

**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.**

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, 1888, in the United States Circuit Court at Philadelphia. The case was argued three days by Charles M. Heller of New York, B. F. Lucas and S. A. Parvian of Pittsburgh, for defendants, and George Harding of Philadelphia, and George H. Christy, of Pittsburgh, for plaintiffs.

**OPINION OF JUDGE GRIER.**  
As I write with difficulty 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 26th of April, 1865. 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. Reps. 229), but now adopt them as affording a rule of decision which applies closely 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, 1865.

"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 after purchasing one or more copies of the torpedoes, he applied on the 1st of November, 1867, 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 per-  
severed, 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 decree appointed to take an 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 notification of the public has been turned to that subject personally, and that many persons have been making resources and experiments. Philosophers and mechanics may have been in some measure implicated in their speculations or inventions in many experiments have been successfully tried, coming very near, yet falling short of the desired result. They have produced nothing but a failure. The invention when perfected may truly be said to be the culminating point of many experiments. He may have profited indirectly by the successful 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 been carried to its logical and final result, when some new compound, art, machine, 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, have seldom is it followed by reward. Every tool him of the honor, while specialists, swindlers, and impostors rob him of the profits. Every unsuccessful experimenter who did or did not, but every one who can invent an improvement or vary the form, claims a right to possess the original discovery. We need not summarize Morse, or Blanchard, or Woodward 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."—2 Wallace, C. C. Reports p. 202.

**CAUTION.**

The public is cautioned against employing any but the regularly authorized Agents of the Company, since the Roberts' Patent covers 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 willfully and knowingly in defiance of law and the decisions of the Courts.

The Company have reorganized 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 labeled with date of patents, together with the name 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.

The agents 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—SPEERLYN COE, AGENT, Hamilton's Corner Store, address Ittusville, Pa. Assistant, John Van Siver.
- ITUSVILLE, CHURCH RUN AND VICINITY—H. H. THOMAS, Office and address, Hamilton's Corner Store, Ittusville, Pa.
- SHAMBERG AND VICINITY—GEORGE IRVIN, Office, Shamberg, residence, Ittusville, Pa. Assistant, A. West.
- ENTWISHER, PLEASANTVILLE, BEAN FARM AND PITTSBURGH—GEORGE W. VAN VLIET, Office and address, Chase House, Pleasantville, Assistant, E. C. Huntington.
- THIBODAUM AND WEST TRUCKERY—CHAS. CLARK, Office and address, Exp. res. Office, Thibodaum, Pa. Assistant, E. C. Beardsley.
- PETROLEUM CENTRE AND VICINITY—LEVI MASON, Office and address, Petroleum Centre, Pa. Assistant, Charles Blackford.
- TARR AND BLOOM FIELDS and District lying on Oil Creek and Cherry Run, from Storey Farm to McClintockville—JAMES SAUNDERS, Address Tarr Farm, Pa. Assistants, Luther B. Saunders, Charles B. Cochran and William Hoyt.
- McCLINTOCKVILLE, OIL CITY AND RENO—A. S. WIST, Address, Oil City or Reno, Pa. Assistant, H. Mend.
- ALLEGHENY VALLEY, ALONG THE ALLEGHENY RIVER—F. ANGLIN, Office and address, Franklin, Pa.
- W. J. BISHOP, Office and address, Franklin, Pa.
- SCARBOROUGH, POSTER FARM & PARKER'S LANDS—RICHARD W. REDFIELD, Office and address, Scarborough, Pa. Assistant, B. W. Porterfield, address Emulation, Pa.
- WEST VIRGINIA—C. D. ANGEL and T. F. COOK, Address, Parkersburg, West Virginia.
- Roberts Petroleum Torpedo Co. Agents—Ittusville, Pa.

**Daily Record**  
**NEWSPAPER,**

**BOOK**

**AND**

**JOB PRINTING**

Office,

**MAIN STREET,**

**PETROLEUM CENTRE.**

**H. LONGWELL, Proprietor**

on New York, Philadelphia, and Pittsburgh, with 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 Colours

**Shipping Bills,**

**Poster**

**Hand-Bills,**

**Programmes,**

**Bills of Fare,**

**Labels,**

**Business and Visiting Cards**

**LETTER-HEADS,**

**BILL-HEADS,**

**BILLS OF LADING, Etc., Etc.**

**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**

**ROBSON'S**  
**OIL CREEK PIPE WORKS.**

**CHARLES ROBSON & Co.,**

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

Dealers in Morris, Tasker & Co's  
**OIL WELL TUBING AND CASING**

**ALSO,**  
**WORKING BARRELS AND VALVES,**

**STUFFING BOXES,**

**CLAMPS, TONGS,**

**SUCKER RODS, Etc.**

**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.**

**ERIE RAILWAY.**  
**1400 MILES UNDER** **850 MILES WITHOUT**  
**ONE MANAGEMENT.** **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 480 Miles,**

**Buffalo to New York 423 Miles,**

**Rochester to New York 385 Miles,**

**AND IN ALL**

**27 TO 27 MILES THE SHORTEST**

**ROUTE.**

New and Improved Coaches are run from Chesham, Hamilton, Dayton, Urbana, Marion, Gallion, 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, 1870, trains will leave Meadville at the following hours, viz:

**FRANKLIN BRANCH—Going South.**

**LEAVE:**  
Meadville, 5:45 A. M., 11:50 A. M., 2:40 P. M., 4:45 A. M.

**ARRIVE:**  
Franklin, 7:45 " 1:15 " 4:10 " 5:30 "  
Oil City, 8:30 " 1:45 " 7:00 " 8:45 "

**FRANKLIN BRANCH—Going North.**

**LEAVE:**  
Oil City, 10:30 A. M., 9:10 A. M., 8:15 P. M., 9:10 P. M.  
Franklin, 12:01 " 9:42 " 4:00 " 9:42 "

**ARRIVE:**  
Meadville, 7:45 P. M., 11:35 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 with the West and South, at Leavittsburg with Youngstown and Sharon at Cleveland with Lake Shore Railway, for the West and North-West; at Havena, Sundays excepted, for Alliance and Pittsburgh; at Akron, Sundays excepted, for Oryville and Mineralburg, at Urbana with Pittsburgh, Cincinnati and Erie Railway; at Leavittsburg, 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 Meadville, running through to Cleveland without change.

**8:55 A. M. EXPRESS MAIL,** daily, Sundays excepted, for Cleveland and the West and South. Connects at Cleveland with the West and South, at Leavittsburg with Youngstown and Sharon at Cleveland with Lake Shore Railway, for the West and North-West; at Havena, Sundays excepted, for Alliance and Pittsburgh; at Akron, Sundays excepted, for Oryville and Mineralburg, at Urbana with Pittsburgh, Cincinnati and Erie Railway; at Leavittsburg, and 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 Meadville, running through to Cleveland.

**11:30 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 Cherry, 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 York and all cities.

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

**8:20 P. M. CINCINNATI EXPRESS,** daily, Sundays excepted, connecting at Leavittsburg for Albany and the celebrated summer resort, Saratoga 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.

**2:55 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 Nightingale Express train of New Jersey Railroad for Philadelphia.

A Sleeping Coach is attached to this train at Meadville, running through to Hor. electric, 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 to New York.

The best ventilated and most luxurious sleeping coaches **GO IN THE WORLD** accompany all night trains on this Railway.

The Erie Railway Company has opened a new Ferry from their Jersey City Depot to the foot of 23rd St., New York, thus enabling passengers to reach the river in the city without the expense and annoyance of a street car or an omnibus transfer.

The route follows the entire route of the Erie Railway to the most picturesque and beautiful scenery. Advertisers of "The Erie" will find a most delightful journey over this line, with fine and changing landscapes subjects of continual admiration and interest.

**Baggage Checked Through**

And fare always as low as by any other Route.

**ASK FOR TICKETS VIA ERIE RAILWAY**

Which can be obtained at all the Principal Ticket Offices in the West and South-West.

**L. D. RUCKER,** Gen'l Sup't.

**W. M. B. BARK,** Gen'l Sup't.

**J. H. BARK,** Gen'l Sup't.

**JOHN J. FELTER,** V. A. FENNER & ROBERT ORR

**GEO. W. KING, Sr.,**

Has removed to his NEW STORE, adjoining Schlemmer & Wirt's Grocery Store, WASHINGTON ST., and is now prepared to furnish his friends and the public generally with

**Fresh and Salt Meats**

of all kinds. Thanking my friends for past favors I hope to merit a continuance of the same, give me a call.

**GEO. W. KING, Sr.,**  
Petroleum Centre, May 1870. If.

**DISSOLUTION NOTICE.**

Petroleum Centre, July 11, 1870.

The Co-partnership heretofore existing between John J. Felter, V. A. Fenner & Robert Orr, under the firm name of Felter, Fenner & Co., is this day dissolved by mutual consent. All debts due the firm will be payable to J. J. Felter or V. A. Fenner, who will settle the business of the firm.

**JOHN J. FELTER,**  
**V. A. FENNER,**  
**ROBERT ORR**

**TIN AND REPAIR SHOP**

Thanking our friends for their liberal patronage in the past, we shall use our best efforts to merit a continuance.

March 1st.

Merchants, Lawyers, Justices of the Peace, Land Agents, Oil Dealers and Agents, Insurance Agents, Expressmen and other parties in want, are informed. BLANKS and news or legal required in this community. Jobbing patronage respectfully solicited.

**H. LONGWELL**