

**CUT QUEBEC MOUNTAIN.**

**Spokane Men Driving a Tunnel 3000 Feet Long.**

The Spokesman-Review of the 19th instant gives much prominence to the following interesting information furnished by its Granite correspondent:

It has remained for a Spokane syndicate to undertake one of the largest mining enterprises in eastern Oregon. This enterprise contemplates the tunneling of Quebec mountain, perhaps the richest in all of eastern Oregon. The tunnel has already been started, and is in 50 feet. It is 7x7 feet in the clear, and when completed will be 3000 feet long. There are eight men employed, and considerable progress is being made.

The promoter of this enterprise is the Aldrin Tunnel company, composed of Spokane capitalists, and the work is in charge of C. R. Aldrin.

As the ledges in Quebec mountain, upon which are located such famous properties as the Quebec, Alamo, Scandia and Van Anda mines, are from 250 to 350 feet apart, the company expects to cut perhaps a dozen ledges with its tunnel, and attain a depth of at least 1200 feet.

C. R. Aldrin, who has operated extensively in the Okanogan and Colorado mining districts in the past five years, as a result of his investigation of the geological formation of eastern Oregon's vast mineral zone, has given some valuable information regarding the character of the ore that may be looked for in any given locality.

Mr. Aldrin finds that the northern half of this mineral belt, which is about sixty miles wide and runs from northeast to southwest, carries free milling gold, the northern portion sulphurets carrying the gold values and the western portion the baser combinations with other metals. He also makes the announcement that most of the porphyry dykes crossing the country are of an older formation than the ore bodies, and that in consequence these dykes are of inestimable value to the prospector in locating ledges. Wherever the dykes have been formed subsequent to the ore bodies the veins invariably carry from a foot to two feet of free milling ore along the hanging wall.

These dykes Mr. Aldrin takes as conclusive evidence of the existence of a granite foundation to all of this country. Ore bodies, he contends, will retain their milling properties down to the granite substratum, which is from 1200 to 1500 feet deep. The geological structure of the country leads him to the conclusion that there is absolutely no foundation for the theory advanced by some that the ores in this section must give out or grow base with depth. The ore bodies obtain their values from the surrounding rock and not from the interior of the earth; hence the values cannot run out until the granite foundation is reached. What there may be below the granite formation, Mr. Aldrin says only deep mining operations can determine.

**NEW TRAIN SERVICE.**

Two Daily Trains on the O. R. & N., Beginning April 24.

The double train service to be established between Portland and Chicago, April 22, in which the O. R. & N., the Union Pacific and the Oregon Short Line are interested, will shorten the through time 11 hours. Train No. 2 leaving Portland at 9:15 a. m., beginning on the date named, will be known as the Chicago-Portland special. Its train equipment will be new, making it fully the equal of any train now in service from the Pacific coast

to the east. It will consist of a mail-car, baggage-car, a library-composite car, a first-class Pullman sleeper, a dining-car, two chair-cars and a tourist sleeper. There will be one change of cars to all eastern points. The full time will be three days through to Chicago, or four days and two hours to New York.

The second train, known as No. 6, will leave Portland at 6:20 p. m., connecting at East Portland with the Southern Pacific's overland train from San Francisco, and will carry through equipment to Chicago via the Union Pacific and the Chicago & Northwestern, and also the equipment for the Washington division of the O. R. & N., in connection with the Great Northern for St Paul. This train will reach Spokane at 10 a. m. A dining-car will be furnished for breakfast into Spokane, and for dinner on corresponding train leaving Spokane at 3:45 p. m. The new schedule as arranged, will supply the most complete service ever furnished on the O. R. & N., as provides increased service in Eastern Oregon, where it is greatly needed, and gives immediate connection with the Washington division at Pendleton. At this point there is a large interchange of traffic, on account of the various mining districts of Baker county, the Coeur d' Alene, the Republic and Kootenai mining camps. Portland is greatly benefited by this change, inasmuch as increased service is given from eastern Oregon and Idaho.

No. 2 will arrive in Chicago at 9:30 a. m.; No. 6 at 7:45 a. m., as at present.

The Westbound train out of Chicago, corresponding with No. 2, is No. 1. This will arrive in Portland at 4:00 p. m. The train corresponding with the eastbound No. 6 is No. 3, out of Chicago. This will reach Portland at 7:30 a. m. Westbound train No. 1 will leave Chicago at 6:30 p. m., and Omaha at 8:20 a. m. the following day. The time will be reduced two hours and 45 minutes. No. 3 westbound train will leave Chicago at 10:30 p. m., and Omaha at 5:25 p. m. the next day.

The service on the Union Pacific on all these trains include buffet-smoking-library cars, and dining cars. No. 6 will carry a daily ordinary sleeper to Kansas City, with change en route to ordinary cars to Chicago.

Consult the nearest ticket agent for detailed information.

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