the new county seat. With the creation of stock companies, the construction of stamp mills, and the development of roads and freight lines, Silver City grew.³

The Reynolds Creek Road had become a toll road by 1865. In September of that year, Silas Skinner and H. C. Laughlin bought the toll road from Thomas Carson, a rancher who lived on Reynolds Creek. No records could be found of Carson taking over the road from Dewey, or if Carson was the one who started charging a toll. In 1863 Silas Skinner had already started a different toll road down Jordan Creek to the Owyhee River. Skinner and Laughlin also improved the dangerous Reynolds Creek Road, which had been the subject of many travelers' complaints in past years.

²Ibid., 26-30.

³Byron W. Johnson, "Dewey Remembers the Colonel," Owyhee Outpost (May 1995), 30.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 3 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

Idaho's Territorial Governor Caleb Lyon finally approved Skinner's franchises for both toll roads on January 1866.⁴

The Reynolds Creek Road was only one part of an important overland freight and stage route that was developing from 1863 to 1866. By 1864, two rival groups were contending for mail and freight traffic between Silver City and northern California. Before this time, freight went by ship to Portland, Oregon, and followed the Oregon Trail along the Columbia River to southwestern Idaho mines. Wagon routes dominated transportation in Idaho at this time as no railroad lines served the area until the completion of the Oregon Short Line in 1884.

Winter snows often shut down roads over the Blue Mountains on the Oregon route and ice made later steamboat travel dangerous. Two contending routes with better travel conditions were built at great expense from Susanville, California to Chico and Red Bluff, also in northern California. At Susanville both connected with a federal wagon road that ran to Nevada's Humboldt mining district. The route followed the Humboldt River through Nevada to the Owyhee Mountains, a distance of 260 miles. The road ran to Owyhee River. There the road led to the future townsite of Jordan Valley, Oregon. Wagons followed Jordan Creek upstream directly to Idaho's Owyhee Range and its mining communities. The Reynolds Creek route served traffic coming to the Owyhee's from Idaho City and Boise City to the northeast.

A stage line was established between Idaho City and the Owyhee country as early as May 1864. James M. Wood first used pack trains between Idaho City and Boise, then stages the rest of the distance. In summer he used stages on the entire route. The stage road ran southwest from Boise City and crossed the river at John Fruit's ferry (later called Munday's Ferry, then Walter's Ferry), established in 1863. From

⁴Stacy Peterson, "Silas Skinner's Owyhee Toll Road," Idaho Yesterdays (Spring 1966), 12-16.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 4 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

there the road ran to Reynolds Creek and joined Skinner's Reynolds Creek toll road at the Carson Ranch.⁵

Competing stage and express lines sprang up as Boise City became the economic center and eventually the capital of the Idaho Territory. In May 1864, the Humboldt Express was formed by C. T. Blake and J. J. McCommons, former Wells Fargo employees in Idaho City, with Cutler and Westerfield. The line started as a pony express service from Idaho City to Silver City, and on to Star City, Nevada. By August 1864 it also provided passenger wagons to Star City. From 1864 to 1865, Charley Barnes and William Yates of Boise formed the Barnes and Yates Stage Company that ran tri-weekly to Silver City. Joseph Leach, who had also established a stage line from Boise City to Boonville and Ruby City, soon formed a partnership with Barnes and Yates.⁶

Native American uprisings would cause problems for both stage companies in 1865. By August, the Humboldt Express had gone out of business, unable to deal with constant Indian attacks. In December, Joseph Leach and his partners Barnes and Yates sold their Boise City-Silver City stage line to Hill Beachey, a veteran in stage management. Beachey had previously assumed responsibility for the stage line between Walla Walla (Washington), Lewiston, and Boise Basin. He turned over management of the Boise City-Silver City line to his brother-in-law, John Early, and began working on a Silver City to Virginia City route. However, Indian attacks cost him dearly and delayed his plans. Furthermore, the Post Office Department rejected his bids to carry the mail from Boise City via Ruby City to Humboldt City. Despite

⁵W. Turrentine Jackson, "Wells Fargo & Co.: Into the Inland Empire and Idaho Territory," Idaho Yesterdays (Winter 1982) 25: 4, 14-16. For information about Fruit's Ferry, see James L. Huntley, Ferry Boats in Idaho (Caldwell, Idaho: Caxton Printers, 1979).

⁶Jackson, Idaho Yesterdays (Winter 1982), 14-17; see also Jackson, "Wells Fargo & Co. In Idaho Territory: Old and New Routes, 1865," Idaho Yesterdays (Spring 1982) 26: 1, 6-8.21-23. See also [Larry Jones] "Stage Lines-Owyhee," ISHS Reference Series No. 145, (Boise, Idaho: Idaho State Historical Society, 1971).

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 5 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

these setbacks, Beachey continued to operate his stage line between Silver City and Boise City.⁷

In June 1866, the Post Office Department awarded the mail contract between Virginia City and Boise to Jesse D. Carr, an experienced expressman from California. The Central Pacific Railroad, which had plans to build a line from San Francisco to Nevada's Truckee River, intervened for Hill Beachey and helped him become partners with Carr. By August, Beachey had bought out Carr's interest in the mail route. The next month Beachey reorganized the stage line, joining with new partners under a different business name.

The Railroad Stage Line was incorporated by several expert managers, including Hill Beachey. George and Henry Greathouse and their partner George Thomas originally ran the Walla Walla (Washington) and Boise Stage Line. John Hailey and his partner William Ish developed the freight line between Umatilla, Oregon, and the Boise Basin. The Greathouses later partnered with Sam Kelly, who ran the stage between Placerville, Idaho City, and Boise City. In October 1866 the Railroad Stage Line changed its passenger route. The road followed the California portion of the Oregon Trail to present-day Winnemucca, continued to the Owyhee River drainage and Reynolds Creek, then followed the creek to Silver City. The Railroad Stage Line advertised that their stages could travel from Silver City to San Francisco in four days--an unprecedented record.⁸

In 1867 Beachey bought out his partners' interests in the Silver City-San Francisco portion of the Railroad Stage Line. The old Chico stage line, beset with financial problems, was unable to deliver the mail on time. Eventually Hill Beachey's line won the mail contract and cut the trip's time down to two and one-half days. The Idaho Statesman emphasized this route's importance to Idaho Territory: "The Rip

⁷Ibid. see also W. Turrentine Jackson, "Wells Fargo & Co. in Idaho Territory: To the 'Grand Consolidation' of 1866," Idaho Yesterdays (Summer 1982) 26: 2, 13-14.

⁸Jackson, Idaho Yesterdays (Summer 1982), 14-15, 24-26.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 6 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

Van Winkles of the present day will live to see the Idaho trade worth something, and they will not have to live long to see it."⁹ The paper also predicted that Idaho would become the main trade tributary to San Francisco.

When Beachey bought out his partners in 1867, he traded the Silver City-Idaho City stage line as part of the deal. Former partner Sam Kelly ran the Silver City-Boise City portion of the line, and Henry Greathouse oversaw the Boise City-Idaho City section. During this time two opposition stage lines started up, challenging the dominance of Kelly's Boise City Line. Charley Weeks started his operation in June, and Jehu Brinkerhoff started in July. Both operations faded away in less than a year's time. Flush with success, Hill Beachey bought back the Boise City-Silver City stage line in December. Both the Silver City and Idaho City newspapers welcomed Beachey's return, commenting that the mail would now arrive regularly.¹⁰

The Boise City-Silver City stage route was firmly established in 1867. That year marked the first time that the United States Geological Survey platted townships, ranges, and sections in the Idaho Territory. Survey records charted the road's location, which started from the Oregon Trail near Boise's West Bench area, then stretched southwest across the valley to present-day Kuna Butte, and continued to the old Fruit Ferry. Another road paralleled this route further south and west, but was little used. Newspaper accounts also recorded stage stations along the main route. One was located ten miles from Boise (later called Ten-Mile Station), and another five miles further southwest (later called Fifteen-Mile Station). A journalist described the route in an 1877 news article:

The road passes over an undulation plain or table land, where there are large bodies of the most fertile sage lands awaiting the era of irrigation to make them the scene of agricultural prosperity. Ten miles from Boise City a small stream is crossed, called "Ten-mile Creek." Here

⁹"To San Francisco," The (Boise) Idaho Statesman, 19 March 1867, 2.

¹⁰Owyhee Avalanche, 7 December 1867, 2; as quoted in Jackson, Idaho Yesterdays (Fall 1982), 26: 1, 10-11.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 7 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

are the ruins of an old stone house and corral, once a stage station. Five miles later I came to Fifteen-Mile House, kept by Mrs. Homar. Here I met the stage from Silver City, and partook of a most excellent dinner in company with the driver, Mr. Howar, and the Express messenger, Mr. Dunn.¹¹

By 1868 the Central Pacific Railroad reached the new Winnemucca townsite. This shortened the stage ride to the Owyhees, whose main towns now had a population of approximately 1,600 people. The summertime bullion shipments from the Owyhee District reached a high of over \$150,000. Not surprisingly, the stage was vulnerable to occasional attacks, robberies, and accidents. An Indian attack had occurred near Fruit's Ferry the year before, and an 1868 accident on the Jordan Creek road killed one passenger.¹²

Major changes occurred to Hill Beachey's Boise City-Winnemucca line in 1870. In spring Beachey transferred his stages from Winnemucca to the Cope Road running out of Elko, Nevada, to Silver City. The trip between Elko and Silver City could be made in two days. By July, Beachey had sold the Elko line and the Boise City line to the Northwestern Stage Line, an eastern company. Just before Christmas, Northwestern Stages announced that its line would no longer run from Silver City down Reynolds Creek to Boise. Instead it would run directly from Anderson's Ranch down Sinker Creek to Boise. A stub line extended upstream from Anderson's Ranch on Sinker Creek to Silver City. During the 1870s the Northwestern Stage Company expanded its operations in Idaho Territory, to include the Boise Basin and the Rocky Bar mines, and north to Umatilla and Walla Walla.¹³

¹¹"Snake River...Munday's Ferry," Idaho Tri-weekly Statesman, 12 June 1877, 2.

¹²Jackson, Idaho Yesterdays (Fall 1982), 22-23. For a description of the attack near Fruit Ferry, see the Idaho Statesman, 26 March 1867, 2.

¹³W. Turrentine Jackson, "Wells Fargo & Co. in Idaho Territory: The 1870's and Beyond," Idaho Yesterdays (Spring 1983) 27: 1, 16-27.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 8 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

The Bank of California collapsed in the panic of 1875, causing a crisis in the Owyhee mining country. The bank was the main financial support of the War Eagle mines, which all closed after its collapse. Though mining continued on neighboring Florida Mountain, traffic from Silver City diminished considerably. The Northwestern Stage Company sold their Boise City-Silver City line to the Utah, Idaho and Oregon Stage Company. Idaho stage magnate John Hailey had formed this new company with Gilmer and Salisbury of Salt Lake, who previously ran stage lines in Montana. By the early 1880s, John Hailey had reduced stage running time to two days between Boise and Winnemucca. He put six-horse coaches on the route to compete with the oncoming Oregon Short Line Railroad lines. Hailey's old hometown newspaper, the Wood River Times, bragged: "This change will make the stage transit between the two points of shorter duration than by railway."¹⁴

By 1883, the Oregon Short Line reached the Old Fifteen-Mile Stage Station located southwest of Boise. Former Territorial Supreme Court judge and Statesman editor Milt Kelly described this station in a news article: "Coming to Boise, it is the last place of changing horses, and the last opportunity for a meal in the desert before...the green paradise on the Boise." Kelley was not so complimentary when Oregon Short Line officials renamed the Fifteen-Mile Station "Kuna." He called the new name "the ugliest, nonsensical name that could be picked out...for a railway station."¹⁵

The stage continued operation from the Kuna station to both Boise and Silver City throughout the 1880s, but competition with the railroad became severe. The Utah, Idaho and Oregon Stage Company was forced to liquidate its holdings in 1886. The stage line between Boise and Silver City was nearly abandoned, but new stage routes to DeLamar and Silver City from Caldwell developed in the 1890s. However, freighters continued using the old Boise City-Silver City road into the twentieth century. Sarah Teed Painter, daughter of Kuna townsite founder F. H. Teed,

¹⁴Wood River (Hailey, Idaho) Times, 26 October 1883, 2. See also Ibid., 28-29.

¹⁵The Idaho Statesman, 6 September 1883; as quoted by Arthur Hart in "Kuna Began as Stage Stop on Way to Boise," The Idaho Statesman, 15 February 1983, 4B.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 9 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

remembered seeing freight wagons heading to Silver City in the early 1900s. She also described herds of feral horses grazing by Kuna Butte at the time.¹⁶

After the Kuna Townsite opened in 1907 and the New York Canal was completed in 1909, the surrounding desert was transformed by irrigated agriculture. Lands southwest of Kuna were broken up into private parcels, and the old Boise City-Silver City Road began to disappear from the landscape. Even the section on which the present-day Fick property lies had been split into parcels of less than 80 acres by 1917.¹⁷ Intensive row-crop agriculture required plowing furrows, so portions of the old stage road were destroyed. The area was further subdivided in the 1970s, covering more of the original wagon ruts. The roadbed is still visible on portions of the Fick property, probably saved from destruction because it ran across a basalt outcropping that could not be easily removed. Joyceanne and Robert Fick bought the property in 1986, and wish to preserve this remaining segment of the Boise City-Silver City Stage Road.

The Fick Property Segment of the old Boise City-Silver City Road serves as a visible reminder of an important, nineteenth-century transportation corridor to the Idaho Territory. This corridor tied the gold and silver cities of western Idaho to other important mining and commercial centers in Nevada and northern California. The Boise City-Silver City section of this major roadway also aided in the economic development and permanent settlement of southwestern Idaho. It is part of the rich legacy of Pacific Northwest transportation and migration history.

¹⁶Hazel Teed Painter, "One of Kuna's First Settlers Tells about Pioneer Days in the Boise Valley," The Kuna Herald, 14 August 1964.

¹⁷"Ada County Land Use Map," published by Intermountain Map company, 1917; on file at the Idaho State Historical Library, Boise.

United States Department of the Interior
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National Register of Historic Places Continuation Sheet

Section number 9 Page 1 Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

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National Register of Historic Places Continuation Sheet

Section number 9 Page 2 Name of Property Boise City-Silver City Road: Fick Property Segment
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United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number ____ Page ____ Name of Property Boise City-Silver City Road: Fick Property Segment
County and State Ada, Idaho

PHOTOGRAPHER IDENTIFICATION SHEET

Photographer: Madeline Buckendorf
Roll Number: Roll 1
Date: June 26, 1998
Subject: Boise to Silver City Road--Fick Property Segment, 3232
West Kuna-Mora Road

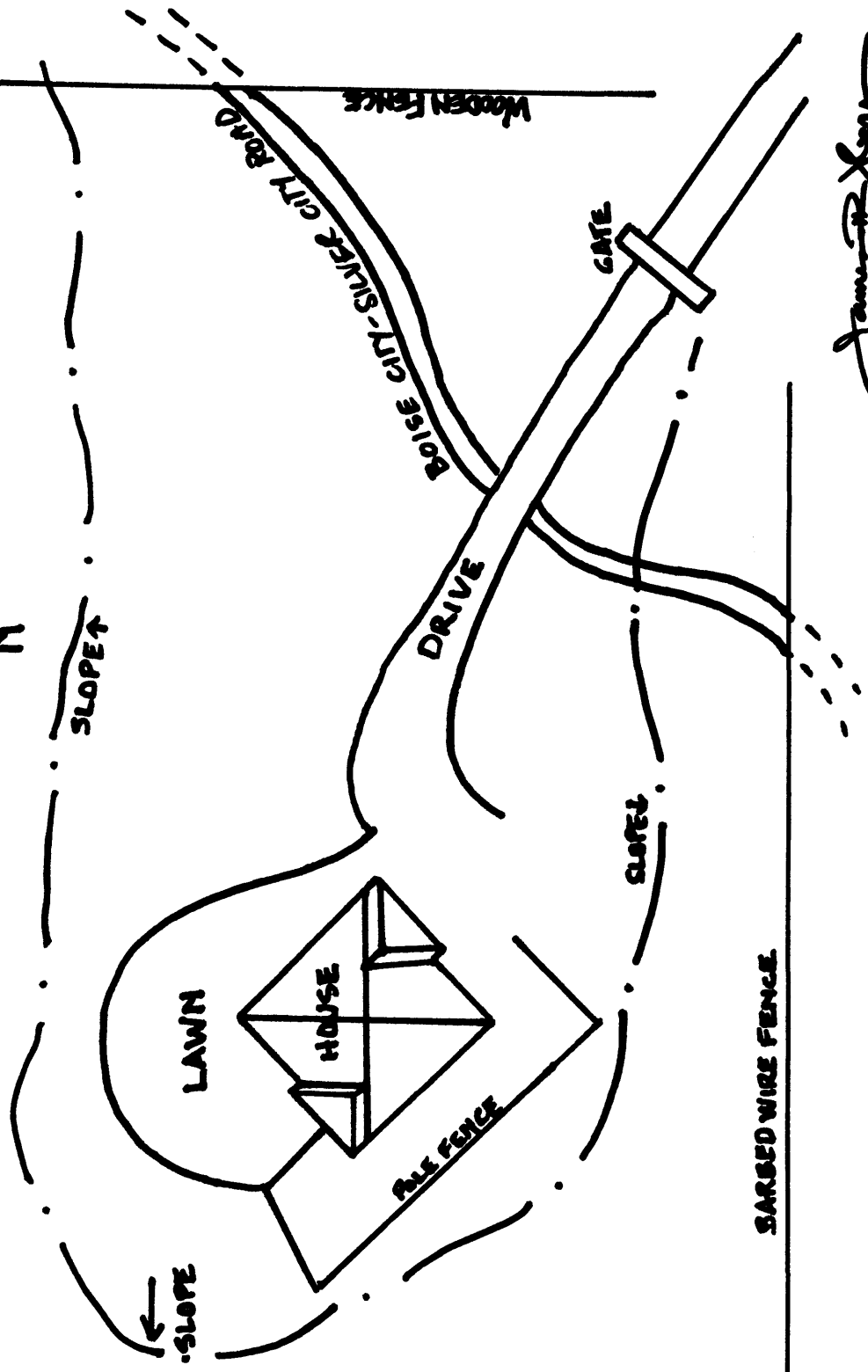
Negatives on file at the Idaho State Historic Preservation Office,
Boise, Idaho.

Frame Number	Location	Direction
1	Fick Property at fenceline	SW
2	Fick Property at fenceline	NE
3	1/3 distance from fence to road	NE
4	From road	SW
5	From road	SW
6	Looking down road	NE
7	Ruts from the southwest	N
8	1/3 from road to trail	NE
9	1/2 from road to fence	NE
10	2/3 to fenceline	NE
11	Looking through fence to BLM land	NE
12	Looking through fence to BLM land	N
13	Uphill from fence	SW
14	From fence toward crest	SW
15	Vista	NE
16	Vista	SW
17	Rocks lining road west side	SW
18	Rocks lining road east side	SE
19	Rocks lining road east side	SE

BOISE CITY-SILVER CITY ROAD
FINK PROPERTY SEGMENT
KUNA VICINITY
ADA COUNTY, IDAHO
MADELINE BUCKENDORF
20 OCTOBER 1998
MAP BY JAMES HOPPER

KUNA MORA CANAL

NOT TO SCALE
N



James Hopper
10-20-98