

(3.)

Bodalla, October 9, 1891.

*Mr. T. N. Grierson* is manager of the Bodalla Company's estate; the area of this estate is 22,000 acres; the resident population is about 300; there are now 109 men in employ on the estate, exclusive of persons employed on piece-work and contract; would estimate that there are now all told about 150 in employ; there are 4,500 head of cattle of all ages; horses, about 150; sheep, 444; of pigs there are usually 2,500 on the estate; there are 1,100 cows in milk, producing about 220 tons of cheese yearly, in addition to butter of which about three tons are made for local consumption; the estate is divided into 8 farms, on which there are 5 cheese factories; there is one bacon factory at which 4,400 pigs have been killed to date since January 1st; during this year he hopes to kill 6,000 pigs and produce 220 tons of bacon and hams; all the crops grown on the estate are consumed by the stock and in addition, large quantities of corn are purchased; all is procured in the district except oats, barley, and bran, of which the importation from Sydney may be 20 tons annually; clearing is continually in progress and the area brought under grass and cultivation being increased; of the whole estate about 13,000 acres have been improved; the annual progress in clearing is from 150 to 200 acres; during some years the produce has been sent away from Moruya and Bateman's Bay, but since the floods in June, when the Tuross bridge was destroyed, he has sent it from the Wagonga, *via* Noorooma; to reach this port cartage had to be done along the road to a wharf and store on the Wagonga that had been put up by the Company and punted across the river to Noorooma, whence it has been taken away by the steamer "Trident;" this route is still being used together with another along the main-road to Clows' wharf; the distance from Bodalla to Wagonga wharf is 12 miles, and to Clows' wharf it is 12½ miles; the difficulty at Clows' wharf is that there is no store in which to put the produce and the communication from the main-road to the wharf is very bad; the wharf is also a temporary structure and quite unsuitable for the purpose, being a small jetty out into the water of the river; the Wagonga wharf, opposite Noorooma, would be most suitable for despatching from Bodalla if the road to it were put into passable condition as it is nearer the mouth of the river, giving but a short distance to punt; but this road has been but partially formed, and during the winter it has been in very bad order indeed; when the bridge on the Tuross is re-built a wharf at Tirlingah would be more suitable to Bodalla than any one on the Wagonga, as the distance is only 5 miles from the township and the roads are very good and level; this point can be reached in the present condition of the entrance to the Tuross by the steamer "Trident," which he is informed will be brought in or another of similar tonnage; no vessel has yet taken or brought goods for Bodalla by the Tuross River while he has been in charge; is now building a punt of 60 tons capacity to carry produce from the nearest point from Bodalla, which is where the main road crosses the Tuross, to the heads, in case the steamer does not find water enough on the river crossing to enable her to go up to Tirlingah; but at the same time the channel along the Tuross from the main road crossing to the heads is so crooked, and in places uncertain, that he believes it will be found to be more economical to cart the produce 4 miles further to Turlinjah, and to punt it thence to the heads, as the channel along that route is very good and not uncertain at all; he will now be obliged to punt from the road crossing the Tuross, because the bridge is broken and another cannot be built for some months; the greater part of his produce and supplies are carted by contract; the cost to the Wagonga is 15s. per ton, and to Turlinjah will cost 5s. per ton; cartage by the long route entails a loss of a night to the teams; the cartage to Moruya costs 15s. per ton, and to Bateman's Bay 20s. per ton; all fat cattle sold hitherto have been driven away by the buyers, being intended for the South Coast trade; stores are occasionally sold and driven away also; the only outlet now for large stock is by Eden; there is no other port where steamers such as Howard Smith's call; Eden is 90 miles from here; lately shipped horses to Melbourne from Eden, having driven them down there by road; if a port at which such large steamers could call were made at Broulee it would undoubtedly be of great service to the district generally, but so long as either Tuross or Wagonga is open and attended by steamers of the size of the "Trident" the wants of the estate will be sufficiently met by such a service; the cost of transport by road would be less to either of these places than to Broulee, and the steamer's freight would be the same; for disposal of fat cattle large steamers calling would confer great benefit, but at the same time these districts will ever be devoted to dairying, which is very much better paying than fattening, and for all such produce the small steamers are amply sufficient; the fat cattle produced are mostly all wanted for consumption in the district; stud stock are usually all very quiet, having been handled, and they can be sent away when required by the small steamers also; there cannot be any great numbers of such stock to send away.

T. N. GRIERSON.

The average quantity of goods imported by sea is 6 tons weekly; and the money value of both exports and imports averages £600 weekly.

(4.)

Moruya, October 12, 1891.

*Mr. John A. DuRoss*—His property is Binge Binge, between Lake Coila and the sea, about ten miles from Moruya; owns a little over 1,000 acres, part freehold, and part conditionally purchased; does dairying altogether; farming is for home consumption only; ships all his produce to Sydney; this consists of cheese only; occasionally sends away butter and bacon; when butter is high-priced it pays to make, but the bacon is made only during the winter; pigs cannot be sent away by the drogher from Moruya, as it takes from Thursday till the Tuesday, as they have to be taken to Bateman's Bay, and they fall away in condition so much as to result in loss; Bateman's Bay is too far to drive pigs to; they can be sent to Sydney when, as now, the steamer comes into the Moruya; in consequence of these difficulties he has almost given up rearing pigs, as the price obtainable locally is not remunerative; occasionally sends a few horses to Sydney by steamer; he has to drive them to Bateman's Bay, and ship on the "Kiama;" of cheese he produces according to the season from 28 to 35 tons yearly; during some dry seasons has had as much as 500 bushels of bran and pollard from Sydney by the steamer. Of the calves produced he rears all he requires, but is obliged to destroy all the rest; if there were communication he might send at least 50 calves annually to Sydney; the freight is high because there is no competition at this port; it is higher than at other ports; but they could not be sent except by some expeditious means as they get no food on the journey; he could ship calves from Broulee, as they could be taken