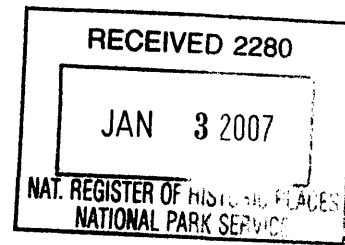


United States Department of the Interior
National Park Service



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 in *How to Complete the National Register of Historic Places Form* (National Register Bulletin 16A). Complete each item by marking "x" in 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 Campbell's Ferry

other names/site number IHSI #49-17894 / SITS #10-IH-252

2. Location

street & number Southeast bank of Salmon River at Mile 148; Frank Church River of No Return Wilderness N/A not for publication

city or town Riggins X vicinity

state Idaho code ID county Idaho code 049 zip code 83611

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.)

Susan Pengilly Neitzel 1/2/07
Signature of certifying official/Title Date
Susan Pengilly Neitzel, Deputy 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:)

h Signature of the Keeper Date of Action
[Signature] 2/8/2007

Campbell's Ferry
Name of Property

Idaho County, Idaho
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	
<u>6</u>	<u>2</u>	buildings
<u>5</u>	<u>1</u>	sites
<u>2</u>	<u>1</u>	structures
		objects
<u>13</u>	<u>4</u>	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

0

6. Function or Use

Historic Functions (Enter categories from instructions)

DOMESTIC/single dwelling/camp

AGRICULTURE/SUBSISTENCE/
Agricultural field, agricultural outbuildings

OTHER/ferry landing

Current Functions (Enter categories from instructions)

DOMESTIC/single dwelling/camp

7. Description

Architectural Classification (Enter categories from instructions)

OTHER: Log cabin

Materials (Enter categories from instructions)

foundation STONE; WOOD: log; CONCRETE
walls WOOD: log; WOOD
roof METAL; WOOD: shake; EARTH; ASPHALT
other _____

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

Campbell's Ferry
Name of Property

Idaho County, Idaho
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.

Narrative Statement of Significance

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

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 Other State agency
- 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 # _____

Areas of Significance

(Enter categories from instructions)

Transportation

Exploration/Settlement

Agriculture

Social history

Period of Significance

1898-1956

Significant Dates

1898, 1906, 1940, 1956

Significant Person

(Complete if Criterion B is marked above)

Wisner, Frances Zaubmiller

Cultural Affiliation

Architect/Builder

Cook, Warren: Aiken, Oscar

Aiken Joe: Zaubmiller Joe: Wilson Howard

Name of repository:

See continuation sheet(s) for Section No. 9

Campbell's Ferry
Name of Property

Idaho County, Idaho
County, and State

10. Geographical Data

Acreage of property 31.1.

UTM References

(Place additional UTM references on a continuation sheet.)

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

Verbal Boundary Description

(Describe the boundaries of the property.)

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

Boundary Justification

(Explain why the boundaries were selected.)

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

11. Form Prepared By

name/title Suzanne Julin, Phyllis Tims and Doug Tims

organization Suzanne Julin, Public Historian date September 4, 2006

street & number 500 Hartman telephone 406/544-8606

city or town Missoula state MT zip code 59802

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 Campbell's Ferry Partners/Doug and Phyllis Tims

street & number HC83 Box 8023 telephone _____

city or town Cascade state ID zip code 83611

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.

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National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Name of Property Campbell's Ferry
County and State Idaho County, Idaho

Narrative Description

Campbell's Ferry, site of an early-to-mid-twentieth century ferry crossing and a backcountry ranch, is located on the southeast bank of the main Salmon River, about forty-eight air miles east of Riggins, Idaho. The Campbell's Ferry ranch buildings, trees, airstrip, and irrigation ditches are on a bench above the Salmon bordered by steep river-canyon cliffs and timbered mountainsides. The site of the ferry landing and trail retain few original elements but are located within the boundaries of this nomination. Surrounded by the Gospel Hump Wilderness and the Frank Church/River of No Return Wilderness as well as the Nez Perce and Payette National Forests, the property is inaccessible by motorized land vehicle but can be reached by airplane, boat, or foot.

The Campbell's Ferry landing, ferry trail, ranch buildings, and plantings provide an illustration of the evolution of this site on the Salmon River during the period of significance, 1898-1956. The property includes six contributing buildings, five contributing sites, and two contributing structures that date from the period of significance and retain good integrity. One site, two buildings, and one structure are non-contributing because they were constructed or established after the period of significance. Many of the contributing elements cannot be dated precisely through any documentary records, but the writings of Frances Coyle Zaubmiller Wisner, who lived at Campbell's Ferry for forty-five years, indicate their presence during the period of significance.

Campbell's Ferry landing and trail represent the end of the gold rush era in Idaho in the first years of the twentieth century, when the ferry transported prospectors over the Salmon River on the Three Blaze Trail. The site also reflects river transportation in the Idaho wilderness through the first half of the twentieth century, the period during which the ferry took passengers and freight across the Salmon River in the absence of other means of passage. The contributing ranch buildings, plantings, airstrip and irrigation ditches have good integrity and continue to illustrate settlement and life in this isolated region of the Idaho wilderness during the period 1898-1956. As a whole, the Campbell's Ferry site provides an unusually complete picture of the evolution of a backcountry transportation site and ranch.

Field #	Name	Category	Class	Date
1.	Campbell's Ferry landing	Site	Contributing	c. 1900

The Campbell's Ferry landing is located on the southeast bank of the Salmon River below and to the northwest of the Campbell's Ferry ranch buildings. Although the precise location of the landing fluctuated slightly, the boundaries of the nominated property encompass the area in which the ferry landing operated. Sections of cable that stabilized the ferry and allowed it to cross the Salmon remain on the bank.

2.	Campbell's Ferry trail	Site	Contributing	c. 1900
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A trail from the Campbell's Ferry landing to the accompanying ranch buildings transported prospectors, packers, and other travelers, as well as their freight and their pack animals, until the construction of the nearby pack bridge in 1956. The trail is overgrown, but some traces remain.

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Name of Property Campbell's Ferry
County and State Idaho County, Idaho

3. Norman Wolf gravesite Site Contributing 1945

The Norman Wolf gravesite marks the grave of a young child who drowned in a creek feeding the Salmon in 1945. His body washed up near Campbell's Ferry three weeks after his death, and he was buried above the Campbell's Ferry trail. A small, metal plaque marks the grave. The Wolf gravesite is significant as a representation of the dangers of daily life in the Salmon River back country.

4. Cook/Zaunmiller/Wisner Cabin Building Contributing 1906/ c. 1960

The Cook/Zaunmiller/Wisner Cabin, built in 1906, is sited parallel to the Salmon River, facing south and slightly east. The main section of the one-and-one-half story, front-gabled cabin on rock foundation is of notched log construction with hewn-log uprights at the corners. The logs are daubed with cement and the roof is covered with asphalt shingles. On the west is a lean-to, board-and-batten addition with the foundation covered by planks, which was probably built about 1960. The main façade features a front porch that has been replaced since 1990 and conforms to the design of the original; three large, upright logs support a corrugated metal roof resting on log supports, with ends visible. A doorway to the right leads to the cabin's kitchen, and the kitchen-stove chimney, built of concrete block, is located at the left side of the façade. A small, rectangular window in a simple wood surround appears in the gable.

On the west elevation, the board-and-batten extension holds two multi-light windows in simple wooden surrounds. A cut-out area indicates a storage space accessible from the outside. On the rear, north elevation, most of the logs are hewn rather than round. A first-floor window is slightly off center and another window is centered in the gable. Both are in simple wood surrounds. The rear of the addition displays wider board-and-batten construction. The east elevation also displays a combination of hewn and round logs. The interior partition log-ends are visible. The window on the left is a modern jalousie, framed in aluminum. Two, four-over-four windows in simple wood surrounds frame the exterior of the cabin's rock fireplace and chimney, which was built in 1958.

The front room of the main cabin is the kitchen. Wide vertical planks cover three walls, and the rear wall is log. Hewn-log cross beams support the painted, plank ceiling. Built-in and movable cabinets, as well as the cast-iron cookstove and a more modern stove, fill the kitchen. The doorway to the living room is framed in wood plank. The living room walls are covered by a variety of materials, including sheetrock, wallpaper, and squares of tin. The stone fireplace has a shallow hearth and mantle. An enclosure on the south end of the room holds a closet and the stairway to the attic. Frances Zaunmiller Wisner's desk remains in place under the north-facing window. The addition to the west of the living room holds a bedroom with sheet-rocked walls and sloping ceiling.

From the living room, narrow, enclosed stairs lead to the attic, which reveals log ridgepoles and support beams. A small room at the front of the cabin has hewn-log walls, a plank floor and a plank door. The floor of the larger room is covered with sheets of plywood. Small windows are in the gables at each end.

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Continuation Sheet

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County and State Idaho County, Idaho

5. Walnut tree Site Noncontributing 1963

Brought to Campbell's Ferry as a seedling by Frances Zaubmiller Wisner's new husband in 1963, the walnut tree provides a large area of shade directly in front of the Cook/Zaubmiller/Wisner cabin. Its date places the tree outside the period of significance; however, its visual prominence and unusual existence (walnut trees are not common in this area) make it noteworthy.

6. Fruit dryer Structure Noncontributing c.1970

The small fruit dryer is constructed of scrap wood framing and wire fencing on top of a rock foundation. The dryer was used by Frances Zaubmiller Wisner to preserve orchard and garden produce.

7. Privy Building Noncontributing c. 1970

The main section of this large privy was built by Frances Zaubmiller Wisner. It is constructed of blue-painted plywood board and batten on a rock foundation and carries a slanted roof covered with asphalt shingles. A small extension to the west is covered in wood shakes. The privy remains in use.

8. Blacksmith shop/equipment shed Building Contributing c. 1925

Built of rough-cut vertical boards, this two-story building features a steeply pitched, front-gabled roof and a lean-to extension on the south side. The main façade faces east; ground level and gable openings are cut out. The north elevation has no openings, and the south elevation has one window opening in the main section. The shed rests on a rock foundation and is covered by a corrugated tin roof. The interior has a dirt floor and holds hand-made shelves and hooks for storage.

9. Potato Shed Building Contributing c. 1935

Frances Zaubmiller Wisner recalled this potato shed in existence when she came to Campbell's Ferry in 1940. The small, vertical-board storage area (approximately 6' by 8') is banked with earth and rocks. The flat roof is covered with sod. A rustic vertical-board entrance door provides access. The building is used for storage.

10. Rose Aiken Cook gravesite Site Contributing c. 1906

Early Campbell's Ferry resident Rose Aiken Cook and her baby were buried here after they died during childbirth. The wooden marker at the site carries a metal plate that reads "Rose Aiken Cook and Her Child Died in Childbirth Fall 1906." The gravesite represents early Campbell's Ferry settlers and the rigors of isolation in the Salmon River backcountry.

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Name of Property Campbell's Ferry
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11. Crowe Cabin Building Noncontributing c. 1960

John and Mary Crowe built this small, front-gabled cabin about 1960, after purchasing Campbell's Ferry from Joe and Frances Zaubmiller. The Crowes sited the cabin well away from the ranch's existing buildings with the entry door to the south, thus allowing the Zaubmiller's continued privacy in their log cabin. The one-story, rectangular structure is of board-and-batten construction with a simple entry door and small window on the south façade; windows also appear in the north and east walls. The foundation is log and rock and the roof is corrugated metal. Asbestos shingle siding, probably original to the construction, has been removed. The cabin serves as the main living quarters on the property.

12. Airstrip Structure Contributing c. 1955

The short mountain airstrip is to the south and east of the Crowe Cabin. The airstrip was built in conjunction with the construction of the nearby pack bridge. It became a stop on the airmail route that Frances Zaubmiller Wisner helped to promote, and it continues to be used for weekly mail and grocery deliveries.

13. Barn Building Contributing c. 1930

This south-facing barn has a steeply pitched roof with a wing to each side. The building is constructed of hewn log timbers with vertical and horizontal wood siding and is covered by a corrugated-metal roof.

The center section's main façade is covered by vertical boards, some of them recently replaced; the gable over this area is open. The west wing rests on a log sill supported by log piers on rock. The east wing has no foundation; hewn log supports carry a few horizontal planks, but most of the wing is open. A new vertical-board wall, set on the original log sill, separates the wing from the barn's center section. The west wing is vertical board with a small, square window cut in the south-facing façade.

The north elevation of this barn reveals evidence of additions and changes to the structure. On the east, the open, wing appears. The center section is partially obscured by a small lean-to extension. The gable exhibits log beams and supports. The extension is constructed of vertical boards and some log timbers. The rear of the eastern wing features log sills. The east elevation features a small, square window.

14. Spring house Building Contributing c. 1935

This building was on the property when Frances Zaubmiller Wisner arrived in 1940, and she stated that Joe Zaubmiller built it. The cooling house is sited over an irrigation ditch to take advantage of the cold running water. Construction is round notched log chinked with wood scraps on rock foundation. The pitched roof is covered in wood shakes with a metal strip at the peak. The east-facing façade holds a plank door on iron hinges; the north side features a boarded window space and vent pipe. The gabled section is open on the west side. A screened window opening appears on the south. The interior reveals round log beams and hewn log supports. The cooling room within the building has concrete walls and retains a low temperature suitable for storing food.

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Name of Property Campbell's Ferry
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15. Chicken house Building Contributing c. 1930

Frances Zaubmiller Wisner stated the chicken house was on the property in 1940. The one-and-one-half-story building with a steeply pitched roof does not reflect traditional chicken house construction and may have been built for another use. The construction is pole-frame and vertical board. The walls are patched in several places, attesting to the building's utilitarian function. The log foundation is concealed by planks in most areas, and the roof is covered with corrugated tin. The south façade holds a boarded, gabled opening, two window openings, and a small entry opening on the west side. The west side features an entry door with a hewn log sill. On the east, a window opening is sealed with horizontal boards. The building is not in use.

16. Orchard Site Contributing c. 1900

William Campbell planted fruit orchard trees here at the turn of the century, and other residents may have added to the plantings, which cluster in the area between the barn and the Cook-Zaubmiller Wisner cabin.

17. Irrigation ditches Structure Contributing c. 1920

The irrigation ditches, which lace the property, were in evidence when Frances Zaubmiller Wisner arrived here in 1940. The ditches are approximately 12" to 18" wide and continue to provide water to Campbell's Ferry for irrigation and domestic use. The water source is Trout Creek, above and to the east of the buildings.

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Name of Property Campbell's Ferry
County and State Idaho County, Idaho

Narrative Statement of Significance

Campbell's Ferry is eligible for the National Register of Historic Places at the local level under Criterion A, as a property associated with events that have made a significant contribution to the broad patterns of our history, and at the local level under Criterion B, as a property associated with the lives of persons significant in our past. Campbell's Ferry represents the end of the gold-rush era in Idaho, early river transportation, and settlement in the backcountry of the Salmon River Canyon. Originally founded as a home site and a ferry landing during the Thunder Mountain gold rush, the property was developed as a ranch during the ensuing decades and also served as headquarters for an outfitting business until the 1950s. The property in its present form represents the backcountry lifestyle of Salmon River Canyon residents, particularly illustrated by the experiences of Frances Zaunmiller Wisner, who lived at Campbell's Ferry from 1940 until her death in 1986. For forty years, Wisner wrote a column for the Grangeville newspaper, which attracted national attention; they continue to provide a chronicle of mid-twentieth century life in the Idaho wilderness. Few changes have occurred at the property since the mid-1950s.

Campbell's Ferry is located on the south bank of the main Salmon River, about forty-eight air miles east of Riggins, Idaho. This section of the Salmon is designated a Wild and Scenic River. The site of the ferry landing and trail retain few original elements but are within the boundaries of this nomination. The Campbell's Ferry ranch buildings are located in a meadow area bordered by steep river canyon cliffs and timbered mountainsides. Surrounded by the Gospel Hump Wilderness and the Frank Church/River of No Return Wilderness as well as the Nez Perce and Payette National Forests, the property is inaccessible by motorized land vehicle but can be reached by airplane, boat, or foot. The ranch complex includes two cabins, several outbuildings, an orchard and a garden, irrigation ditches, and an airstrip. Trout Creek, north of the site, is the source of a diversion canal and irrigation ditches that were developed in the early part of the twentieth century and continue to bring water to the ranch.¹

Thunder Mountain Gold Rush and Campbell's Ferry

The Thunder Mountain district, to the south and east of Campbell's Ferry, was the site of one of the last gold rushes in the American West. In 1896, Ben Caswell, while searching for a lost mule, discovered a rich gold deposit near Monumental Creek. He, his brothers, Lou and Dan, and a partner, Wesley Ritchie, built sluice boxes to facilitate working their claims. In 1901, *Mines and Minerals*, a mining journal, published an article extolling the opportunities for finding gold at Thunder Mountain. Subsequently, prominent Idahoan William H. Dewey investigated the Caswell claims, formed the Thunder Mountain Gold and Silver Mining and Milling Company with investors, and bought out the Caswells for \$100,000. This and other business deals attracted national attention and set off a gold rush to Thunder Mountain in the spring of 1902.²

Prospective gold miners were not the only ones to anticipate the riches a gold find could bring. As news of the Thunder Mountain finds began to circulate at the turn of the century, railroad companies and merchants began to advertise their services. Towns that could serve as jumping-off points—including Boise, Salmon, Grangeville, Ketchum, Mackay, and Red Rock—touted their abilities to supply prospectors and their importance as trailheads of safe, efficient routes to the goldfields. In Grangeville, local citizens and prospectors anticipating the importance of the Thunder Mountain goldfields collected \$3,000 and agreed to pay William Campbell, William Allen Stonebraker, Harry Donahue, and August Hutzler to establish a trail from Grangeville to Dixie and across the Salmon River and the Chamberlain Basin wilderness to the Monumental Creek trail, which led to Thunder Mountain. Named the Three Blaze Trail, the route met the Salmon River on the river's north bank, about twelve miles southeast of Dixie. From here the miners had to struggle to swim their pack trains across the river in the

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Name of Property Campbell's Ferry
County and State Idaho County, Idaho

summer or cross the dangerous ice bridges in the winter to the Campbell property on the south bank. William Campbell, an enterprising Scotsman who had worked as a blacksmith in Grangeville and had tried his hand as a miner, saw an opportunity to put his pick and shovel aside and prosper by transporting travelers across the river. With the help of the trail crew, he built a ferryboat with a hand-crank, winch-and-pulley system to take miners and their stock across the river in relative safety. Campbell also provided the miners with a spot to rest and with applejack from the apple orchard he had planted. In the spring of 1902, nearly 150 miners camped at Campbell's place awaiting entry to the goldfields. Jim Moore, who lived across the river from Campbell, estimated that the ferry transported nearly 1,800 men between 1900 and 1902.³

The year 1902 was the height of the Thunder Mountain gold rush. Hundreds of men traveled to the site and filed claims. Mining operations were dominated, however, by a small number of large mining concerns such as the Dewey, which could afford the capital investment necessary to bring in a stamp mill to process the ore efficiently. However, the Thunder Mountain district did not live up to the expectations the gold rush had promised, and operations began to slow after 1905. In 1909, a flood destroyed the gold rush town of Roosevelt, and by 1910, most operations had ceased or were closing.⁴

This twentieth-century Western gold rush was memorialized by popular author Zane Grey in his book *Thunder Mountain*, published in 1932. Grey visited the area to research the novel and although his is a romanticized version, it does portray three brothers making the original claim, a frantic and largely unsuccessful gold rush, and the flooding of the town. In 1935, a film based on Grey's book was released and received enthusiastically by movie-goers.⁵ Campbell's Ferry, by its association with the Thunder Mountain gold rush, represents the waning years of a colorful period in Western history.

Ferryboat Transportation and Campbell's Ferry

Ferryboats evolved from primitive rafts and barges historically used to cross rivers in the absence of bridges, and the word ferry applies to these boats as well as to the places where such transportation carries people and freight across a body of water. In America, Native Americans used means including canoes pulled by grapevine ropes and bullboats made of buffalo hide on willow frames to ferry across rivers. Ferries were instrumental in allowing miners, farmers, and pioneers moving westward the ability to cross the continent's numerous wide and fast waterways. In Idaho, where the elevation drops more than 11,000 feet from the state's eastern edge to its western border, ferries were particularly essential in allowing travelers to cross rapid running rivers. James L. Huntley notes that Idaho may have used more ferries in the course of its development than any other state. After the turn of the century, and particularly after World War I, bridge construction accelerated in Idaho and ferries began to become obsolete.⁶

William Campbell initially developed Campbell's Ferry to take miners and prospectors across the Salmon River. The ferry crossing could be used only four or five months of the year, after the spring high water receded and before ice clogged the Salmon during the cold winter months. Campbell's Ferry was originally built with a hand-crank, winch-and-cable pulley system. A heavy cable was attached to two massive boulders buried on either side of the river. Called "deadmen," these boulders stabilized the cable. As the ferry operator let out the cable, the bow of the flat-bottom ferry was pointed to the right or left of the river's center, and the currents pushed it along. This method avoided the risk of overturning the boat if it was aimed directly parallel to the flow.⁷

William Campbell disappeared about 1902, and subsequent residents and owners of the Campbell's Ferry landing and ranch continued to carry prospectors, packers, travelers, freight, mules, and horses across the Salmon River until 1956. Warren Cook succeeded Campbell as rancher and ferry operator, and he was followed by Fred Silge. In 1927, Robert Hilands bought the property, which was subsequently acquired by his employee,

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Name of Property Campbell's Ferry
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Joe Zauhammer. Zauhammer, with the help of first and second wives, ran the ferry from 1933 until 1956. By 1940, although Campbell's Ferry still transported people across the river, weeks might go by without anyone needing to use the ferry. The Salmon had destroyed the original pulley-and-cable system, and Joe Zauhammer moved the dilapidated ferryboat across the river using paddles. In 1943, Zauhammer, and Salmon River Canyon resident Howard "Haywire" Wilson, repaired the cable system and built a new wooden, rectangular ferryboat with a tapered end. They attached a rope from the pulley to one side and a back corner of the ferry, allowing it to cross the river at an angle to the current. The new boat could carry eight horses at once.⁸

By the early 1950s, the ferryboat Zauhammer and Wilson had built was disintegrating, and the dangers of the ferry crossing prompted Frances Zauhammer, Joe Zauhammer's wife and a local newspaper columnist, to promote the construction of a pack bridge over the Salmon River near the Campbell's Ferry landing. In 1954, she wrote a column on the subject, initiated a letter-writing campaign, and contacted Idaho senators, creating enough pressure to insure approval and funding for the bridge. The U. S. Forest Service built an airstrip at Campbell's Ferry to bring in men and materials for the bridge construction, which began in November, 1955. The bridge was completed on April 6, 1956, ending more than fifty years of ferry crossings at the Campbell's Ferry site. On June 25, 1994, the bridge was officially named Frances Zauhammer Wisner Memorial Pack Bridge after the Salmon River settler who had successfully advocated for its construction.⁹

The construction of the bridge across the Salmon brought an end to the ferry era at Campbell's Ferry. The trail from the ranch to the ferry landing became overgrown, but traces of that trail, the grave of Norman Wolf, and stray pieces of cable remain to mark more than fifty years of river crossings at the site.

Salmon River Canyon Settlement

Early settlers came to this area of Salmon River Canyon in the late 1800s, after gold rushes introduced prospectors to the area and created a market for food and services. Encouraged by the long growing season, good soil, and ample water for irrigation, Salmon River Canyon residents planted gardens, potatoes, fruit trees, berry bushes, and grain fields, and raised horses and cattle. Those who stayed needed the courage to endure the isolation and dangers of the rugged backcountry and the ability to make a living there. One of these settlers, Jim Moore, is an example of the people who settled the Salmon River country. He came to the Canyon in the late 1890s, filing a placer-mining claim across the river from what became the Campbell's Ferry ranch. He and C. E. Churchill, another early resident, built the first log building on his place, and Moore added additional buildings over the years. Moore grew a vegetable garden, planted an orchard, raised chickens, and hunted game. To earn cash, he sold vegetables and liquor made from his fruit, and occasionally mined. Jim Moore lived at his Salmon River Canyon home until his death in 1942, and is buried on the property. The Jim Moore Place is listed in the National Register of Historic Places (NR#78001063).¹⁰

Campbell's Ferry Ranch, 1901-1940

Along with men like Jim Moore and C. E. Churchill, William Campbell was among the area's earliest residents. Unlike those men, however, Campbell did not live to enjoy the fruits of the enterprise at his home site. There are several theories concerning his fate. One holds that after the completion of the Three Blaze Trail, Campbell took his payment in the form of a check and began the two-day hike from the Chamberlain Basin back to Campbell's Ferry. He was never seen again, and the check was never cashed. Locals speculated that he drowned or died in a spring snowstorm or a rockslide. Another story contends that Campbell ventured out to check a trapline and disappeared. Despite an extensive search by friends and neighbors, no trace of him was ever found. Yet another account says that Campbell died during the winter of 1902-1903 when he became separated from the party he

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was traveling with and vanished in a snowstorm. A subsequent search discovered only a broken snowshoe. Campbell's disappearance remains one of the mysteries of the backcountry and illustrates the dangers settlers there faced.¹¹

After Campbell's disappearance, C. E. Churchill acquired his property and soon sold it to Warren Cook, a former postmaster at Elk City, and his wife, Rose Aiken Cook. They moved to the ranch and operated the ferry. During the winter of 1905-06, Rose Aiken Cook died in childbirth. Her body and that of her baby were buried on a rise south of the cabin that William Campbell had built. A short while later that cabin burned and Warren Cook and his brothers-in-law, Oscar and Joe Aiken, hastily built a new one. After his wife's death, Warren Cook took a job as a Forest Service ranger and sold his interests in Campbell's Ferry to Edward Eaken. Eaken, in turn, sold the property to Fred Silge, who operated the ferry until he drowned; his body was never recovered. In 1927, Robert Hilands acquired Campbell's Ferry and hired Joe and Emma Zaubmiller to work on it. Hilands later gave the Zaubmillers half-interest in the property, and after his death they bought the remaining fifty percent from Hilands' heirs. Besides running the ranch and the ferry, Joe Zaubmiller also worked as a hunting guide and packer. He often hired out as a packer to the Payette and Nez Perce National Forests and maintained his base camp at Campbell's Ferry. In 1938, his wife Emma became another of the ranch's residents to meet an untimely death when the horse she was riding through the apple orchard bolted and she was struck by low-lying branches.¹² The early history of the ranch residents at Campbell's Ferry illustrates the hardships of life in the rugged Salmon River Canyon.

Campbell's Ferry: 1940-1956 and Frances Zaubmiller Wisner

Frances Zaubmiller Wisner lived at Campbell's Ferry from 1940 until her death in 1986. The column she wrote for the Grangeville *Idaho Free Press* from 1945 through 1985 provides an unusually detailed picture of the environment and day-to-day life on a wilderness ranch. Wisner's column, as well as her colorful personality and political activism, made her well-known in the area and created admirers from across the country.

In late summer of 1940, Joe Zaubmiller was leading his pack string up the Three Blaze Trail when he met a lone woman walking down. She was Lydia Frances Coyle - called Frances - who had been working at the Stonebraker Ranch in the Chamberlain Basin. Born in Texas in 1913, Coyle had come to Idaho after a youthful, turbulent marriage broke up. Once her divorce was final, Coyle had decided to pursue new adventures. She asked Joe Zaubmiller if he knew of anyone who needed a cook or ranch helper, and he hired her on the spot. That encounter set the stage for the rest of her life, all of it lived at Campbell's Ferry in the Idaho wilderness. Within a few years, she began to write about life at the Ferry, and her words illuminate life during the mid-twentieth-century period in the Salmon River backcountry.¹³

When the young woman arrived at Campbell's Ferry, she saw a large barn; an orchard with plum, apple, cherry, peach, and pear trees; grape vines; a vegetable garden; a sizable potato patch with a small potato-storage shed above it; a woodshed; and another shed housing farm equipment. Grain fields had been planted and a system of irrigation ditches laced the property. There was a chicken house and a cooling shed, and high on the south bank of the Salmon River, the log cabin that Warren Cook and the Aiken brothers had built in 1906. The young woman immediately took to life on the ranch. She cooked for Joe Zaubmiller, his clients, and the many visitors to Campbell's Ferry; she cleaned, chopped wood, tended the gardens and stock, maintained the ditches, and learned to operate the ferry. Her affection for the site soon extended to its owner, and she and Joe Zaubmiller were married in Walla Walla, Washington on November 29, 1942.¹⁴

Frances Coyle Zaubmiller was also introduced to the isolation and hardships of the canyon. When Joe Zaubmiller

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was out working for the national forests from the beginning of May until the end of September, his wife was on her own at Campbell's Ferry.¹⁵ In 1966, reflecting upon those early years, she wrote, "It was not just days between strangers but often weeks; at the Ferry it would be months between strange faces. For the Ferry was isolated from the rest of the Canyon during high water of spring as well as during the time of running ice in winter."¹⁶ Jim Moore, who lived on the place across the river, became her friend and confidant, teaching her about the history of the Salmon country and helping her to learn how to live there. When the elderly Moore became too frail to be alone, the young woman brought him to the Z aunmiller cabin, where she cared for him until his death in the spring of 1942. She saw to it that his wish to be buried on his homestead was carried out and inherited all or part of his property, which she apparently sold within a short time. Three years later, she witnessed a more tragic burial. In the summer of 1945, four-year-old Norman Wolfe, son of Salmon River Canyon residents, drowned while crossing Big Mallard Creek. His body washed into the Salmon and was found 21 days later near Campbell's Ferry. Frances Z aunmiller hiked four miles upriver to the Wildt Ranch (now Whitewater Ranch) to comfort his distraught mother and accompany her back to the place where her child's body had been discovered. Norman Wolfe was buried on the ranch property, above the original ferry trail. One of his brothers later placed an aluminum marker at the gravesite, where it remains.¹⁷

Despite the solitude and hardships, Frances Z aunmiller thrived on the subsistence style of living required in the Salmon River Canyon backcountry. She and her husband raised alfalfa and made hay to feed their stock, fished and hunted and raised ducks and chickens for meat and eggs. She cultivated a large garden and grew and preserved a wide variety of greens, vegetables and fruits. She also planted flowers to further beautify the canyon home. In 1945, Frances Z aunmiller wrote a letter about Campbell's Ferry, which was published in the *Grangeville Idaho County Free Press*. Subsequently, the editor invited her to write a weekly column about her daily life in the backcountry. She accepted the invitation, and her popular column appeared for 31 years, attracting a large, loyal following.¹⁸ She wrote on a portable typewriter and described that process in one of her columns: "An unpublished beauty of the portable typewriter is its adaptability to the mood of the writer . . . Only with a portable can one pull the easy chair in front of the kitchen stove, put both feet in the oven, and typewriter in lap, tell the world of the doings in the canyon."¹⁹

Frances Z aunmiller's column entertained and educated her readers, illuminating not only the natural environment of the canyon, but the changes—and lack of changes—at the ranch and in the living conditions it offered. As such, the column offered readers in more normal settings a taste of backcountry life. In one column, she described the process of bringing in a large cast-iron range Joe bought for her at her request. Purchasing the stove, she noted, was simple, but "getting it to Campbell's Ferry was something else."²⁰ The stove was trucked to the Wildt Ranch (now Whitewater Ranch) where it took a hoist and several men to unload it from the truck. Then it had to be taken apart and loaded on a sweep boat for its voyage to the Ferry. Once there, it was packed up from the river by two sets of mules and reassembled in the cabin kitchen.²¹ The well-used stove remains in place today.

There were some improvements Z aunmiller resisted. In a 1954 column she wrote, "For years Joe has wanted to put running water in the house, but she [Z aunmiller always referred to herself in the third person] doesn't want it. Running water would make a lot less work but Joe does not promise that the little water ditch that talks its way past the cabin door, would not be taken away—so she will keep the ditch, and listen to the water tell its tales of the places it has been. You should hear it brag sometimes."²² Running water was never installed in the cabin, and the ditch continues to "talk" as it brings water to a small pool beside the cabin's porch.

Frances Z aunmiller's columns made her a local celebrity and helped her garner support for a number of her favorite causes. She long advocated for a bridge at Campbell's Ferry to replace the dangerous ferry crossing. In 1954 she wrote a column on the subject, started a letter-writing campaign, and contacted both her senators,

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creating enough pressure to gain approval and funding for the bridge. The day following the bridge's completion on April 6, 1956, Zauhmiller and various dignitaries were present at a ribbon cutting ceremony. Subsequently, she and Joe Zauhmiller cut the ferryboat loose and it drifted off down river. She considered the bridge, which created a link between two national forests, the Payette and the Nez Perce, a personal triumph.²³ She wrote in her column, "The Campbell's Ferry Bridge is finished. Since November the crew has been working. Thursday they finished doing even the last little chore that makes the bridge a thing of beauty and service."²⁴ The completion of the pack bridge ended an era at Campbell's Ferry, but Frances Zauhmiller continued to make the ranch her home for the next thirty years.

Campbell's Ferry Ranch, 1957-1986

Frances Zauhmiller was diagnosed with throat cancer in 1956. Her treatment put the Zauhmillers in debt, and they decided to sell Campbell's Ferry with the provision that they continue to stay on as caretakers. In 1959, John and Mary Crowe of Redding, California eagerly met the terms of the sale. In the early 1960s, the Crowes built a simple, one-room hunting cabin on the rise above the potato shed. They came to the Campbell's Ferry in the spring to fish and in the fall to hunt, allowing Frances and Joe Zauhmiller continued occupancy and privacy in the 1906 cabin.²⁵

Despite her medical problems, Frances Zauhmiller continued to relish daily life in the backcountry, write her column, and advocate for causes close to her heart. She helped garner support for an airmail delivery system which initially brought mail to three sites along the Salmon River; Air Star Route delivery for Shepp Ranch, Mackey Bar, and Campbell's Ferry began on February 18, 1958. Each of these three sites received mail for their "neighbors" in addition to their own. Canyon residents came for many miles by foot, horseback, or boat to get their mail, often spending the night at Campbell's Ferry while awaiting the arrival of the often-delayed mail delivery. In 1963, she threw her support behind state legislation designed to outlaw hunting by helicopter and plane. She wrote about the issue in the *Idaho Free Press* and encouraged her readers to contact their legislators. The bill was approved on March 18, 1963, with Frances Zauhmiller in attendance at the statehouse.²⁶

This political victory came on the heels of a deep personal loss. On January 3, 1962, Joe Zauhmiller, who had been in poor health for several years, suffered a fatal heart attack in front of the fireplace at Campbell's Ferry. He was buried in Grangeville, and Frances returned to Campbell's Ferry alone. A long-time canyon resident, Allen Vern Wisner, moved into the Crowe cabin during the winter, exchanging work on the ranch for rent and providing protection and company for Frances Zauhmiller. The two found that they had much in common. Wisner was 71 and Zauhmiller 50 when they married on May 2, 1963, in Asotin, Washington.²⁷ With her usual wit, Frances Zauhmiller Wisner, who continued to write as Frances Zauhmiller, gave the news to readers of her newspaper column: "Frances made a two week towning, during which time she had her eye-glasses straightened, one tooth pulled and half the remaining filled, her hair done. She got married too."²⁸ The marriage was a happy, successful union. In the year of their marriage, Vern Wisner gave his wife a small walnut tree, which she planted in front of the cabin. It grew quickly and thrived, providing a shady expansion to the cabin that remains today. Vern Wisner died in 1974, at the Veterans Administration hospital in Boise, and Frances was alone again at Campbell's Ferry.²⁹

Frances Zauhmiller Wisner remained at Campbell's Ferry with regular help from her neighbors and friends. Although she rarely left the canyon, Wisner's column reached far beyond the borders of Idaho County, and over the course of her newspaper-writing career she gained national and international readers. In 1981, her weekly columns attracted a reporter for the *Los Angeles Times*, who asked to interview her for an article. She unceremoniously turned him down. The reporter completed the story after interviewing the editor of the *Idaho Free Press*, and it was published in the *Times* on December 11, 1981. The story was picked up by the

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Associated Press and appeared in papers across the country. Almost immediately, Wisner received a request to appear on the "Tonight Show" with Johnny Carson. She refused the invitation and appealed to her readers to send her a copy of the newspaper article, of which she had no knowledge. She received letters, many with copies of the article, from people in 46 states. In December 1985, an ill Frances Zauhammer Wisner wrote her last column for the *Free Press*. Although she had hoped to end her days in the canyon she loved, she was taken to the Syringa Hospital in Grangeville, where she lost her long battle with cancer on January 7, 1986. She is buried in the cemetery at Grangeville, next to Vern Wisner and not far from Joe Zauhammer. A book of selected columns, on which she had been at work for some time, was published later that year. In 1992, Carol Furey-Werhan, who had become a friend and confidant to Zauhammer, published a biography of the long-time Salmon River resident.³⁰

Campbell's Ferry: 1986 to Present

In 1988, the Trust for Public Lands acquired Campbell's Ferry from the Crowe family. The U. S. Forest Service then purchased a restrictive easement on the property from the Trust with the goal of preserving and maintaining it. In 1990, Brad Janosh and Douglas Tims bought the property from the Trust, bringing in four others to form the Campbell's Ferry Partners. Presently, Douglas Tims and his wife, Phyllis, are owner/caretaker residents at the property from April to October of each year and are developing an educational plan to preserve the architecture and history of Campbell's Ferry.³¹

Summary Statement of Significance

Campbell's Ferry is significant due to its association with the Thunder Mountain gold rush, one of the last gold rushes in the American West. The site also represents ferry transportation, a mode of travel that was crucial to the settlement of the entire country in general and Idaho in particular. The ranch at Campbell's Ferry illustrates the lives and lifestyles of backcountry settlers who dealt with the hardships created by the isolation and ruggedness of the Salmon River country. Finally, Campbell's Ferry is significant as the home of Frances Zauhammer Wisner, who chronicled day-to-day life there, and by doing so left a record that allows readers to understand the realities of life in the wilderness in the mid-twentieth century.

Endnotes

1. Joe Corlett, Mountain States Appraisal and Consulting, "Appraisal Report of Campbell's Ferry Ranch, Salmon River, Idaho County, Idaho," in possession of owners.
2. Robert G. Waite, "To 'Idaho's Klondike': The Thunder Mountain Gold Rush," *Journal of the West* 35 (October, 1996), pp. 65-67.
3. Robert G. Waite, "To 'Idaho's Klondike,'" pp. 67-68; Peter Preston, *Campbell's Ferry: A Historic Site in Idaho's Salmon River Wilderness* (Forest Service, Intermountain Region, U. S. Department of Agriculture: Heritage Program, Payette National Forest, August 2002, p. 1; Mary Alfreda Elsensohn, *Pioneer Days in Idaho County*, Vol. 2 (Caldwell, Idaho: Caxton Printers, 1951), p. 456-457; Margaret Fuller, *Trails of the Frank Church-River of No Return Wilderness* (Edmunds, Washington: Signpost Books, 1987), p. 230; *Idaho County Free Press*, June 8, 1898; James L. Huntley, *Ferryboats in Idaho* (Caldwell, Idaho: The Caxton Printers, 1979), p. 237; Carol Furey-Werhan, *Haven in the Wilderness: The Story of Frances Zauhammer Wisner of Campbell's Ferry, Idaho* (Privately published, 1996), pp. 13, 25.

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4. Robert G. Waite, "To 'Idaho's Klondike,'" pp. 69-72.
5. Zane Grey, *Thunder Mountain* (Roslyn, New York: Walter J. Black, Inc., reprint, 1963); Robert G. Waite, "Zane Grey and Thunder Mountain," *Idaho Yesterdays* 39 (Summer 1995), pp. 22-23.
6. Huntley, *Ferryboats in Idaho*, pp. 19-22, 275-276.
7. Furey-Werhan, *Haven in the Wilderness*, pp. 33-34.
8. Frances Zaubmiller Wisner, *My Mountains: Where the River Still Runs Downhill* ed. Donna L. Henderson (Grangeville, Idaho: *Idaho County Free Press*, 1987), pp. Introduction, 11; Furey-Werhan, *Haven in the Wilderness*, p. 72.
9. Preston, *Campbell's Ferry*, p. 9; Furey-Werhan, *Haven in the Wilderness*, pp. 87-91; Zaubmiller Wisner, *My Mountains*, p. 23.
10. Zaubmiller Wisner, *My Mountains*, pp. 207-208; Paul S. Burnette, National Register of Historic Places Inventory—Nomination Form, Moore, Jim, Place, November 8, 1973, Idaho State Historic Preservation Office, Boise, Idaho.
11. [Grangeville] *Idaho County Free Press*, May 8, 1902; Furey-Werhan, *Haven in the Wilderness*, p. 13; Robert G. Bailey, *River of No Return (The Great Salmon River of Idaho): A Century of Central Idaho and Eastern Washington History and Development, Together with the Wars, Customs, Myths and Legends of the Nez Perce Indians*, revised edition (Lewiston, Idaho: R. G. Bailey Printing Company, 1935-1947), p. 650; Mary Alfreda Elsensohn, *Pioneer Days in Idaho County* (Caldwell, Idaho: Caxton Printers, 1947/1951), p. 458.
12. Preston, *Campbell's Ferry*, p. 3-6; Furey-Werhan, *Haven in the Wilderness*, pp. 14, 47; Zaubmiller Wisner, *My Mountains*, p. 68.
13. Furey-Werhan, *Haven in the Wilderness*, pp. 10-11; Zaubmiller Wisner, *My Mountains*, p. 68 gives author's full name.
14. Furey-Werhan, *Haven in the Wilderness*, pp. 11-12, 19-31, 39.
15. Cort Conley, *Idaho Loners: Hermits, Solitaries, and Individualists* (Cambridge, Idaho: Backeddy Books, 1994), p. 150.
16. Zaubmiller Wisner, *My Mountains*, p. 118.
17. Burnette, National Register of Historic Places Inventory—Nomination Form, Moore, Jim, Place; Furey-Werhan, *Haven in the Wilderness*, p. 68; Conley, *Idaho Loners*, p. 51.
18. Furey-Werhan, *Haven in the Wilderness*, pp. 185-186; Zaubmiller Wisner, *My Mountains*, p. Introduction.
19. Zaubmiller Wisner, *My Mountains*, p. 58.

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20. Furey-Werhan, *Haven in the Wilderness*, p. 83.
21. Furey-Werhan, *Haven in the Wilderness*, pp. 83-84.
22. Zaubmiller Wisner, *My Mountains*, p. 14.
- 23.. Furey-Werhan, *Haven in the Wilderness*, pp. 87-91; Zaubmiller Wisner, *My Mountains*, p. 23.
24. Quoted in Furey-Werhan, *Haven in the Wilderness*, p. 90.
25. Furey-Werhan, *Haven in the Wilderness*, pp. 99-100, 103.
26. Zaubmiller Wisner, *My Mountains*, p. Introduction, p. 77. Zaubmiller Wisner's political accomplishments are summarized in "Frances Zaubmiller Wisner," pamphlet issued upon dedication of the Frances Zaubmiller Wisner Memorial Pack Bridge near Campbell's Ferry. "Biography, Wisner, Frances Zaubmiller," Vertical Files, Idaho History Center, Boise, Idaho.
27. Zaubmiller Wisner, *My Mountains*, pp. 182-183.
28. Furey-Werhan, *Haven in the Wilderness*, pp. 126.
29. Furey-Werhan, *Haven in the Wilderness*, p. 126; Zaubmiller Wisner, *My Mountains*, pp. 182-183.
30. Furey-Werhan, *Haven in the Wilderness*, pp. 76-77, 191-210; Frances Zaubmiller Wisner, *My Mountains: Where the River Still Runs Downhill*, pp. 238-244.
31. Information provided by Phyllis Tims, July 19, 2006; Furey-Werhan, *Haven in the Wilderness*, pp. 211-215.

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Geographical Data

Verbal Boundary Description

The property is situated in Idaho County, Idaho, to-wit:

H. E. Survey No. 1, from which U. S. Location Monument No. 693, bears North 83°02' West, 45.14 chains distant; thence North 03°53' East, 11.25 chains to corner No. 2; thence North 22°29' West, 4.37 chains to meander corner No. 3; thence, meandering the left bank of Salmon River, North 21°46' East 7.64 chains, North 13°31' East 10.62 chains, North 04°59' West 4.68 chains, North 03°14' West 5.86 chains, North 46°46' East 51 links to meander corner No. 4; thence North 73°46' East, 2.99 chains to corner No. 5; thence South 75°14' East, 11.90 chains to corner No. 6; thence South 27°17' East, 24.48 chains to corner No. 7; thence South 32°16' West, 12.02 chains to corner No.8; thence South 67°56' West, 25.11 chains to corner No. 1, the place of beginning.

Boundary Justification

The boundaries include the buildings, structures, and sites historically associated with the property that are privately owned within the National Forest.

UTMs: All Zone 11

	<u>Easting</u>	<u>Northing</u>
1	630240	5038645
2	630360	5038700
3	630635	5038640
4	630860	5038200
5	630760	5038000
6	630280	5037800
7	630275	5038070
8	630240	5038170

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Photographs

All photographs by Suzanne Julin
July, 2006

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

1. Campbell's Ferry: landing
Idaho County, Idaho
July 19, 2006
View to northwest
2. Campbell's Ferry: blacksmith shop, fruit dryer, walnut tree, Cook-Zaunmiller Wisner cabin
Idaho County, Idaho
July 19, 2006
View to north
3. Campbell's Ferry: Cook-Zaunmiller Wisner cabin and orchard
Idaho County, Idaho
July 18, 2006
View to west
4. Campbell's Ferry: fruit dryer, walnut tree, Cook-Zaunmiller Wisner cabin
Idaho County, Idaho
July 18, 2006
View to west
5. Campbell's Ferry: Cook-Zaunmiller Wisner cabin
Idaho County, Idaho
July 18, 2006
View to northwest
6. Campbell's Ferry: Cook-Zaunmiller Wisner cabin
Idaho County, Idaho
July 19, 2006
View to north
7. Campbell's Ferry: blacksmith shop
Idaho County, Idaho
July 18, 2006
View to northwest
8. Campbell's Ferry: potato shed
Idaho County, Idaho
July 19, 2006
View to east

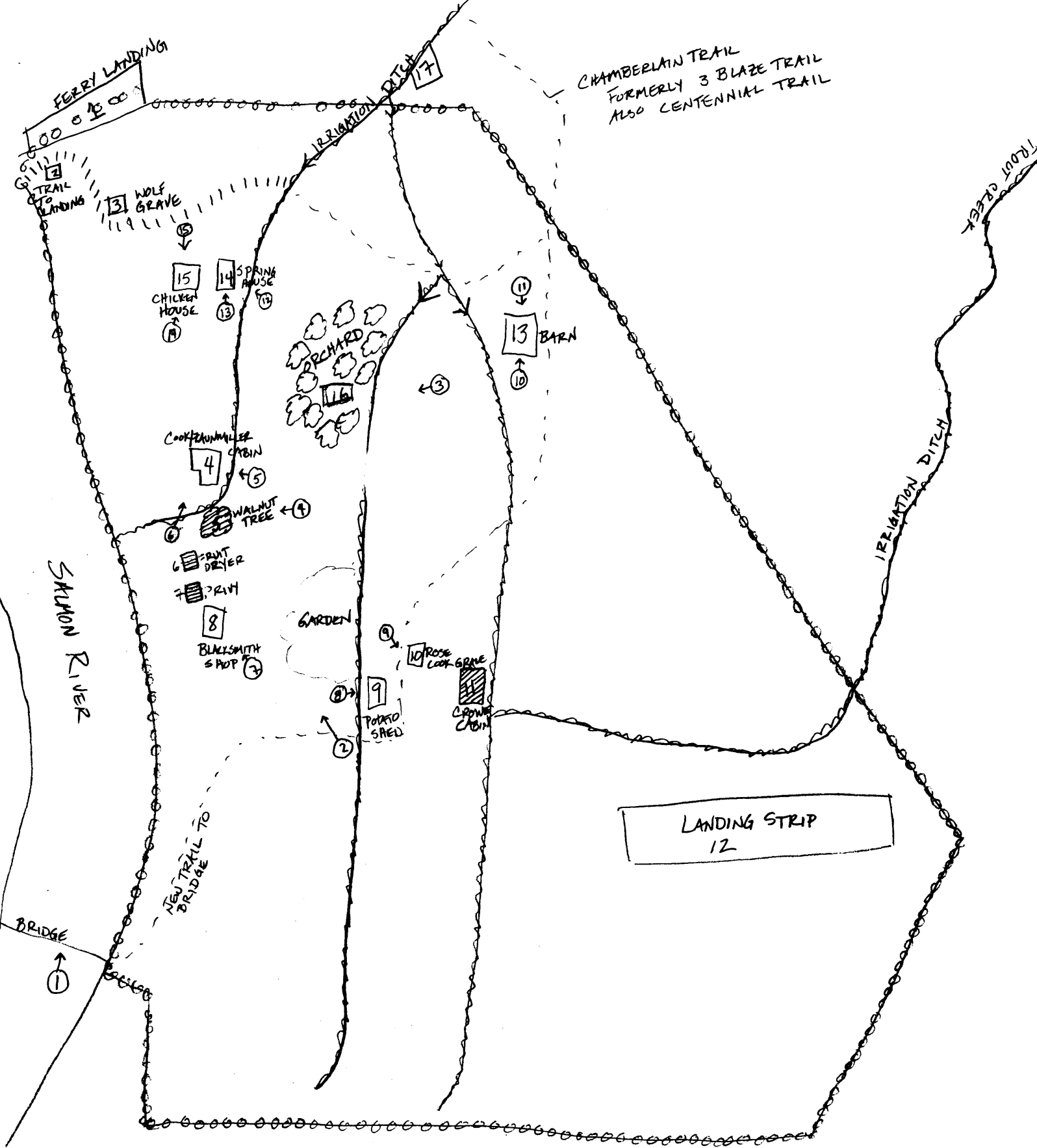
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9. Campbell's Ferry: Crowe cabin and Cook gravesite
Idaho County, Idaho
July 19, 2006
View to southeast
10. Campbell's Ferry: barn
Idaho County, Idaho
July 18, 2006
View to north
11. Campbell's Ferry: barn
Idaho County, Idaho
July 19, 2006
View to south
12. Campbell's Ferry: spring house
Idaho County, Idaho
July 19, 2006
View to northwest
13. Campbell's Ferry: detail, spring house
Idaho County, Idaho
July 19, 2006
View to west
14. Campbell's Ferry: chicken house
Idaho County, Idaho
July 20, 2006
View to north
15. Campbell's Ferry: chicken house
Idaho County, Idaho
July 19, 2006
View to south



CHAMBERLAIN TRAIL
FORMERLY 3 BLAZE TRAIL
ALSO CENTENNIAL TRAIL

CAMPBELL'S FERRY
IDAHO COUNTY, IDAHO

- ooooo- BOUNDARY
- CONTRIBUTING
- ▨- NOT CONTRIBUTING
- ⊕- PHOTO # + VIEW

N
↑
NOT TO
SCALE