

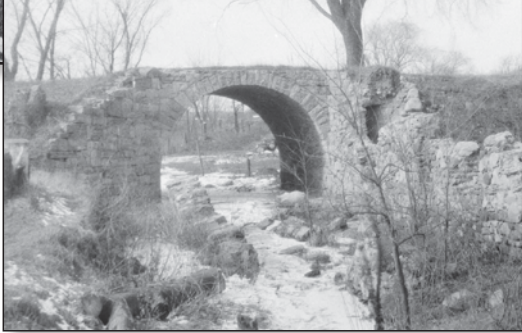


**Superior and St. Paul U. S. Mail Stage Line.
Through in 48 hours.**

A comfortable Stage will leave St. Paul on every Monday, Wednesday, and Friday morning at 6 o'clock for Superior, Wis. And leave Superior Monday, Wednesday and Friday morning at the same hour for St. Paul. Fare Ten Dollars; meals can be obtained on the road at First-class hotels. 40 lbs. of baggage allowed each passenger—all over that amount to be paid for extra.

**Carlisle Doble
Mail Contractor and Proprietor**

His ad did not say that it was only a winter road, and it fell to others to continue to make the case that just a small sum of money more, judiciously expended, could still make it a good year round stage road. Despite its permanently unfinished condition, the Military Road received heavy use and was a vital link between the Mississippi and St. Croix Rivers and Lake Superior. The first mail was carried over the road by horseback and afoot early in 1856 and regular stage service had begun by 1861. During the 1860s stage service along the Point Douglas to Superior Military Road carried passengers, mail, and goods overland. Tri-weekly stage service started in the summer of 1863 and continued throughout the decade—although the trip was never one for the faint of heart. The last stage over the Military Road to St. Paul left from Superior in August 1870. The stage was no longer needed because the coming of the Lake Superior and Mississippi Railroad to Duluth rendered stagecoach services obsolete.



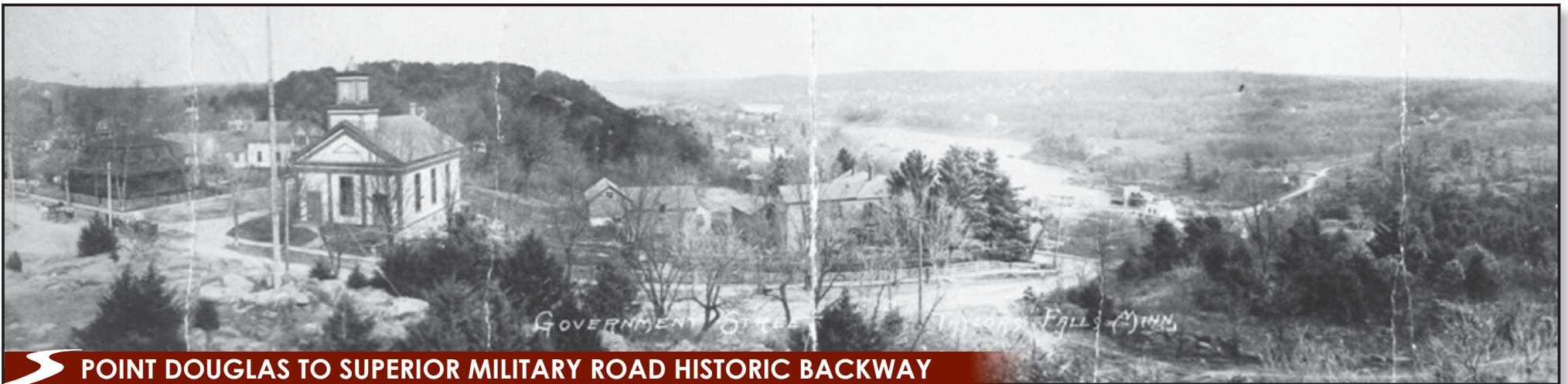
While about half of the former route of the Point Douglas to Superior Military Road has since been abandoned, other portions of the roadway have been incorporated into the interstate and state highway systems or converted to county roads. Portions of the St. Croix Scenic Byway, particularly between Stillwater and Rush City, follow the alignment of the former Military Road. At the north end of Taylors Falls the Military Road ran toward the St. Croix from the foot of the bluff past a rock outcrop that can still be seen from Wild Mountain Road at the west end of the St. Croix Falls Hydroelectric Dam. Today's Scenic Byway runs very close to the river in this section, but survey evidence exists that places the original Military Road even further east, which would mean that up to a half-mile of the original road is now under water.

Other portions of the original Military Road alignment can be walked or driven. A nearly 40-mile segment of the Military Road (Old Government Road) beginning at Byway MP 77.2 near Rush Creek in Chisago, County and ending in Sandstone at MP 118.8, has been designated the St. Croix Scenic Byway *Rush Creek to Sandstone Historic Backway*, and can be driven. The following additional Military Road Historic Backways routes can be accessed from the St. Croix Scenic Byway: *Otisville Historic Backway* between Mile Posts 37.9 and 39.1; *River Road Historic Backway* between Mile Posts 67.7 and 72.7; *Rushbeba Trail Historic Backway* between Mile Posts 77.2 and 85.9; *Hinckley to Sandstone Historic Backway* between Mile Posts 109.0 and 118.8. Several walkable segments of the original Military Road are preserved within Wild River State Park, including the Deer Creek Section, which is listed in the National Register of Historic Places. Within Banning State Park a Military Road marker is located just south of the park's office building.

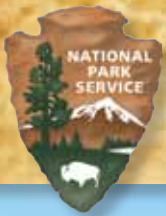
Top photo: The last stage to leave Superior, Wisconsin on the Military Road, Minnesota Historical Society

Middle photo: Military Road stone bridge, north of Stillwater, Library of Congress

Bottom photo: Military Road winding past the Methodist church and Folsom House in the Taylors Falls Angel Hill District, Minnesota Historical Society



POINT DOUGLAS TO SUPERIOR MILITARY ROAD HISTORIC BACKWAY



ST. CROIX NATIONAL SCENIC RIVERWAY

The St. Croix National Scenic Riverway is a federally designated system of riverways that protects 252 miles of river, including the St. Croix River (on the Wisconsin/Minnesota border), and the Namekagon River (in Wisconsin), as well as adjacent land along the rivers. The St. Croix National Scenic Riverway is a unit of the National Park system, and one of the original eight rivers protected under the 1968 Wild and Scenic Rivers Act that was co-authored by Minnesota and Wisconsin Senators Walter Mondale and Gaylord Nelson, respectively.

The St. Croix is the largest national scenic riverway east of the Mississippi River and lies within parts of eight counties in Wisconsin: Bayfield, Burnett, Douglas, Pierce, Polk, St. Croix, Sawyer, and Washburn; and three in Minnesota: Chisago, Pine, and Washington. The St. Croix Scenic Byway is routed along the St. Croix River in all three of the Minnesota counties.

The riverway is managed overall by the National Park Service in partnership with the Departments of Natural Resources in both states. The riverway headquarters and main visitor center are located in St. Croix Falls, Wisconsin and are accessible from the St. Croix Scenic Byway at Mile Post 53.0.

The unpolluted waters of the St. Croix and Namekagon Rivers flow through some of the most scenic and least developed country in the Upper Midwest. Together they form a Riverway that offers outdoor enthusiasts a chance to enjoy a wilderness-like solitude and a variety of outdoor recreational opportunities. The St. Croix Scenic Byway and St. Croix River corridor is a haven for wildlife and provides a wealth of scenic views, wooded bluffs, and historic river towns. Byway travelers will experience a rich St. Croix valley heritage that evokes the Dakota, Ojibwe, voyageurs, loggers, and 19th century immigrant settlers—all within a 30-minute drive from the cities of Minneapolis and St. Paul.

