

old shaft and Chevalier's No. 1 shaft<sup>32</sup> and are plotted as the same in figure 14. Earnhart also remembers seeing 3 or 4 adits exposed during construction of the southeast side of the Independence Boulevard bridge of the Southern Railroad tracks,<sup>33</sup> and his mother, Mrs. Lloyd Earnhardt remembers a tunnel cave in about 300 feet south-southeast of the bridge.<sup>34</sup>

Mr. George Justice reports playing as a child of seven in 1922 in a shaft between Bland Street and Summit Avenue (probably one of the same shafts described by Earnhardt). He describes a shaft with tunnels extending in two directions at the bottom with tracks and mine cars. Justice also recalls an adit entering the hill about 30 feet east of Cedar Street and about halfway between West Hill Street and the Piedmont and Northern Railroad. He did not enter this adit and its extent is unknown.<sup>35</sup>

Jerry Blackmon reports that a concrete slab covers a filled shaft immediately on the north side of Summit Avenue and powerline pole No. 49 approximately 250 feet southeast of Mint Street. The shaft was covered when he bought the property in 1969, and its depth is unknown.<sup>36</sup> This shaft corresponds approximately with the Chevalier No. 1 shaft and they are plotted as the same on figure 10.<sup>37</sup>

#### Workings Not Plotted

Near the surface along the Rudisill lode the bedrock is weathered soft and easy to dig. The sulfides in the ore veins are largely oxidized allowing separation of the gold from the ore by a simple crushing and panning operation. Much of the area is 30 feet or more above the water table<sup>38</sup> eliminating the need for pumping of workings to that depth. Although maps of shallow workings are not available, with the knowledge

that mining could be done very simply and cheaply, there is little doubt that shallow tunneling throughout the lode has been very extensive.

Some workings are mentioned in the literature, but their descriptions are not complete enough for accurate plotting on a map. William Blanding, in 1828, described a large inclined shaft 60 to 80 feet deep at the McComb mine<sup>39</sup> (later renamed St. Catherine mine). In a report for Mining Magazine (transcribed herein as the Appendix) Stephan P. Leeds in 1854 gave a brief description of tunneling in what is now the area of Graham, Commerce, and Bland Streets (figure 13).<sup>40</sup> Kerr and Hanna in 1893 describe one crossvein which had been mined 100 feet from the 155 foot level of the St. Catherine mine, but they neglected to give its position on that level.<sup>41</sup>

Figure 15 shows 19 shafts present in 1860 which have been plotted on figure 13.<sup>42</sup> The Old Engine shaft, Waters shaft, Engine shaft and the unnamed shaft beside the Engine shaft correspond by location to the Burnt, Whim, Sycamore, and Pump shafts respectively and are plotted as the same. Something is known of the workings of these shafts from other references, but the one or more levels of workings certainly extending from the other 14 shafts have not been mapped.

Maps made showing the full extent of the last workings in both the Rudisill and St. Catherine mines are not presently available. The Charlotte City Library staff has conducted an extensive search, without success, for maps, which they reportedly have, of the St. Catherine mine workings drawn by C. G. Hubbel in 1906.<sup>43</sup> Workings described by Pratt in 1906 are plotted on figure 13,<sup>44</sup> but the extent of mining between 1906 and 1908<sup>45</sup> when the mine changed hands<sup>46</sup> is unknown. The St. Catherine