



"Linger and Die" is the name now given to the large scooped out recess in the Manuherikia riverbank from the former Centennial Swimming Pool site northwards. This is now reclaimed land but is still subject to

1 LINGER AND DIE. View and walk.

This tour starts from the Alexandra Museum (Central Stores) Information Complex, Pioneer Park, Centennial Avenue and excluding Walk # 6, could take a full day. (Tour 2 starts from Rotary Park, at the Clutha River - just up from the Alexandra Bridge.)

Central Stores. This all steel Water-wheel comes from the 1880's Alpine Reef mining claim located in the upper section of the Fraser Basin, Old Man Range. The wheel was dismantled in 1970. The pieces were then transported down to Alexandra and reassembled for display outside Central Stores.

Visitors are warned, that following this guide, you do so at your own risk. Some of these sites are on private property so please respect the property owner's rights. Access may also be denied to some sites eg, times of stock movement, at lambing time. Gates should always be left as you found them. Litter not to be left behind when you depart.

RESEARCHED BY: John Douglas - Safari Excursions Tours & Walks / Professor John D McCraw with assistance from Dr Mike Floate (OGHT). Drawings supplied by Doug Ayson. **BACKED BY** Otago Goldfields Heritage Trust / Central Stores / Department of Conservation (DOC). **APPRECIATION** goes to DOC for assembling and assistance with the erection of interpretation plaques.

OTHER GENERAL WALKS - Alexandra & Immediate District Historic Tour 2, Alexandra Guide 1, Alexandra Guide 2 & Roxburgh Gorge Walk

An historical tour of old goldmining sites and places of interest from the golden days of the Lower Dunstan.

Alexandra & Immediate District Tour 1

Historic Sites Viewing & Walking



TOUR 1

ALEXANDRA & IMMEDIATE DISTRICTS

Historic Sites Viewing & Walking

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New Zealand's Heart of Gold
OTAGO GOLDFIELDS
Catch the gold fever



past the Clock Information Board.

4 SHAKY BRIDGE. View and walk.

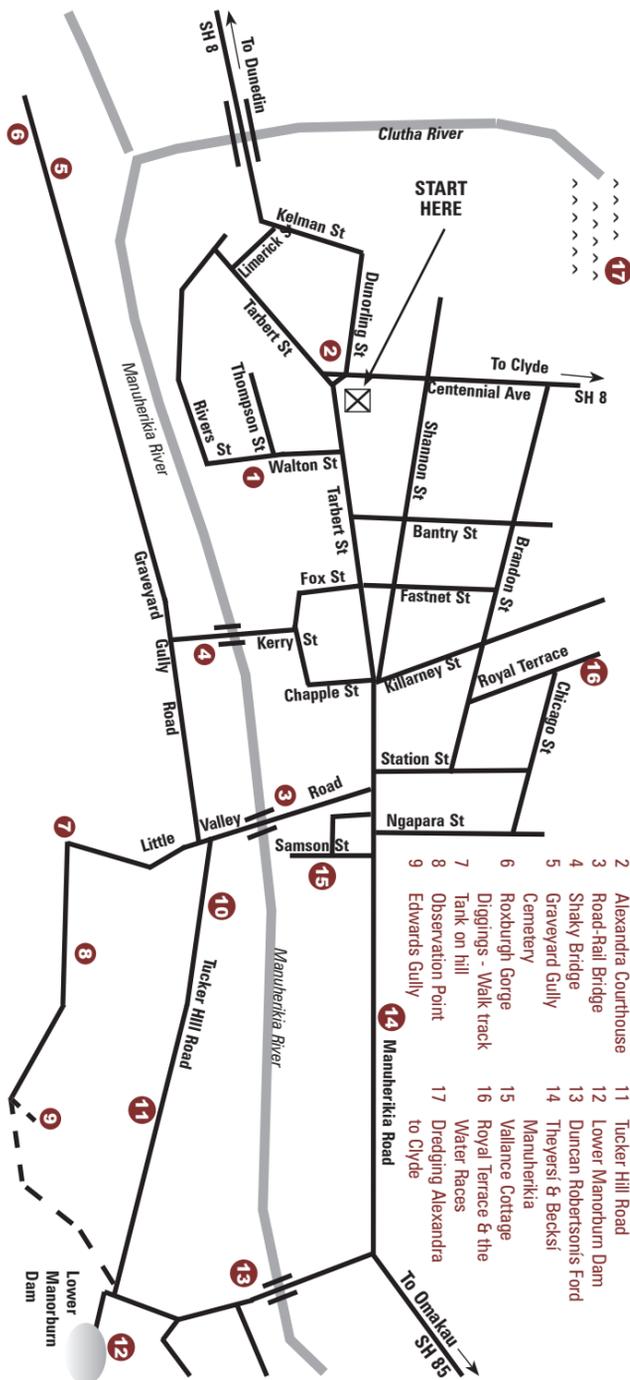
The line closed in April 1990 as a direct result of the Clyde dam work finishing in 1989. In December 1990 the rails were lifted at Clyde and by 1991 were all removed all the way back to Middlemarch. In May 1993 the rail corridor was offered to Doc and now forms the "Otago Central Rail Trail" from Middlemarch to Clyde.

3 HISTORICAL RAILWAY BRIDGE. View and walk. Construction of the Otago Central Railway commenced in 1879 and right from the start, progress was slow. The line did not reach Clyde till the Alexandra Bridge was completed in 1906. The bridge is 90.2 metres long and normally 12 metres high above the river. Negotiations by the Alexandra Borough Council and Vincent County were successful in having the bridge built to accommodate road traffic. The local bodies built the approaches and contributed an annual sum for maintenance.

2 ALEXANDRA COURTHOUSE. View, visit the Courthouse Cafe. This grand looking building is one of the oldest stone buildings remaining in the town and was the Alexandra Courthouse for almost 100 years from 1879 to 1972. It served as the Warden's Court and Magistrate's Court which both played important parts in the early day-to-day life of the Dunstan goldfields. Since 1979 it has been used by various government agencies until the mid 1980's when for a few years, it became the Information Centre. In 1987 the building became one of the Otago Goldfields Park sites and under went some significant restoration, refurbishing it to something like its original Courthouse setting. In 2003 DOC granted a concession for the building to be used as a Cafe. Inspection invited.

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drawn out effort, which finally ended in failure. The floodbank at a height of 142.75m asl, was constructed in 2001 so as to prevent the town by being flooded via the "backdoor" accessing onto Tabert St. Several attempts were made to rediscover this lead, which is believed to follow an old course of the Clutha River. One of the most persistent efforts lasted from 1905 to 1908 when tunnels were driven from the bottom of a large pit 10 metres deep. In the end the miners could not cope with the large amount of water pouring through the porous graves. It is believed the name "Linger and Die" stems from this long-drawn out effort, which finally ended in failure.



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The Cemetery was the first burial ground in Alexandra. Over 30 early pioneers, some victims of the great winter snowstorm of 1863, as well as those of Hyde and Love who perished in a December 1863 blizzard, lie buried here. The Rev. L Chisholm of Milton, while on holiday in Alexandra in 1897, raised money to build the stonewall and cairn.

Further along Graveyard Gully Road to the cemetery, the road follows a very early water race, which then conveyed water from the Manuherikia River some distance away, to claims at Prospectors Point.

The Shaky Bridge Cafe, the white cottage on the east side of the road past Shaky Bridge, dates from the early mining period.

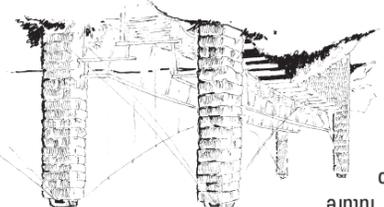
5 GRAVEYARD GULLY ROAD & CEMETERY. 1863-1868. View and walk.

The dam created a silt trap and over 36 years some 54 million cubic meters accumulated on the lakebed between Alexandra and Roxburgh. This reduced its storage capacity by nearly 50%, and raised the flood level at Alexandra by some 4 meters. Since 1992 the rate of silt up has been reduced because most of the silt came from the Shover catchment, and is now accumulating above the Clyde dam.

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Water Race Company in 1873 and the race became known as the 'Borough Race' and the extension across the flat to the main street as the 'Town Race'. It served as the main town supply until 1903 and then later as an irrigation race. It was sold to the Government in 1922 and the race with the exception of that within the town, now exists as part of the Manuherikia Irrigation Scheme.

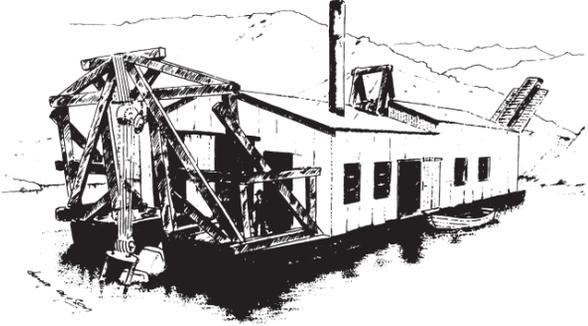
17. DREDGING - ALEXANDRA TO CLYDE. View and walk.

During the height of the gold dredging activity around 1900, ten to twelve steam dredges were working between Alexandra and Clyde. Other dredges worked the lower Manuherikia River while still more worked the Molyneux (Roxburgh) gorge. At first, the early dredges were confined to the river and then to the low terraces but with the invention of the tailing elevators they were then able to dredge into the higher terraces. Most of these dredging claims were each of about 100 acres in extent, and some 10 acres would be worked each year.

When a dredge had worked out its claim, it was dismantled and either re-erected on another claim, or disposed of for scrap, or just abandoned. Large ponds in these dredge tailings still indicate the places were dredges turned around or finally finished working.

The Ngapara Ponds. Just before Central Vets off Highway 8 (after Boundary Road), following a track around the paddock takes you to an old dredging pond formed by dredges owned by the Ngapara Gold Dredging Co, which worked in this area from 1895 until 1919.

Some three kilometres along the highway from Boundary Road is an old dredging pond, which still contains the remains of an abandoned dredge. It can be viewed from the edge of the terrace some 50 metres from the highway. The Dunstan Lead Gold Dredging Company held a claim of 98 acres here and their dredge, which began work 1901, was one of the largest on the river. It was taken over by the Earnsclough Gold Dredging Co in 1907 as their Earnsclough No 5 and was converted to use electric power in 1908. It worked the lower terraces between Muttontown Gully and the spot where it now lies. It was abandoned when the Earnsclough company went into liquidation in 1924.



6 ROXBURGH GORGE DIGGINGS. DOCTORS POINT 1877-1916 & 1930's. Days walk.



A few hours or a whole day may be spent on the lake Roxburgh Walkway following an old bridle track from behind Graveyard Gully Cemetery, down the eastern side of the lake. The best time for the walk is during the months of November and early 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 sluicing 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 shelf high above the river. Shortage 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 shelf. The difficulties 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 sluicing and stonewalled tailraces 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 prominent spur is an impressive rammed earth holding 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 Chatto 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 Speargrass Creek dam in the hills south of Little Valley and traversed 22 km over very rough rocky country to Tucker Hill diggings. There was constant conflict between the Alexandra Borough Council and Rivers over Rivers' failure to supply the agreed quantity of water. There were many court cases and finally the Supreme Court ruled that Rivers could not be expected to supply water that did not exist. Apparently the Council had not checked the priority of Rivers' Water Rights - a matter that was especially important when water was scarce.

The tank was finally abandoned in 1909 when water for the town became available from Butchers Creek.

8 OBSERVATION POINT - LOOKOUT. View.

From Observation Point, there is a panoramic view of Alexandra and the Manuherikia Valley with its adjacent mountains. Immediately to the south are the rocky ridges of the Knobby Range separated by the Roxburgh Gorge from Flat Top Hill, which overlooks Fruitlands. The Old Man Range with the prominent Obelisk (Old Man Rock, or Kopuwai) and TV Tower on the skyline, dominates the southwestern view. To the west over the Obelisk Range, beyond the gorge of the Fraser River is the Old Woman Range and in the distance the sharp peaks of the Remarkables - Double Cone is visible on the horizon. To the right of the Fraser River are the Cairnmuir Mountains, and then Cromwell Gorge with Clyde Township and the Clyde Dam at the entrance. Through the gorge there is a glimpse of the Pisa Range. The Dunstan Mountains' form the northwestern horizon with Leaning Rock / Old Woman Rock (Hachaeata) prominent at the mountains southern end. North of the Dunstan Mountains lies the St Bathans Range and the distant Hawkdun Range closes the head of the valley.

Alexandra town and the junction of the Manuherikia and Clutha Rivers dominate the foreground with the Tucker Hill diggings immediately below Observation Point. Dunstan Flat runs from Alexandra towards Clyde and Earnsclough Flat with its extensive dredge tailings, lies across the Clutha River.

9. EDWARDS GULLY DAMS. Teviot Road "Old Wagon Road" to the Manorburn Ford. Allow 30-60 minute walk.

Access is allowed here on to private property but may be denied during lambing and at times of stock movement. Please respect the owner's property.

Two stonewalled mining dams lie in Edwards Gully a short distance off Little Valley Road. Just over two kilometres beyond the Observation Point, a track leads off to the left. This track is the remains of the old coach / wagon road which came across the Knobby Range from Teviot (Roxburgh) and ran down the ridges to the ford across the Manorburn. It then crossed Galloway Flat to ford the Manuherikia River at Duncan Robertson's crossing.

After a short walk along the old road, the old Tucker Hill race from Speargrass

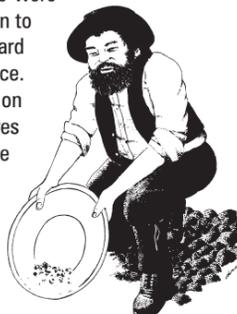


Dam is reached and can be followed either down the gully along a marked walking track to the Upper Dam or via a mountain bike track off to the left further on. James Rivers built this dam in 1901 to store water for his claim at Richmond Hill (known today as the sandpit). The water was taken from the dam by a race and pipeline. Some of the low stone pylons, which once supported the pipeline, can still be seen.

After a 5 to 10 minute walk down the gully along the old water race, you came upon the Lower Dam - Stockyard Dam. Campbell and Jackson built this dam in 1893. In 1903, James Rivers who now owned the dams, agreed to supply water to the Borough of Alexandra. Because of a misunderstanding about water rights, the supply scheme for the Borough was not only unsuccessful but also a financial disaster and as well, there were difficulties in maintaining the long race through rough country.

10. TUCKER HILL DIGGINGS. View and walk.

Mining here began first in late 1862 with extensive diggings lying just over the Rail Trail Bridge and to the left of the road to the Lookout. There was no water at the site and miners were forced to carry their gold-bearing sand down to the river for washing. A layer of very hard lime-cemented gravel was also a hindrance. (It can be seen protruding from the bank on the right hand side of the road a few metres beyond the bridge). In spite of these difficulties, the diggings could be relied upon to provide small amounts of gold. 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 of the diggings only arrived in 1893 when George Campbell and Thomas Jackson completed their water race from their dam in Speargrass Creek, south of Little Valley. From the top of the ridge overlooking the diggings, (it can still be seen halfway up the hill) the water descended in a series of waterfalls until again picked up by a race which then took it along to their claim. James Rivers took over Campbell and Jackson's claim in 1896.

11. TUCKER HILL ROAD to Old Teviot Road at Manorburn Ford. View and Walk.

Old Teviot road is a legal but unformed road through private property. The road just after the rail trail is no longer maintained.

Tucker Hill Road branches off Little Valley Road to the left just beyond the Manuherikia No 3 Road Trail Bridge and passes through Tucker Hill diggings. About 2 kilometres (2.2 km) along the road on the hillside on the right, there is a fine example of a water race supported by 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 and Shamrock water race (mid 1864) 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 tunnel, striking gold-bearing wash. Later, early in the 1900's, James Rivers moved from the Tucker Hill diggings to White Hill which he renamed 'Richmond Hill' after his birthplace in England. Here, from 1904-1906 he sluiced the white quartz gravel. Today, the mine ('the Sandpit') is used as a quarry for sand, which is used for concrete and plastering, for making concrete bricks and for roadwork etc.

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 by their wheels can still be seen.

This road continued to be used for access to Little Valley until a new road was constructed through Graveyard Gully about 1925. After a flood swept through the gully in 1948, the old road had to be used again while a new road by way of Observation Point was constructed.

A walk up the old road to the top of the first ridge brings into view the extensive Manorburn diggings. These shallow workings were the scene of several 'rushes' in the mid 1860's. Continuing along Tuckers Hill Road requires fording the Manorburn and is not recommended for cars. Even 4-wheel drive vehicles should take care when the Manorburn ford is high.

12. LOWER MANORBURN DAM. View and walk.

Constructed in 1934 as part of an irrigation dam-building programme instituted by the Government during the 1930's Depression, the Lower Manorburn dam is really just a large weir designed to raise the water level sufficiently to irrigate Galloway Flat. During most winters the reservoir freezes and allows for ice skating and curling.

About 20 metres upstream from the dam wall, and now covered by water, was an earlier small weir. Built of schist blocks in 1909, it was known locally as the 'Manorburn Steps'. Its purpose was to hold back mining tailings to prevent them flooding out over Galloway Flat. Both gold and antimony mining was carried out in Dans Gully, located on the true right bank of the second basin.

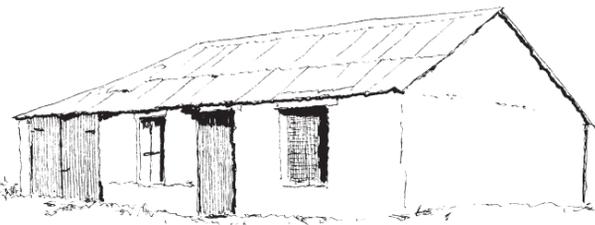
Just downstream from the dam wall was the site of the Rose, Thistle and Shamrock Co's aqueduct. This huge wooden-trestled structure built in 1864 was some 240m long and 27m high, designed to carry the company's water race, which

began in the Manuherikia River, near the mouth of Chatto Creek, across Galloway Flat to the Manorburn and on to Tucker Hill. Owing to a miscalculation, the race was too low to reach its objective and the company was liquidated. A section of the aqueduct was blown down in 1867 and eventually wood from the aqueduct disappeared - probably for use as firewood.

The shoreline makes for an excellent picnic spot as well as for its scenic views.

13. GALLOWAY INTERCHANGE - DUNCAN ROBERTSON'S FORD. View and information only.

The only vehicle access to Alexandra during the 1860's was at this ford across the Manuherikia River by Robertson's Balmoral Hotel, downstream from the present Lower Galloway Bridge. Wagons and coaches, which had come down the Manuherikia Valley, had first to ford the river at the upper end of Galloway Flat near the old Moutere Station, travel down the Flat, and then recross at Robertson's ford. Similarly, traffic which had either come over 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 Springvale 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 1866 floods and destroyed, swept away in the big 1878 flood. Opposite the old hotel site is Lion Rock, an isolated outcrop of schist, which is said to resemble a crouching lion. It gave its name to the Lion Rock gold dredge, which worked unsuccessfully here from 1898 to 1899.

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

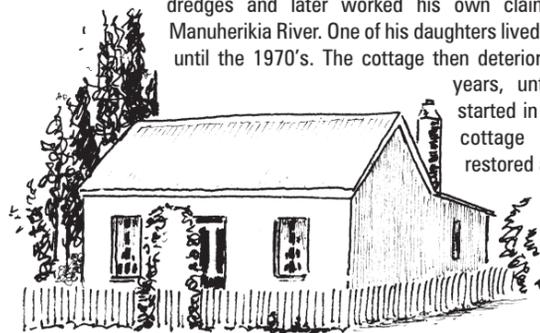
The mud brick store shed on the western side of Manuherikia Road opposite the Alexandra Holiday Camping Grounds, is the only remaining building of the old Manuherikia Brewery. The brewery itself lay on the left side of the main entrance to the Camp. Billy Theyers and Canute Beck erected it in 1870 and it is said that they made excellent beer using water from a nearby spring. 'Beck's Race' bought water all the way from the foot of the Dunstan Mountains to their water wheel, which worked the plant. Production of beer gave way to cordial manufacture in 1880, which continued until Beck's death in 1908. The factory was sold in 1909.

In 1915, the building was taken over by Stephen Spain of Earnsclough Station for canning rabbit meat. The canned meat was sent to Britain for the armed forces, particularly the navy. A company, Central Otago Preserves 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.

15. VALLANCE COTTAGE (Restoration project 1994-1996). View and visit.

Key for the cottage can be obtained from Central Stories.

This cottage was built about 1900 by the early settler, William Vallance, using sun-dried mud bricks. 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 1994 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 bought into Alexandra from Chatto Creek in 1864. 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 Butlers 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