

# WHAT IS THAT ROUTE?

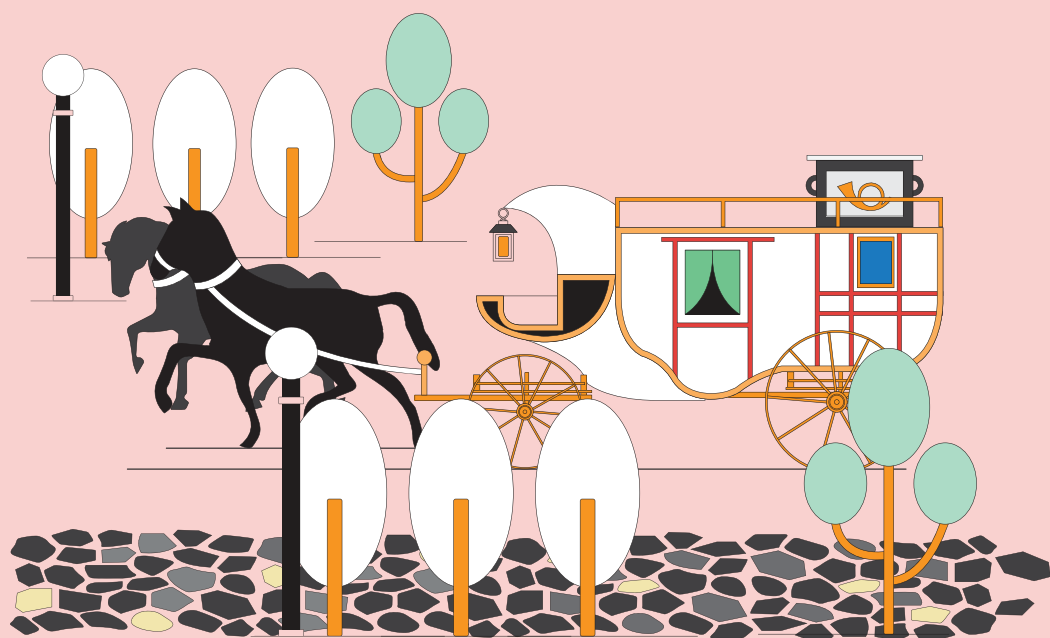
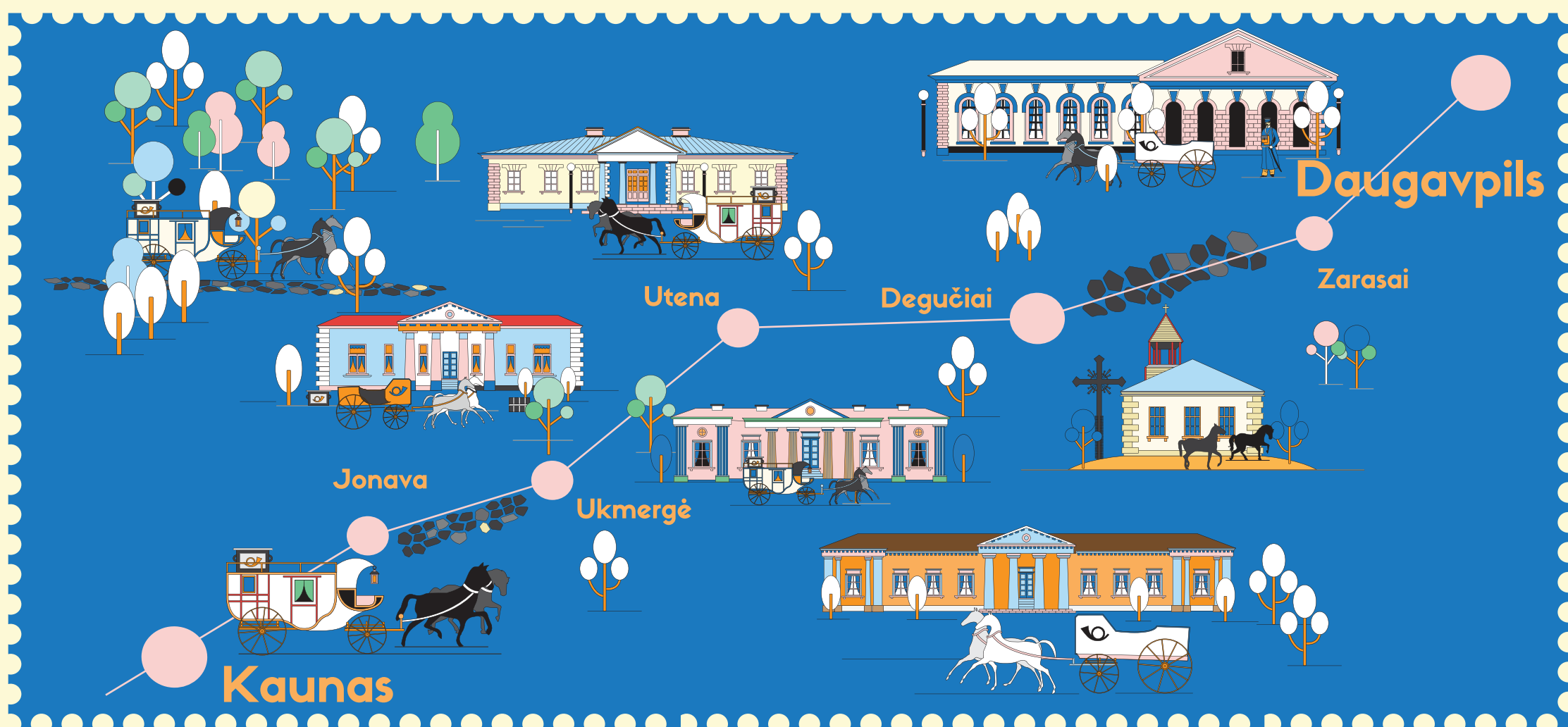
As early as 1826, it was decided to build a new road from the capital of the Russian Empire to Warsaw and the route was to pass through Daugavpils and Kaunas. Work was somewhat hampered by the uprising of 1831, so heavy traffic on the new postal route began in 1836 and gradually inspired development and growth of towns along the road.

## AN IDEA FOR A TRIP

Kaunas today would not be Kaunas, Jonava would not be Jonava, Ukmergė – the current Ukmergė, and Daugavpils – the modern Daugavpils, if not for this infrastructure project, which promoted the development of cities and towns, exchange of goods and migration of people. It is nice that you have chosen a trip along this historical route – a section of St. Petersburg – Warsaw postal route, connecting the second biggest cities of Latvia and Lithuania. Between them you will find two hundred kilometres of stories, adventures and discoveries. So, let's go and meet at Kaunas city hall!

IT'S  
KAUNASTIC

## FROM KAUNAS TO DAUGAVPILS BY THE OLD POSTAL ROUTE



### MORE KAUNASTIC ROUTES

Wondering what to do next? Great news – we've been publishing illustrated maps since 2015. Here are some of the themed routes available in English:

Welcome to Kaunas	Gastro Guide
Modernist's Guide	The Ethnic Trail
Wallographer's Notes	Kid-Sized Kaunas
The Litvak Landscape	Culture Shock
The Litvaks of Slobodka	The City of Champions
The Sugihara Route	

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[www.latlit.eu](http://www.latlit.eu) [visit.kaunas.lt](http://visit.kaunas.lt) [visitdaugavpils.lv](http://visitdaugavpils.lv) [www.kaunas.lt](http://www.kaunas.lt)

### TOURISM INFORMATION

IT'S  
KAUNASTIC

"Kaunas IN" Tourism information centre  
Rotušės a. 15, Kaunas, Lietuva  
[www.visit.kaunas.lt](http://www.visit.kaunas.lt)

VISITDAUGAVPILS

Daugavpils tourist information centre  
22a Rīgas Street, Daugavpils, Latvia  
[www.visitdaugavpils.lv](http://www.visitdaugavpils.lv)



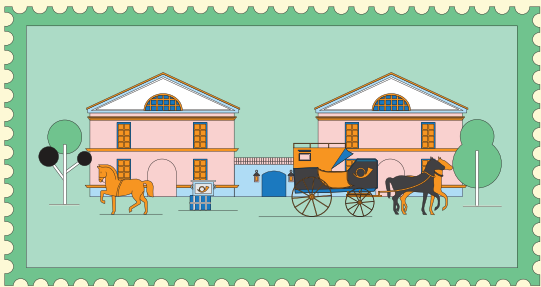
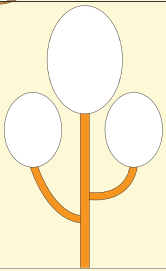
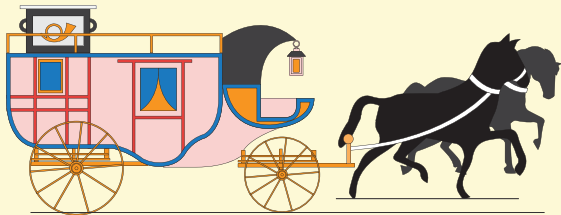
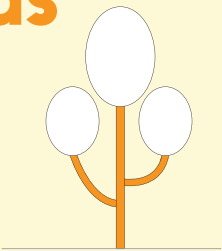
Interreg  
Latvija-Lietuva



The aim of the project is to promote cross-border tourism in Lithuania and Latvia by preserving cultural heritage and publicizing tourism services.

The contents of this are the sole responsibility of Kaunas City Municipal Administration and can under no circumstances be regarded as reflecting the position of the European Union.

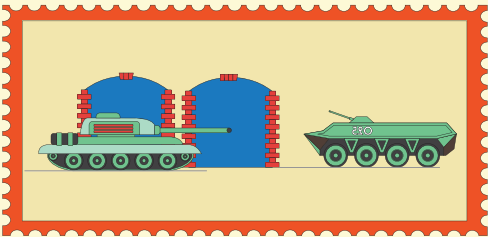
# Kaunas



## KAUNAS HORSE POST STATION

ROTUŠES SQUARE 17, 18, 19, 20, KAUNAS

In 1806 Kaunas post station was moved to an already standing warehouse complex, which had been adapted for the new purpose according to a project prepared by Joseph Poussier. The ensemble occupies a large part of the square itself. One of the buildings had a residence for a passing Tsar and another housed a restaurant. Later, part of the complex was handed over to the Samogitian spiritual consistory and apartments were established on the ground floor. In 1908, Tadas Daugirdas, the manager of the Kaunas City Museum, moved in to live here and moved the collection of the museum to the second floor of the station. At the end of the 20th century, a research of the complex was begun, which, alongside the Poussier project, was the basis for the restoration. The Museum of the History of Communications operated in the renovated complex. The buildings were later sold to private businesses and now they house offices and a music club.



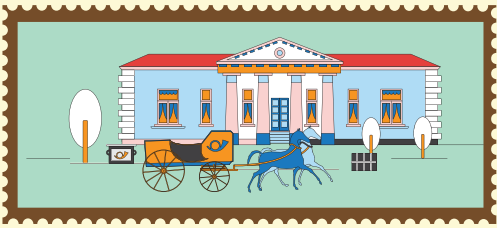
## THE 6TH FORT OF KAUNAS FORTRESS

(EXPOSITION OF MILITARY EQUIPMENT IN VYTAUTAS THE GREAT WAR MUSEUM IN KAUNAS)

K. BARŠAUSKO ST. 91

In anticipation of events, it must be said that the postal route, which was extremely important for the development of Kaunas and other cities, gave impetus for the development of a railway in the second half of the 19th century. By 1843 Kaunas had already become the centre of the province and in 1859 the construction of Vilnius – Kaunas railway was begun alongside St. Petersburg – Warsaw railway. Due to its strategic importance, the Tsar’s government decided to turn Kaunas into a first-class fortress. From 1882, nine forts, twelve batteries, roads, a military railway line, barrack camps, workshops, laboratories, warehouses and shelters were built around the city.

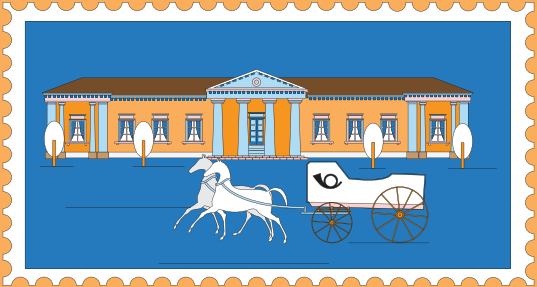
One of the best-preserved fortifications of this defensive ring is the 6th Fort. In the 6th Fort Vytautas the Great War Museum exhibits the military equipment of the restored Lithuanian Armed Forces, presents weapons of the Land Forces, Special Forces, Naval Forces, Air Force, combat and other machines, equipment, devices and other technical means. The collection of hundreds of exhibits is constantly being supplemented.



## HORSE POST OFFICE BUILDING COMPLEX

J. BASANAVICIAUS ST. 3, JONAVA

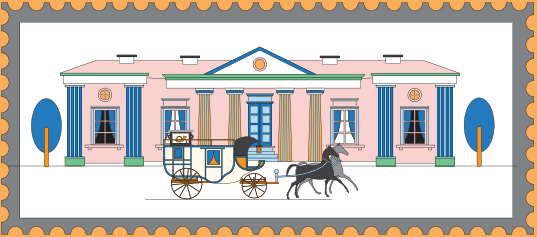
Jonava horse post station was built in 1833–1835 on an important artery of the city, connecting the bridge across river Neris and the former house of the road guards. This complex, according to its size and range of provided services, belonged to the “third class”, as it consisted of two outbuildings and a small former residential house with a cross corridor. Over the years and with the development of infrastructure, Jonava station became a post – telegraph station. At the beginning of the 20th century, a fire that raged in the centre of Jonava destroyed it, but the complex was rebuilt. During the years of occupation, Jonava communication hub was established here, and Jonava Central District Library operated in 1974 – 1991. In 1992, Jonava Museum of Local Lore was established in the old station, later renamed Jonava Region Museum. In 2005, all the buildings of the complex were restored.



## UKMERGE POST OFFICE BUILDING COMPLEX

KAUNO ST. 80, 82A, UKMERGE

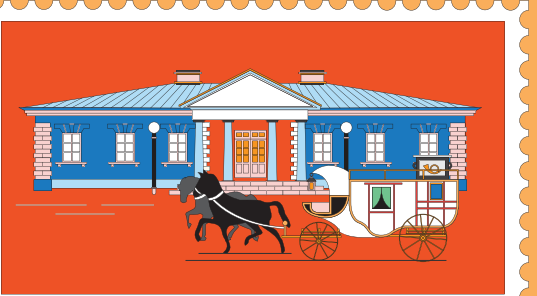
After the third division of the Commonwealth of the Two Nations (1795), Ukmergė was part of the Vilnius province. In 1812, when Napoleon marched on Russia, Ukmergė was an important point as military warehouses were established here. During the construction of the Kaunas – Daugavpils section of the postal route, on the outskirts of Ukmergė an ornate, “first-class” horse post station was built, which became a kind of city gate, because the new highway was directed to the main street. This late classicist style complex is not only more ornate, but also larger than its neighbours, because the movement across Ukmergė was intense as two roads crossed it: the first was St. Petersburg – Warsaw and the second was Vilnius – Riga.



## BERNOTIŠKES CHECKPOINT BUILDING ON THE POSTAL ROUTE ST. PETERSBURG – WARSAW

UKMERGE DISTRICT MUNICIPALITY, BERNOTIŠKES VILLAGE

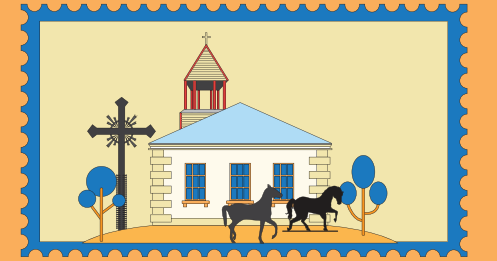
We now say checkpoint, meanwhile in the 19th century such posts were called “stražarka” or “sarginė”. They were intended as posts for road patrols and security guards. The officers checked passers-by (and detained suspects when necessary), collected tolls, issued driving licenses. According to the instructions, “stražarka” had to be placed approximately every 100 – 150 km. Bernotiškės “stražarka” was built according to the model project a little later than other buildings along the road, in about 1837. The red brick, plastered “stražarka” stands out from other buildings due to its original facades – the main one is decorated by a portico with four Doric columns and a pediment in the centre.



## UTENA POST OFFICE BUILDING COMPLEX

J. BASANAVICIAUS ST. 36, UTENA

Do you know what the capital of Aukštaitija and Honoré de Balzac have in common? It turns out that the famous French writer stayed there while traveling to visit the Polish aristocrat Evelina Ržhevskaja-Hanska, who lived in St. Petersburg and whom he married in 1850. The Russian Tsar also rested and changed horses there, while the poet, priest Antanas Baranuskas left for St. Petersburg Spiritual Academy from this place as the passenger in a stagecoach which was an ancestor of a bus. Arrangements, epochs and technologies changed, but the old Utena station building complex, renovated several times served for the needs of the post office until 1992. Then it was handed over to Utena School of Arts, which is located there today. The school has an art gallery, an old post office and school museum. In the yard of the former station, you will also see a passenger stagecoach.

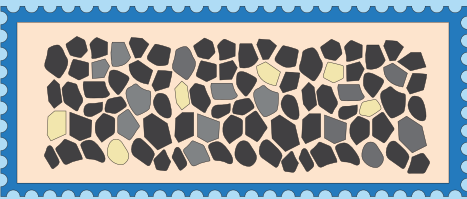


## DEGUČIAI POST OFFICE BUILDING COMPLEX

(DEGUČIAI CHAPEL OF ST. ANTANAS PADUVIETIS) ZARASU ST. 25, DEGUČIAI

The history of the town, which is located in the region with probably the most lakes in Lithuania, was shrouded in secrets until the construction of the road. This post office, like the town itself, is small. The complex consists of two buildings. The courtyard of the station was separated from the road in the 19th century by a high stone fence with an arched gate. It is recorded that 2,600 passengers passed this station in 1857.

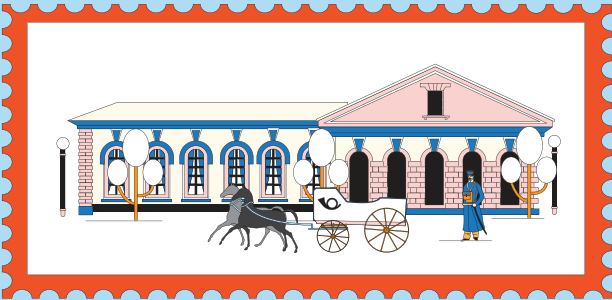
At the beginning of the 20th century, the community of Degučiai planned to build a church that was missing in the town, but it did not have enough money. However, in 1925, the priest of Dusetos parish Petras Strielčiūnas consecrated St. Anthony’s Church, which was located in an already unused horse changing station. During the Soviet occupation, the former station housed a culture house of a collective farm. The church tower was demolished, the main room was adapted for events and film screenings. In 1989, the mass was begun to be held here once more. In 1992, the building was officially returned to the faithful.



## SECTION OF THE OLD POST PAVEMENT

VYTAUTO ST., ZARASAI

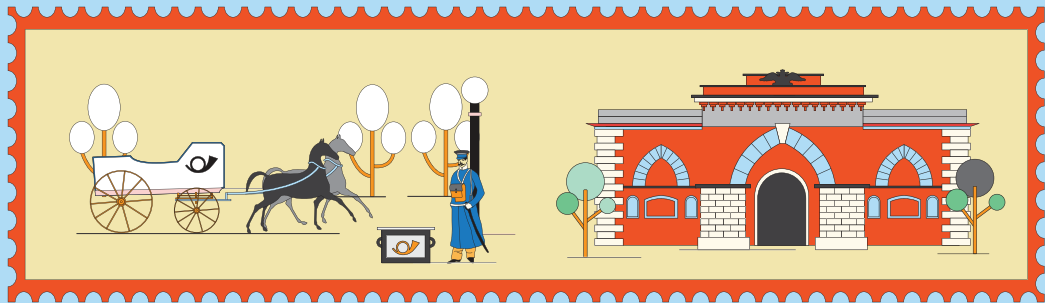
The section connecting Kaunas and Daugavpils of the St. Petersburg – Warsaw postal route was the best quality road in Lithuania at that time. The road was built according to strict requirements. Where it was not limited by any buildings, it was 6 reaches (12.78 meters) wide, led in a straight line. This road was different from other roads that criss-crossed Lithuania by a wide carriageway, it was covered with gravel or piled rubble, two or even four rows of trees were planted alongside it. You can still see a stretch of the old post pavement today.



## DAUGAVPILS HORSE POST STATION

LACPLĒŠA ST. 20, DAUGAVPILS

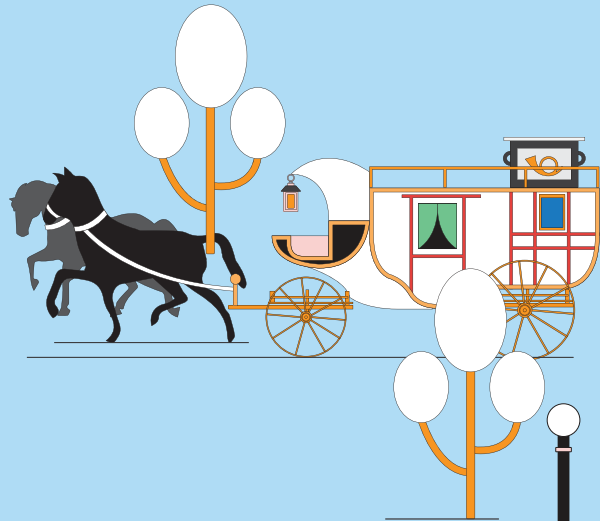
Daugavpils has been mentioned in historical sources since the 13th century. Its development is as extremely variegated as is the city itself is rich in its cultural diversity. The Daugavpils horse post station is in the old town, to the south of the current Unity Square. The station complex is spread out over the entire quarter and consists of three symmetrical buildings. Among them is a monumental arched gate to an enclosed courtyard. The station, like a fortress, is surrounded on all sides by buildings connected by a high brick fence. With the construction of the railway, the hustle and bustle in this quarter subsided. The postal services were taken over by the railway services and the station buildings were emptied. Firefighters settled here at the end of the 19th century. The complex now houses a wide range of public and private institutions.



## DAUGAVPILS FORTRESS

NIKOLAJA ST. 5, DAUGAVPILS

Daugavpils Fortress is a unique object, not only because it resembles the silhouette of a sun, star, turtle or even a bat from a bird’s eye view, but also due to the history of its construction. The bricks of the fortress were laid back in 1810, in preparation for the impending war with Napoleon, but the works were completed in 1878 only, so the postal road and the consignments and passengers that damaged it definitely had an influence on the whole process. Today, Daugavpils Fortress is one of the residential areas of the city, occupying over 150 ha on both banks of river Daugava. It is home to more than 1,000 people. The fortress is open to visitors every day, 24 hours a day. It is one of the favourite places for walks, excursions and various photo shoots.



# Daugavpils