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Jamestowne
~~Wellington~~ district (Cornwall, 1972, p. 41)

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Item 3

The Wellington mining district is located in T. 5 S., R. 46 E., 12

miles south of Cactus Spring. The deposits consist of gold with minor silver in and adjacent to quartz veins in a shear zone that strikes N. 70° E. in rhyolite and andesite or latite (Ball, 1906, p. 68). The rhyolite mentioned by Ball is probably the tuff of Antelope Springs, a rhyolitic welded tuff, and the andesite or latite are younger dikes. The host rocks are highly altered near the veins. The feldspar has been kaolinized and the biotite altered to white hydromica. Limonite is abundant due to oxidation of primary pyrite.

Kral (1951, p. 211-212) describes several groups of claims, but information concerning them is sketchy. Probably the most significant deposit is the Franz Hammel prospect, where, according to Kral (1951, p. 211), gold and silver occur in brecciated and silicified rhyolite near andesite. It and three other properties are described in Appendix A, pages 109 to

The Wilsons mining district is located 7 miles southeast of Antelope Springs and 5 miles northeast of Mount Helen (Tps. 4 and 5 S., R. 47 E.). According to Ball (1906, p. 69), the district was discovered in 1904, and the deposits consist of northeast-trending, steeply dipping quartz veins in altered rhyolite and andesite. The rhyolite is probably the rhyolitic welded tuff of the tuffs of Antelope Springs. The quartz has been stained by limonite and malachite. Two properties are described in Appendix A, pages 112 to 113.

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Other mineral resource occurrences

In addition to the properties described in Appendix A, several construction-aggregate operations and several undeveloped nonmetallic occurrences are found in the study area (MINOBRAS, 1973; Nevada Industrial Commission, 1976, 1977).

Inasmuch as the construction aggregates (sand and gravel, and crushed or broken stone) are high-bulk, low-value, they tend to be produced near the point of consumption. Thus, all major permanent operations are confined to economic hauling distances of Las Vegas. During highway construction, temporary operations are established to provide the needed material, but after project completion, the deposits are usually abandoned.

Sand and gravel is obtained principally from Quaternary valley alluvium or alluvial fans (Longwell and others, 1965, p. 166). The deposits consist of a wide variety of unsorted debris; as a result, almost all material must be crushed and screened (U.S. Geol. Survey and Nevada Bur. Mines, 1964, p. 241).