

**Round Trip Excursion Rates**  
Via Augusta, Ga.—Via Southern Railway—Premier Carrier of the South.  
Account Aviation Exhibitions, Augusta, Ga., January 10, 26, February 14, 23, March 13 and 29, 1912, by the Aviation Schools, the Southern Railway announces low round trip tickets to Augusta on the above dates, good returning the third day from, and including date of sale. For further information, call on ticket agents, or,  
John L. Meek, AGPA.,  
Atlanta, Ga.  
Frank L. Jenkins, TPA.,  
Augusta, Ga.

## TO BOULEVARD THE OLD OREGON TRAIL



ON THE OLD OREGON TRAIL

**T**O BUILD an automobile road from the Missouri river to the mouth of the Columbia, following the route of the old Oregon Trail, is the ambitious project that has received the indorsement of automobile clubs, good roads associations and men prominent in state and national affairs. As yet the project is little more than a dream—but it is of the kind of dreams that come true.

Although the old Oregon Trail started at Independence, Mo., and properly terminated at The Dalles, Ore., it is planned to start its successor (to be known as the Pioneer Way) at St. Louis, and to continue it on to the south of the Columbia, a total distance of approximately 2,500 miles. When completed, it will be unsurpassed among the world's highways in its historic associations, and in the variety, beauty and sublimity of the natural scenery along the way. It will traverse or enter seven states, cross the roof of the continent at an elevation of 7,450 feet, and finally descend to sea level. It will pass through the wheat and corn fields of Kansas and Nebraska, cross the high plains of Wyoming, traverse the newly irrigated lands of Idaho, and give a glimpse of the famous "Inland Empire" of eastern Oregon.

From St. Louis, the Pioneer Way will follow the Missouri to Independence. Thence it will go up the Little Blue river, reaching the Platte at Grand Island. For 650 miles it will follow the Platte and Sweetwater, to South Pass—that hardly perceptible crossing of the Rocky mountains, 7,450 feet above the sea. For 100 miles the route lies over an almost level plateau, 7,000 feet and more in height. On this long stretch, with snowy mountains in sight for much of the way on both the north and the south, far from centers of population, in a region absolutely uninhabited and uninhabitable, the old Oregon Trail is just the same today as it was 50 years ago, with the exception that the thousands who then traversed it have disappeared, and that it has relapsed into its primeval solitude. Mile after mile of the roadbed is as distinctly outlined as ever, worn by the wheels of tens of thousands of prairie schooners and the hoofs of millions of draft animals and pack animals to a depth of from two to fifteen feet, and to a width of anywhere from twelve to one hundred feet.

Then Green river is crossed, with its rocks and palisades. Farther on is the ford of Bear river, after which that stream is followed for forty miles to Soda Springs, 1,170 miles from Independence. Here the later California Trail turned off to the southwest. The road to Oregon continued on to the Raft river, where the old California Trail—the one followed by the forty-niners—diverged to the south. Then down the Snake river ran the road to Oregon. This will be the most picturesque and beautiful long stretch of the Pioneer Way—just as it was the most difficult part of the Oregon Trail. Past American falls, Twin falls, Shoshone falls (called the Niagara of the west), Upper and Lower Salmon falls, down Boise river, up the seemingly impossible face of the Blue mountains, through the pleasant glades of great pine forests, across a dust-cursed desert, and and at last to the broad Columbia. Where the trail first strikes it, the Columbia is a mile wide; but it soon reaches the remarkable chasm known as the Dalles, where it is pent between rock walls from 190 to 200 feet wide, and where no plummet has ever sounded its depth. Here is literally a "river turned on edge."

**Pleads for the Old Trail**

Present day interest in the Oregon Trail is attributed solely to the efforts of Ezra Meeker of Puyallup, Wash., who for five years has devoted himself to a unique campaign to secure the speedy marking and ultimate boulevarding of the old highway. He went to Oregon in 1852, when he became a prominent figure among the pioneers, and made and lost several fortunes. On January 28, 1906, he started on what he calls his Oregon Trail Monument Expedition. As an object lesson to the vast majority, who know prairie schooners and "bull teams" only through the medium of books and pictures, he drives a team of red oxen, hitched to an old-fash-

ioned prairie schooner. On his first expedition, he traversed every mile of the trail to Independence, then continued on to New York city, and finally to Washington, reaching the national capital November 29, 1907. It was his intention to ask congress at that time to appropriate funds to make of the Oregon trail a national highway; but from this he was dissuaded by President Roosevelt, who advised him to content himself with the comparatively modest request for an appropriation sufficient to place monuments and markers along the route.

Meeker spent the winter of 1909-10 campaigning through California, in the endeavor to arouse the interest and secure the co-operation of the people of that state. He has addressed more than 100,000 school children, hundreds of public meetings in town halls, churches, schoolhouses and public squares, and thousands of street corner crowds. Furthermore, he has secured the erection of 22 monuments to mark the trail, has inscribed 24 boulders and erected many wooden posts. He has ascertained that 700 monuments will be necessary to adequately mark the entire route, and that the approximate cost will be about \$85,000. Through his efforts bills were introduced in both the Sixtieth and Sixty-first congresses, providing for the appropriation of \$50,000 for the marking of the trail; but these bills never came up for action.

The Oregon and the Santa Fe Trails both started at Independence, Mo. For 41 miles they were identical, but where the town of Gardner now stands the Santa Fe Trail bore off to the southwest, and the newer route turned to the northwest. At the point of separation a sign board indicated the northern route, with the simple legend, "Road to Oregon." It followed the direction of the Kansas and Little Blue rivers to the Platte, reaching that stream near Grand Island. It followed the Platte and Sweetwater for a distance of 650 miles, to South Pass—that hardly perceptible crossing of the Rockies, 950 miles from the Missouri river. Green river was crossed, and then came Fort Bridger, 1,079 miles from Independence. Sixty miles farther on was the ford of Bear river, which was followed for 40 miles, to Soda Springs, 1,170 miles from the starting point. Here the later California Trail turned off to the southwest. The road to Oregon continued on to Fort Hall, 1,288 miles from Independence, at the first crossing of the Snake river. Forty-five miles farther west, at the Raft river, the old California Trail diverged to the south—the trail followed by the "Forty Niners," but later abandoned in favor of the better road that left the main trail at Soda Springs. Then down the Snake valley, across the Blue mountains, through the valley of the Umatilla, trekked the pioneers. The distance from the Missouri river to Fort Vancouver was 2,020 miles, and to the mouth of the Columbia 2,134 miles.

In 1849 occurred the great migration—the historic march of the "Forty-Niners" to the gold fields of California. Crowds began gathering along the Missouri early in April, and by the last of that month it was estimated that 20,000 people were encamped waiting for the grass to grow sufficiently to insure pasturage for live stock. The procession started about the first of May, and by the first of June there was a straggling caravan a thousand miles long moving westward. Then the cholera epidemic that had broken out on the Atlantic seaboard reached Independence and spread throughout the moving host. Not less than 5,000 emigrants fell victims to the plague that year and were buried on the plains, between the Missouri river and Fort Laramie; but 25,000 reached California over the Oregon and California Trail in spite of plague, famine and all the hardships and perils incident to the passing of so great a host through a wild, unproductive and hostile country. Another outbreak of the plague in 1852 carried off an equal number of emigrants that year.

The Oregon and California Trails constituted the principal highways between the east and west until the driving of the spike of gold at Promontory Point, Utah, in 1869, marked the completion of the first Pacific railroad.

**NATURALLY.**



Mrs. Jones—No wonder she looks tired; she's up most all night with a sick baby.

Mr. Jones—What's the matter with her husband?

Mrs. Jones—He's busy all the time trying to get an eight-hour day for workmen.

**Old Soldier Tortured.**

For years I suffered unspeakable torture from indigestion, constipation and liver trouble, wrote A K Smith, a war veteran at Erie, Pa., "but Dr. King's New Life Pills fixed me all right. They're simply great." Try them for any stomach, liver or kidney trouble. Only 25c at Penn & Holstein's W E Lynch & Co., B Timmons.

**DECIDED NOT TO OPEN IT.**



Caller—I was thinking about opening a drug store in this neighborhood. Do you think one is needed around here?

Resident—Great idea. There's no place within ten blocks where a man can buy stamps or see the city directory.

**PUBLIC DRAY.**

I desire to notify the public that I am now running a public dray and solicit a share of their patronage. Rates reasonable, satisfaction guaranteed. Orders can be left for me at the store of Dorn & Mims  
M. Abney Parks.

**NOT UP TO DATE**



Tom—You are the only girl I ever loved.  
Tessie—My, but you're missing a lot of fun.

**For Sale.**

House and adjoining lot of 3 acres near public square. Orchard, garden, good well, pasture, barn, buggy house and other outbuildings. House piped for acetylene gas. For price and terms apply to W. A. Byrd at Edgefield or

W. A. Strom,  
Pleasant Lane, S. C.

# \$30.00 IN GOLD

Encouraged by the success of last year's corn contest and in order to give additional stimulus to the production of corn in the county, The **Edgefield Advertiser** will conduct another corn contest this year.

**FIRST PRIZE**

Fifteen dollars in gold will be given the Edgefield county farmer who grows the greatest number of bushels of corn on 1 acre of land during the year 1912.

**SECOND PRIZE**

Ten dollars in gold coin will be given the farmer in Edgefield county who grows the second largest number of bushels of corn on one acre during the year 1912.

**THIRD PRIZE**

Five dollars in gold coin will be given the Farmer in Edgefield county who grows the largest number of bushels of corn on one acre during the year 1912.

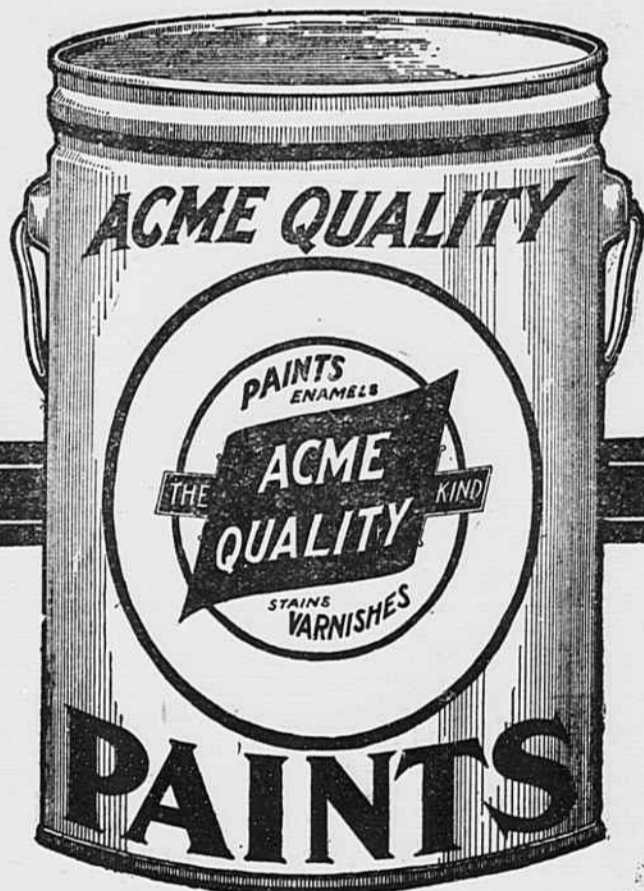


The foregoing prizes are offered unconditionally and without embarrassing or complicated restrictions. The contestants can plant their corn when they please, fertilize it as they please and cultivate by whatever system they please.

**ONLY ONE REQUIREMENT IS MADE:** The acre must be in one continuous plot of ground and not composed of two or more rich spots selected from different parts of the farm. The area planted must NOT be less than one acre.

The rules for measurement of the land and corn next fall will be more rigid than in the past contests and will not only be printed on the judge's certificate, but will be published in several issues of the paper, so that everybody can read them and become familiar with them.

## Who'll Win the Gold This Year Prizes Awarded at the County Fair



### Going to Paint?

If it's the house, barn, fence, kitchen floor, walls or anything else, we will gladly tell you what kind to use, quantity required, the cost, and how it should be applied. We have

## ACME QUALITY

Paints, Enamels, Stains and Varnishes for refinishing any shabby surface—indoors or outdoors.

Glad to show colors and offer advice whether you decide to paint or not.