

ROBERTS' PETROLEUM TORPEDO.

TORPEDOES. THE ROBERTS PETROLEUM TORPEDO CO. Office at the RED PLANING MILL, Corner of Pine and Second Streets, (Near the Railroad), ITUSVILLE, PA.

Owing to the large and increasing demand for the Roberts' Torpedoes, and the late decision of the Commissioner of Patents in refusing to Wm. Reed a patent, and the decision of Judge P. C. Grier sustaining the Roberts' patent they have LOWERED the price of their Torpedoes TWENTY PER CENT.

As that every Operator can afford to try a Torpedo before abandoning a Well.

The following is the decision rendered by Judge Grier on the twenty-second (22) day of September, 1883, in the United States Circuit Court at Philadelphia. The case was argued three days by Charles M. Keller of New York, B. F. Lucas and S. A. Purvance of Pittsburgh, for defendants, and George Harding of Philadelphia, and George H. Christy, of Pittsburgh, for plaintiff.

OPINION OF JUDGE GRIER. As I write with diffidence I can only state the conclusions to which my mind has come after a careful examination of this case.

The complainant has exhibited a patent dated 20th of April, 1883. This is prima facie evidence of a good title, and puts on the respondents the burden of proof that the patent is void or worthless.

I need not repeat my remarks in the case of Good-year vs. Day (2 Wall, C. C. Rep. 229) but now adopt them as affording a rule of decision which applies clearly to the present case.

As the infringement of the patent is admitted, the only question will be as to the validity of complainant's patent of April 25, 1883.

"It was after speculation had been reduced to practice," and after repeated experiments, that the complainant succeeded in overcoming the prejudice and ignorance of the people on the subject, and persuading the public that his invention was useful; after he had established its great utility and value, and "when his genius and patient perseverance, in spite of sneers and scoffs," were completely successful, that Reed, who had before made experiments on the same subject, and was unsuccessful, imagined that he had the best right to the invention, and purchased one or more complainant's torpedoes, to be applied on the 1st of November, 1881, for a patent for substantially the same combination of devices and machine contained in complainant's patent. On the 15th of the same month the respondents formed themselves into a company or corporation called "The Reed Torpedo Company," for the purpose of pirating the complainant's invention, and supporting the expense of litigation, and thus defrauding him of the fruits. They have proceeded, even after the preliminary injunction very properly granted by the District Judge.

Let a decree be entered for complainant for a perpetual injunction, and a Master appointed to take account according to the prayer of the bill.

R. C. GRIER, Judge.

NOTE.—The passage referred to by Judge Grier in his former decision, 3 Wallace, p. 229, adopted as applicable to this case was as follows:

"It is usually the case, when any valuable discovery is made, or any new machine of great utility is invented, that the attention of the public has been turned to that subject previously, and that many persons have been making researches and experiments. Philosophers and mechanics may have become conversant with the principles of the invention; many experiments have been successfully tried, coming very near, yet falling short of the desired result. They have produced nothing beneficial. The invention when perfected may truly be said to be the culminating point of many experiments, not only by the inventor, but by many others. He may have profited indirectly by the unsuccessful experiments and failures of others, but it gives them no right to claim a share of the honor of the profit of the successful inventor. It is when speculation has been reduced to practice, when experiment has resulted in discovery, and when that discovery has been perfected by patient and continued experiments, when some new compound, art, manufacture, or machine has been thus produced, which is useful to the public, that the party making it becomes a public benefactor and entitled to a patent."

"And yet when genius and patient perseverance have at length succeeded, in spite of sneers and scoffs, some valuable invention or discovery, how seldom is it followed by reward. Every man of the honor, while speculators, syndicates, and pirates rob him of the profits. Every unsuccessful experimenter who did or did not come very near making a discovery now claims it. Every one who can invent an improvement or vary its form, claims a right to it, and the original discoverer. We need not summon Morse, or Blanchard, or Watt, to prove that this is the usual history of every great discovery or invention."

"The present case adds another chapter to this long and uniform history."—3 Wallace, C. C. Reports p. 229.

CAUTION.

The public is cautioned against employing any but the regularly authorized Agents of the Company, since the Roberts' Patent cover the use of the Torpedo and all explosive materials for oil wells, and the use of such materials by other parties is a direct infringement of their rights. Any parties infringing any of the ROBERTS' PATENTS will be dealt with according to law, and as acting wilfully and knowingly in defiance of law and the decisions of the Courts.

The Company have re-organized their business with a view to accommodate Oil Men in every part of the Oil Region. They have employed the most efficient Agents and Assistants that can be procured for the business. Each Torpedo is labelled with data of patents, together with the price of the Torpedo, and signed by an officer of the Company, so every Operator wishing a Torpedo may know its price and whether it came from our office.

Operators will confer a favor by reporting to this Office any negligence of Agents.

The following named persons have been appointed Agents and Assistant Agents for the Oil Regions of Pennsylvania and West Virginia.

LIST OF AGENTS.

- ITUSVILLE, CHURCH RUN AND VICINITY.—SWEETHEE, J. OOP. Office, Hamilton's Clear Store, address Titusville, Pa. Assistant, John Van Seiver.
ITUSVILLE, CHURCH RUN AND VICINITY.—H. H. THOMAS. Office and address, Mansion House, Titusville, Pa.
SHAMUNG AND VICINITY.—GEORGE H. B. Office, Shamung; residence, Titusville, Pa. Assistant, A. A. West.
ENTRERPRISE, PLEASANTVILLE, BEAN FARM AND PITTSBURGH.—GEORGE W. VAN VLIET. Office and address, Chase House, Pleasantville. Assistant, H. C. Huntington.
THROUP AND WEST HICKORY.—CHAS. CLARK. Office and address, Exp. Office, Tulloutte, Pa. Assistant, E. C. Beardsley.
PETROLEUM CENTRE AND VICINITY.—LEVI MASON. Office and address, Petroleum Centre, Pa. Assistant, Charles Blackford.
TARB AND BLOOM PAUMS and District lying on Oil Creek and Cherry Run, from Story Farm to McIntoshville.—JAMES SAUNDERS. Address, Story Farm, Pa. Assistant, Luther B. Saunders, Charles K. Cochran and William Hoyt.
McINTOSHVILLE, OIL CITY and BENO.—A. S. WEST. Address, Oil City or Benoit, Pa. Assistant, A. Mason.
FANKLIN, ALONG THE ALLIQUENNY RIV.—ER-Z. WILBER. Office and address, Franklin, Pa.
SCHUBG ASS. FOSTER FARM & PARKER'S LANDING.—RICHARD W. REDFIELD. Office and address, Scrubgrass, Pa. Assistant, R. W. Portchfield, address as Education, Pa.
WEST VIRGINIA.—C. D. ANGEL and T. E. BUCK. Address, Parkersburg, West Virginia.
Roberts Petroleum Torpedo Co. 1883-1884.

Daily Record NEWSPAPER,

BOOK AND

JOB PRINTING

Office, MAIN STREET, PETROLEUM CENTRE.

H. LONGWELL, Proprietor. om New York, Philadelphia, and Pittsburgh, while together with Editorials and Local matters, make it one of the most desirable newspapers published in the Oil Region. As an

Advertising Medium,

The RECORD has no superior, as it circulates wherever an Oil Operator or Dealer can be found.

JOBING DEPARTMENT.

We have a large and well selected assortment of Jobbing Material, embracing the very latest styles. We are therefore, enabled to execute Job Work of every variety in a satisfactory manner when desired, jobs will be neatly printed in COLORED

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- LETTER-HEADS,
BILL-HEADS,
BILLS OF LADING, Etc., Etc.
— ALSO —
BALL PRINTING,

in or Fancy Styles, neatly and promptly executed, embracing CIRCULARS, PROGRAMMES, CARDS, TICKETS, Etc.

act, every variety a style of work in letter press printing. Merchants, Lawyers, Justices of the Peace, Land Agents, Oil Dealers and Agents, Insurance Agents Expressmen and other parties in want, are informed BLANKS business or legal, required in this country. Jobbing patronage respectfully solicited. W. H. LONGWELL

WINSOR BROS. COLUMN.

WINSOR BROS., HARDWARE STORE.

ESTABLISHED 1859. Winsor Bros. MAIN STREET, PETROLEUM CENTRE, DEALERS IN OIL WELL TUBING AND CASING!

ALSO, WORKING BARRELS & VALVES, STUFFING BOXES, CLAMPS, TONGS, INNIS SUCKER RODS, RIVETED JOINT SUCKER ROD BOILER PUMPS, CISTERN & WELL PUMPS,

Every Description of supplies for OIL WELL TANKS AND REFINERIES, BRASS GOODS, STEAM & GAS FITTINGS, BELTING, PACKING AND HOSE, KIRBY'S COMPRESSED BUNGS,

HARDWARE, House Trimmings, Carpenters' Tools, Drilling and Plain Laid Rope, Oakum, Nails, Axes, Table and Pocket Cutlery.

A full assortment of everything in the Hardware Line. House Furnishing Goods, VENTILATOR AND Morning Glory BASE BURNERS.

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Purchasing with cash only, our facilities for making everything in our line are superior to any other establishment in the Oil Region. We have a first class. TIN AND REPAIR SHOP

ROBSON'S OIL CREEK PIPE WORKS.

CHARLES ROBSON & Co., Corner of Seneca & Centre Sts., East Side Oil Creek, Oil City, Pa.

Dealers in Morris, Talbot & Co's OIL WELL TUBING AND CASING! ALSO, WORKING BARRELS AND VALVES, STUFFING BOXES, CLAMPS, TONGS, SUCKER RODS, AC

Machinery for Oil Wells & Refineries BORING TOOLS, DRIVING PIPE, COLD WATER PUMPS, Every description of SUPPLIES FOR OIL WELLS AND REFINERIES, Also, STOVES, TINWARE, BRASS GOODS,

STEAM AND GAS FITTINGS, BELTING, PACKING, and HOSE; HARDWARE, HOUSE TRIMMINGS, Carpenters' Tools, Rope, Oakum, Nails, Axes, Coffee Mills, Table & Pocket Cutlery;

A Full Assortment of Everything in the HARDWARE LINE. House Furnishing Goods, Lamps, Chandeliers, No. 1 Winter Strained Lard Oil, No. 1 Refined Oil, Stair Rods, Table and Down Mat

Champion Clothes Wringers Tin, Sheet Iron and Copper Ware. Repairing of all kinds done with neatness and dispatch. Special attention given to STEAM AND GAS FITTING.

We have endeavored to merit the patronage of the public, and shall use every exertion to insure its continuance. Our facilities for furnishing everything in our line, having been greatly increased, in the erection of our New Building, are now SUPERIOR TO ANY OTHER ESTABLISHMENT IN THE OIL REGION.

"POICKRY!"

Enumerating a few of the articles to be found at L. M. STERNBURG'S Lumber Yard

Washington-St., Petroleum Centre, Pa. Friends and patrons, one and all, Your attention to my "biz" I would call; Times are dull an' money tight, But in these times I'm looking for light;

ERIE RAILWAY.

1400 MILES UNDER ONE MANAGEMENT. 800 MILES WITHOUT CHANGE OF COACHES. The Broad Gauge, Double Track Route BETWEEN THE ATLANTIC CITIES AND THE WEST AND SOUTH-WEST

THIS RAILWAY EXTENDS FROM Cincinnati to New York 800 Miles, Cleveland to New York 625 Miles, Dunkirk to New York 460 Miles, Buffalo to New York 423 Miles, Rochester to New York 385 Miles, AND IS FROM 22 TO 25 MILES THE SHORTEST ROUTE.

New and Improved Coaches are run from Cincinnati, Dayton, Urbana, Marion, Gallon, Mansfield, Ashland, Akron, Cleveland, Warren, Meadville, Dunkirk, Buffalo and Rochester to New York Without Change. ONLY ONE CHANGE TO BOSTON.

On and after Monday, June 13, 1879, trains will leave Meadville at the following hours, viz: FRANKLIN BRANCH—Going South. LEAVE: Meadville, 5.45 A. M., 11.50 A. M., 3.30 P. M., 4.35 A. M. ARRIVE: Franklin, 7.45 " 1.35 " 6.70 " 8.10 " Oil City, 8.30 " 1.45 " 7.00 " 8.40 "

FRANKLIN BRANCH—Going North. LEAVE: Oil City, 10.30 A. M., 9.10 A. M., 3.15 P. M., 9.10 P. M. Franklin, 12.01 " 9.42 " 4.00 " 9.42 " ARRIVE: Meadville, 2.45 P. M., 11.25 A. M., 6.15 P. M., 11.35 P. M. GOING WEST.

1.55 A. M. DAY EXPRESS, daily, Mondays excepted, for Cleveland, Cincinnati and the West and South. Connects at Cleveland, Sundays excepted, for Sharon, Neweaston and Pittsburgh; at Leavittsburg for Youngstown and Sharon; at Cleveland with Lake Shore Railway, for the West and North-West; at Ravenna, Sundays excepted, for Orville and Millersburg; at Medina with Pittsburgh, Cincinnati and St. Louis Railway for Indianapolis, and at Cincinnati with the Ohio & Mississippi Railway, for St. Louis and the South and North-West.

Sleeping Coaches are attached to this train at Hornellsville, running through to Cleveland without change. 8.55 A. M. EXPRESS MAIL, daily, Sundays excepted, for Cleveland and the West and North-West. Connects at Cleveland for Sharon, Neweaston and Pittsburgh, and at Cleveland with Lake Shore Railway for the West and North-West.

2.20 P. M. NIGHT EXPRESS, daily, for Cleveland, Cincinnati and the West and South—Connects at Leavittsburg, Sundays excepted, for Youngstown; at Cleveland with Lake Shore Railway, for the West and North-West; and at Cincinnati with the Ohio & Mississippi Railway, for St. Louis and the South and North-West. A Sleeping Coach is attached to this train at New York, running through to Cincinnati.

11.40 A. M. ACCOMMODATION, Sundays excepted, for Leavittsburg and Way Stations, connecting for Youngstown. 3.30 P. M. FREIGHT & ACCOMMODATION, daily. 7.00 A. M. WAY FREIGHT, Sundays excepted. GOING EAST. 11.40 A. M. LIGHTNING EXPRESS, daily, connecting at Perry, Sundays excepted, for Warren, Pa., Mayville, Brocton and Titusville, and daily for Erie; at Elmira with Northern Central Railway for Williamsport, Harrisburg, Philadelphia and Baltimore and at New York for Boston and New England cities.

A Sleeping Coach is attached to this train at Meadville running through to New York. 8.30 P. M. CINCINNATI EXPRESS, daily, Sundays excepted, connecting at Bluffton for Albany and the celebrated summer resort, Sharon Springs, and at New York for Boston, and all New England cities. A Sleeping Coach is attached to this train at Meadville running through to New York. 2.53 A. M. NEW YORK DAY EXPRESS, daily, Sundays excepted. Connects at Great Bend with Delaware, Lackawanna & Western Railway for Scranton, and at New York with Midland Express train of New Jersey Railroad for Philadelphia.

A Sleeping Coach is attached to this train at Cleveland, running through to Hornellsville, connecting with train having new and improved Drawing Room Coaches attached, running through to New York. 2.45 P. M. ACCOMMODATION, Sundays excepted. 12.10 A. M. ACCOMMODATION, Sundays excepted. 5.15 A. M. WAY FREIGHT, Sundays excepted. Boston and New England Passengers, with their baggage, are transferred FREE OF CHARGE in New York. The best ventilated and most luxurious sleeping coaches are in THE WORLD, accompanying all night trains on this Railway.