



Figure 21. A Frue vanner (circa 1917) of the type probably used at the St. Catherine mine.

Otis E. Young, Jr., *Western Mining* (Norman, Oklahoma: University of Oklahoma Press, 1970), p. 140.

By 1887 mining activities at the St. Catherine were suspended, the cost of mining being higher than any profit possible from the gold extracted.<sup>185</sup>

#### TECHNOLOGY AND GROWTH ON STREETS OF GOLD

In addition to the rather active gold mining on the Rudisill lode during the 1880's, Charlotte witnessed other significant events. The Charlotte Cotton Mill (Charlotte's first) was established in 1881 and the first cotton oil mill was built in 1882.<sup>186</sup> A telephone franchise was granted in 1883, and the city's first electric lights came on in 1887. "During the period 1880 to 1900 the city streets were improved, some pavements were laid, and fashion took the air in shining befringed single buggies or double surreys complete with fancy laprobes, in landaus, two-horse carriages, and single and double victorias. 'Sea-going' hacks carried 'drummers' between the depot and the hotels and young blades outrode the wind in sulkies."<sup>187</sup>

Over the years, Charlotte street improvement projects commonly utilized sub-grade gold ore and waste rock from nearby gold mines such as the Rudisill and St. Catherine. Thus it is literally and figuratively true that "the streets of Charlotte are paved with gold".

By the 1880's John Wilkes had built the Mecklenburg Iron Works into a major manufacturer of gold mining and milling machinery. Their gold stamp mills were outstanding (figure 22), and were sold throughout the southern gold fields. Also by 1880 the treatment of sulfide ores to release their contained gold had evolved through most of the possible mechanical and roasting methods and various chemical