Official Financial Prospectus

—OF—

The International Snow Plow

Manufacturing Co., Limited,

GUTHRIE, - - OKLAHOMA

U. S. A.

—AND—

STRATFORD, - - CANADA

Incorporated

under the Laws of the State of Oklahoma; Capital, $250,000, consisting of 250,000 shares at a par value of $1.00 per share, fully paid and non-assessable.

LETTERS

patents in United States and Canada.

United States Bankers,
Bank of Buffalo.

Canadian Bankers,
Canadian Bank of Commerce.

F. Pratt & Son, Printers, Stratford.

The International Snow Plow Manufacturing Co., Limited

LIMITED LIABILITY COMPANY

THIS COMPANY is a limited liability one, and hence no shareholder of the Company is in any way responsible for any amount beyond the amount for which he subscribes. The stock under this law is fully paid, and non-assessable, and carries with it no direct liability. The charters are broad and liberal in their general purpose and scope; this law gives the best general satisfaction to all concerned.

STOCK

The International Snow Plow Manufacturing Company, Limited, was duly incorporated under the laws of Oklahoma on the seventeenth day of July, 1906, with an authorized capital of $250,000, divided into 250,000 shares of a par value of $1.00 per share. All this, being common stock, places every shareholder on an equal basis, making it absolutely a safe and fair investment.

COMPARISON IN PROFIT

A comparison in the costs and profits is herewith shown on each plow manufactured, as follows :--

	Expense	Receipts	Profits
Rotary snow plow	$19,000	$30,000	$11,000
International snow plow	$ 2,000	$30,000	$28,000

It will be clearly seen that IF the International Snow Plow receipts were the same as the Rotary Snow Plow, the profits would be enormous. Why then, should not the commercial value of this plow be equal to that of the Rotary, or others, when it is superior in safety, economy and speed, which is from 30 to 60 miles per hour.

DEVELOPMENT

The policy of the International Snow Plow Manufacturing Company, Limited, is as follows :—

FIRST :—

To contract with other car works for the construction of sufficient snow plows to fulfill all orders on contract, which the company may receive, until the company shall have established their own shops and be prepared to do their own building or manufacturing both for United States and Canada.

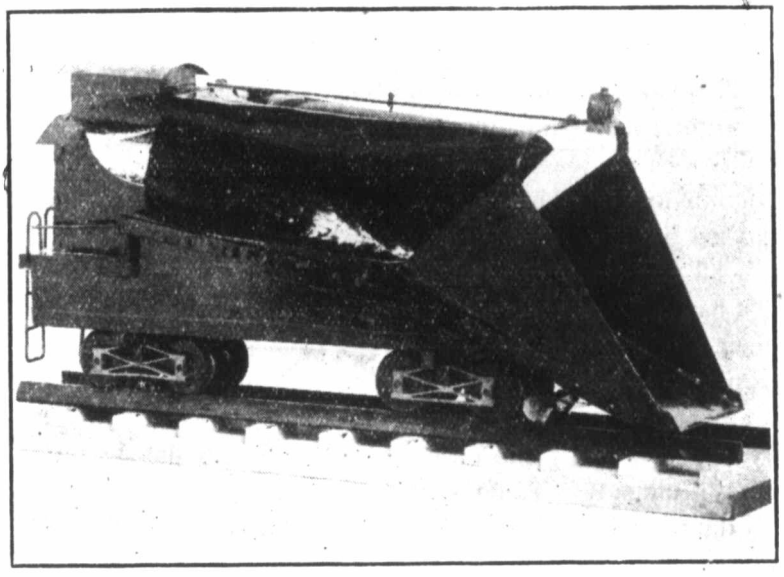
SECOND :—

To locate their car shops in the best possible position for convepience to manufacturing, and at the earliest opportunity.

This will assure to the shareholders a profit on their investments from the beginning of operation.

RAILWAY MILEAGE

There are, in Canada alone, about 24,000 miles of steam railway, without mention of the vast amount of electric railway. This, together with the present activity in railway building, is an indication of the intention of the great Trunk lines to net the entire Dominion with their branches in the near future It is an understood fact that nearly all the Railroads in Canada are subject to snow blockades, which have been, in the past, an enormous drawback in the fulfilling of their schedules. The United States have about an equal mileage of Railway, subject to snow, and, therefore, it is easily understood that any appliance that will effectually perform the office of clearing away the obstructing snow would be hailed with delight by every Railway Company There is no device, at present in use, that will fulfill the requirement in this respect. Their necessity is the opportunity which is now open to The International Snow Plow Manufacturing Company, of which it purposes to take advantage by placing on the market a Snow Plow abundantly able to fulfill the long felt want and keep the entire Railway System in the United States and Canada open for traffic throughout the entire year, and thus prevent the demoralization of traffic and the inconvenience to which the travelling public have been subject to for several months in the year, not to make mention of the millions of dollars annually expended by the Railway Companies in an unsatisfactory effort to fight the Storm King.



SPECIFICATIONS.

To the Railroads the International Snow Plow means a very much less locomotive power to operate it with practically no risk of spreading the rails, telescoping or overturning the plow when running at a high rate of speed under any condition of snow or sharp curves.

With this plow a locomotive is attached to the rear end and is driven preferably at a high rate of speed along the track which is to be cleared of snow.

The plows now in use work on the principle of a wedge and undertakes to dispense with the snow by forcing it to the sides of the

track in the drifts, which can be accomplished for a time or two, after which they are unable to force their way through, besides the great danger of being thrown off the track by such snow and what is known as flange ice.

With the International Plow the great advantage will be particularly noticed, in that the side knives, or walls, on the sloping scoop first cut clean into the drifts, freeing the portion of snow to be lifted off the track from its banks; thus allowing such snow to be raised up the sloping scoop by the impetus of the plow to a sufficient height, and thrown entirely clear of the banks at the sides of the track. It will also be noticed that as the snow approaches the moulds on the top of the car, it necessarily raises on the scoop, allowing a clearance both as it moves back and as it raises in height, this making it impossible to become choked, or in other words the throat of the plow is of a larger capacity than the mouth.

Further, the outwardly sloping position of the side knives, or walls, such position permits a clearance for the body of the plow, whereby there is only the sharp edge of the knife on the side walls which comes in contact with the side of the drifts, this allowing no pressure on the body of the plow while passing through any class of a drift. Another great feature of this plow will be noticed in that as it passes along the track it never assists in raising the banks, therefore it will pass through a drift as easily the twentieth time as it would the first with but light motive power. As the snow is delivered on the top of the car it meets with the moulds which are universal, when such snow is of a uniform depth on the track the front and dividing point of the moulds are placed in the centre of the car, this allowing an equal amount of snow to be thrown to each side of the track.

Further, by turning the front and dividing point of the moulds to one side or the other, such position will allow all the snow to be thrown to either of the corresponding sides, as is seen most suitable when passing stations, cleaning sidings, side-cuts, double tracks, winds, etc.

Another feature towards the safety of the plow is flanging the track before a wheel passes over. The Ice Cutters are placed slightly ahead of the front trucks and are drawn direct from the nose of the sloping scoop, cutting out a small portion of ice at the rail, so as to insure the wheels of the plow and engine to run smoothly on the rail. Such Flangers and Universal Moulds are worked by air from the engine and operated by a valve placed conveniently to the pilot who is in the cab on the plow.

The position in which the head-light or lamp is carried will always show a clear light and not be affected by concussion of air or snow when the plow strikes a drift, and such light will give warning of an approaching train at night.

INTERESTING FACTS REGARDING PATENTS

It may be interesting to many readers, and especially those who are looking for good investments, to know of a few simple inventions which have brought enormous fortunes to the inventor as well as to the manufacturing companies. The hundred and one inventions which are being manufactured by companies to-day, and are paying large dividends to their stock-holders, there is scarcely an article of human convenience or necessity in the market to-day that has not been the subject of a patent in whole or in part. The inventions connected with Railways are day by day in greater demand, as Rail-

way companies are asking for better locomotives, better cars, both in freight and passenger traffic, particularly those which can be operated with more economy and greater capacity.

The fabulous sums which are realized from patents of the most simple character are almost too great to be believed, were it not that the information concerning them, comes from a most reliable source.

Two-thirds of $43,000,000,000, which represents the aggregate wealth of the United States, rests solely upon her inventions, (past and present.) The inventions of machinery have given mankind an accession of power beyond calculation.

The United States make 1,000,000 sewing machines annually, which do as much work as formerly required 12,000,000 women working by hand. A single shoe factory in Massachusetts turns out as many pair of boots as 30,000,000 boot makers in Paris.

Howe, the originator of the sewing machine, which is without a doubt one of the most important inventions of the present day, derived the large income of $500,000 a year from it. Whilst the celebrated Wheeler and Wilson are reputed to have divided for many years an income of $1,000,000, and the inventor of the Singer Sewing Machine left at his decease nearly £3,000,000 sterling.

The patent for making the lower end of candles taper, instead of parallel, so as to more easily fit the socket, made the present enormous business of a well known firm of London chandlers.

It is computed that the idea of converting iron into steel, which

was the invention of M. Siemens, has brought in nearly £5,000,000 sterling to the inventor.

The simple invention of metal plates for the soles of boots realized an enormous sum. In 1879 over 12,000,000 of these plates were sold, and in 1887 the number reached 143,000,000, producing the large profits of a quarter of a million of money.

The discovery of the perforated substance used for the bottoms of chairs and other purposes has made the inventor a millionaire. George Yeaton, the inventor in question, was a cane seater in Vermont. He first distinguished himself by inventing a machine for weaving cane, but the idea was stolen and patented. After a number of years of experimenting, Yeaton hit upon this invention, which consists of a number of thin layers of boards of different degrees of hardness, glued together to give pliability He formed a company and to-day they have a plant valued at half a million dollars.

The inventor of the air brake, George Westinghouse, who also formed a company in connection with his inventions, and owns large works now operating in the United States and Canada, and is one of the most prosperous concerns on this continent, has made the inventor $20,000,000. This vast amount will give you an idea of the large dividends that must have been paid to their stock-holders.

The Telephone, the Planing Machine and the Rubber patents realized many millions, while the simple idea of heating the blast in iron smelting increased the wealth of this country by hundreds of millions.

Success is one of life's problems. Broadly speaking this is true.

The road to success: There is an old saying that "Heads earn more than hands, investment is a quicker road to wealth than hand work, he who seeks and will not take when 'tis offered, shall never find it more." "It is no disgrace to be poor, but mighty inconvenient." Why then be poor? Making money after all is only a matter of opportunity and common sense, the ability to know a good chance when presented, turning money over quickly is business each time with a profit is the whole secret of success, of which the International Snow Plow Manufacturing Company, Limited, comes to you with a straight-forward, square, honest, business proposition. It is for your interest to give it your earnest consideration.

Work is the foundation of wealth,
but if all you do is work (never invest
the product of your labor where they
can help you)
You'll wipe sweat
until you die.

OFFICERS :

PRESIDENT.....J. W. MOWBRAY, Stratford, Ont.
VICE-PRESIDENT.....B. B. GUNN, M. P., Seaforth, Ont.
SECRETARY & TREASURER..... E. J. LITT, Stratford, Ont.

DIRECTORS :

J. RANKIN, Seaforth, Ont.
W. DYER, Stratford, Ont.
H. POUNDER, Stratford, Ont.
F. HACKWELL, Walton, Ont.
A. POUNDER, Dublin, Ont.
J. DARLING, St. Marys, Ont.
W. J. HACKWELL, Stratford, Ont
J. RODGERS, Stratford, Ont.
A. DARLING, Dublin, Ont.
E. J. LITT, Stratford, Ont.

J. W. MOWBRAY, Stratford, Ont., Managing Director.

THE INTERNATIONAL SNOW PLOW MANUFACTURING CO., LIMITED

GUTHRIE, - OKLAHOMA

U. S. A.

CANADIAN OFFICE :

STRATFORD, ONTARIO.