

ROBERTS' PETROLEUM TORPEDO.

TORPEDOES.

THE ROBERTS PETROLEUM TORPEDO CO.

Office at the RED PLANING MILL, Corner of Pine and Second Streets, (Near the Railroad), TITUSVILLE, PA.

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

so 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, 1896, in the United States Circuit Court at Philadelphia. The case was argued on 6 days by Charles M. Kelley of New York, B. F. Lamm and S. A. Parvaneh 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, 1885. This is prima facie evidence of a good title, and puts on the respondent the burden of proof that the patent is void as to the rights of the defendant.

I need not repeat my remarks in the case of Good-year vs. Day (2 Wall, U. S. Rep. 233) but now adopt them as affording a rule of decision which applies equally 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 20, 1885.

It was after speculation had been reduced to practice, and after repeated experiments that the complainant succeeded in overcoming the prejudice which existed in the public mind on the subject, and in securing the patent for his invention.

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.

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 talking and speculating and experimenting. Philosophers and mechanicians may have in some measure anticipated in their speculations the possibility of the utility of such discovery or invention; many experiments have been successfully tried, coming very near, or 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, but only by the inventor, and 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 or 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 continual experiments, when some new compound, article, 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 envious and envious, some worthless invention of discovery, how seldom is it followed by reward! Envy robs him of the honor, the speculation, the swindlers, and pirates rob him of the profit. 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 pirate the original discovery. We need no remnant of wit, or Blanchard, or Woodworth to prove that this is the usual history of every great discovery or invention."

"The present case is another chapter to this long and uniform history."—2 Wallace, C. C. Reports p. 229.

CAUTION. The public is cautioned against employing any but the authorized Agents of the Company, and 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.

Shipping Bills, Poster, Hand-Bills, Programmes, Bills of Fare, Labels.

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PRINTING, in or Fancy Styles, neatly and promptly executed, embracing

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STORE.

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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,

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CHARLES ROBSON & Co.,

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Friends and patrons, one and all, Your attention to my "biz" I would call;

Times are dull and money tight, But in those times I'm looking for light;

To those who are building rigs without number, I would inform—this is the place to buy Lumber;

My motto is this: "Quick Sales and Small Profit," For business is healthy and I think much of it;

In quality my Lumber is second to none, And as for Shingles, I keep No. 1;

Some may not look at it in the light I do, And for Lard Oil I have a quality No. 2;

And to those who are particularly—as some may be, I still have another quality called No

I have good seasoned Lumber, Dressed up nice, Which I will sell at a low cash price;

Such as Flooring, Ceiling and Siding, both Rough and Dressed, Lath, Battens and Surfaced Lumber, all of the best;

I also have Rig Lumber of all kinds, At prices to compare with oil and hard times;

All kinds of Timber kept constantly on hand, And a box of Cigars of a very good brand;

My facilities for selling are surely without number I always keep good teams to deliver good Lumber;

So if you want Lumber, Rough, Dressed, Soft or Hard, You will find just what you want at L. M. S's Lumber Yard.

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Franklin, 7:45 " 1:15 " 6:10 " 8:10 " Oil City, 8:30 " 1:45 " 7:00 " 9:40 "

FRANKLIN BRANCH—Going North. LEAVE: Oil City, 10:30 A. M., 9:10 A. M., 3:15 P. M., 9:10 P. M. Franklin, 12:51 " 9:42 " 4:00 " 9:42 " ARRIVE:

Meadville, 2:45 P. M., 11:35 A. M., 6:15 P. M., 11:25 P. M.

GOING WEST.

1:55 A. M. DAY EXPRESS, daily, Mondays excepted, for Cleveland, Cincinnati and the West and South. Connects at Clarksville, Sundays excepted, for Sharon, Newcaste 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 Alliance and Pittsburgh; at Akron, Sundays excepted, for Orville and Millersburg; at Urbana, with Pittsburgh, Cincinnati and St. Louis Railway for Indianapolis, and at Cincinnati with the Ohio & Mississippi Railway, for St. Louis and the South and South 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 Clarksville for Sharon, Newcaste 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 and Sharon; at Cleveland with Lake Shore Railway; for the West and North West; at Cincinnati with the Ohio & Mississippi Railway for St. Louis and the South and South West.

A Sleeping Coach is attached to this train at New York, running through to Cincinnati.

11:10 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 Corry, 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 Cincinnati running through to New York.

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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 Midnight Express train of New Jersey Railroad for Philadelphia.

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12:10 A. M. ACCOMMODATION, Sundays excepted.

5:15 A. M. WAY FREIGHT, Sundays excepted.

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