

DRIVING INSTRUCTIONS
2017 LINCOLN HIGHWAY / JEFFERSON HIGHWAY
“NORTHWOODS TOUR”
FROM DENISON, IOWA TO WINNIPEG, MANITOBA
TOTAL 1010 MILES

SPONSORED BY THE LINCOLN HIGHWAY ASSOCIATION (LHA)
ASSISTED BY THE JEFFERSON HIGHWAY ASSOCIATION (JHA)

Driving instructions prepared by Paul Gilger, Chair of the LHA Mapping Committee
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NOTE: All mileages have been rounded down to the closest 1/10th of a mile.

DAY 1 – SATURDAY, JUNE 24, 2017
DENISON, IOWA to AMES, IOWA
100 MILES ON THE LINCOLN HIGHWAY

Tour Start and Day 1 Lunch: 11:00 AM at the Majestic Hills Grille (at the Boulders Conference Center), 2505 Boulders Drive, Denison, Iowa 51442, (712) 263-4404.

From the Day 1 Lunch to the Day 1 Afternoon Stop at Bob & Joyce Ausberger’s Lincoln Highway Museum and Lincoln Highway Garden, 200 Main Street, Grand Junction, Iowa 50107, (515) 370-2844, (64 miles):

1. Departing the Boulders Conference Center parking lot, turn LEFT onto Donna Reed Road. Go 0.5 mile into Denison.
2. Turn RIGHT onto Lincoln Highway / US Route 30. Go 37.3 miles, through or pass the towns of Vail, Westside, Arcadia, Carroll, and Glidden.
 - a. *Between Vail and Westside (after curving right and crossing over the train tracks - from 10.3 miles to 12.6 miles), you will be travelling the Northernmost Section of the Lincoln Highway, which is at a latitude of 42° 04' 46" N (read: “42 degrees, 4 minutes, 46 seconds, North”).*
3. At 4.0 miles pass the center of Glidden, turn RIGHT onto Zephyr Road. Go 0.8 mile.
4. Curve LEFT onto 210th Street / County Road E39. Go 4.6 miles, crossing back over US Route 30.
5. ARRIVE at the ***Day 1 Photo Stop: Moss Corner Abraham Lincoln Statues***, both on the RIGHT. (Statue #1 is before the curve, #2 is after the curve.)
 - a. *Here at “Moss Corner” are two Abraham Lincoln Monuments built in 1924 by Civil War veteran James Edward Moss, who lost his left leg in the Battle of Missionary Ridge in 1863. Moss owned the farmland on the right, around which the Lincoln Highway jogged on section lines. The*

two statues were restored in July 2001 and were featured in the 2008 PBS documentary “A Ride Along the Lincoln Highway”.

6. Departing the first statue, curve **RIGHT** onto E Avenue / County Road E39 to see the second statue on the **RIGHT**. **CONTINUE** 1.7 mile, crossing over US Route 30, and entering the town of Scranton on Locust Street.
7. In Scranton, turn **LEFT** onto State Street. Go 7 blocks.
8. Turn **RIGHT** onto Main Street. Go 0.5 miles, thru town, across the tracks, to the end of the road.
9. Turn **LEFT** onto Elm Street. Go 0.1 mile.
10. Curve **RIGHT** onto South Kendrick Street. Go 0.4 mile to the end of the road.
11. Turn **LEFT** onto 240th Street / County Road E 53. Go 5.4 miles.
12. After passing K Avenue, curve **LEFT** then **RIGHT** and **ARRIVE** at the **Day 1 Photo Stop #2: Lincoln Highway’s Raccoon River Bridge**. **BEFORE** the bridge, pull off onto the **RIGHT** berm to photo the bridge. **BE CAREFUL OF TRAFFIC**.



- a. *The **Lincoln Highway Raccoon River Bridge** was built in 1912 and is one of the few original big 1913 Lincoln Highway bridges still in use.*
- b. *It is a 5-span concrete arch bridge, 423 feet long. The bridge deck was originally 14 feet wide, but was widened to 20.3 feet in 1924.*
- c. *The bridge is alternately known as the **Eureka Mill Bridge**.*
- d. *The Eureka Mill crossing of the Raccoon River has historically been a pivotal one for Greene County. Located west of Jefferson, the bridge linked the county seat with the town of Scranton and the entire western portion of the county and points beyond. The bridge's location, immediately upstream from a tight bend in the Raccoon River, made it difficult to maintain. The original Eureka Mill bridge was built in the 19th century, but in 1903 had to be extended by the addition of a 100-foot through truss on its east end because of flood damage to its embankment.*

The bridge required frequent repairs until another spring flood in 1912 destroyed its easternmost span.

- e. *Rather than repair the damage, the county board of supervisors instead opted to replace the structure entirely. The state highway commission drew plans for two bridge styles, a four-span pony truss and a five-span, concrete filled-spandrel arch structure, with massive concrete spread footings set on timber piles. The concrete bridge featured an elliptical arch profile and paneled details on the spandrels and parapets that would later become IAHC standards. With a total length of 423 feet, the proposed structure would be by far Greene County's most massive bridge. Low bidder at \$13,300, the F.E. Marsh Engineering Company of Des Moines was awarded the construction contract. Marsh's crew began excavating for the foundations soon thereafter, completing the new Eureka Bridge by November 1912.*
 - f. *Construction of the Eureka Bridge predated the establishment of the Lincoln Highway in Iowa, and it undoubtedly figured in the highway's routing through Greene County. Traffic on the Lincoln Highway, this nationally important artery that the first road across America, had increased sufficiently by 1923 to warrant the widening of the structure's deck. That November, ISHC engineers designed modifications for the bridge to increase its roadway width from 16 to 20 feet. The arches themselves remained structurally unaltered, but the bridge's original concrete deck and guardrails were removed entirely and replaced, and new paired concrete brackets were attached to the arch sidewalls to carry the wider cantilevered deck. Since the completion of this modification in 1924, the bridge has functioned essentially unaltered, although it no longer carries mainline traffic since the rerouting of U.S. Highway 30.*
 - g. *Numerous single-span concrete arches can be found in rural Iowa, but multiple-span examples are a relative rarity. Moreover, among those concrete arches remaining in the state, the Eureka Bridge is one of the earliest such arch structures designed by the state highway commission. Despite alterations, the Eureka Bridge appears to possess sufficient significance in its embodiment of the distinctive characteristics of a type, period or method of construction to be considered eligible under Criterion C for the National Register of Historic Places.*
13. Departing the bridge, CONTINUE ahead onto 237th Street / County Road E53. Go 1.6 mile towards the town of Jefferson.
 14. Approaching Jefferson, turn LEFT onto West Lincoln Way Street. Go 0.2 mile.
 15. Curve RIGHT and CONTINUE ahead on West Lincoln Way Street. Go 1.1 mile into the center of downtown Jefferson.

16. ARRIVE at the **Day 1 Photo Stop #3: The first Abraham Lincoln Statue dedicated to the Lincoln Highway**, on the LEFT in front of the Green County Courthouse. Park on the city streets to photo this important historic statue.
- This is the very first statue of Abraham Lincoln to be built beside and dedicated to the Lincoln Highway. It was dedicated September 22, 1918.*
 - The original Lincoln Highway Association placed a photo of the statue on the cover of its magazine "The Lincoln Highway Forum" in 1918. Subsequently, the association placed a photo of the statue on its mission statement in 1920.*
 - The statue is a replica of W. Granville Hastings' statue in Cincinnati, Ohio, and was a gift of Mr. and Mrs. E.B. Wilson. The bronze statue is life size, and it stands on a two-tiered concrete base. The lower base features a pebble stone finish, and the upper portion is faced with 2 inches of granite. A bronze plaque with the closing paragraph of Lincoln's second inaugural address is affixed to the upper portion of the base.*
 - The Wilsons decided to donate the statue when the present courthouse was completed in 1917. Because they had no children they reasoned they should give something substantial to the community. The Greene County Board of Supervisors agreed to pay half the cost of the base. The Bureau Brothers Foundry of Philadelphia was contracted to create the statue, and they included the plaque at no expense. It was originally planned that the statue would stand atop a base of pink granite from Pipestone, Minnesota. However, because the World War I the War Industries Board refused to permit the quarrying and carving the stone until the war was over, the Capitol Hill Monument Company of Des Moines erected a temporary concrete base for the statue's dedication in 1918. The "temporary" base was replaced in 1964.*
 - The Iowa State Highway Commission used a photograph of the new statue on the cover of their Service Bulletin publications in 1918.*
17. Departing the statue, CONTINUE ahead on **East Lincoln Way Street**. Go 7.1 miles to the end of the road. (The LH will change names to **235th Street**, then curve LEFT, then RIGHT, and change names again to **230th Street**.)
18. At the end of the road, turn LEFT onto **U Avenue / South 8th Street**. Go 0.6 mile into the town of Grand Junction.
19. Curve RIGHT onto **West Main Street**. Go 3 blocks.
20. ARRIVE at the **Day 1 Afternoon Stop: Bob & Joyce Ausberger's Lincoln Highway Museum and Lincoln Highway Garden, 200 Main Street, Grand Junction, Iowa 50107, (515) 370-2844** on the LEFT. Park along the town's streets. Ausberger's Lincoln Highway Garden is just beyond the brick bank building on the LEFT. **(Continued next page.)**

- a. *Bob and Joyce Ausberger are charter members of the LHA. It was their efforts saving an old Lincoln Highway bridge that ultimately lead to the revitalization of the Lincoln Highway Association in 1992. Thus, the revitalized LHA's 25th Anniversary Conference was held this year in Denison, Iowa. Bob served as LHA National President from 1994-1996. Bob and Joyce are major participants of the LHA and we are deeply indebted to them for their continued support.*

From the Day 1 Afternoon Stop to the Day 1 Dinner Stop and Hotel Stop at the Holiday Inn Ames Conference Center, 2609 University Boulevard, Ames, Iowa, (515) 268-8808, (36 miles):

1. Departing Ausberger's Lincoln Highway Museum, CONTINUE ahead on Main Street. Go 1.6 miles to the end of the road. (East of town, the LH changes names to 222nd Street.)
2. Turn LEFT onto Lincoln Highway / US Route 30. Go 8.3 miles, pass the town of Beaver.
3. After the road curves right (at the sign for Ogden), turn LEFT onto G Avenue / Lincoln Highway. Go 1.1 mile, entering Ogden on Walnut Street.
4. In downtown Ogden, turn RIGHT onto 3rd Street. Go 1 block.
5. Turn LEFT onto Mulberry Street and ARRIVE at the **Day 1 Photo Stop #4: Location of the first meeting of the revitalized Lincoln Highway Association in 1992**, at the Vision Bank Building on the LEFT.



- a. *This 1992 photo of the attendees at the first meeting was taken just to the right of the two front windows facing Mulberry Street (the tree was much smaller then). The bank was then known as the City State Bank of Ogden.*
 - b. *This first meeting was held October 31, 1992, 79 years to the day after the dedication of the Lincoln Highway on October 31, 1913.*
6. Departing the bank building, turn LEFT onto 2nd Street. Go 1 block.

7. Turn RIGHT into Walnut Street / Lincoln Highway. Go 7.2 miles to the town of Boone. (East of Ogden, the LH changes names to County Road E41. The LH enters Boone on 3rd Street.)
8. In downtown Boone, turn LEFT onto Marion Street. Go 4 blocks.
9. Turn RIGHT onto 7th Street / Lincoln Highway. Go 0.9 mile into Boone.
10. Just pass Boone High School, turn LEFT onto Carroll Street and immediately ARRIVE at the **Day 1 Photo Stop #5: First Lady Mamie Eisenhower's Birthplace, 709 Carroll Street, Boone, Iowa 50036**, house on the LEFT.
11. Departing Mamie's house, RETURN to 7th Street / Lincoln Highway. Turn LEFT. Go 0.2 mile (5 blocks).
12. Turn RIGHT onto Story Street. Go 3 blocks.
13. Turn LEFT onto Mamie Eisenhower Avenue / Lincoln Highway. Go 4.4 miles to the end of the road. (East of Boone, the LH changes names to 4th Street, then to 210th Street.)
14. Turn RIGHT onto T Avenue. Go 1.1 mile.
15. Turn LEFT onto Lincoln Highway / US Route 30. Go 3.6 mile.
16. Take the exit ramp on the RIGHT for Lincoln Way / Napier (Exit #142). Go 4.5 miles, into the west side of the city of Ames on Lincoln Way.
17. Turn RIGHT onto University Boulevard. Go 1.8 miles, past the stadium and under US Route 30.
18. ARRIVE at the **Day 1 Dinner Stop and Hotel Stop at the Holiday Inn Ames Conference Center, 2609 University Boulevard, Ames, Iowa, (515) 268-8808** on the RIGHT. Turn RIGHT into the entrance drive to access the hotel that sits behind the front buildings.

End of driving instructions for Day 1.

DAY 2 – SUNDAY, JUNE 25, 2017
AMES, IOWA TO ALBERT LEA, MINNESOTA
18 MILES ON THE LINCOLN HIGHWAY
160 MILES ON THE JEFFERSON HIGHWAY
TOTAL 178 MILES

From the Holiday Inn Ames Conference Center to the Day 2 Morning Stop #1 at Niland's Café, 24 Lincoln Highway, Colo, Iowa 50056, (641) 377-3663, (18 miles):

1. Departing the hotel parking lot entrance drive, turn LEFT onto University Boulevard. Go 1.8 mile, back into Ames.
2. Turn RIGHT onto Lincoln Way. Go 10.1 miles, through downtown Ames and into the town of Nevada.
 - a. At 1.1 mile, in Ames at Duff Avenue, the **JEFFERSON HIGHWAY** comes in from the south from New Orleans and joins up with the **LINCOLN HIGHWAY**. Together, these two historic routes travel the same road to Colo, Iowa, where the Jefferson Highway then turns north to Winnipeg and the Lincoln Highway continues east to New York City.
3. On the east side of Nevada, ARRIVE at the **Day 2 Photo Stop #1: Starbuck's Fast Food Drive-In, 1620 Lincoln Highway, Nevada, Iowa 50201, (515) 382-4071** on the RIGHT. (No need to go in. Morning treats wait for us at Niland's Café.)
 - a. This Starbuck's restaurant was opened in 1956 by **Darrell and Charlotte Jean Starbuck**, 15 years before the establishment of Starbucks Coffee chain in 1971. For 20 years, the restaurant was owned by John and Linda Hargis of Des Moines. It was purchased in 2016 by current owner Shelley Tiffany of Nevada, Iowa.
4. Departing Starbucks, CONTINUE ahead on Lincoln Highway / Jefferson Highway / US Route 30. Go 6.5 miles to Colo.
5. ARRIVE at the **Day 2 Morning Stop #1 at Niland's Café, 24 Lincoln Highway, Colo, Iowa 50056, (641) 377-3663** on the LEFT. There is parking in front and behind the buildings.
 - a. From Niland's Café (at "The Crossroads of the Nation!"):
 - i. On the Lincoln Highway, it is 2148 miles to San Francisco and 1241 miles to New York City.
 - ii. On the Jefferson Highway, it is 1290 miles to New Orleans and 776 miles to Winnipeg.
 - b. Beginning in the 1920's, the **Reed/Niland Corner** provided travelers with gas, food and lodging. Thus, it was known as a "One Stop". Charlie Reed capitalized on the site's prime location. He later joined forces with his nephew, Clare Niland.
 - c. From its early beginnings as a cabin court, the **Colo Motel** evolved in the 1940's into one of Iowa's first 'modern' motels. **(continued next page)**

- d. Today, the restored complex is the only complete “One Stop” still in operation on both the Lincoln Highway and Jefferson Highway.
- e. *Niland’s Café* (originally named “L & J Café”) was fully restored in 2003. Six units of the Colo Motel were fully restored in 2008.
- f. The establishment is owned and operated by **Mike Kelly and Sandra Huemann-Kelly**, major supporters of the LHA and the JHA.

From the Day 2 Morning Stop #1 to the Day 2 Morning Stop #2 at Frank Lloyd Wright's Historic Park Inn, 15 West State Street, Mason City, Iowa 50401, (641) 422-0015 (89 miles):

1. Departing Niland’s Café and the Lincoln Highway (from the curved road behind Niland’s), turn LEFT (northbound) onto Jefferson Highway / US Route 65. Go 8.6 miles.
2. **MAIN TOUR ROUTE (0.6 MILE OF GRAVEL):**
 - a. Turn RIGHT onto 140th Street (gravel). Go 0.6 mile.
 - b. Turn LEFT onto Center Street (paved). Go 1.0 mile thru the town of Zearing, to the end of the road.
 - c. Jump ahead to instruction #4.
3. **NON-GRAVEL DETOUR:**
 - a. At 140th Street, CONTINUE AHEAD on US Route 65. Go 0.7 mile.
 - b. Turn RIGHT onto Main Street. Go 0.6 mile into the town of Zearing.
 - c. Turn LEFT onto Center Street. Go 0.3 mile to the end of the road.
4. Turn LEFT onto 130th Street / County Road E18. Go 0.6 mile.
5. Turn RIGHT onto US Route 65. Go 6.4 miles.
6. **MAIN TOUR ROUTE (2.9 MILES OF GRAVEL):**
 - a. Turn RIGHT onto 305th Street (gravel). Go 0.5 mile.
 - b. Turn LEFT onto JJ Avenue (gravel). Go 1.3 miles.
 - c. ARRIVE at the **Day 2 Photo Stop #1 at the Jefferson Highway Barn** on the left.
 - i. *A major artifact of the Jefferson Highway, this barn is a mail-order, pre-cut wood structure (Barn Plan No. 228) manufactured by the Gordon-Van Tine Company of Davenport, Iowa, assembled in 1917 by the farm's owner, August Saaksmeier. The Jefferson Highway inscription on the side of the barn is has been there since the beginning.*
 - d. Departing the barn, CONTINUE AHEAD on JJ Avenue. Go 2.1 miles, through the town of Hubbard on Wisconsin Street, to the end of the road.
 - e. Jump ahead to instruction #8.
7. **NON-GRAVEL DETOUR:**
 - a. At 305th Street, CONTINUE AHEAD on US Route 65. Go 2.5 miles.
 - b. Turn RIGHT onto 280th Street / County Road D55. Go 0.5 mile.
 - c. Turn LEFT onto JJ Avenue / Wisconsin Street. Go 1.0 mile through the town of Hubbard, to the end of the road.

8. Turn RIGHT onto 270th Street. Go 0.5 mile.
9. Turn LEFT onto State Street / Hwy S33. Go 3.4 miles.
10. Turn RIGHT onto US Route 65. Go 1.5 mile.
11. At the sign for Iowa Falls, turn LEFT and CONTINUE on US Route 65. Go 10.0 miles, entering Iowa Falls on Oak Street.
12. At the light, turn LEFT onto Brooks Road / 140th Street. Go 0.5 mile.
13. At the 4-way stop, turn RIGHT onto River Street. Go 0.9 mile into downtown Iowa Falls.
14. Turn RIGHT onto Washington Street. Go 2-1/2 blocks.
15. ARRIVE at **Day 2 Photo Stop #3 at the Princess Grill, 607 Washington Avenue, Iowa Falls, Iowa 50126, (641) 648-9602** on the RIGHT. Park along the city streets or in the lot behind the building. (The restaurant is closed on Sundays. This is just a photo stop for the exterior.)
 - a. Cousins **Ernie Karrys** and **Nick Pergakis**, who were originally from Greece, open the doors to the original Princess Café for the first time on November 20, 1915. One year later, Nick's brother **Harry Pergakis** moved to Iowa Falls and purchased the Sweet Shop. (That building, which burned in 1977, was located at the Walsh and Knox Hardware Store few buildings to the west.)
 - b. A year before Nick Pergakis' death in 1929, the cousins combined businesses, which then became known as the **Princess Café and Sweet Shoppe**. On Christmas morning, 1934, the Princess was totally destroyed by fire. Harry and Ernie rebuilt the café and reopened it on July 1, 1935. The exterior that you see today is as it was in 1935. In front of the building is Carrera glass imported from Italy.
 - c. (FYI - The interior woodwork is made from the finest domestic and imported woods. The booths are made of African mahogany. The 25-foot-long soda fountain is made from Italian marble, and is believed to be the largest remaining soda fountain in the world. There are also two matching slabs of marble located on the back wall of the soda fountain. The Terrazzo floors were poured by hand and then ground to a smooth surface.)
16. Departing the café, BACKUP 1/2 block on Washington Street, then turn NORTHBOUND onto Main Street. Go 2 blocks.
17. Turn RIGHT onto Rocksylvania Avenue. Go 3.1 miles, out the east side of Iowa Falls. (The road will change names to County Hwy D15.)
18. After passing the Meadow Hills Golf Course on the right, turn LEFT onto County Hwy S45 / OO Avenue. Go 2.4 miles.
19. At the stop sign for Hardin Road, CONTINUE STRAIGHT AHEAD onto US Route 65. Go 12.8 miles, entering the town of Hampton on 4th Street.
20. In downtown Hampton, at the light, turn LEFT onto Central Avenue / Iowa Route 3. Go 5 blocks.

21. At the Franklin County Courthouse, turn RIGHT onto 1st Street. Go 0.7 mile (11 blocks), to the end of the road.
22. At the High School, turn LEFT onto 12th Avenue. Go 0.6 mile, to the end of the road.
23. Turn RIGHT onto Olive Avenue / County Hwy S43. Go 9.7 miles, through the village of Chapin, entering the town of Sheffield on Lincoln Street.
24. In Sheffield, turn RIGHT onto Gilman Street. Go 1.0 mile thru Sheffield to the end of the road.
25. Turn LEFT onto US Route 65. Go 3.0 miles.
26. After crossing the West Fork Cedar River, immediately turn RIGHT onto County Hwy B65 / 120th Street. Go 0.5 mile.
27. Turn LEFT onto Pheasant Avenue. Go 5.0 miles, through the town of Rockwell, to the end of the road.
28. Turn LEFT onto County Hwy B55 / 170th Street. Go 0.5 mile.
29. Turn RIGHT onto US Route 65. Go 9.5 miles, into Mason City on Federal Avenue.
30. In Mason City, after crossing 5th Street, CONTINUE AHEAD on US Route 65 as it curves to the right, crosses Willow Creek, then curves to the left onto Delaware Avenue. Go 3 blocks.
31. Turn LEFT onto State Street. Go 2 blocks.
32. ARRIVE at the **Day 2 Morning Stop # at Frank Lloyd Wright's Historic Park Inn, 15 West State Street, Mason City, Iowa 50401** on the LEFT (across from Central Park). Park along the city streets around the park.
 - a. *The Historic Park Inn Hotel and City National Bank are two adjacent commercial buildings which were designed in the "Prairie School" style by the renowned architect **Frank Lloyd Wright**.*
 - b. *Completed in 1910, the **Park Inn Hotel** is the last remaining Frank Lloyd Wright designed hotel in the world, of the six for which he was the architect of record. The Park Inn Hotel was the third hotel designed by Wright and served as the prototype for Midway Gardens in Chicago and the Imperial Hotel, Tokyo.*
 - c. ***The City National Bank** is one of only two remaining Frank Lloyd Wright-designed banks in the world. It was the first Frank Lloyd Wright designed project in the state of Iowa. In 1999, the Park Inn Hotel was named on the Iowa Historic Preservation Alliance's Most Endangered Properties List.*
 - d. *In 1907, when law partners **James E. Blythe** and **J. E. E. Markley** were looking for an architect to compete in quality with the eight-story bank building that would be built across the corner, they didn't hesitate to give the commission to Frank Lloyd Wright, a young architect who was building a reputation in the Chicago area. For them Wright would build a complex, multi-purpose building that would give them multiple income streams. Their law offices would be on the*

second floor of the building's narrower central waist and the hotel's east wing, surrounded on the south by a two-story banking room with rental office space above. On the north would be a 42-room hotel, with basement shops beneath the Bank and Hotel.

- e. *Wright's drawings of the bank and hotel are dated from as early as December 17, 1908. Construction began on April 1, 1909, with supervision by Wright until his departure for Europe in late October of that year. William Drummond from Wright's office in Oak Park, Illinois took over the supervision, and also designed a nearby Prairie style home during his visits. The law office of developer-owners Blythe and Markley was open for business August 29, 1910, with the gala opening of the entire structure September 10, 1910. Wright returned to the Midwest from his year in Europe in October 1910.*
- f. *Unfortunately for the Park Inn Hotel, a new 250-room hotel with all the latest amenities was constructed in Mason City in 1922, creating stiff competition for the Park Inn Hotel. In addition, the farm crisis of the 1920's led to the closing of the City National Bank when was merged into another local bank. By 1925, four of the five banks in Mason City had failed. In 1926, the City National Bank building was sold separately and underwent an unsympathetic remodeling into a new commercial use in that year. The upper floors of the Park Inn Hotel were eventually subdivided into rental apartments and over time the unique Prairie School design elements such as stained glass skylights, fixtures, furniture and woodwork were removed or lost. For the next several decades, the Park Inn experienced a gradual decline that ended with its closure in 1972.*
- g. *The Park Inn Hotel received a complete interior and exterior renovation thanks to numerous grants, as well as coordination at the local level. This included a comprehensive restoration of the brick and terra-cotta façade, replacement of the art glass skylight windows, and a complete interior reconstruction. **Wright on the Park, Inc.**, the organization overseeing the work, purchased the adjacent City Bank Building and reunited the Park Inn Hotel with the City National Bank. The bank building was refitted with an elevator and provides six additional rooms for the hotel; the old bank lobby is now a hotel ballroom. The restoration was completed in September 2011.*

From the Day 2 Morning Stop #2 to the Day 2 Morning Stop #3 at the Music Man Square, 308 South Pennsylvania Avenue, Mason City, Iowa 50401, (641) 424-2852 (0.5 mile):

1. Departing the Park Inn, from State Street, turn **RIGHT** onto Washington Avenue. Go 1 block.
2. Turn **RIGHT** onto 1st Street. Go 3 blocks.
3. Turn **RIGHT** onto Pennsylvania Avenue. Go 4 blocks.
4. **ARRIVE** at the **Day 2 Afternoon Stop #1 at the Music Man Square, 308 South Pennsylvania Avenue, Mason City, Iowa 50401, (641) 424-2852**, on the **RIGHT**. Park on the city streets or in the lot across the street.
 - a. *Mason City was the birthplace and home of **Meredith Willson**, the composer of the famous Broadway musicals “**The Music Man**”, and “**The Unsinkable Molly Brown**”.*
 - b. *Some of Willson’s other hit songs include “**May the Good Lord Bless and Keep You**” and “**It’s Beginning to Look a Lot Like Christmas**”.*
 - c. *Mason City was the site of the 1962 premiere of the motion picture “**The Music Man**”. Willson led the “**Big Parade**” through the town, and the event included special appearances by stars of the film **Shirley Jones** and **Robert Preston**. (photo below left)*
 - d. *The 1964 film “**The Unsinkable Molly Brown**” starred **Debbie Reynolds** and **Harve Presnell**. (photo below right)*
 - e. *Meredith Willson is buried at Elmwood St. Joseph Cemetery here in Mason City.*



From the Day 2 Morning Stop #3 to the Day 2 Lunch Stop at Papa's American Café, 2960 4th Street SW, Mason City, Iowa 50401, (641) 424-1593 (2.5 miles)

(Note: We take a short trip off of the Jefferson Highway to visit our next stops.)

1. Departing the museum, CONTINUE AHEAD (southbound) on Pennsylvania Avenue, across Willow Creek.
2. Turn RIGHT onto 5th Street / Iowa Route 122. Go 2.3 miles out the west side of Mason City (the road will change names to 4th Street).
3. ARRIVE at the **Day 2 Lunch Stop at Papa's American Café, 2960 4th Street SW, Mason City, Iowa 50401, (641) 424-1593** on the RIGHT. Turn RIGHT onto the frontage road to access the restaurant. There is parking next to the building.

From the Day 2 Lunch Stop to the Day 2 Afternoon Stop #2 at the Surf Ballroom & Museum (Buddy Holly & Rock and Roll memorabilia), 460 N. Shore Drive, Clear Lake, Iowa 50428, (641) 357-6151 (10 miles):

1. Departing the restaurant parking lot, return to 4th Street and turn RIGHT. Go 7.3 miles, into the town of Clear Lake.
2. In Clear Lake, at the light, turn LEFT onto Buddy Holly Place. Go 0.2 mile to the end of the road.
3. Turn RIGHT onto N. Shore Drive and ARRIVE at the **Day 2 Afternoon Stop #2 at the Surf Ballroom & Museum, 460 N. Shore Drive, Clear Lake, Iowa 50428, (641) 357-6151** on the RIGHT. Park in the lot behind the building.
 - a. *The Surf Ballroom is a historic Rock and Roll landmark It is closely associated with the event known colloquially as "The Day the Music Died" - early rock and roll stars **Buddy Holly, Ritchie Valens, and J. P. "The Big Bopper" Richardson** gave their last performances at the Surf on February 2, 1959 as part of the "Winter Dance Party Tour".*
 - b. *The original Surf Ballroom, which opened on April 17, 1933, burned down on April 20, 1947. It reopened on July 1, 1948, having been rebuilt across the street from its original location. The Surf has a seating capacity of 2,100 and a 6,300-square-foot dance floor. The facility includes a museum of music memorabilia, a Wall of Fame including many of the many famous artists who performed at the venue, and a souvenir shop.*
 - c. *The Surf Ballroom is currently owned by the Snyder family of Clear Lake and is open to the public daily. The exterior of the ballroom has changed very little since the 1950s. Backstage, in an area known as "The Green Room," acts that have performed on the ballroom's historic stage, such as **Little River Band, Loverboy, The Righteous Brothers, The Temptations, The Beach Boys, Waylon Jennings and Bobby Rydell** have signed their names on the whitewashed walls, as well as have had photos of themselves placed on a wall alongside those of early rock-and-roll pioneers.*

- d. *On February 3, 1959, Buddy Holly, Richie Valens and J.P. Richardson left The Surf immediately after the show, going to the nearby Mason City airport and chartering a small plane to take them to Fargo, North Dakota to prepare for their next show at the Moorhead Armory in Moorhead, Minnesota. The plane took off at 12:55 AM Central Time on Tuesday February 3, 1959. Shortly after takeoff, the plane crashed, killing everyone aboard. The event later became known as "The Day the Music Died", after singer-songwriter **Don McLean** so referred to it in his 1971 song "American Pie".*
- e. *On September 6, 2011, The Surf Ballroom was added to the National Register of Historic Places.*

From the Day 2 Afternoon Stop #2 to the Day 2 Hotel Stop at the Holiday Inn Express Albert Lea, 77820 East Main Street, Albert Lea, Minnesota 56007, (507) 473-2300, (58 miles):

1. Departing the Ballroom parking lot, turn LEFT onto N. Shore Drive. Go 0.4 miles (7 blocks) to the end of the street.
2. At the park, turn RIGHT onto 1st Avenue. Go 1 block.
3. Turn LEFT onto Lake View Drive. Go 1 block.
4. Turn LEFT onto Main Avenue. Go 4 blocks through downtown Clear Lake.
5. Turn LEFT onto 8th Street. Go 4.2 miles out the north side of Clear Lake. (The road will change names to County Hwy S28 / Grouse Avenue.)
6. **MAIN TOUR ROUTE (1.5 MILES OF GRAVEL) TO PHOTO STOP AT BUDDY HOLLY CRASH SITE:**
 - a. At County Hwy B20 / 300th Street, CONTINUE STRAIGHT AHEAD on County Hwy S28 / Grouse Avenue (paved). Go 0.9 mile.
 - b. As the road curves left, turn RIGHT onto 310th Street (gravel). (Intersection may be unmarked.) Go 0.2 mile.
 - c. Take first LEFT onto Gull Avenue (gravel). Go 0.5 mile to the next road.
 - d. At the next road (315th Street), ARRIVE at the **Day 2 Photo Stop #3: Buddy Holly Crash Site**, on the LEFT, about 1800 feet away in the open field.
 - i. *Oversized "Buddy Holly" glasses mark the location where to walk back into the field (the path may be muddy). At the crash site in the field are additional monuments, and mementos left by visitors.*
 - ii. *Details of the crash can be read online at Wikipedia:*
https://en.wikipedia.org/wiki/The_Day_the_Music_Died
 - iii. *SEE PHOTOS NEXT PAGE*



- e. Departing the crash site, **TURN AROUND** and head back on Gull Avenue 0.5 mile to the end of the road.
 - f. Turn **RIGHT** onto 310th Street. Go 0.2 mile to the end of the road.
 - g. Turn **LEFT** onto County Hwy S28 / Grouse Avenue. Go 0.9 mile.
 - h. Turn **LEFT** onto County Hwy B20 / 300th Street. Go 8.6 miles, crossing over Interstate 35 and continuing to the end of the road at US Route 65.
 - i. Jump ahead to instruction #8.
- 7. NON-GRAVEL DETOUR (DOES NOT INCLUDE BUDDY HOLLY CRASH SITE):**
- a. Turn **RIGHT** onto County Hwy B20 / 300th Street. Go 8.6 miles, crossing over Interstate 35 and continuing to the end of the road at US Route 65.
8. Turn **LEFT** onto US Route 65 / Jefferson Highway. Go 1.5 miles.
- 9. MAIN TOUR ROUTE (3.4 MILES OF GRAVEL):**
- a. After crossing Spring Creek, turn **RIGHT** onto 310th Street (paved). Go 0.9 mile.
 - b. Turn **LEFT** onto Pheasant Avenue (gravel). Go 2.9 mile to the end of the road.
 - c. Turn **LEFT** onto 340th Street (gravel). Go 0.4 mile.
 - d. Before the tracks, turn **RIGHT** onto Partridge Avenue. Go 5.0 miles, through the town of Manly on Broadway Street. (North of town the road changes names back to Partridge Avenue.)
 - e. Jump ahead to instruction #11.
- 10. NON-GRAVEL DETOUR:**
- a. At 310th Street, **CONTINUE STRAIGHT AHEAD** on US Route 65. Go 2.8 mile.
 - b. Turn **RIGHT** onto 340th Street. Go 0.5 mile.
 - c. After the tracks, turn **LEFT** onto Partridge Avenue. Go 5.0 miles, through the town of Manly on Broadway Street. (North of town the road changes names back to Partridge Avenue.)
- 11. MAIN TOUR ROUTE (1.8 MILES OF GRAVEL):**
- a. At County Hwy A39 / 390th Street, **CONTINUE STRAIGHT AHEAD** on Partridge Avenue (gravel). Go 1.0 mile, to the end of the road.
 - b. Turn **LEFT** onto 400th Street (gravel). Go 0.2 mile.

- c. Just before the tracks, turn RIGHT onto Main Street (gravel). Go 0.8 mile into the town of Kensett.
- d. Jump ahead to instruction #13.

12. NON-GRAVEL DETOUR:

- a. Turn LEFT onto County Hwy A39 / 390th Street. Go 0.5 mile.
 - b. Turn RIGHT onto US Route 65. Go 1.6 mile to the town of Kensett.
 - c. Entering Kensett, turn RIGHT onto 1st Street. Go 3 blocks and cross the tracks, to the end of the road.
 - d. Turn LEFT onto Main Street. Go 0.2 mile into Kensett.
13. In Kensett, curve LEFT onto 5th Street. Cross the tracks and go 2 blocks.
14. Turn RIGHT onto Elm Street. Go 1 block.
15. Turn LEFT onto 6th Street. Go 1 block.
16. Turn RIGHT onto US Route 65. Go 6.2 miles, entering the town of Northwood on 10th Street.
17. In downtown Northwood, FOLLOW US Route 65. Turn LEFT onto Central Avenue, go 2 blocks, then turn RIGHT onto 8th Street. Go 0.9 mile (10 blocks).
18. On the north end of town, turn LEFT onto 480th Street. Go 0.4 mile.
19. Curve RIGHT onto Nightingale Avenue. Go 0.9 mile, to the end of the road.

20. MAIN TOUR ROUTE (0.8 MILES OF GRAVEL):

- a. Turn LEFT onto 490th Street (paved). Go 0.5 mile.
- b. Curve RIGHT onto Mockingbird Avenue (paved, then gravel). Go 1.2 mile to the end of the road.
- c. Turn/curve RIGHT onto 505th Street (gravel). Go 400 feet, crossing the tracks.
- d. Turn LEFT onto US Route 65. Go 11.5 miles, *entering the State of Minnesota* (at 510th Street), continuing pass the town of Glenville, crossing Interstate 35, and finally entering the city of Albert Lea on Broadway Avenue.
- e. Jump ahead to instruction #22.

21. NON-GRAVEL DETOUR:

- a. Turn RIGHT onto 490th Street and cross the tracks.
 - b. Turn LEFT onto US Route 65. Go 12.9 miles, *entering the State of Minnesota* (at 510th Street), continuing pass the town of Glenville, crossing Interstate 35, and finally entering the city of Albert Lea on Broadway Avenue.
22. Entering Albert Lea, turn RIGHT onto County Hwy 19 / S. Shore Drive. Go 2 blocks.
23. Turn LEFT onto Frank Hall Drive. Go 1.3 mile, along Albert Lea Lake to the end of the street. (The street will curve left and change names to 2nd Street.)
24. Turn RIGHT onto US Route 65 / Broadway Street. Go 0.3 mile (5 blocks).
25. In downtown Albert Lea, turn RIGHT onto US Route 65 / Main Street. Go 2.0 mile.

26. Take the ramp on the RIGHT for Interstate 35 / County Hwy 46. Go 1.0 mile on East Main Street, crossing under Interstate 35. Get in the LEFT lane.
27. ARRIVE at the **Day 2 Hotel Stop at the Holiday Inn Express Albert Lea, 77820 East Main Street, Albert Lea, Minnesota 56007, (507) 473-2300** on the LEFT. To access the hotel, turn LEFT onto 777th Avenue, go 700 feet, then turn RIGHT into the entry drive.

From the Day 2 Hotel Stop to the Day 2 Dinner Stop and Old Car Show at the Leo Carey American Legion Hall Post 56, 142 North Broadway, Albert Lea, Minnesota 56007, (507) 373-7993, (3.5 miles):

NOTE: The old car show in Albert Lea will be on Broadway Street in front of the American Legion Hall. The car show is from 4pm to 8pm. Our dinner in the Legion Hall starts at 7pm. Across from the Legion Hall is the Marion Ross Performing Arts Center, which will be open for tours. Please get to the Legion Hall no later than 5pm.

1. Departing the hotel parking lot, turn LEFT onto 777th Avenue. Go 0.1 mile.
2. Turn RIGHT onto East Main Street / County Hwy 46. Go 3.0 miles, returning back into Albert Lea.
3. In downtown Albert Lea, turn RIGHT onto Broadway Street. Go 3 blocks.
4. ARRIVE at the **Day 2 Dinner Stop and Old Car Show at the Leo Carey American Legion Hall Post 56, 142 North Broadway, Albert Lea, Minnesota 56007, (507) 373-7993** on the RIGHT. Our hosts will give us instructions about displaying our historical cars on the street.

End of driving instructions for Day 2.

DAY 3 – MONDAY, JUNE 26, 2017
ALBERT LEA, MINNESOTA TO MINNEAPOLIS, MINNESOTA
167 MILES ON THE JEFFERSON HIGHWAY

From the Holiday Inn Express Albert Lea to the Day 3 Morning Stop #1 at the Spam Museum, 101 3rd Avenue Northeast, Austin, Minnesota 55912, (507) 437-5100 (18 miles) NOTE: SPAM MUSEUM TOUR STARTS AT 9AM SHARP.

(Note: We take a short trip off of the Jefferson Highway to visit our next stop.)

1. Departing the hotel parking lot, turn LEFT onto 777th Avenue. Go 0.1 mile.
2. Turn LEFT onto East Main Street / County Hwy 46. Go 16.4 miles, crossing Interstate 90 TWICE, and entering the city of Austin, Minnesota on Oakland Avenue.
3. In Austin, follow Oakland Avenue eastbound traffic as it “S-curves” to the RIGHT over onto 1st Avenue. Continue 0.7 miles (10 blocks) into downtown Austin.
4. Turn LEFT onto Main Street. Go 4 blocks.
5. ARRIVE at the **Day 3 Morning Stop #1 at the Spam Museum, 101 3rd Avenue Northeast, Austin, Minnesota 55912, (507) 437-5100** on the RIGHT. Park along city streets or in city lots around the building. Tour starts at 9am sharp.
 - a. *The **Spam Museum** originated in 1991 as the Hormel Foods First Century Museum, when Hormel opened a small storefront company museum in celebration of the company's 100 year anniversary. Located in Austin's Oak Park Mall, Hormel later re-branded it as the Spam Museum. A much-larger Spam-focused museum opened in September 2001. The current museum opened at its new location April 22, 2016.*
 - b. *The museum is approximately 14,000 square feet and comprises seven main galleries and a gift shop. Volunteer guides - known as **Spambassadors** - offer visitors bits of Spam on a toothpick or pretzel stick, commonly known as **Spamples**.*
 - c. *Spam was introduced by the **Hormel Foods Corporation** of Austin, Minnesota, in 1937. **Ken Daigneau**, brother of a company executive, won a \$100 prize that year in a competition to name the new item. Hormel claims that the meaning of the name "is known by only a small circle of former Hormel Foods executives", but popular beliefs are that the name is an abbreviation of "spiced ham", "spare meat", or "shoulders of pork and ham". Another popular explanation is that Spam is an acronym standing for "Specially Processed American Meat" or "Specially Processed Army Meat".*
 - d. *The difficulty of delivering fresh meat to the front during World War II saw Spam become a ubiquitous part of the U.S. soldier's diet. It became variously referred to as "ham that didn't pass its physical", "meatloaf without basic training", and "Special Army Meat". Over 150 million pounds of Spam were purchased by the military before the war's end.*

- e. *During World War II and the occupations which followed, Spam was introduced into Guam, Hawaii, Okinawa, the Philippines, and other islands in the Pacific. Immediately absorbed into native diets, it has become a unique part of the history and effects of U.S. influence in the Pacific.*
- f. *As a consequence of World War II rationing and the Lend-Lease Act, Spam also gained prominence in the United Kingdom. During the 1980s **British Prime Minister Margaret Thatcher** later referred to it as a "wartime delicacy". In addition to increasing production for the U.K., Hormel expanded Spam output as part of Allied aid to the similarly beleaguered Soviet Union. **Nikita Khrushchev** declared: "Without Spam we wouldn't have been able to feed our army". Throughout the war, countries ravaged by the conflict and faced with strict food rations came to appreciate Spam.*
- g. *By 2003, Spam was sold in 41 countries on six continents. In 2007, the seven billionth can of Spam was sold.*

From the Day 3 Morning Stop #1 to the Day 3 Morning Stop #2 at the Jesse James Museum at the Northfield Historical Society, 408 Division Street South, Northfield, Minnesota 55057, (507) 645-9268, (81 miles):

1. Departing the museum entrance, TURN AROUND and head SOUTHBOUND on Main Street. Go 3 blocks.
2. Turn RIGHT onto Oakland Avenue. Go 2.3 miles, departing downtown Austin.
3. Take the entrance ramp on the LEFT for westbound Interstate 90 / Albert Lea. Go 17.4 miles.
 - a. ***Interstate 90** is the longest Interstate Highway in the United States at 3,020.54 miles (4,861.09 km). It spans from Boston to Seattle, through the major cities of Buffalo, Cleveland, Toledo, South Bend, Chicago, Madison, La Crosse, Sioux Falls, Billings, Missoula, Coeur d'Alene, and Spokane.*
4. Take the exit ramp on the RIGHT for County Hwy 22 / Albert Lea (Exit #157). At the end of the ramp, turn RIGHT onto County Hwy 22 (Jefferson Highway). Go 2.6 miles. (The road will curve and changes names to 757th Avenue, then to 760th Avenue.)
5. **MAIN TOUR ROUTE (2.7 MILES OF GRAVEL):**
 - a. At the stop sign for County Hwy 25 / 255th Street, CONTINUE STRAIGHT AHEAD on County Hwy 22 / 760th Avenue (gravel). Go 2.7 miles, to the end of the road.
 - b. Turn RIGHT onto County Hwy 31 / 283rd Street (paved). Go 1.9 miles, through the village of Clarks Grove and cross over Interstate 35.
 - c. Jump ahead to instruction #7.

6. NON-GRAVEL DETOUR:

- a. At the stop sign, turn RIGHT onto County Hwy 25 / 255th Street. Go 1.0 mile.
 - b. Turn LEFT onto County Hwy 45 / 770th Avenue. Go 2.2 miles.
 - c. Approaching the village of Clarks Grove, as the road curves right, turn LEFT onto Independence Avenue. Go 0.4 mile.
 - d. Turn RIGHT onto Main Street / County Hwy 31. Go 0.9 mile and cross over Interstate 35.
7. After the ramps for Interstate 35, turn LEFT onto County Hwy 45. Go 6.2 miles, through the village of Geneva on Central Avenue.
 8. North of Geneva, turn RIGHT onto County Hwy 47 / 810th Avenue. Go 0.8 mile.
 9. At 168th Street, CONTINUE STRAIGHT AHEAD as the road once again becomes County Hwy 45. Go 15.7 miles, entering the city of Owatonna on Cedar Avenue.
 10. In Owatonna, where Oak Avenue curves off to the left, CONTINUE STRAIGHT AHEAD on Cedar Avenue. Go 1.0 mile to the end of the street.
 11. In downtown Owatonna, at Central Park, turn LEFT onto Main Street. Go 0.5 mile, across the Straight River and onto Bridge Street.
 12. Turn RIGHT onto State Avenue. Go 1.9 mile.
 13. At 26th Street, CONTINUE STRAIGHT AHEAD onto County Hwy 45, a frontage road along Interstate 35. Go 5.1 miles, through the town of Medford on Main Street.

14. MAIN TOUR ROUTE (1.1 MILES OF GRAVEL):

- a. North of Medford, turn RIGHT onto NW 76th Street (gravel). Cross the tracks and go 1.1 miles.
- b. At County Road 2 / 270th Street, CONTINUE STRAIGHT AHEAD on County Road 21 / Cabot Avenue (paved). Go 6.0 miles, entering the city of Faribault on Glynview Trail.
- c. Jump ahead to instruction #16.

15. NON-GRAVEL DETOUR:

- a. North of Medford, at NW 76th Street, CONTINUE STRAIGHT AHEAD on County Hwy 45. Go 1.5 mile.
 - b. Turn RIGHT onto 265th Street. Cross the tracks and go 0.7 mile to the end of the road.
 - c. Turn LEFT onto County Road 21 / Cabot Avenue. Go 5.5 miles, entering the city of Faribault on Glynview Trail.
16. At the end of the road, turn RIGHT onto Willow Street. Go 1.3 miles.
 17. In downtown Faribault, curve LEFT onto 4th Street. Go 3 blocks.
 18. Turn RIGHT onto 2nd Avenue. Go 13.0 miles, pass the town of Dundas, to the city of Northfield. (The road will become Minnesota Route 3 and change names to Faribault Boulevard. In Northfield, it changes names to Dahomey Avenue.)

19. In Northfield, after crossing the Cannon River, at the light, turn RIGHT onto 5th Street. Go 0.2 mile, back over the river.
20. Turn LEFT onto Division Street. Go 1 block.
21. At Bridge Square, ARRIVE at the **Day 3 Morning Stop #2 at the Jesse James Museum at the Northfield Historical Society, 408 Division Street South, Northfield, Minnesota 55057, (507) 645-9268** on the near LEFT corner of the square. Park along the city streets.
- a. *This is the location of **Jesse James** last attempted bank robbery and shoot out in 1876.*
 - b. *1876 was a year of great change in America's history. America celebrated its 100th birthday with the Centennial Exposition in Philadelphia, **George Custer** was killed at the **Battle of Little Big Horn**, and **Rutherford B. Hayes** beat out **Samuel Tilden** for the presidency. Tilden won the popular vote but Hayes won the Electoral vote and became the 19th president of the United States.*
 - c. *Northfield was a growing Southern Minnesota community. By 1876 the town had two colleges and saw the completion of a railroad through town. The town also had many prominent business leaders and a healthy bank. It was the bank that would draw the attention of America's most notorious bank and train robbers: the **James-Younger Gang**.*
 - d. *In late August 1876 the James-Younger Gang, consisting of **Jesse and Frank James; Bob, Jim, and Cole Younger; Clell Miller; Charlie Pitts; and Bill Stiles** headed for Minnesota. After arriving in the state, the gang divided into scouting parties of two, three, and four men. Looking for possible sites to execute their plans, they considered banks in Minneapolis, Red Wing, St. Peter, and St. Paul, as well as Madelia, Mankato, Lake Crystal, St. James, Garden City, and Northfield.*
 - e. *On September 4 the gang rode into Mankato to rob the 1st National Bank of Mankato (the gang's first choice). However, the gang decided to abort the robbery and headed for their second choice, Northfield. Little did the gang know that this decision would end all of their careers as outlaws and result in the deaths of three gang members and two Northfield citizens.*
 - f. *On September 7, 1876, the eight bandits rode into Northfield to rob the First National Bank. It was a sunny Thursday at 2 p.m. What would later be called a "textbook James-Younger robbery" began with three of the gang members entering the bank and announcing that this was a holdup.*
 - g. *The desperadoes ordered the three bank employees to open the safe, but were told that the door was locked and couldn't be opened.*
 - h. *Meanwhile, local citizens on the street began to arm themselves when a merchant discovered the robbery in progress and shouted, "Get your guns, boys — they're robbing the bank!"*

- i. Upon this discovery, two of the gang members sprang to their saddles and began firing their pistols, yelling for everyone to leave the area or be shot. This forced the remaining robbers to enter the fray. The first to fall was a Swedish immigrant named **Nicholas Gustafson**. He was wounded in the head and died several days later.
- j. When it was over after just seven minutes, two of the robbers lay dead on the street with two more badly wounded. The remaining six outlaws fled southwest, triggering the largest manhunt in U.S. history. Frank and Jesse James were not caught after the failed raid, but the Younger brothers were captured and Charlie Pitts was killed two weeks later during a furious gunfight near Madelia, Minnesota.
- k. A number of townspeople are remembered for their actions that day: **J.S. Allen**, the merchant who first sounded the alarm; **A.R. Manning**, who used a single-shot rifle to shoot a horse, wound Cole Younger, and kill William Chadwell; and **Henry Wheeler**, who killed Clell Miller and wounded Bob Younger with an old single-shot army carbine he found in the lobby of the Dampier Hotel. Bank teller **Joseph Lee Haywood** was shot and killed because he refused to open the bank vault.
- l. It is the courage of these otherwise ordinary citizens that the city of Northfield honor on the weekend after Labor Day each year.

From the Day 3 Morning Stop #2 to the Day 3 Lunch Stop at the Northfield Ballroom, 1055 Minnesota Route 3, Northfield, Minnesota 55057, (507) 645-6110 (1.3 miles):

1. Departing the museum, from Division Street, at 4th Street, turn LEFT along the north side of the park (the street is called Bridge Square). Go 0.1 mile, over Cannon River on Water Street, then curving RIGHT, then LEFT, to the stop sign.
2. Turn RIGHT onto Minnesota Route 3 / Dahomey Avenue / Water Street. Go 1.1 mile.
3. Turn RIGHT onto Montessori Court. Drive to the end of the street and ARRIVE at the **the Day 3 Lunch Stop at the Northfield Ballroom, 1055 Minnesota Route 3, Northfield, Minnesota 55057, (507) 645-6110**. There is parking in front of the building.

From the Day 3 Lunch Stop to the Day 3 Afternoon Stop at the Fitzgerald Theatre (Home of “A Prairie Home Companion”), 10 East Exchange Street, St. Paul, Minnesota 55101, (651) 290-1200, (35 miles):

1. Departing the ballroom, RETURN to the main highway.
2. Turn RIGHT onto Minnesota Route 3. Go 29.7 miles, following Minnesota Route 3 through the towns of Farmington (on Chippendale Avenue), and Rosemont (on Robert Trail), into the suburbs of the city of St. Paul.

3. After crossing over Interstate 494, and under Minnesota Route 110, CONTINUE STRAIGHT AHEAD on Minnesota Route 52 / Robert Street. Go 5.1 miles into St. Paul.
4. After crossing the Mississippi River, in downtown St. Paul, turn LEFT onto 7th Street / Fort Road / Minnesota Route 5. Go 3 blocks.
5. Turn RIGHT onto Wabasha Street, and ARRIVE at the entrance for the PARKING GARAGE on the RIGHT for the *Day 3 Afternoon Stop at the Fitzgerald Theatre (Home of "A Prairie Home Companion"), 10 East Exchange Street, St. Paul, Minnesota 55101, (651) 290-1200*. Park in the garage. From the garage, walk 1/2 block up Wabasha Street and turn RIGHT onto West Exchange Street to access the theatre's front doors. (See Tour Guides for tour instructions of Fitzgerald Theatre.)
 - a. *The Fitzgerald Theatre is the home of Garrison Keillor's famed "A Prairie Home Companion" broadcasts on National Public Radio. The show began in 1974, and started broadcasting from this theatre in 1978. The theatre was also used for the filming of Robert Altman's film "A Prairie Home Companion" in 2006.*
 - b. *The Fitzgerald Theater is St. Paul's oldest theater, celebrating its 100th anniversary in 2010. Originally called the Sam S. Shubert Theater, it was one of four special memorial theaters erected by entertainment-industry magnates Lee and J. J. Shubert after the death of their brother Sam, this was to be a particularly elegant building, patterned after the renowned Maxine Elliot Theater in New York.*
 - c. *The theater was constructed of concrete and steel with a sandstone facade, complete with 16 dressing rooms, a stage that could be raised or lowered by two feet, a built in vacuum-cleaning system and nearly 2,000 electric lights.*
 - d. *The theater's architecture was ideal for vaudeville productions, the most popular form of entertainment in the country at the time. Vaudeville made a commitment to polite entertainment that didn't offend women and children; comedians, singers, dancers, acrobats, ventriloquists and others captivated audiences with pure showmanship. Theatergoers could pay between a quarter and \$1.50 for a seat to see famous stars like Maxine Elliott, E.H. Southern and Julia Marlowe.*
 - e. *Opening night was on Monday, August 29th, 1910. The first production staged at the theater was "The Fourth Estate," a Joseph Medill Patterson and Harriet Ford play about a reporter working for a major metropolitan newspaper who found himself in court fighting the influence of powerful advertisers.*
 - f. *The Shubert Theater has undergone quite a bit of transformation since its opening night. It became a movie house and in 1933 was renamed The World Theater. In 1981, Garrison Keillor brought his radio program, "A Prairie Home Companion," to the World. A best-selling American*

author, Keillor led the charge to rename the theater in honor of St. Paul native and beloved American author, **F. Scott Fitzgerald**. Keillor also lured high-caliber Hollywood stars like **Meryl Streep** and **Lily Tomlin** to the Fitzgerald when he teamed with director Robert Altman to make the 2006 film “**A Prairie Home Companion**”.

From the Day 3 Afternoon Stop #1 to the

- **Day 3 Hotel Stop “A” at the Holiday Inn & Suites, 11801 Fountains Way North, Maple Grove, Minnesota 55369, (763) 425-3800 (31 miles):**
 - **Day 3 Hotel Stop “B” at the Staybridge Suites, 7821 Elm Creek Boulevard, Maple Grove, Minnesota 55369, (763) 494-8856 (32 miles):**
 - **Day 3 Hotel Stop “C” at the Hampton Inn & Suites, 7745 Elm Creek Boulevard, Maple Grove, Minnesota 55369, (763) 494-4498 (32 miles):**
1. Departing the parking garage from the same entrance, turn RIGHT onto Wabasha Street. Go 2-1/2 blocks.
 2. Turn RIGHT onto 11th Street. Get in the LEFT lane and go 1 block.
 3. Turn LEFT onto Cedar Street. Go over the freeways and 2 more blocks.
 4. Turn LEFT onto Rev. Dr. Martin Luther King Jr. Boulevard, and ARRIVE at the **Day 3 Photo Stop #1: Minnesota State Capitol Building**.
 - a. *The Minnesota Capitol was designed by prominent architect **Cass Gilbert** and modeled after **St. Peter's Basilica** in Rome. The unsupported marble dome is the second largest in the world, after St. Peter's. However, like all state capitols with domes, it is also inspired by the US Capitol dome.*
 - b. *This is the third building to serve as the Minnesota Capitol building. The first building was destroyed by fire in 1881, and the second, completed in 1883, was considered to be too small almost immediately. Work began on this third capitol building in 1896. Construction was completed in 1905.*
 - c. *The base of the building and interior spaces uses varieties of native Minnesota stone, including Kasota stone, and the rare Minnesota Pipestone used by Native Americans for their peace pipes. Upon completion, the exterior and interior of the building drew praise, leading to requests for Gilbert to design capitol buildings for other states such as West Virginia and Arkansas as well as other notable structures.*
 - d. *The Minnesota Capitol cost \$4.5 million in 1905, now valued at \$400 million. It was added to the National Register of Historic Places in 1972.*
 5. Departing the Capitol, CONTINUE AHEAD on Martin Luther King Blvd. Go 0.2 mile as the street curves to the RIGHT around the Capitol building.
 6. Turn LEFT onto University Avenue. Go 6.3 miles into the city of Minneapolis.
 - a. *On University Avenue, in addition to the **JEFFERSON HIGHWAY**, you are also on the original alignment of the **YELLOWSTONE TRAIL**, which was the first transcontinental automobile highway in the US through the northern tier of states from Massachusetts to Washington. It was conceived in 1912 by **J.W. Parmley** of Ipswich, South Dakota.*

- b. *Parmley and his colleagues wanted a good road from Ipswich to Aberdeen, SD, just 25 miles away. In a few weeks' time the intent had expanded to include a good road to Mobridge, SD, then to Hettinger ND, then on to Yellowstone National Park. Soon, it was understood that under their leadership there was to be "a good road from Plymouth Rock to Puget Sound."*
- c. *The **Yellowstone Trail Association** was formed in October 1912, with its headquarters in Minneapolis. The association was active until 1930.*
7. Approaching the Stadium, get in the RIGHT lanes and follow the one-way-traffic as it "S-curves" to the RIGHT over onto 4th Street. Go 1.6 mile. Get in the LEFT lanes.
 8. Turn LEFT onto First Avenue. Go 1.0 miles, over the Mississippi River and into downtown Minneapolis. (The street changes names to Hennepin Avenue.)
 9. In downtown Minneapolis, turn LEFT onto 4th Street. Go 2 blocks.
 10. Turn RIGHT onto Marquette Avenue. Go 1 block.
 11. Turn RIGHT onto 5th Street, get in the, get in the LEFT lane, go 1 block, and ARRIVE at the **Day 3 Photo Stop #2: Mary Tyler Moore Statue** in the **Minnesota Visitor Center, 505 Nicollet Mall, Suite 100** on the LEFT corner. (You can see it in the corner window.) Park in adjacent garages or along the streets to visit the statue.



12. Departing the statue, CONTINUE AHEAD on 5th Street. Go 1 block.
13. Turn LEFT onto Hennepin Avenue. (Hennepin Avenue is also the **Yellowstone Trail**.) Go 0.9 mile (12 blocks). Get in the LEFT lane.
14. Immediately after going under Interstate 94, turn LEFT onto Lyndale Avenue. Get in the RIGHT lane. Go 0.2 mile to the next light.
15. Turn RIGHT onto Vineland Place. Go 0.1 mile following the street as it curves right.
16. Curve LEFT onto Kenwood Parkway. Go 1.3 mile.

17. ARRIVE at the **Day 3 Photo Stop #3: Mary Tyler Moore House, at 2104 Kenwood Parkway, Minneapolis, Minnesota 55405** on the far RIGHT corner of 21st Street.

- a. This home was used for the exterior shots for the *Mary Tyler Moore Show* (CBS television, 1970-1977).
- b. Once fans of the series discovered where exterior shots had been taken, the house became a popular tourist destination. According to Moore, the woman who lived in the house "was overwhelmed by the people showing up and asking if Mary was around". To discourage crews from filming additional footage of the house, the owners placed an "Impeach Nixon" sign beneath the window where Mary supposedly lived. The house continued to attract 30 tour buses a day more than a decade after production ended.
- c. The house was built in 1900 and has 9500 sq ft, with 7 bedrooms and 6.5 baths. It was last purchased August 2007 for \$2.8 million. Subsequently, it has been for sale since 2012, originally asking \$2.9 million, now down to \$1.7 million.
- d. Below are photos of the exterior as it appeared in the *Mary Tyler Moore Show*, Miss Moore outside the house, the apartment set at CBS television studios, and the actual attic studio today.



18. Departing the house, TURN AROUND and BACKTRACK on Kenwood Parkway 1.3 mile and Vineland Place back to Lyndale Avenue.
19. At Lyndale Avenue, go thru the light then immediately turn LEFT onto Hennepin Avenue. Get in the RIGHT lane.
20. Take the ramp on the RIGHT for Dunwoody Blvd / Hennepin Avenue. Get in the RIGHT lane.
21. At the light at the end of the ramp, curve RIGHT onto Hennepin Avenue. Go 1.8 mile, back through downtown Minneapolis and across the Mississippi River.
22. Turn LEFT onto University Avenue. Go 0.8 mile (9 blocks).
23. Turn LEFT onto Broadway Street. Go 3.8 miles. (The street will change name to Broadway Avenue.)
24. Turn LEFT onto 36th Avenue North. Go 1 block.
25. Turn RIGHT onto France Avenue. Go 5.1 miles. (The street will change name back to Broadway Avenue.)
 - a. At 0.9 mile on the RIGHT is the ***Nona Rosa Italian Restaurant*** in the ***O.T. Beaudoin Building***, which was the home of ***Fawcett Publications*** from 1919 to 1930, the home of “***Captain Billy’s Whizbang***” adult humor magazine.
 - b. At 1.3 miles on the RIGHT (after crossing over Highway 100) is ***Graeser Park***, the only remaining “***Behive Park***”, famous for the beehive style fireplace grilles.
26. Turn RIGHT onto Bottineau Boulevard. Go 0.3 mile.
27. Take the entry ramp on the LEFT for westbound Interstates 94 & 694. Go 2.5 miles.
28. Take the exit ramp on the RIGHT for Hemlock Lane / County Route 61 (Exit #28). At the end of the ramp, turn RIGHT onto Hemlock Lane.
- 29. TO THE DAY 3 HOTEL “A”: HOLIDAY INN & SUITES:**
 - a. At the end of the ramp, turn RIGHT onto Hemlock Lane. Go 500 feet.
 - b. Turn RIGHT into the entry drive for The Fountains (Fountains Way). Go past the Courtyard Marriott.
 - c. ARRIVE at the ***Holiday Inn & Suites, 11801 Fountains Way North, Maple Grove, Minnesota 55369, (763) 425-3800 on the RIGHT.***
- 30. TO THE DAY 3 HOTEL “B”: STAYBRIDGE SUITES, AND THE DAY 3 HOTEL “C”: HAMPTON INN & SUITES:**
 - a. At the end of the ramp, turn RIGHT onto Hemlock Lane. Go 1200 feet.
 - b. Turn LEFT into Elm Creek Blvd. Go 0.8 mile.
 - c. Turn LEFT onto Vinewood Lane. Go 400 feet, then turn LEFT.
 - d. ARRIVE at the ***Staybridge Suites, 7821 Elm Creek Boulevard, Maple Grove, Minnesota 55369, (763) 494-8856*** on the LEFT, and the ***Hampton Inn & Suites, 7745 Elm Creek Boulevard, Maple Grove, Minnesota 55369, (763) 494-4498*** 800 feet further ahead on the LEFT.

From the Day 3 Hotel Stops to the Day 3 Dinner Stop at the Claddagh Irish Pub, 7890 Main Street, Maple Grove, Minnesota 55369, (763) 773-7400 (1 mile):

1. FROM THE DAY 3 HOTEL “A”: HOLIDAY INN & SUITES:

- a. From the hotel parking lot, turn RIGHT onto Fountains Way. Go 1 block.
- b. At the light, turn LEFT onto Fountains Drive. Go 1 block.
- c. Turn LEFT onto Elm Creek Boulevard. Go 0.7 mile.
- d. Turn RIGHT onto Main Street. Go 3 blocks.
- e. At Elm Creek Dental on the right, turn RIGHT into the parking lot entrance.
- f. At the back of the buildings, turn LEFT and go to the far north end of the parking lot.
- g. ARRIVE at the Day 3 Dinner Stop at the Claddagh Irish Pub, 7890 Main Street, Maple Grove, Minnesota 55369, (763) 773-7400 on the LEFT.

2. FROM THE DAY 3 HOTEL “B”: STAYBRIDGE SUITES, AND THE DAY 3 HOTEL “C”: HAMPTON INN & SUITES:

- a. From both hotel parking lots, turn LEFT onto the Frontage Road alongside the freeway.
- b. At the stop sign at the rear of Best Buy, turn LEFT. Go 1 block.
- c. Turn RIGHT onto Elm Creek Boulevard. Go 1 block
- d. Turn LEFT onto Main Street. Go 3 blocks.
- e. At Elm Creek Dental on the right, turn RIGHT into the parking lot entrance.
- f. At the back of the buildings, turn LEFT and go to the far north end of the parking lot.
- g. ARRIVE at the Day 3 Dinner Stop at the Claddagh Irish Pub, 7890 Main Street, Maple Grove, Minnesota 55369, (763) 773-7400 on the LEFT.

End of driving instructions for Day 3.

DAY 4 – TUESDAY, JUNE 25, 2017
MINNEAPOLIS, MINNESOTA TO PARK RAPIDS, MINNESOTA
205 MILES ON THE JEFFERSON HIGHWAY

From the Hotels in Maple Grove to the Day 4 Morning Stop at the Munsinger & Clemens Gardens, 1515 Riverside Drive SE, St. Cloud, Minnesota 56304, (320) 257-5959, (61 miles):

1. Departing the hotels, BACKTRACK on Elm Creek Boulevard to Hemlock Avenue. Turn SOUTH onto Hemlock Avenue.
2. Take the entrance ramp on the LEFT for eastbound Interstates 94 & 694. Go 2.5 miles.
3. Take the exit ramp on the RIGHT for County Route 81 (Exit #31). At the end of the ramp turn RIGHT onto Bottineau Boulevard / County Road 81. Go 3.0 miles.
4. At the light, turn RIGHT onto Jefferson Highway / Central Avenue. Go 3.1 miles.
5. Turn RIGHT onto Elm Creek Parkway. Get in the LEFT lane.
6. Turn LEFT onto Jefferson Highway / US Route 169. Go 1.8 mile.
7. At the light, curve LEFT and CONTINUE on US Route 169. Go 1.0 mile over the Mississippi River. Get in the LEFT lane.
8. Turn LEFT onto Main Street. Go 0.6 mile.
9. Take the entrance ramp on the RIGHT for northbound US Route 169 / westbound US Route 10. Go 9.9 miles.
10. At the interchange for Minnesota Route 101, CONTINUE STRAIGHT AHEAD on US Route 10 / Elk River. (Do not follow Route 169). Go 35.2 miles, following US Route 10 through the towns of Elk River, Big Lake (on Jefferson Boulevard), Becker, Clear Lake, to the city of St. Cloud.
11. Entering St. Cloud, at the Northstar Link Park and Ride, turn LEFT onto the unmarked street next to the parking lot, go 500 feet to the end, then at the tracks, turn RIGHT onto Lincoln Avenue. Go 0.7 mile.
12. Turn LEFT onto 7th Street. Cross the tracks and go 1 block.
13. Turn LEFT onto Kilian Boulevard. Go 6 blocks.
14. Turn RIGHT onto 13th Street. Go 1 block.
15. Turn LEFT onto Riverside Drive. Go 0.1 mile.
16. ARRIVE at the **Day 4 Morning Stop at the Munsinger & Clemens Gardens, 1515 Riverside Drive SE, St. Cloud, Minnesota 56304, (320) 257-5959** on the RIGHT.
 - a. *The Munsinger Gardens date from 1915 when the city of McCloud purchased the former site of a sawmill as a park. The gardens themselves were constructed primarily in the 1930s by the Works Progress Administration. **(continued next page)***

- b. *Projects from the WPA period included planting trees and flowerbeds, and building rock-lined paths, a lily pond, and a fountain. The first greenhouse was built in 1938; it has subsequently been replaced. The gardens were refurbished and expanded in the 1980s.*
- c. *The **Clemens Gardens** were developed primarily in the 1990s by Bill and Virginia Clemens, who then donated them to the City of St. Cloud. They include six gardens in a formal European style with American plantings and fountains.*
- d. *The gardens are run by the **Munsinger-Clemens Botanical Society**.*

From the Day 4 Morning Stop to the Day 4 Lunch Stop at the Weyerhauser Museum (Morrison County Historical Society), 2151 South Lindbergh Drive, Little Falls, Minnesota 56345, (320) 632-4007 (38 miles):

1. Departing the gardens parking lot, turn LEFT onto Riverside Drive. Go 0.1 mile.
2. Turn RIGHT onto 13th Street. Go 1 block.
3. Turn LEFT onto Kilian Boulevard. Go 6 blocks.
4. Turn RIGHT onto 7th Street. Go 1 block and over the tracks.
5. Turn LEFT onto Lincoln Avenue. Go 1.8 mile.
6. At the light, turn LEFT onto Benton Drive. Go 4.5 miles, through Sauk Rapids. (The road will change names to 1st Avenue.)
7. After passing Scenic Drive on the right, in 1/4 mile, turn LEFT onto River Road / County Road 55. Cross the tracks and go 9.4 miles along the Mississippi River, entering the town of Rice on 1st Avenue.
8. In Rice, turn RIGHT onto Main Street, cross the tracks, then turn LEFT onto Division Street. Go 0.7 mile.
9. At the light, turn LEFT onto US Route 10. Go 5.6 miles, to the town of Royalton.
10. In Royalton, at the light, turn LEFT onto Centre Street / County Road 26. Cross the tracks and go 1.7 mile. (The road will change names to Nature Road.)
11. Turn RIGHT onto Hillton Road. Go 10.5 miles along the Mississippi River. (The road will change names to Highland Avenue, and finally enter the town of Little Falls on 8th Avenue.)
12. In Little Falls, at the stop sign, turn LEFT onto 1st Street / Haven Road / County Road 76. Go 0.7 mile (10 blocks) into downtown Little Falls.
13. Turn LEFT onto Broadway / Minnesota Route 27. Go 0.4 mile, over the Mississippi River.
14. At the light, turn LEFT onto Lindbergh Drive / County Road 52. Go 1.9 mile.
15. ARRIVE at the **Day 4 Lunch Stop at the Weyerhauser Museum (Morrison County Historical Society), 2151 South Lindbergh Drive, Little Falls, Minnesota 56345, (320) 632-4007** on the LEFT.

From the Day 4 Lunch Stop to the Day 4 Afternoon Stop #1 at the Charles A. Lindbergh Boyhood Home Historic Site, 1620 Lindbergh Drive, Little Falls, Minnesota 56345, (320) 616-5421 (1/3 mile):

1. Departing the museum, turn RIGHT onto Lindbergh Drive. Go 0.3 mile.
2. ARRIVE at the **Day 4 Afternoon Stop #1 at the Charles A. Lindbergh Boyhood Home Historic Site, 1620 Lindbergh Drive, Little Falls, Minnesota 56345, (320) 616-5421** on the RIGHT.

From the Day 4 Afternoon Stop #1 to the Day 4 Afternoon Stop #2 at the Minnesota Fishing Museum & Hall of Fame, 304 Broadway, Little Falls, Minnesota 56345, (320) 616-2011 (1.7 mile):

1. Departing the Lindbergh house, turn RIGHT onto Lindbergh Drive. Go 1.5 mile back into Little Falls.
2. At the light, turn LEFT onto Broadway. Go 1-1/2 blocks.
3. ARRIVE at the **Day 4 Afternoon Stop #2 at the Minnesota Fishing Museum & Hall of Fame, 304 Broadway, Little Falls, Minnesota 56345, (320) 616-2011** on the RIGHT. Park in the small lot in front of the building or in the lot behind the building.

From the Day 4 Afternoon Stop #2 to the Day 4 Afternoon Stop #3 at the Menahga Historical Society Museum, 320 Helsinki Blvd SE, Menahga, Minnesota 56464, (218) 564-5063 (83 miles):

1. Departing the fishing museum, BACKTRACK on Broadway 1-1/2 blocks to Lindbergh Drive.
2. Turn LEFT onto Lindbergh Drive / County Road 52. Go 2.4 miles. (The street will change names to Greyhound Road.)
3. Take the entrance ramp STRAIGHT AHEAD for northbound US Route 10. Go 6.7 miles.
4. At the sign for the State Veterans Cemetery, turn RIGHT onto 80th Avenue / Minnesota Route 115, go 150 feet, then before the tracks, turn LEFT onto Superior Avenue. Go 1.1 mile, thru the village of Randall.
5. Turn LEFT onto 1st Street. Go 600 feet.
6. Turn RIGHT onto US Route 10. Go 2.3 mile.
7. **MAIN TOUR ROUTE (2.3 MILES OF GRAVEL):**
 - a. After passing 60th Avenue on the left, in 0.3 mile, turn RIGHT at Railroad Track Crossing, then turn LEFT onto Beaver Road (gravel). Go 2.3 mile, into the village of Cushing.
 - b. In Cushing, turn LEFT onto Bear Road (paved), cross the tracks, then turn RIGHT onto Front Street. Go 0.4 mile.
 - c. Turn RIGHT onto US Route 10. Go 2.3 miles.
 - d. Jump ahead to instruction #9.

8. NON-GRAVEL DETOUR ROUTE:

- a. At the right turn for the railroad crossing, CONTINUE STRAIGHT AHEAD on US Route 10. Go 5.1 miles, pass the town of Cushing.
9. As US Route 10 curves left away from the tracks, turn RIGHT onto Azure Road. Go 3.2 miles, paralleling the railroad tracks.
10. As the road curves right, away from the tracks, turn LEFT onto Holt Road, cross the tracks, then turn RIGHT onto Aster Road. Go 0.6 mile.
11. Cross US Route 10 and CONTINUE STRAIGHT AHEAD on County Road 7. Go 14.3 miles to the end of the road. (The road will make a series of right and left curves as it stair-steps around section lines and farms.)
12. Turn RIGHT onto 6th Street / Minnesota Route 110. Go 1.3 miles, into the town of Staples.
13. In Staples, turn LEFT onto 1st Avenue / US Route 10. Go 2 blocks.
14. Turn RIGHT onto 4th Street / County Road 43. Go 1.4 miles, to the end of the road.
15. Turn LEFT onto Prairie Avenue. Go 0.2 mile (3 blocks).
16. Turn RIGHT onto Airport Road. Go 1.0 mile.
17. At the 4-way stop, turn LEFT onto County Road 2 / County Road 30. Go 6.2 miles.

18. MAIN TOUR ROUTE (5.2 MILES OF GRAVEL):

- a. As County Road 2 makes a curve to the left, mid-curve, turn RIGHT onto 114th Street / County Road 104 (gravel). Go 4.3 miles, following County Road 104 as it stair steps around section lines, entering the town of Verndale on Clark Drive.
- b. In Verndale, turn RIGHT onto US Route 10. Go 3 blocks.
- c. Turn LEFT onto Brown Street / County Road 23. Cross the tracks.
- d. Turn RIGHT onto 1st Avenue / County Road 104 (paved). Go 2.7 miles.
- e. Turn RIGHT onto 141st Avenue / County Road 107 (gravel). Go 1.5 miles.
- f. Turn LEFT onto US Route 10. Go 3.5 miles, entering the town of Wadena on Ash Avenue.
- g. Jump ahead to instruction #20.

19. NON-GRAVEL DETOUR ROUTE:

- a. CONTINUE AHEAD on County Road 2 as it curves left. Go 1.1 mile, entering the village of Aldrich on Central Avenue.
- b. In Aldrich, at the end of the street, turn RIGHT onto Elm Lane. Go 1 block.
- c. Turn LEFT onto 1st Avenue, then immediately turn RIGHT onto Main Street / US Route 10. Go 10.7 miles, thru the town of Verndale, entering the town of Wadena on Ash Avenue.
20. In downtown Wadena, 2 blocks after crossing Jefferson Street, turn RIGHT onto 2nd Street NW / County Road 20. Go 3.5 miles. (The road will change names to Leaf River Road.)

21. MAIN TOUR ROUTE (8.8 MILES OF GRAVEL):

- a. After crossing the Leaf River and curving to the right, turn LEFT onto 121st Avenue / County Road 127 (gravel). Go 1.8 miles, to the end of the road.
- b. Turn LEFT onto 200th Street / County Road 6 (paved). Go 650 feet.
- c. Turn RIGHT onto 121st Avenue / County Road 127 (gravel). Go 3.1 miles, to the end of the road.
- d. Turn RIGHT onto 230th Street / County Road 130 (gravel). Go 1.0 mile.
- e. Turn LEFT onto US Route 71. Go 3.0 miles.
- f. Turn RIGHT onto 260th Street / County Road 132 (gravel). Go 0.4 mile.
- g. Turn LEFT onto 135th Avenue / County Road 133 (gravel). Go 5.3 miles, thru the town of Sebeka on Jefferson Avenue. North of Sebeka, the road again becomes 135th Avenue (gravel) and will curve left onto 308th Street (gravel).
- h. Turn RIGHT onto US Route 71. Go 5.4 miles, entering the town of Menahga on Aspen Avenue.
- i. Jump ahead to instruction #23.

22. NON-GRAVEL DETOUR ROUTE:

- a. After crossing the Leaf River, curve RIGHT and CONTINUE AHEAD on Leaf River Drive. Go 1.2 miles.
 - b. Turn LEFT onto US Route 71. Go 9.2 miles.
 - c. Approaching the town of Sebeka, turn RIGHT onto 5th Street SW. Go 0.2 mile.
 - d. Turn LEFT onto Jefferson Avenue. Go 0.8 mile, thru the town of Sebeka.
 - e. Turn LEFT onto 5th Street NW. Go 0.4 mile, to the end of the road.
 - f. Turn RIGHT onto Frontage Road, go 0.1 mile, then turn RIGHT and rejoin US Route 71. Go 7.8 miles, entering the town of Menahga on Aspen Avenue.
23. In Menahga, at the sign for the historical museum, turn RIGHT onto Helsinki Boulevard SE. Go 400 feet.
24. ARRIVE at the **Day 4 Afternoon Stop #3 at the Menahga Historical Society Museum, 320 Helsinki Blvd SE, Menahga, Minnesota 56464, (218) 564-5063** on the RIGHT. There is a parking lot in front of the building.

From the Day 4 Afternoon Stop #3 to the

- **Day 4 Hotel Stop "A" at the C'mon Inn Park Rapids, 1009 1st St East, Park Rapids, Minnesota 56470, (218) 732-1471 (15 miles):**
- **Day 4 Hotel Stop "B" at the AmericInn Lodge & Suites Park Rapids, 1501 1st St East, Park Rapids, Minnesota 56470, (218) 732-1234 (16 miles):**

1. Departing the museum parking lot, turn RIGHT onto Helsinki Boulevard. Go 300 feet.
2. Turn LEFT onto 3rd Street then immediately turn RIGHT onto Aspen Avenue / US Route 71. Go 4.3 miles, thru the town of Menahga.
3. **MAIN TOUR ROUTE (8.1 MILES OF GRAVEL):**
 - a. Turn LEFT onto 129th Avenue / County Road 115 (gravel). Go 1.7 mile.
 - b. Turn RIGHT onto 120th Street (gravel). Go 0.5 mile.
 - c. Turn LEFT onto 135th Avenue (gravel). Go 1.9 mile, to the end of the road.
 - d. Turn RIGHT onto County Road 14 (paved). Go 0.4 mile.
 - e. Turn LEFT onto 139th Avenue (gravel). Go 2.0 miles, to the end of the road.
 - f. Turn RIGHT onto 160th Street / County Road 28 (gravel). Go 0.8 mile.
 - g. At US Route 71, CONTINUE STRAIGHT AHEAD on County Road 1 (gravel). Go 900 feet.
 - h. Turn LEFT onto Albert Avenue (gravel). Go 0.8 mile to the end of the road.
 - i. Turn RIGHT onto US Route 71. Go 1.2 miles, entering the city of Park Rapids on Park Avenue.
 - j. Jump ahead to instruction #5.
4. **NON-GRAVEL DETOUR ROUTE:**
 - a. At 129th Avenue / County Road 115, CONTINUE STRAIGHT AHEAD on US Route 71. Go 8.1 mile, entering the city of Park Rapids on Park Avenue.
5. In downtown Park Rapids, at the light, turn RIGHT onto 1st Street / Minnesota Route 34.
 - a. **TO THE DAY 4 HOTEL STOP "A": C'MON INN:** Go 0.8 mile. ARRIVE at the *C'mon Inn Park Rapids, 1009 1st St East, Park Rapids, Minnesota 56470, (218) 732-1471* on the LEFT.
 - b. **TO THE DAY 4 HOTEL STOP "B": AMERICINN:** Go 1.5 mile (i.e. another 0.7 mile pass the C'mon Inn). ARRIVE at the *AmericInn Lodge & Suites Park Rapids, 1501 1st St East, Park Rapids, Minnesota 56470, (218) 732-1234* on the LEFT.

From the Day 4 Hotel Stops to the Day 4 Dinner Stop at the Rapid River Logging Camp, 15073 County Road 18, Park Rapids, Minnesota 56470, (218) 732-3444 (6 miles):

1. **From C'mon Inn:** turn RIGHT onto 1st Street / Minnesota Route 34. Go 0.3 mile. **From AmericInn:** turn RIGHT onto 1st Street / Minnesota Route 34. Go 1.0 mile.
2. Turn RIGHT onto Central Avenue / Country Road 1. Go 4.1 miles, to the end of the road.
3. Turn LEFT onto County Road 18. Go 1.2 mile.

4. ARRIVE at the *Day 4 Dinner Stop at the Rapid River Logging Camp, 15073 County Road 18, Park Rapids, Minnesota 56470, (218) 732-3444* on the LEFT. Turn LEFT onto the entry drive (1500 feet of gravel) to access the logging camp facilities.

End of driving instructions for Day 4.

DAY 5 – WEDNESDAY, JUNE 26, 2017
PARK RAPIDS, MINNESOTA TO THIEF RIVER FALLS, MINNESOTA
178 MILES ON THE JEFFERSON HIGHWAY

From the Hotel Stops in Park Rapids to the Day 5 Morning Stop #1 at the Douglas Lodge at Itasca State Park, 36750 Main Park Drive, Park Rapids, Minnesota, (218) 699-7227 (23 miles):

1. From both hotels, turn RIGHT onto 1st Street / Minnesota Route 34. BACKTRACK into Park Rapids.
2. In downtown Park Rapids, at the light, turn RIGHT onto Park Avenue / US Route 71. Go 18.4 miles.
3. At the ***Itasca State Park*** sign on the left, turn LEFT onto Entrance Road. Go 3.2 miles to the Entrance Check-In Building in the median strip. (This road is the old Jefferson Highway alignment.)
 - a. ***There will be park entry passes for us at the check-in building.***
4. Pass the entrance building, CONTINUE AHEAD 0.1 mile to the 4-way stop.
5. Turn LEFT onto Park Drive. Go 0.1 mile.
6. Turn RIGHT onto Douglas Lodge Drive. Go 0.1 mile to the parking lot.
7. ARRIVE at the ***Day 5 Morning Stop #1 at the Douglas Lodge at Itasca State Park, 36750 Main Park Drive, Park Rapids, Minnesota, (218) 699-7227.***
 - a. *Itasca State Park contains the headwaters of the Mississippi River. The park spans 32,690 acres, and is the second oldest state park in the United States (the first is Niagara Falls State Park in New York). Itasca was established by the Minnesota Legislature on April 20, 1891. Henry Schoolcraft determined Lake Itasca as the source of the Mississippi River in 1832. Itasca's rustic architectural building style is the largest collection of log-constructed buildings in the Minnesota state park system.*
 - b. *Douglas Lodge, built in 1905, is the oldest surviving building in the park and the first to be constructed in the Rustic Style. This structure was built using peeled logs harvested from the surrounding forests. Funded by State legislature in 1903, it became the first building to house the park's visitors. Originally, it was called "Itasca Park Lodge" or "State House", but was later named after **Minnesota Attorney General Wallace B. Douglas**, a prominent figure in the battle to save the timber in Itasca State Park at the start of the 20th century.*
 - c. *Douglas Lodge has provided tourist facilities since 1911 and remains functional today after undergoing renovations in the years following its grand opening. The Lodge is used as a hotel for guests to stay in, and the main lobby for the "Douglas Lodge Cabins" around it. There is also a restaurant famous for wild rice soup.*

From the Day 5 Morning Stop #1 to the Day 5 Morning Stop #2 at the Headwaters of the Mississippi River in Itasca State Park (5 miles):

1. Departing the lodge parking lot, BACKTRACK 0.1 mile on Douglas Lodge Drive.
2. Turn LEFT onto Park Drive. Go 0.1 mile.
3. At the 4-way stop, turn LEFT onto the main park road. Go 4.6 miles.
4. ARRIVE at the parking lot for the **Day 5 Morning Stop #2 at the Headwaters of the Mississippi River in Itasca State Park** on the LEFT.
 - a. *The **Headwaters of the Mississippi River** are clearly defined by a 44-foot-long outlet dam at the north end of Lake Itasca. This setup allows tourists to wade in shallow water or cross over it by way of the bridge constructed of logs.*
 - b. *In 1903 a 24-year-old park commissioner named **Mary Gibbs** played a significant role in saving the tall pine forests and shoreline of the Mississippi River Headwaters by resisting efforts to log the area. In honor of her efforts, the **Mary Gibbs Visitor Center** now exists, which includes a restaurant, gift shop, various displays, exhibits of the park's features, and an outdoor plaza.*

From the Day 5 Morning Stop #2 to the Day 5 Morning Stop #3 at the Paul Bunyan & Babe the Blue Ox Statues, 300 Bemidji Avenue North, Bemidji, Minnesota 56601, (800) 458-2223 (31 miles):

1. Departing the headwaters parking lot, turn RIGHT onto the main park road. Go 0.2 mile.
2. After crossing the small bridge, turn LEFT onto County Road 38 / County Road 122 / Entrance Road. Go 0.7 miles.
3. At the stop sign for Minnesota Route 200, CONTINUE STRAIGHT AHEAD on County Road 2. Go 6.3 miles.
4. Turn RIGHT onto 230th Street / County Road 40 / County Road 9. Go 7.4 miles.
5. At the 4-way stop for County Road 3, CONTINUE STRAIGHT AHEAD on County Road 9. (*You are now back on the **Jefferson Highway**, which came in from the right on County Road 3.*) Go 4.0 miles.
6. Turn LEFT onto 169th Avenue / County Road 10. Go 2.9 miles.
7. At Beltrami Line Road, CONTINUE STRAIGHT AHEAD on County Road 7 / Becida Road SW. Go 6.5 miles.
8. Curve RIGHT and CONTINUE AHEAD on County Road 7 / Division Street. Go 2.7 miles, crossing under US Route 2, and entering the city of Bemidji on 5th Street.
9. In downtown Bemidji, at the end of the street at the Mississippi River, turn RIGHT onto Bemidji Avenue. Go 3 blocks.

10. ARRIVE at the **Day 5 Morning Stop #3 at the Paul Bunyan & Babe the Blue Ox Statues, 300 Bemidji Avenue North, Bemidji, Minnesota 56601, (800) 458-2223** on the LEFT. Park in the lot.

- a. *The **Paul Bunyan and Babe the Blue Ox** statues were built in 1937. They served to attract the attention of motorists passing by and coincided with the dramatic rise in automobile travel in the 1930's.*
- b. *As early as the 1890s the city of Bemidji saw a modest tourist trade. When rail connections came to Bemidji in 1898, promoters began the development of lakeshore sites for cottages, hotels and resorts. Most of these resorts catered to hunters and anglers. In the 1920s the rise in automobile popularity contributed to a significant boom in Bemidji's tourist industry, but it, along with the rest of the economy, suffered during the **Great Depression**.*
- c. *As a means of stimulating tourism in Bemidji, a number of local, civic organizations sponsored a winter carnival meant to hype the city's resources for winter sports. Due to Bemidji's once prominent status as a logging and lumbering center, the celebrations focused on Paul Bunyan, the larger-than life lumberjack who is an American folk hero. On January 14, 1937 the carnival opened with **Earl L. Grinols, Sr.** the carnival king. The onset of the carnival brought the unveiling of the two giant statues; the pair would serve as carnival mascots. **Babe was brought into town on a Grinols Implement & Fuel Co. truck arranged so that its exhaust exited through Babe's nostrils.***
- d. ***Paul Bunyan** is approximately 18 feet tall and measures 5 feet across at his base. **Babe the Blue Ox** is about 10 feet tall and measures 8 feet across at the front hooves. From nose to tail, Babe measures about 23 feet long.*
- e. *The statues have been on the National Register of Historic Places since 1988. In March 2006, the Rotary Club of Bemidji raised \$53,000 and along with a \$68,000 federal grant set about to repair some damage to the statues and to stabilize the ground beneath the statues, to lessen shifting in freezing temperatures. The work also focused on a 1-inch-wide crack in Babe from the neck to the hindquarters which continued to widen despite yearly fixes by the city with caulk and blue paint.*

From the Day 5 Morning Stop #3 to the Day 5 Lunch Stop at JJ's Dockside Restaurant & Tavern, 929 Lake Shore Drive NE, Bemidji, Minnesota 56601, (218) 444-2310 (2 miles):

1. Departing the parking lot for the statues, turn LEFT onto Bemidji Avenue / Paul Bunyan Drive. Go 0.9 mile.
2. At the light, turn LEFT onto First Street. Go 0.5 mile.
3. At the sign for the Stanford Center, turn LEFT onto Grant Avenue. Go 0.2 mile.

4. ARRIVE at the *Day 5 Lunch Stop at JJ's Dockside Restaurant & Tavern, 929 Lake Shore Drive NE, Bemidji, Minnesota 56601, (218) 444-2310* on the RIGHT in the Stanford Center. There is a large parking lot across the street.

From the Day 5 Lunch Stop to the Day 5 Afternoon Stop at the Engelstad Pioneer Village, 825 Oakland Park Road, Thief River Falls, Minnesota 56701, (218) 681-5767 (116 miles):

1. Departing the restaurant, BACKTRACK on Grant Avenue.
2. Turn RIGHT onto First Street. Go 0.5 mile.
3. Turn RIGHT onto Bemidji Avenue / Paul Bunyan Drive. Go 2.4 mile, past the statues into down Bemidji.
4. At the light, turn LEFT onto Paul Bunyan Drive / 23rd Street / Minnesota Route 197. Go 1.9 mile.
5. Take the entrance ramp STRAIGHT AHEAD for US Route 2 / Paul Bunyan Expressway. Go 7.3 miles.
 - a. *In addition to being the alignment of the **JEFFERSON HIGHWAY**, US Route 2 in Minnesota is also the general alignment of the historic **THEODORE ROOSEVELT INTERNATIONAL HIGHWAY**, which traversed 4,060 miles from Portland, Maine to Portland, Oregon through 12 states and Ontario, Canada. It was dedicated January 6, 1919.*
6. **MAIN TOUR ROUTE (5.5 MILES OF GRAVEL):**
 - a. Turn RIGHT onto Northwood Road / County Road 507 (gravel). Go 0.7 mile.
 - b. Turn LEFT onto Flat Balsam Road (gravel). Go 0.2 mile.
 - c. Curve LEFT onto Tom Jefferson Drive (gravel). Go 2.6 miles.
 - d. Turn RIGHT onto Centerline Road / County Road 5 (paved). Go 0.5 mile.
 - e. Turn LEFT onto Old Jefferson Drive (paved, then gravel). Go 2.5 miles to the end of the road.
 - f. Turn LEFT onto Clearline Road / County Road 17 / County Road 3. Go 600 feet.
 - g. Turn RIGHT onto US Route 2. Go 10.4 miles, pass the village of Shevlin, entering the town of Bagley on Central Street.
 - h. Jump ahead to instruction #6.
7. **NON-GRAVEL DETOUR:**
 - a. At Northwood Road / County Road 507, CONTINUE STRAIGHT AHEAD on US Route 2. Go 15.5 miles, pass the villages of Solway and Shevlin, entering the town of Bagley on Central Street.
8. In Bagley, at the light, turn RIGHT onto Main Avenue / Minnesota Route 92. Go 0.5 mile (7 blocks)
9. **MAIN TOUR ROUTE (2.1 MILES OF GRAVEL):**

- a. Turn RIGHT onto 7th Street / County Road 24. Go 2 blocks, then curve LEFT and CONTINUE on County Road 24 / Fairground Road. Go 1.8 mile.
- b. As County Road 24 starts to curve right, turn LEFT onto County Road 242 (gravel). Go 500 feet, then turn LEFT and CONTINUE on County Road 242 (gravel). Go 2.0 mile. The road will stair step around section lines and become 390th Street.
- c. At the stop sign, turn RIGHT onto Minnesota Route 92. Go 8.5 miles, entering the town of Clearbrook.
- d. Jump ahead to instruction #9.

10. NON-GRAVEL DETOUR:

- a. At 7th Street, CONTINUE STRAIGHT AHEAD on Minnesota Route 92. Go 11.8 miles, entering the town of Clearbrook.

11. In Clearbrook, after passing 2nd Avenue, fork off to the RIGHT onto County Road 5 (which becomes 169th Avenue). Go 2.6 miles.

12. MAIN TOUR ROUTE (2.9 MILES OF GRAVEL):

- a. Turn LEFT onto 500th Street / Leon L 8 Road (gravel). Go 1.9 mile.
- b. Turn RIGHT onto 149th Avenue / County Road 10 (gravel). Go 1.0 mile.
- c. At the stop sign, turn LEFT onto Gonvick Road / County Road 9 (paved). Go 2.3 miles, thru the village of Gonvick on North Street.
- d. Jump ahead to instruction #12.

13. NON-GRAVEL DETOUR:

- a. At 500th Street / Leon L 8 Road, CONTINUE STRAIGHT AHEAD on 169th Avenue. Go 1.0 mile to the next intersection.
- b. Turn LEFT onto Gonvick Road / County Road 9. Go 4.2 miles, thru the village of Gonvick on North Street.

14. On the west side of Gonvick, FOLLOW THE ROAD as it curves RIGHT onto Cedar Street / County Road 7. Go 2.8 miles.

15. Turn LEFT onto 536th Street / County Road 48. Go 5.0 miles. (The road will change names to Old Jefferson Road.)

16. MAIN TOUR ROUTE (1.6 MILE OF GRAVEL):

- a. At the stop sign for 400th Avenue / County Road 2, CONTINUE STRAIGHT AHEAD on 270th Street / County Road 74 (gravel). Go 1.6 mile.
- b. At the end of the road, turn RIGHT onto Minnesota Route 92. Go 12.5 miles.
- c. Jump ahead to instruction #16.

17. NON-GRAVEL DETOUR:

- a. Turn LEFT onto 400th Avenue / County Road 2. Go 1.0 mile, through the village of Gully.
- b. Turn RIGHT onto Minnesota Route 92. Go 14.4 miles.

18. Following the signs for Route 92, turn LEFT and CONTINUE on Minnesota Route 92. Go 19.6 miles.
19. At the stop sign, turn RIGHT onto Minnesota Route 32. Go 4.2 miles, entering the city of Red Lake Falls on Main Avenue. (In Red Lake Falls, the street will curve right and cross the Clearwater River.)
20. After the river, turn LEFT onto Broadway Avenue / County Road 13. Go 1.4 mile.
21. As the road curves left, mid-curve, turn RIGHT onto 180th Street / County Road 19. Go 0.5 mile.
- 22. MAIN TOUR ROUTE (8.3 MILES OF GRAVEL):**
- Turn LEFT onto 10th Street / County Road 106 (gravel). Go 1.0 mile.
 - Turn RIGHT onto 170th Street / County Road 106 (gravel). Go 1.0 mile.
 - Turn LEFT onto 110th Avenue / County Road 106 (gravel). Go 4.9 miles. (The road will change names to Main Street / County Road 72.)
 - Curve RIGHT onto 20th Avenue / County Road 54 (gravel). Go 1.3 mile.
 - At the stop sign, turn LEFT onto Minnesota Route 32 (paved). Go 8.1 miles, thru the town of St. Hilaire, into the south end of the city of Thief River Falls.
 - Jump ahead to instruction #6.
- 23. NON-GRAVEL DETOUR:**
- At 10th Street / County Road 106, CONTINUE STRAIGHT AHEAD on 180th Street / County Road 19. Go 2.0 mile.
 - At the stop sign, turn LEFT onto Minnesota Route 32. Go 14.3 miles, thru the town of St. Hilaire, into the south end of the city of Thief River Falls.
24. At the sign on the right for Pioneer Village, turn RIGHT onto Greenwood Street. Go 1 block.
25. Turn LEFT onto Oakland Park Road, and ARRIVE at the *Day 5 Afternoon Stop at the Engelstad Pioneer Village, 825 Oakland Park Road, Thief River Falls, Minnesota 56701, (218) 681-5767* on the LEFT.

From the Day 5 Afternoon Stop to the Day 5 Hotel Stop at the GrandStay Hotel & Suites Thief River Falls, 1031 Wendt Drive, Thief River Falls, Minnesota 56701, (218) 681-9988 (1/2 mile):

- Departing the village, turn RIGHT on Oakland Park Road.
- Turn RIGHT onto Greenwood Street.
- Turn LEFT onto Minnesota Route 32. Go 0.2 miles.

29. ARRIVE at the *Day 5 Hotel Stop at the GrandStay Hotel & Suites Thief River Falls, 1031 Wendt Drive, Thief River Falls, Minnesota 56701, (218) 681-9988* on the LEFT. Turn LEFT onto Wendt Drive and go 300 feet to access the parking lot.

The Day 5 Dinner Stop is next door at the Black Cat Sports Bar & Grill, 1080 Highway 32 South, Thief River Falls, Minnesota 56701, (218) 681-8910, just to the north of the hotel.

End of driving instructions for Day 5.

DAY 6 – THURSDAY, JUNE 27, 2017
THIEF RIVER FALLS, MINNESOTA TO WINNIPEG, MANITOBA
176 MILES ON THE JEFFERSON HIGHWAY

From the GrandStay Hotel & Suites in Thief River Falls to the Day 6 Lunch Stop at the Nordhem Scandinavian Restaurant & Heritage Center, 216 South Main Street, Karlstad, Minnesota 56732, (218) 436-2000 (47 miles):

1. Departing the hotel parking lot, turn RIGHT onto Wendt Drive. Go 300 feet.
2. Turn RIGHT onto Minnesota Route 32 / Riverside Drive. Go 1.2 miles, entering downtown Bemidji on Main Avenue.
3. At the light, turn LEFT onto 3rd Street / US Route 59 / Minnesota Route 1. Go 1.2 mile.
4. Where US Route 59 turns off to the right, CONTINUE STRAIGHT AHEAD on Minnesota Route 1. Go 6.6 miles.
5. As the road starts to curve right, turn LEFT onto 143rd Avenue / County Road 69. Go 200 feet, then turn RIGHT onto 170th Street / County Road 8. Go 4.1 miles.
6. Turn RIGHT onto Pembina Trail / County Road 10. Go 5.3 miles, crossing back over Minnesota Route 1 and continuing ahead to the end of the road. (The road will change route numbers to Country Road 38.)
 - a. *From here to Winnipeg, in addition to the **JEFFERSON HIGHWAY**, you will also be travelling sections of the historic **PEMBINA TRAIL**, which was the easternmost of 3 concurrent alignments of the historic **RED RIVER TRAILS**.*
 - b. *The **Red River Trails** were a network of **ox cart routes** connecting the **Red River Colony** (the "**Selkirk Settlement**") and **Fort Garry** in **British North America** to the **navigable waters of the Mississippi River** in the **United States**. These trade routes ran from the location of present-day **Winnipeg** across the **Canada–United States border** and by a variety of routes across what is now the eastern part of **North Dakota** and western and central **Minnesota** to **Saint Paul** on the **Mississippi River**.*
 - c. *Travelers began to use the **Red River Trails** by the 1820s, with the heaviest use from the 1840s to the early 1870s, when they were superseded by railways. Until then, these cart ways provided the most efficient means of transportation between the isolated **Red River Colony** and the outside world. They gave the **Selkirk colonists** and their neighbors, the **Métis people**, an outlet for their furs and a source of supplies other than the **Hudson's Bay Company**, which was unable to enforce its monopoly in the face of the competition that used the trails.*
7. Turn RIGHT onto County Road 38 / County Road 2. Go 0.8 mile.
8. As Country Road 2 curves right, mid-curve, turn LEFT and CONTINUE on Country Road 38. Go 10.3 miles. (The road will become 200th Avenue).
9. At the 4-way stop, turn LEFT onto 330th Street / County Road 4. Go 1.7 mile.

10.MAIN TOUR ROUTE (11.9 MILES OF GRAVEL):

- a. Turn RIGHT onto Pembina Trail / County Road 114 (gravel). Go 2.3 miles to the small bridge over Middle River (a small river).
- b. ARRIVE at the Day 5 Photo Stop #1: Old Jefferson Highway Alignment, which will be on the LEFT. To access the old alignment:
 - i. After crossing the river, go 0.2 mile, then turn LEFT onto 350th Street (gravel). Go about 900 feet.
 - ii. Park alongside the road, and WALK onto the old alignment which forks off to the LEFT. Walk about 500 feet to the river.
 - iii. At the river, you can see the location of the old Jefferson Highway bridge.
 - iv. On the other side of the river (the south side), there are some old Jefferson Highway pavement remnants.
- c. Departing the old alignment, BACKTRACK 900 feet on 350th Street.
- d. Turn LEFT and CONTINUE on Pembina Trail / County Road 114 (gravel). Go 2.6 miles.
- e. FOLLOW County Road 114 as it curves LEFT onto 380th Street (gravel) then curves RIGHT back onto Pembina Trail (gravel). CONTINUE AHEAD 6.5 miles to the end of the road.
- f. Turn RIGHT onto 440th Street / County Road 27. Go 4.8 miles into the town of Karlstad. (The road becomes Pembina Trail / 425th Avenue / County Road 14.)
- g. Jump ahead to instruction #12.

11.NON-GRAVEL DETOUR:

- a. At Pembina Trail, CONTINUE STRAIGHT AHEAD on 330th Street / County Road 4. Go 3.2 miles. (The road will curve left and become 240th Avenue / Great Eastern.)
 - b. Turn RIGHT onto 320th Street / County Road 4. Go 3.1 miles.
 - c. Turn RIGHT onto 270th Avenue / County Road 1. Go 12.0 miles.
 - d. Turn RIGHT onto 440th Street / County Road 27. Go 7.8 miles into the town of Karlstad. (The road becomes Pembina Trail / 425th Avenue / County Road 14.)
12. In Karlstad, at the end of the road, bear RIGHT onto McKinley Avenue. Go 2 blocks.
13. Turn RIGHT onto Main Street / US Route 59, and ARRIVE at the Day 6 Lunch Stop at the Nordhem Scandinavian Restaurant & Heritage Center, 216 South Main Street, Karlstad, Minnesota 56732, (218) 436-2000 on the LEFT. Park along the streets or behind the building.

From the Day 6 Lunch Stop to the Day 6 Afternoon Stop #1 at the Manitoba Welcome Center, Manitoba Highway 75 (Lord Selkirk Highway), Emerson, Manitoba, Canada R0A 0L0, (204) 373-2822 (59 miles):

MAKE SURE YOU HAVE YOUR PASSPORT AND PHOTO ID READY.

1. Departing the restaurant front doors, turn RIGHT and head NORTH on Main Street / US Route 59. Go 1 block.
2. At the 4-way stop, turn LEFT onto Cleveland Avenue / Minnesota Route 11. Go 4.0 miles.
3. Turn RIGHT onto 390th Avenue / County Road 20. Go 6.6 miles. (The road will change names to Montana Avenue.)
4. **MAIN TOUR ROUTE (3.3 MILES OF GRAVEL):**
 - a. At the stop sign, cross US Route 59 and CONTINUE STRAIGHT AHEAD on 390th Avenue / County Road 20 (gravel). Cross the tracks and go 3.3 miles to the end of the road.
 - b. Turn LEFT onto 220th Street / County Road 10 (paved). Go 2.9 miles, crossing the tracks and crossing US Route 59.
 - c. Jump ahead to instruction #6.
5. **NON-GRAVEL DETOUR:**
 - a. At the stop sign, turn LEFT onto US Route 59. Go 4.0 miles.
 - b. Turn LEFT onto 220th Street / County Road 10. Go 0.7 mile.
6. Before the curve, turn RIGHT onto County Road 15. Go 0.8 mile.
7. Turn LEFT onto US Route 59. Go 0.5 mile, thru the village of Lake Bronson on State Street.
8. At the electrical substation on the right, bear RIGHT onto State Street / County Road 28. Cross the tracks and go 2.4 miles. (The road becomes 360th Avenue / County Road 15.)
9. Turn LEFT onto 260th Street / County Road 175. Go 12.8 miles, crossing US Route 59, and finally entering the town of Hallock on Broadway Street.
10. In Hallock, at the stop sign, turn RIGHT onto Atlantic Avenue / US Route 75. Go 13.4 mile, thru the village of Humboldt on 1st Avenue.
11. **MAIN TOUR ROUTE (7.3 MILES OF GRAVEL):**
 - a. At the small grain silos, turn LEFT onto 370th Street (gravel). Cross the tracks and go 4.7 miles. The road will eventually make a right turn. Go another 1.0 mile.
 - b. At the end of the road, turn LEFT onto 380th Street (gravel). Go 1.4 mile. This road will also make a right turn and finally enter the village of St. Vincent on 7th Street.
 - c. In St. Vincent, at the end of the road, turn RIGHT onto Atlantic Avenue (gravel). Go 0.1 mile as the street curves left.

- d. At Pacific Avenue, CONTINUE STRAIGHT AHEAD on 8th Street (paved). Go 0.4 mile.
- e. At the stop sign, turn LEFT onto Minnesota Route 171. Go 0.4 mile, crossing the Red River Bridge and entering the State of North Dakota.
- f. Jump ahead to instruction #13.

12. NON-GRAVEL DETOUR:

- a. At the small silos and 370th Street, CONTINUE STRAIGHT AHEAD on US Route 75. Go 4.8 miles.
 - b. Turn LEFT onto Minnesota Route 171. Go 1.9 mile, crossing the Red River Bridge and entering the State of North Dakota.
13. Entering North Dakota, CONTINUE STRAIGHT AHEAD on North Dakota Route 59. Go 0.9 mile, skirting the town of Pembina.
14. At the stop sign, turn RIGHT onto Stutsman Street, then IMMEDIATELY TURN RIGHT onto the entrance ramp for northbound Interstate 29. Go 2.1 miles to the US Customs Facility at the United States / Canada Border.
- a. *The phone number for this US Customs office is (701) 825-5800.*
15. Entering Canada, CONTINUE AHEAD on Manitoba Highway 75 / Lord Selkirk Highway. Go 0.4 mile.
16. Take the exit ramp on the RIGHT for the Travel Info / Information Touristique.
17. ARRIVE at the Day 6 Afternoon Stop at the Manitoba Welcome Center, Manitoba Highway 75 (Lord Selkirk Highway), Emerson, Manitoba, Canada ROA 0L0, (204) 373-2822. You can exchange currency here. You should “avail yourself of the facilities” and you may also want to get a coffee or snack for the road, as none of our afternoon stops this day have food or restrooms available.

NOTES ABOUT ROAD CONDITIONS AND ACCESS TO FORT DUFFERIN:

- *The gravel roads in Manitoba are well maintained. You may find them in better condition than those in the US.*
- *For our non-gravel tourists who wish to see Day 6 Photo Stop #2 at Fort Dufferin, it will be necessary to drive on well-maintained gravel roads for a total of 4 miles (2 miles in, 2 miles out).*
- *To access Fort Dufferin, follow the Main Tour Route Instruction #1 (below) to Fort Dufferin. Then, you can backtrack to Manitoba Highway 75 and follow the Non-Gravel Detour instruction #2 (below) to continue on your way.*

From the Day 6 Afternoon Stop #1 to the Day 6 Tour End at the Manitoba Legislative Building, downtown Winnipeg, Manitoba (70 miles via Main Tour Routes with gravel sections, 66 miles via the Non-Gravel Detours):

1. MAIN TOUR ROUTE (18 MILES OF GRAVEL):

- a. Depart the Manitoba Welcome Center parking lot VIA THE REAR ENTRANCE (not the freeway). Turn RIGHT and follow the gravel drive alongside the freeway to the end of the road.

- b. Turn RIGHT onto Sherwood Avenue (paved), then immediately turn LEFT onto Provincial Road 200 (paved). Go 0.3 mile.
- c. Turn LEFT onto 2nd Street (paved), go 250 feet to the end, then turn RIGHT onto Merrick Avenue (paved). Go 0.2 mile to the end of the street.
- d. Turn LEFT onto Manchester Avenue (paved, then gravel). Cross under the tracks and go 1.9 mile.
- e. ARRIVE at the Day 6 Photo Stop #2 at Fort Dufferin on the RIGHT. Turn RIGHT into the drive to access the old buildings.
 - i. *Fort Dufferin was a Canadian government post, constructed in 1872 just north of the Canada-U.S. border, along the west bank of the Red River. It was originally used as a base for the Canadian-British contingent of the **North American Boundary Commission**, which was tasked with surveying the international border along the 49th parallel north, as agreed upon by the British and American governments in the Treaty of 1818.0*
 - ii. *After the Commission's surveyors moved west, the fort was used by the **North-West Mounted Police (NWMP)** as an assembly point prior to their March West in 1874. Members of the force arrived at Fort Dufferin, coming from the east through the United States, marking the only time the entire force was ever assembled at one place. On July 8, 1874, the NWMP moved out and began their journey west to bring law and order to the North-West Territories. The NWMP also used Fort Dufferin as its Manitoba headquarters, before moving it to Winnipeg in 1875.*
 - iii. *From 1875 to 1879, the Canadian government used Fort Dufferin as an **immigration station for steamboats** entering the country along the Red River and as a **quarantine station for livestock**. With the completion of the international rail line on the east side of the river at Emerson in 1878, steamboat traffic on the river ceased and the immigration station at Fort Dufferin was no longer needed. In 1879, the fort was abandoned and the Canadian government sold the property.*
 - iv. *Fort Dufferin was designated a National Historic Site in 1937 and is open to the public during the summer. A cairn and plaque mark the historic site and some of the buildings, though badly deteriorated, still stand. Ongoing preservation efforts are being carried out by several groups, including local residents, the Canadian government, and the **Royal Canadian Mounted Police Veteran's Association**.*
- f. Departing the fort, Non-Gravel Detour tourists should turn LEFT onto Manchester Avenue and BACKTRACK to Manitoba Highway 75 (then

jump ahead to instruction #2). **Main Route Tourists** should turn

RIGHT onto Manchester Avenue. Go 7.5 miles to the end of the road

- g. Turn LEFT onto Provincial Road 201 (paved). Go 1.9 mile into the town of Letellier.
- h. In Letellier, just before the tracks, turn RIGHT onto 1st Street East (paved, then gravel). Go 6.2 miles to the end of the road.
- i. At the end of the road, turn LEFT, go 300 feet, then before the tracks, turn RIGHT onto the gravel frontage road that parallel the tracks and the highway. Go 2.3 miles to the end of the road.
- j. At the end of the road, turn LEFT, cross the tracks, and go 600 feet to the end of the road.
- k. Turn RIGHT onto Caron Street (paved). Go 1.5 mile through the village of Saint Jean Baptiste.
- l. Jump ahead to instruction #3.

2. **NON-GRAVEL DETOUR:**

- a. Depart the Manitoba Welcome Center parking lot via the entrance ramp for northbound Manitoba Highway 75. Go 17.6 miles.
- b. At the sign for St. Jean Baptiste, turn RIGHT onto Caron Street. Go 1.6 mile through the village of Saint Jean Baptiste.

3. **MAIN TOUR ROUTE (4.8 MILES OF GRAVEL):**

- a. At the north end of Saint Jean Baptiste, as the road curves left away from the tracks to meet the main highway, turn RIGHT onto the Service Road (gravel). Cross the tracks and go EXACTLY 0.16 mile, then park alongside the road.
- b. ARRIVE at the **Day 6 Photo Stop #3: Abandoned Jefferson Highway Bridge #1** in the field on the LEFT, 250 feet from the road.
- c. Departing bridge #1, CONTINUE AHEAD to the end of the road.
- d. Turn LEFT onto the frontage service road (gravel). Go EXACTLY 1.47 mile, to the small culvert over the drainage creek. Park alongside the road.
- e. ARRIVE at the **Day 6 Photo Stop #4: Abandoned Jefferson Highway Bridge #2** in the field on the RIGHT, 650 feet from the road. (Walk alongside the drainage creek to get to the bridge.)
- f. Departing the bridge #2, CONTINUE AHEAD on the frontage service road. Go EXACTLY 1.22 mile, to the next small culvert over the drainage creek. Park alongside the road.
- g. ARRIVE at the **Day 6 Photo Stop #5: Abandoned Jefferson Highway Bridge #3** in the field on the RIGHT, 800 feet from the road. (Walk alongside the drainage creek to get to the bridge.)
- h. Departing bridge #4, CONTINUE AHEAD on the frontage service road. Go 1.7 mile.

- i. After the road bends to the right, take the first LEFT onto Southwood Drive (gravel, unmarked). Go 0.5 mile into the town of Morris, to the end of the street.
 - j. At the end of the street, at the stop sign, turn LEFT then immediately turn RIGHT onto Manitoba Highway 75 / Main Street. Go 13.9 miles.
 - k. Jump ahead to instruction #5.
- 4. NON-GRAVEL DETOUR:**
- a. At the north end of Saint Jean Baptiste, at the turnoff for the Service Road, CONTINUE STRAIGHT AHEAD and then take the curve on the RIGHT to enter northbound Manitoba Highway 75. Go 18.8 miles.
5. ARRIVE at **Day 6 Photo Stop #6: Union Point Church** on the LEFT in the middle of the highway. Turn LEFT into the small drive to park and see the church and cemetery.
- a. *For drivers driving Highway 75, this is a welcomed landmark - a tiny white church perched in the middle of the highway.*
 - b. **Union Point Church** was built in 1887 in a small town (now gone) called Union Point. A sandbar in the nearby **Red River** made it a prime docking point for steamboats carrying cargo and travelers. At one time, there was a school, a hall, a post office and handful of residents.
 - c. *But as the presence of railways increased, river travel fell out of favor. It was the beginning of the end for Union Point. "I remember, when I was a boy, the post office was right here," said **Richard Dorge**, a long-time resident of Ste. Agathe. Today, all that is left of the town is the church and the cemetery.*
 - d. *By the late 1980s, the highway was twinned but what saved the church from demolition was the presence of its cemetery. "They couldn't pave over the cemetery, so they went around it."*
 - e. *The highway wasn't the only thing to threaten the little church. In 1939 it burned to the ground and in 1997 flood waters inundated its foundation. Every time the church was repaired and revived.*
 - f. *However, in 2005 local residents got wind that the **United Church of Canada** wanted to rid themselves of the structure. "They sold the church to us for a token amount and, as a result, now we're the caretakers and we're responsible for the building," said **Scott Parker**, the Union Point Church caretaker. **Along with friends, the Parker family maintains the site year round.***
 - g. *They even have a guest book for travelers to sign. Scribbled notes shows that some weary travelers spend the night in the structure, while others celebrated their marriage at the historic site.*
 - h. *For Parker, the church is a link to the past. "It's basically our way of showing our appreciation for the area and that it is important to remember history," he said. "So that's why it's here."*

6. **Departing the church: MAIN TOUR TOUR (9.1 MILES OF GRAVEL):**
- Turn LEFT onto northbound Manitoba Highway 75. Go EXACTLY 2.15 miles.
 - Turn RIGHT at the unmarked road (gravel), go 100 feet to the stop sign, then turn LEFT onto Pembina Trail (gravel). Go 10.9 miles. The road will become paved through the village of Ste. Agathe, then north of town become gravel for an 8 mile stretch. Go to the stop sign at Kelburn Road at the Industrial Park.
 - Jump ahead to instruction #8.
7. **Departing the church: NON-GRAVEL DETOUR:**
- Turn LEFT onto northbound Manitoba Highway 75. Go 3.1 miles.
 - Turn RIGHT onto Cheyenne Avenue. Go 300 feet, then turn RIGHT onto Pembina Trail. Go 1.7 mile thru the village of Ste. Agathe.
 - Where the road becomes gravel, turn LEFT to access the main highway
 - Turn RIGHT onto Manitoba Highway 75. Go 8.1 miles.
8. At the Industrial Park, turn RIGHT onto Red River Drive. Go 2.4 miles.
9. Just after Marchand Road, ARRIVE at the **Day 6 Photo Stop #7: Pembina Trail Monument** on the RIGHT. Turn right into the dirt parking area.
- The **Pembina Trail** was the easternmost of 3 concurrent alignments of the historic **Red River Trails**, which were a network of ox cart routes connecting the **Red River Colony (the "Selkirk Settlement")** and **Fort Garry** in British North America to the navigable waters of the **Mississippi River** in the United States. These trade routes ran from the location of present-day Winnipeg across the Canada–United States border and by a variety of routes across what is now the eastern part of North Dakota and western and central Minnesota to Saint Paul on the Mississippi River.*
 - Travelers began to use the Red River Trails by the 1820s, with the heaviest use from the 1840s to the early 1870s, when they were superseded by railways. Until then, these cart ways provided the most efficient means of transportation between the isolated Red River Colony and the outside world. They gave the Selkirk colonists and their neighbors, the Métis people, an outlet for their furs and a source of supplies other than the Hudson's Bay Company, which was unable to enforce its monopoly in the face of the competition that used the trails.*
10. Departing the monument, turn RIGHT onto Red River Drive. Go 1.6 miles.
11. Turn RIGHT onto Courchaine Road.
12. ARRIVE at the **Day 6 Photo Stop #8: Red River Floodway Control Gates**.
Park alongside the road to access the viewing balconies at the gates.
- The **Red River** flows north to **Lake Winnipeg**. During floods, these floodway gates lower so that flood waters are diverted to the right into the 29-mile-long **Red River Floodway channel** around the east side of Winnipeg. The floodway can carry up to 140,000 cubic feet of water per*

*second (twice the flow of **Niagara Falls**). It was built partly in response to the disastrous **1950 Red River Flood**.*

- b. Construction of the Floodway started on October 6, 1962 and finished in March 1968. The construction was a major undertaking with 2.75 billion cubic feet of earth excavated—more than what was moved for the **Suez Canal**.*
 - c. At the time, the project was the second largest earth-moving project in the world – next only to the construction of the **Panama Canal**. The total cost at the time was \$63 Million (Canadian dollars), equivalent to approximately \$430 million (Canadian dollars) today.*
 - d. The Floodway was pejoratively nicknamed "Duff's Ditch" by opponents of its construction, after **Premier Duff Roblin**, whose Progressive Conservative government initiated the project. It was completed in time and under budget. Subsequent events have vindicated the plan. Used more than 20 times from its completion in 1968 to 2006, the Floodway has prevented over \$100 billion (Canadian dollars) in cumulative flood damages.*
 - e. The Red River Floodway was designated a **National Historic Site of Canada** in 2000, as the floodway is an outstanding engineering achievement both in terms of function and impact.*
 - f. In 2009, **Fargo, North Dakota** has been contemplating building their own floodway diversion channel, similar to Winnipeg's Red River Floodway, in response to their disastrous floods of 1997 and 2009.*
13. Departing the floodway gates, BACKTRACK to Red River Drive.
 14. Turn RIGHT onto Red River Drive / Turnbull Drive. Go 0.5 mile.
 15. Turn RIGHT onto Manitoba Highway 75 / Pembina Highway. Go 1.6 miles into the south side of Winnipeg.
 16. At TransCanada Highway 100, CONTINUE STRAIGHT AHEAD on Pembina Trail into Winnipeg. (The road will change route numbers from Manitoba Highway 75 to Winnipeg Route 42.) Go 5.6 miles.
 17. At the light for Stafford Street, turn RIGHT into the parking lot for the office buildings on the RIGHT and park. Walk back to the light, and use the crosswalk to walk over to the stone monument in the median strip.
 18. ARRIVE at the **Day 6 Photo Stop #9: Pine to Palm Highway Marker**. (NOTE: This is NOT the Northern Terminus of the Jefferson Highway, which is next on our tour.)
 - a. With the completion of the **Provincial Trunk Highway No. 75**, a continuous roadway was created between Winnipeg and New Orleans, Louisiana, known as the **Pine to Palm Highway** (or the **Jefferson Highway in the United States**.)*
 - b. Since that time, two motorcades from Winnipeg have travelled the entire route, stopping in all major cities and towns along the way to publicize the existence of the highway.*

- c. *The first motorcade, led by **Lt. Col. Ralph Webb** and officials of the **Winnipeg Tribune**, left Winnipeg on January 23, 1926.*
 - d. *The second motorcade of volunteer Winnipeg citizens, led by **Mayor Stephen Juba**, departed from near this spot on April 3, 1957. During this second trip, municipal officials along the route were inducted into the **Manitoba Order of the Buffalo Hunt**.*
 - e. *This monument, which marks the Northern end of the Pine to Palm Highway, was erected on November 12, 1974 by the Royal Trust Company, commemorating its 75th anniversary and the City of Winnipeg Centennial.*
19. Departing the parking lot, turn RIGHT onto Pembina Highway / Winnipeg Route 42. Go 1.2 mile. Get in the LEFT lane for Winnipeg Route 62 north.
 20. Turn LEFT onto Winnipeg Route 62 / Osborne Street. Go 0.8 mile, over the Assiniboine River.
 21. Turn RIGHT onto Broadway. Go 1 block.
 22. Turn RIGHT into the entrance drive loop for the Manitoba Legislative Building and ARRIVE at the **END OF THE TOUR AT THE NORTHERN TERMINUS OF THE JEFFERSON HIGHWAY**. Drive around the loop to the front doors where we will stage a tour photo.

From the Day 6 Tour End to the Day 6 Dinner and Hotel Stop at the Hampton Inn Winnipeg Airport / Polo Park, 730 Berry Street, Winnipeg, MB R3H 0S6, Canada, (204) 772-3000 (4.6 miles):

1. Depart the Manitoba Legislative Building using the same entrance. Turn LEFT onto Broadway. Go 0.7 miles (11 blocks).
2. Turn LEFT onto Portage Avenue. Go 1.7 miles.
3. Take the entrance ramp on the RIGHT for northbound Winnipeg Route 90 (towards airport). Go 1.3 miles. (The street is named Century Street.)
4. Turn LEFT onto Wellington Avenue. Go 0.3 mile (3 blocks).
5. Turn LEFT onto Berry Street. Go 0.1 mile.
6. ARRIVE at the **Day 6 Tour End to the Day 6 Dinner and Hotel Stop at the Hampton Inn Winnipeg Airport / Polo Park, 730 Berry Street, Winnipeg, MB R3H 0S6, Canada, (204) 772-3000**, on the RIGHT.

End of driving instructions for the 2017 Northwoods Tour.

Happy Trails to you!