

TO EIDSVOLD BY RAIL.

(*Exporter.*)

EIDSVOLD is to have a railway, and that very quickly if the people are only united. Our claim for a railway is a good one and cannot be denied. The stumbling block likely to arise is the question of which route will be most advantageous. The railway being within about fifty miles of us, we are most decidedly in favour of having the line continued from the present terminus at Eidsvold, as proposed by the Eidsvold Progress Association and, of course heartily seconded by the Bundaberg Chamber of Commerce and the people of Bundaberg. Against this route some very weighty arguments are being urged and the opening out of vast and rich mineral country in the direction of Gayndah—and we might say half way to Maryborough—give the supporters of the Gayndah line much reason to believe that this will be the line eventually decided upon. A third party, as yet very weak, urge a branch from the Western line—from or near Chinchilla for instance—via Hawkwood and St. John's Creek. With these different routes and their many advantages and disadvantages dangled before the public the most important question is likely to be lost sight of, viz, the importance of obtaining a speedy survey and equally speedy vote for the purpose of making a railway line to Eidsvold. Therefore it behoves us to be united, and to be so it is necessary that the merits of the different proposed routes should be calmly discussed and a decision arrived at that will be conclusive to the weal of all. That the railway line from or near its present terminus at Mount Perry should be continued to Eidsvold appears at once the most feasible, mainly so we must admit because it presents the greatest probability of being the speediest to complete. This we think is the only argument so far urged in its favour, and unless St. John's Creek and other important discoveries had been made in that direction there is very little doubt but that this route would have been unanimously urged from this field. Of course the interests of Bundaberg is centred on this line and should any other route be decided upon, it will be a severe blow to that prosperous little city. Those on this field whose interests are more identified with Bundaberg than with Eidsvold itself already pooh pooh the idea of the Mungarr-Gayndah line being continued to Eidsvold, but that is only natural and opinions coming from interested parties will not carry much weight. It is essential to the proper development of the district that we should have direct communication with the outside world and the great majority of the people will view the question on its broad basis at once ignoring the commercial interests of both Bundaberg and Maryborough. The good folk of Mount Perry are likely to be indifferent on the matter. They are already divided in opinion as to whether Eidsvold being connected by rail with Bundaberg or Maryborough will do them most harm. Should the line be extended from Drummers Creek, as proposed, or even from Mount Perry itself the business portion of Mount Perry must suffer whilst the mining interests will not benefit by the extension. The traffic will go right through from Eidsvold to Bundaberg with a stoppage of perhaps twenty minutes for refreshments at Copperopolis,

with a stoppage of perhaps twenty minutes for refreshments at Copperopolis, whilst in the event of the Maryborough line being agreed upon the business people hope to continue for an additional few months (that it will take to construct the line), to receive the bulk of the Eidsvold trade and they do not consider that

either line when constructed will benefit them in any way. The great advantage to the country at large will result by opening out vast mineral and splendid agricultural lands between Gayndah and Eidsvold is being urged by those favourable to the extension of the Maryborough line to Eidsvold and of course Gayndah is pleased to support the route. The third proposal we do not place much weight upon for the simple reason that it is not likely to be entertained. Therefore the great question to be decided quickly and unanimously is which of the two first named routes is most acceptable to this district. As would be the continuation of the Mount Perry line appears the safest one for us to urge along. True, the country between Mount Perry and Eidsvold is not very promising looking, but we can safely predict that this district alone will make the line productive. It is highly necessary that St. John's Creek also should receive a fair amount of consideration, but this could be met by a light tramway between Eidsvold and the former place. There are no difficulties whatever in the way. On the other hand it is probable that places equally as important as St. John's will spring up at short intervals between that place and Gayndah, and if so the railway via Mount Perry would not be suitable for requirements. Already what promises to be an important place is discovered. The Independent claim, six miles beyond St. John's Creek, produced stone that crushes over four ounces to the ton, and about twenty claims are working in the neighbourhood and more are likely to follow. Should the railway be carried along this route it would be necessary to urge upon the Government to commence work immediately at this end and have the line completed to Gayndah about the same time as the Mungarr line is completed. Whether this could be given effect to is a matter of grave doubt. No time is to be wasted over party or private grievances. Arrive at a conclusion without delay, and throw in our lot with either Bundaberg or Maryborough and let us have a railway quickly. Remember that united we stand, divided we fail; therefore let us pull together, having for our watchword Westward Ho.