

IDAHO STATE HISTORICAL SOCIETY

REFERENCE SERIES

STAGE LINES - OWYHEE

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Barnes and Yates Stage Company

1864-1865: Boise to Silver City. Tri-weekly.

December 1865: Sold stage line to Hill Beachey.

Railroad Stage Line - Hill Beachey

April 1, 1865: Unionville and Star City to Ruby City and Silver City via Gianca's Bridge (Winnemucca) and Paradise Valley. By June 1865 they were forced to close line due to Indian troubles.

December 1865: Beachey purchased Barnes and Yates Boise to Silver City line and turned management over to brother-in-law John Early. In June 1866 mail contract from Virginia City, Nevada, to Boise awarded to Jesse D. Carr. Central Pacific Railroad intervened for Beachey and he became partner with Carr. By August 1866 he bought Carr's interest. Beachey made arrangements with Central Pacific Railroad to act as transportation link between terminus of Central Pacific Railroad and southwest Idaho mines.

September 6, 1866: Railroad Stage Lines organized. Incorporators were Beachey, George and Henry Greathouse, John Hailey, and Sam Kelly. In 1867 Beachey bought out partners interest in Silver City to Virginia City, Nevada, portion of line. In 1867, Hunter's Station made connections for Virginia City with Pioneer Stage line.

Route: From Hunter's Station line followed Truckee branch of California Emigrant Trail as far as Junction House (Oreana, Nevada) on the lower Humboldt. From here route swung eastward through Limerick Canyon and over the Humboldt range to Unionville, Star City, and Dun Glen. From Star City the route led northward to the Humboldt again at Mill City. It then proceeded up the Humboldt to old French Bridge (Winnemucca), thence it headed northward to Willow Point Station in Paradise Valley on the Little Humboldt River. Thence over Paradise Hill Pass to Quinn River, to Rattlesnake Creek on Owyhee drainage, crossing the Owyhee River, up Jordan Valley to Reynolds Creek and into Silver City.

On September 16, 1868, the Central Pacific Railroad reached Winnemucca. The stage

line then ran from there to Silver City. In 1869, they joined Len Wines and began a tri-weekly stage from Elko to Silver City.

Route: North from over Adobe Summit and along the north fork of the Humboldt River to the east fork of the Owyhee River and thence to Cape and Idaho Line where it joined Idaho Central Wagon Road from Silver City. This latter road went south from Silver City over War Eagle mountain to Walbridge's sawmill (near Flint), thence by way of Steel Creek, Snow Creek, and over South Mountain ridge to Big Springs, Battle Creek, Blue Creek, and on to the east fork of the Owyhee River. Stage Stations were established at Saw Mill, Major Brooks', Big Springs Hotel, Battle Creek, and Owyhee Bridge House.

Summer of 1870: Route from Silver City shortened by rerouting it over the Scotch Bob toll road between Big Springs Station and the Anderson Ranch on lower Sinker Creek, eliminating traveling over east of Owyhee mountains.

End of 1870: Abandoned Winnemucca to Silver City route in favor of Elko to Silver City route.

July 1, 1870: Lost mail contract to Northwestern Company.

October 15, 1870: Sold line (Elko to Silver City) to Northwestern Company.

California, Oregon and Idaho Stage Company.

Established October 20, 1891. Caldwell to Delamar and Silver City. Tri-weekly at first. By 1896, a daily.

1886: Boise to Silver City route almost abandoned with not much business.??

Cutler and Westerfield - Humboldt Express.

May 1864: Had a pony express service from Star City to Silver City, Boise, and Idaho City.

July 1864: Equipped with stage coaches. Indian activity forced company to shut down in 1865. By August, 1865, company was defunct.

B. M. DuRell and Company.

1865: Established a fast freight and passenger line from Umatilla to Olds Ferry at which point a steamboat took supplies and passengers up Snake River to Owyhee Ferry where further stage connections could be made. Operation wasn't too efficient and was soon bought out by Greathouse, Kelly and Hailey.

John Early Stage Company.

1865: Ran Silver City-Boise line for brother-in-law Hill Beachey.

1868: Purchased Kelly's Boise to Silver City line.

1871: Sold out to Northwestern Company.

W. T. Clark - Idaho Stageline.

May, 1870: Took over Hill Beachey's abandoned Winnemucca to Silver City route.

Kelly Stage Line.

1866: Become partner with Hill Beachey, et. al. in Railroad Stage Company.

1867: Broke off with Beachey and started a Silver City to Boise line.

1868: Sold out to John Early.

Murphy, Delamar and Silver City Stage Line.

Headquarters: Silver City

(Reference: July 21, 1900; October 1901)

Northwestern Stage Company.

Fuller, Parker & Company, Proprietors.

October 15, 1870: Purchased Beachey's Silver City to Elko line--kept this line in operation until 1871.

In 1870, purchased John Early's Boise to Silver City Line.

December 24, 1870: announced stage would not run from Silver City down Reynolds Creek to Boise, but would instead run directly from Anderson's Ranch down Sinker Creek to Boise with a stub line running from Anderson's Ranch up Sinker Creek to Silver City.

June 7, 1875: sold operations to Utah, Idaho and Oregon Stage Company. [See Overland Reference]

Ward & Company.

Booneville to Ruby City.

Joe Leach, Manager

[Reference July 23, 1864]

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