

EXTRACTS FROM "THE OTAGO NEWS"

Dunedin.

Saturday, November 10th. 1849.

Census to 31st March 1849—Report as to Roads.

Referring to the Maps of Dunedin and the Districts adjoining, it will be observed that a little to the north of the principal landing place in Dunedin, there is a shallow beach heretofore frequented by natives, and useful in all weather for the hauling up of light boats, for which purpose it has therefore been retained. The main line of Princes street and Georges street descends abruptly to this beach on either side, and crosses it within a few paces of high-water, and this frontage has therefore been connected with the principal landing place, by means of a metalled road carried round by Princes street, and a substantial wooden bridge over the boggy streamlet at the Surveyor's Office, which completes the arrangements to facilitate the landing of goods and passengers, and for placing them at once on the main line of roads. This metalled piece of road is 400 yards long, and a metalled footpath 110 yards long, has been carried on from it to the School House, which is also in use for public worship. The principal landing place consists of a wooden Jetty abutting upon a stone pier, and equipped with a crane equal to 3 tons weight. Taking this jetty as the starting point, dray roads having been run—first by the line of Georges street, and onwards through the suburban lands to the head of the North-east Valley, a distance of three and a half miles, and a continuous flat. From thence a bridle road has been carried over the hills to the landing place at Port Chalmers, a further distance of about five miles, and the whole distance is easily accomplished on horseback within two hours.

A second dray road has been carried in a North-Westerly direction, passing by the public cemetery to the Wakari district, or more generally called the Half-Way Bush, in relation to its position on the way to the West side of the Taieri Plain. This road is tortuous owing to the intervening hill, which rises to about 500 feet, but it is quite accessible, and not more than two and a half miles long.

A third dray road has been commenced by the south end of Princes street over the lowest point of the range of hill, which separates the back of the town from the valley of the Kaikarai and which point being only about 400 feet high is gained by a natural and easy incline. This road is intended to connect the town with the nearest point of the Taieri Navigation, a distance of about 14 miles, it will pass through the lower Kaikarai which is free from hills, and within a short distance of the coal cliffs on Saddleback Hill, and it is so far advanced that drays are now passing to Green Island Bush, a distance of about five miles, and where the settlers are being located. . . .

It is to be observed that none of these dray roads being metalled, they are unfit for use during the dead of winter, but that they are sufficiently drained, thrown up, and furnished with temporary bridges, to be economically useful at all other seasons, and to be ready for such durable improvements, as future means may enable to be effected.

A footpath made five feet wide with a ditch on both sides, and bridged over two creeks, has been thrown upon the wet meadows, leading round to Andersons Bay, where many settlers, and some children attend school in Dunedin, the length is about a mile from the nearest part of the meadow where drainage has been effected by the settlers, and there is also communication by water from Anderson's Bay, and a cattle path by the sandhills skirting the Ocean Beach.

It has also been the object in these initiatory operations to connect as far as possible the opening of the country for future immigrants with the immediate wants of present settlers.

