when the Earnscleugh company went into liquidation in 1924.

During the height of the gold dredging activity around 1900, ten to twelve steam dredges were working between Alexandra and Clyde. During the gold rush, the concept of dredging was a centralized one in which many claims were amalgamated into larger companies. The gold was mined from gravel beds. By 1901, there were 47 gravel beds, and the most persistent gravel beds had been worked off. The gold dredging claims were more efficient than the sluices and even though the gravels were worked out, the company did not pay out a dividend to its shareholders.

A grand suspension bridge was built by Grant and McKellar and lived across the river to follow an old course of the Clutha River. One of the most persistent gravels. It is believed the name “Linger and Die” stems from this long-drawn out effort, which finally ended in failure.

The line closed in April 1990 as a direct result of the Clyde dam work finishing in 1989. In December 1990 the rails were removed from the Alexandra to Melbourne bridge, and the Shackymic Bridge was removed in 1995.

Graffiti and illegal dog excreta have also been removed. The Road Rail Bridge has been restored as a foot bridge and dedicated to the pioneers.

Litter not to be left behind when you depart.

Lambing time. Gates should always be left as you found them.

5 GRAVEYARD GULLY ROAD & CEMETARY- 1863-1868.

5 The bridge slowly deteriorated and was restored as a foot bridge and dedicated to the pioneers.
A few hours or a whole day may be spent on the lake Roxburgh Walkway following an old bridle track from the Lower Gully Cemetery, down the eastern side of the lake. The best time for the walk is during the months of November and December when the wild thyme is in flower and the heat in the gorge not excessive. Though the creation of Lake Roxburgh, in 1956 inundated many mining workings, many interesting sites have survived, especially at Coleman’s Gully and Doctors Point.

Along the track, cave dwellings, remains of stone huts (especially at Coleman’s Gully) and small scale scavalaging will be seen, while at Doctors Point there are large scale workings in a good state of preservation.

The first small rush to Doctor’s Point was in 1877 when gold was discovered on a rocky hill above the Manuherikia River. Dredging of water and the presence of big boulders made mining difficult but returns were good. A second small rush occurred in 1908 when gold was discovered on an even higher-level deposit. These two rushes were the same and were still not solved even after the use of heavy machinery by a public company formed in 1913. Some mining was carried out in the 1930 Depression period. During this period, the main race was refurbished using steel fluming.

Extensive scavalaging and stonevalled talus areas are features of the lower workings. At the upper workings, 70 metres above the lower workings, is the large excavation of the Doctors Point Mining Company complete with a crane running on a cable, a water-powered winch and the remains of tramways. A short distance from these workings on a promontory formed by a submerged earth filling dam with stone buttresses, which, from a distance looks like a fort. A water race from Shanty Creek has several stretches of fluming, which today are dangerous to walk on.

7 TANK ON HILL. View and walk.

From 1873 until 1903, an open race from Chattow Creek supplied Alexandra with water. In 1903 the town was reticulated with water mains supplied from the concrete tank built on the ridge above the town. This tank received water from James Rivers’ water race, which began at Sgeargrass Creek dam in the hills south of Little Valley and travelled 22 km over very rough rocky country. Dredging of water and the presence of big boulders made mining difficult but returns were good. After a second smallrush occurred in 1908 when gold was discovered on an even higher-level deposit. These two rushes were the same and were still not solved even after the use of heavy machinery by a public company formed in 1913. Some mining was carried out in the 1930 Depression period. During this period, the main race was refurbished using steel fluming.

The aqueduct was built in 1885 by the Rivers Company for the Alexandra Borough Council. This huge wooden-trestled structure was known locally as the ‘Manorburn Steps’. Its purpose was to hold back the water, and it was completed in 1886.

It is said the name “Tucker Hill” arose from the miners standard reply of “just making tucker” to questions about how they were doing.

Water was bought to the northern end of the diggings in 1893 by way of the Rose, Thistle & Shamrock companies race. Water to the southern end was supplied in 1894 by Campbell and Jackson when the camp dam was raised. Tucker Hill Road branches off Little Valley Road to the left just beyond the Manorburn No 3 Road Trail Bridge and passes through Tucker Hill Diggings. About 2 kilometres (2.2 km) along the road on the hillyside on the right, there is a fine example of a water race supported on stone stonewalls. The sudden beginning of the stonework indicates that a wooden fluming formerly carried the water to this point. This was part of the Rose, Thistle & Shamrock water race (mid 1894) which was intended to supply water to the Tucker Hill diggings.

Further along, a kilometer back from the river is a low ridge then named “White Hill”. The hill was successfully worked 1894-1896 by way of a shaft and tunnelling, striking gold-bearing wash. Later, early in the 1900’s, James Rivers bought the Tucker Hill Diggings on “White Hill” which he renamed “Richmond Hill” after his birthplace in England. Here, from 1904-1908 he sluiced the white quartz gravel. Today, the site of this project was covered by stands of beeches and the changes of the old spoil heaps and the remains of the water race from Shanty Creek which is still visible.

Just before the Manorburn ford, the Old Teviot Road descends the ridge from the right. The road was used by wagons (only a few coach trips were made and then only by one driver) and the grooves worn in the road indicate it was used only for the traffic which had either come over the Dunstan Road Station, travel down the Flat, and then recross at Robertson’s ford. Similarly, traffic which had either come down the Dunstan Road (Mountain Road) or along the Teviot Road, also crossed at this ford.

Robertson operated a ferry for pedestrians.

Even after the road from Springfield to Alexandra was built, the road through Galloway was preferred, in spite of the river crossings, because it was shorter and not so steep. The ford was finally abandoned when the Lower Galloway bridge was opened in 1922.

The hotel was badly damaged in the 1886 floods and destroyed, swept away in the big 1878 Road. Opposite the old hotel site is Linn Rock, an isolated outcrop of schist, which is said to resemble a crouching lion. It gave name to the Linn Rock gold diggings, which worked unsuccessfully here from 1898 to 1899.

14. THEYERS and BECK’S MANUHERIKIA BREWERY View from road.

The mud brick store shed on the western side of Manuherikia Road opposite the Alexandra Holiday Camping Grounds, is the only remaining building of the old Manuherikia Brewery. The brewery itself lay on the left side of the main entrance to the Camp. Billy Theyers and Canute Beck erected it in 1907 and it is said that they made excellent beer using water from a nearby spring. ‘Beck’s Race’ brought water all the way from the foot of Dunstan Mountains to their water wheel, which worked the plant. Production of beer gave way to cattle manufacture in 1908, which continued until Beck’s died in 1918. The factory was sold in 1919.

In 1905, the building was taken over by Stephen Span of Eamurchu Station for canning rabbit meat. The canned meat was sent to Britain for the armed forces, particularly the navy. A company, Central Otago Producers Ltd was formed, and some of the brewery buildings were replaced by a large concrete structure, which still serves the Holiday Camp as a recreation hall (Simpson’s Block.) The ‘Rabbit factory’ as it was known, closed down in 1921 and the buildings lay idle until purchased in 1939 by G.H.Fox to form the basis of his well-known motor camp.


Key for the cottage can be obtained from Central Stories.

This cottage was built about 1890 by the early settler, William Vallance, using sandstone blocks. He worked first on the gold dredges and later worked his own claim across the Manuherikia River. One of his daughters lived in the cottage until the 1970’s. The cottage then deteriorated over the years, until restoration started in 1984 and the cottage is now fully restored and furnished.

16. ROYAL TERRACE AND THE WATER RACES. Drive along the Terrace.

The wide Royal Terrace was formed in the mid-1960’s from a water race reserve. Two large water races were brought into Alexandra from Chattow Creek in 1846. One supplied the Manuherikia Ground Sluicing Company’s claim on the site of the present Holiday Camp. The other, owned by the Ovens Water Race Company, supplied Bedford Butler’s claim at Golden Point (later renamed Butler’s Point) near the mouth of the Manuherikia River.

In 1865 both companies extended their races along the edge of the terrace to the river bank where the water was used by the companies for their own claims and the surplus was sold to other miners. The races along the terrace ran parallel and within a few metres of each other. The Alexandra Borough Council bought the assets of the Ovens...