

PROSPECTUS

OF

THE INTERNATIONAL NAVIGATION COMPANY,

LIMITED.

To be Incorporated under the Provisions of the Joint Stock Companies' Letters Patent Act, Canada.

Capital \$1,000,000, in 10,000 Shares of \$100 each.

The following gentlemen have consented to act as Provisional Directors, namely:

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| 1. HON. GEORGE C. MCKINDSEY, Senator, Toronto. | 5. CHARLES S. UPTON, President Rochester Lamp Co., N.Y. |
| 2. ALEXANDER MANNING, Esq., Toronto. | 6. SOLOMON SYLVESTER, (Sylvester Bros.) Wharfingers, Toronto. |
| 3. COL. E. BLOS PARSONS, Director Northern Central R'd, N.Y. | 7. JAMES T. MATTHEWS, Vessel Owner, Toronto. |
| 4. CORNELIUS VAN COTTE, Postmaster, New York City. | 8. WARREN TOBEY, Leather Merchant, Collingwood. |
| | 9. ALEXANDER E. WALLACE, Manager Atlas Loan Co., Toronto. |

Solicitors: BLAKE, LASH & CASSELS, Toronto.

Bankers: THE CANADIAN BANK OF COMMERCE.

ADDRESS ALL COMMUNICATIONS TO

FRANCIS R. BOSELLY, 20 King Street East, TORONTO.

"THE UNDERTAKING."

This Company proposes to operate a line of First-class Steamers on Lake Ontario and River St. Lawrence, and elsewhere, if in future the Directors think it advisable.

"THE ROUTE."

This "Route" possesses natural attractions and advantages second to none on this continent. The south shore ports have heretofore been neglected, and including them, it gives promise of being the largest, best paying "unoccupied route" in the world.

Increasing travel consequent upon increased population is remarkable only for its shrinkage on the once fashionable *water-way route* of the St. Lawrence.

Public opinion points to the present service as the cause.

The promoters of this "enterprise" feel confident that the "route" between Toronto, Rochester, and Montreal is capable of great development, and that by anticipating the demand of the public, and using the connection with the "New York Central," "Rome, Watertown & Ogdensburg," "Rochester & Pittsburg" "Erie," "Northern Central," "Delaware, Lackawanna & Western," and other strong railroad corporations, they will make this "route" one of the absolute necessities of the future, and more popular than ever, and attract many times the present number of tourists.

Experience has shown that wherever really first-class accommodation has been provided, either by rail or water, the travelling public is quick to take advantage of it, and is willing to pay liberally for the increased comforts.

There is unbounded faith in its possibilities, and that this will prove to be one of the most successful financial undertakings of the century. At the request of the promoters of this enterprise, two experienced vessel men of high standing in the City of Toronto went to New York and Baltimore, to inspect vessels suitable for use on this line. These gentlemen have in view several comparatively new boats, excellent in their modernized appointments, and especially adapted for the service. Options on these boats have been secured, and they will be transferred to the Company so soon as the organization is effected, and the Provisional Directors have approved of the purchase. It is furthermore proposed to build two magnificently fitted steel steamers, heated by steam and lighted by electricity. The steamers will be provided with all modern improvements and appliances for the safety and comfort of passengers.

The dining room will be made a special feature on this line, placed on the main deck, lofty and well ventilated; will have a large seating capacity; meals will be served at any hour on small family tables, so that passengers may enjoy them at leisure, free from the crush or hurry, which result when meals are served at fixed hours.

The river steamers will have but few staterooms, and will be fitted up with a spacious upper deck saloon, after the style of the most modern Hudson River steamers, thus affording every passenger a splendid view of the Thousand Islands, and far famed St. Lawrence rapids in day-light.

The question of dividends is the all absorbing question in undertakings of this kind, and especially to those who may subscribe for stock. The history of well managed Steamboat Companies has been almost universally a record of success. An almost identical enterprise is "The Detroit & Cleveland Steam Navigation Company," which operates between the cities of Detroit and Cleveland, similarly situated as Toronto and Rochester. They have made since 1850 on an investment of \$44,500, the enormous sum of \$1,100,000, after paying large dividends.

A single steamer from Charlotte has, by making hourly trips, carried 10,000 people at twenty-five cents each in a day. This same steamer on the Charlotte & Alexander Bay route earned, according to statement of her master, \$62,000 net in three years.

The fast time which will be made by these large new steamers, their steadiness in all weathers, the regularity and safety with which they will make their trips, cannot fail to attract a large share of local business travel from Toronto, Hamilton, London, and other Canadian cities. This line will undoubtedly be a dividend payer from the start.

The promoters are to transfer to the Company, when organized, all options and contracts on boats, and all contracts and arrangements with railways; they are to pay all expenses of organizing and floating the Company, and in consideration thereof, they are to receive in paid-up stock ten per cent. of the capital bona fide subscribed.

No cash is to be paid to them, they being willing to show their confidence in the enterprise, by taking their remuneration in a way which would have given them nothing if it had not been successful.

Stock subscriptions will be called as follows:—

Ten per cent. on subscription, ten per cent. on allotment, the balance as it may be called by the Board of Directors, according to the requirements of the Company.

This Company will be conservatively, carefully and honestly managed; it will be a business man's line as well as a tourist's. The strong railroad connections already mentioned, with superior accommodation and attention to the wants of the travelling public, will surely produce large earnings.