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**OFFICIAL STATEMENT
BY PRESIDENT OF MONETA**

Diamond Drilling to be Done Preparatory to Continuing of Shaft to 1,000-ft.

Mr. L. L. Steindler, president of the Moneta-Porcupine Mines, Limited, has issued the following statement to shareholders:—

"There have been various rumors concerning work to be undertaken on your property, so confusing and distorted that the directors feel it incumbent upon them to acquaint the shareholders frankly with just what work is contemplated. The directors are firmly of the belief that the company's property is deserving of the most earnest development work, more so in view of the increased production of the camp in recent years. The ore bodies proved up by the major properties of the district, and the development in our immediate vicinity, have without doubt added to the value of your property.

"For the proper development of Moneta ground it may be necessary to continue our shaft to the neighborhood of 1,000 feet, from which point lateral development would proceed. Before attempting to undertake this work, the directors decided, after consultation with the company's engineer, Mr. C. H. Poirier, that it would be advisable to conduct a certain amount of diamond drilling to effectually determine the structure and geology of our property. This drilling, of course, might also disclose ore-bearing zones sufficient to assure the company's prosperity. Accordingly, contract has been let to carry on diamond drilling in conformity with the plan outlined by our engineer, and this work should be completed in approximately three months. At the conclusion of this work we will be in a much better position to outline future development."

North Bay was visited on Tuesday last by a very heavy snowstorm that tied up traffic and generally dislocated business and affairs. Snow was piled high in drifts all over the town, making traffic almost impossible. Several automobiles were stalled at various points in the town. If this sort of thing keeps up the people of the southern towns like North Bay will have to move to this North Land for the winter if they wish to live in comfort and where the mild weather always allows business to go on as usual.

**TICKETS FOR TORONTO
GAMES WITH SECRETARY**

Word from North Bay last week is to the effect that Secretary H. P. Charlton of the N.O.H.A. has issued his annual announcement in connection with the allotment of tickets for Northern Ontario fans at the play-off games in Toronto. The usual number of tickets, he says, will be available for bona-fide residents of the North, and applications for same should be sent direct to the secretary at North Bay as soon as possible. There is no assurance that all applications can be taken care of and those applications first in will be given preference.

Tickets for the Senior games on the 15th and 18th of March, between the winners of the Soo-Intermediate championships, and the survivors of the Tiger-Stratford series, will be sold together, not by the single game.

Tickets will be held by Secretary Charlton up until 11 a.m. on the day of game, at the Prince George Hotel, Toronto.

**BE CAREFUL IN MAILING
LETTERS AND PARCELS**

The Post Office Department in a recent circular calls attention to letters and parcels going to the dead letter office simply through the thoughtlessness of the senders. Over two million undeliverable articles go to the dead letter office every year. Many of these articles would never reach the dead letter office if reasonable care were taken in the addressing of them. Moreover, in the majority of cases the senders fail to put their name and address on the outside of the letters and parcels, which means that the articles have to be opened for examination, and in many cases there is no indication of the sender's name and address, so that the articles have to be sold. Therefore, see that your name and address are on the outside of any letter or parcel that you send, in order that if it is undeliverable it may be returned to you promptly and unopened.

Of course, all business firms should have their name and address printed on the corner of their envelopes for return purposes. Others should note the suggestion from the Post Office Department and write their name and address on the outside of letters or parcels sent by mail, so that return may be made in case the person addressed can not be located. By following this plan not only will the senders of letters and parcels benefit greatly, but the Department will also benefit in the reduction of the expense necessary to handle matter at the dead letter office.

**SNOW BUNTINGS EITHER
VERY EARLY OR VERY LATE**

On February 10th, a Timmins citizen noted a number of snow buntings near the Foley-O'Brien property on the outskirts of South Porcupine, and since then he has been exercising his ingenuity to decide whether the birds were unusually early in the season in thus making appearance in this district, or whether they were unusually late in leaving the North Land where the winters are ever so mild compared to storm-swept Toronto and other less favoured places in the south.

The snow bunting is about the size of the robin. The male bird is nearly white, the little brown coloring present being not very distinctive. The female, however, is boldly white and brown, in proof of the Kiplingesque fact that the female of the species is more gaudy than the male.

The natural history books do not suggest that the snow bunting is of special Irish origin. This is a bird, however, with an attitude to life like the proverbial Irishman who begged someone to step on the tail of his coat. The snow bunting is an aggressive, pugnacious, assertive individual, delighting in a row and ready to hunt an argument as readily as a worm or another bug.

The snow bunting (plectrophanes nivalis) is described in one recent encyclopedia as "one of the few birds which cheer the solitudes of the Polar regions." The snow bunting, however, is of the migratory type. Each year the snow bunting goes south for a time. The gentleman who noticed the birds near South Porcupine last month has given some little study to the snow bunting as well as other birds encountered in wide travels. He has seen the snow buntings on the ocean five hundred miles from land, and has noted other interesting facts about these birds. He is at a loss, however, in regard to the time these birds migrate to the south. Accordingly, he asks the question, "Does the presence of the snow buntings here on February 10th suggest a very early Spring? Or does it indicate that the real winter is yet to come?" Perhaps, some reader of The Advance may be able to give information in this matter.

**WAKE UP FRESH AND VIGOROUS
AFTER USING VEGETABLE SYRUP**

There are lots of people here who are neither very well nor very sick, but who never really feel their best at this time of the year. And the trouble, in the majority of cases, is due to the sluggishness of one vital organ.

This organ is your liver! When working properly it aids digestion, prevents constipation and purifies your blood. When it is clogged up with impurities, it cannot do these three things until it is properly cleansed and toned. Consequently you often wake up mornings feeling dull and tired, tongue coated, complexion sallow, digestion poor—often constipated, nervous and upset. You catch cold easily and your system is too run-down to throw off these ailments. You continue to feel badly until your liver has been properly cleansed and toned.

Get quick relief! Take just a spoonful of Dr. Thacher's Liver & Blood Syrup after the next few meals. Notice the quick difference in the way you look, eat, sleep and feel. This vegetable syrup contains only ingredients that are known to the medical profession for their corrective and health-building properties. It is pleasant to take, and you will be completely satisfied; otherwise druggists will return the small cost.

Dr. Thacher's Liver & Blood Syrup is sold and recommended by F. M. Burke's Drug Store in Timmins; by B. L. Pillsworth in South Porcupine and by leading druggists in every city and town.

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Behind us is an honored name. For 72 years Studebaker has been the leader in quality and class.

We have \$90,000,000 of assets. We have \$50,000,000 in model plants. We have 12,500 up-to-date machines.

We have an engineering department which costs \$500,000 yearly. That to maintain and develop Studebaker standards.

We subject Studebaker cars to 30,000 inspections. That requires 1,200 men. All told over 70,000 machine and hand operations are performed. In so many operations, though each one is small, there is a great opportunity for economies.

We have a \$10,000,000 body plant, to maintain the Studebaker standard of coach work. There sons, fathers and grandfathers are working together, to build such bodies as Studebaker always built.

The open bodies are upholstered in real leather. The closed bodies in Chase Mohair. That is made from the silky fleece of Angora goats.

We pay for those extras—and others—out of savings. Building our own bodies saves you on some types up to \$300 per car.

We never stint

The rule here is to give the utmost in every part and detail.

We have 35 formulas for steel. Each has been demonstrated best for its purpose. On some of these steels we pay 15% premium to get the formulas exact.

All Studebaker models are equipped with Timken bearings. There are few cars in America, regardless of price, which equal ours on this point. In our Light-Six, for instance, we put more Timken bearings than are used in any competitive car, within \$1,500 of its price.

We give unusual equipment. On some Big-Six models, for instance, we include two nickel-plated bumpers, one or two extra disc wheels with cord tires, a courtesy light, a motor, steel trunk, etc.

How we do this

We give you these extra values through quantity production. We build 150,000 cars per year—more than any other fine-car builder. Our large expenses are divided by that enormous output.

The results are these:

Beauty, quality and luxury such as no maker can surpass.

Prices far below the usual. Our Light-Six, built by ordinary methods, would sell for from \$300 to \$600 more. Our Big-Six can be compared only with the highest-priced cars in the world.

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Touring \$1465	Touring \$2000	Touring \$2425
Roadster (3-Pass.) 1445	Roadster (2-Pass.) 1970	Speedster (5-Pass.) 2550
Coupe-Roadster (2-Pass.) 1735	Coupe (5-Pass.) 2665	Coupe (5-Pass.) 3395
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