

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. U. 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, 1900, in the United States Circuit Court at Philadelphia. The case was argued three days by Charles R. Keller of New York, B. F. Lucas and S. A. Parvian of Pittsburgh, for defendants, and George H. Harding of Philadelphia, and George H. Christy, of Elizabeth, 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 consideration of this case.

The complainant has exhibited a patent dated 25th of April, 1895. 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's Day (9 Wall. C. C. Rep. 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, 1895.

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 success and scorn," 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 complainant's torpedoes, he applied on the 1st of November, 1887, for a patent for substantially the same combinations of devices and machine contained in complainant's patent. On the 16th 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 succeeded, 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 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 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 in some measure anticipated in their speculations the possibility or probability of such discovery or 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 continuing 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 scorn and scoffs, some valuable invention or discovery, how seldom is it followed by reward! Envy robs him of the honor, while speculators, swindlers, 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 his claims a right to share the original discovery. We need not name Morse, or Blanchard, or Woodworth to prove that this is the usual history of every great discovery or invention."

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

CAUTION.

The public is cautioned against employing any but the regularly authorized Agents of the Company for the Roberts' Patent Torpedoes, 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 them 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 the name of the patentee, and with the price of the Torpedo, and framed 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 Region of Pennsylvania and West Virginia.

LIST OF AGENTS.

ITUSVILLE, CHURCH RUN AND VICINITY—STEPHEN GOFF, Office, Hamilton's Cigar Store, address Itusville, Pa. Assistant, John Van Siver.

ITUSVILLE, CHURCH RUN AND VICINITY—M. H. THOMAS, Office and address, Mission House, Itusville, Pa.

SHAMBURG AND VICINITY—GEORGE HIGGINS, Office, Shamburg; residence, Itusville, Pa. Assistant, A. A. West.

ENTBRIDGE, PLEASANTVILLE, DEAN FARM AND TIDOUKE—GEORGE W. VAN VLIET, Office and address, Chase House, Pleasantville. Assistant, R. C. Huntington.

TIDOUKE AND WEST HICKORY—CHAS. CLARK, Office and address, Express Office, Tidouke, Pa. Assistant, E. C. Beardsley.

PETROLEUM CENTRE AND VICINITY—LEVI MASON, Office and address, Petroleum Centre, Pa. Assistant, Charles Blackford.

TAR AND BLOOD FIELDS and District lying on Oil Creek and Cherry Run, from Story Farm to McClintockville—JAMES SAUNDERS, Address, Story Farm, Pa. Assistants, Luther B. Saunders, Charles E. Cochran and William Horn.

McCLINTOCKVILLE, OIL CITY AND IRONO—A. S. WEST, Address, Oil City or Reno, Pa. Assistant, W. Mead.

PANELLIN, ALONG THE ALLEGHENY RIVER—Z. WILBER, Office and address, Franklin, Pa. Assistants, FOSTER FAIRM & PARKERS, L. N. HARRIS, J. H. HARRIS, W. H. HARRIS, and address, Shamburg, Pa. Assistant, R. W. Porterfield, address, Redoubt, Pa.

WEST VIRGINIA—C. D. ANGEL, and T. P. DOOK, Address, Parkersburg, West Virginia.

Roberts Petroleum Torpedo Co.,
 Itusville, Pa.

Daily Record
 NEWSPAPER,

BOOK
 AND

JOB PRINTING
 Office;

PETROLEUM CENTRE,
 H. LONGWELL, Proprietor

on 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 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.

— 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 to whom, as before, BLANKS and forms or legal required in this community.

Jobbing printers respectfully solicited.

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.

HOME COMPANION,
IRON GATE, and
WHEAT SHEAF
Cook Stoves.

Lamps, Lanterns & Chimneys,
No. 1 Winter strained
Lard Oil,
NO. 1 REFINED OIL.

CHAMPION CLOTHES WRINGERS
TIN, SHEET IRON & COPPER
WARE.

SMOKE STACKS,
 Repairing of all kinds done with neatness and dispatch. Especial attention given to

Steam and Gas Fittings
 Purchasing with cash only, our facilities for furnishing everything in our line are superior to any other establishment in the Oil Region. We have a first class.

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, &c.

Machinery for Oil Wells & Refineries
BORING TOOLS, DRIVING PIPE,
OIL PUMPS, 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.

Also Forthcoming Goods,
 Lard, Candles,
 No. 1 Winter Strained Lard Oil,
 No. 1 Refined Oil,
 Sucker Rods,
 Table and Down Mat

Champion Clothes Wringers
 Manufacturers of

Tin, Sheet Iron and Copper Ware.
 Repairing of all kinds done with neatness and dispatch. Especial attention given to.

STEAM AND GAS FITTING.

We have endeavored to merit the patronage of the public, and shall use every exertion to merit it.

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.

Philadelphia & Erie R. R.
SUMMER TIME TABLE

On and after Monday, May 28th, 1879, the trains on the Philadelphia & Erie Railroad will run as follows:

WESTWARD.
 Mail Train leaves Philadelphia, 10:20 p.m.
 " " leaves Corry, 6:50 p.m.
 " " arrives at Erie, 7:30 p.m.
 Erie Expt. leaves Philadelphia, 10:50 a.m.
 " " leaves Corry, 5:25 a.m.
 " " arrives at Erie, 7:25 a.m.
 Warren Accommodation leaves Warren, 8:50 a.m.
 " " leaves Corry, 9:30 a.m.
 " " arrives at Erie, 11:20 a.m.

EASTWARD.
 Mail train leaves Erie, 8:50 a.m.
 " " leaves Corry, 10:40 a.m.
 " " arrives at Philadelphia, 6:20 a.m.
 Erie Expt. leaves Erie, 9:00 p.m.
 " " leaves Corry, 10:45 p.m.
 " " arrives at Philadelphia, 5:25 p.m.
 Warren Accommodation leaves Erie, 4:00 p.m.
 " " leaves Corry, 5:55 p.m.
 " " arrives at Warren, 7:50 p.m.

Express, Mail and Accommodation, East and West, connect at Corry, and all West bound trains and Mail and Accommodation East at Irvinton with Oil Creek and Allegheny River Railway.
W. M. A. BALDWIN, Gen'l Supt.

ALLEGHENY VALLEY R.R.
 New line to Buffalo, through the Oil Region.
JUNE 6, 1879.

GOING SOUTH.
 Oil City, Franklin, Parkersburg, at P.M.'s
 Mail, 9:00 a.m. 9:25 a.m. 12:30 p.m. 6:00 p.m.
 Day Expt. 4:00 p.m. 4:25 p.m. 4:35 p.m. 8:30 p.m.
 Night Ex. 9:20 p.m. 10:05 p.m. 1:05 a.m. 7:00 a.m.

GOING NORTH.
 Pittsburgh, Parkersburg, Franklin, at O. City
 Day Expt. 7:50 a.m. 11:40 a.m. 1:00 p.m. 2:50 p.m.
 Way Expt. 9:30 a.m. 4:25 p.m. 6:20 p.m. 7:05 p.m.
 Night Ex. 9:00 p.m. 3:00 a.m. 5:50 a.m. 6:30 a.m.

SILVER PALACE SLEEPING CARS on Night Express trains both ways between Pittsburgh and Corry.
J. J. LAWRENCE, Gen. Supt.
THOS. M. KING, Asst. Supt.

BUFFALO, CORRY AND PITTSBURGH RAILROAD.
NORTHWARD TRAINS.
 Express, 9:25 a.m. 11:55 a.m. 1:50 p.m.
 Mail, 11:55 a.m. 3:25 p.m. 5:30 p.m.
 Way Freight, 9:00 a.m. 2:00 p.m.
 Accommodation, 5:25 p.m. 8:25 a.m. 10:30 p.m.

SOUTHWARD TRAINS.
 Buffalo, 6:05 a.m. 8:25 a.m. 10:50 a.m.
 Express, 11:00 a.m. 2:00 p.m. 5:00 p.m.
 Accommodation, 4:50 p.m. 7:15 p.m. 10:15 p.m.
 Way Freight, 4:00 a.m. 7:55 a.m. 10:25 a.m.
 Sunday, May 31, 1879.

ERIE RAILWAY.
1400 MILES UNDER ONE MANAGEMENT. **850 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 480 Miles,
Buffalo to New York 423 Miles,
Rochester to New York 395 Miles,

AND IS FROM
22 TO 27 MILES THE SHORTEST
ROUTE.

New and Improved Coaches are run from Cincinnati, Dayton, Urbana, Marion, Gallia, Ashland, Akron, Cleveland, Warren, Meadville, Dunkirk, Buffalo and Rochester to

New York Without Change.
ONLY ONE CHANGE TO BOSTON.
 On and after Monday, June 10, 1879, trains will leave Meadville at the following hours, viz:

FRANKLIN BRANCH—Going South.
 LEAVE:
 Meadville, 5:30 A. M., 8:00 A. M., 2:00 P. M., 4:30 A. M.
 ARRIVE:
 Franklin, 7:45 " 1:15 " 6:00 " 8:30 "

FRANKLIN BRANCH—Going North.
 LEAVE:
 Oil City, 10:20 A. M., 9:30 A. M., 1:15 P. M., 11:00 P. M.
 Franklin, 12:15 " 9:00 " 4:00 " 8:45 "

GOING WEST.

1:55 A. M. DAY EXPRESS, daily, excepted for Cleveland, Cincinnati and the West and South. Connects at Garrettsville, Sandusky, Leavittsburg, for Youngstown and Warren; at Leavittsburg with Lake Shore Railway, for the West and South-West; at Youngstown, Sandusky, Leavittsburg, for Alliance and the North; at Sandusky, Leavittsburg, for Oilville and Millersburg; at Leavittsburg, for Leavittsburg, Cincinnati and St. Louis; at Leavittsburg, for St. Louis and the South and West.

Sleeping Coaches are attached to the train at Leavittsburg, running through to Cleveland and change

8:55 A. M. EXPRESS MAIL, daily, excepted for Cleveland and the West and North-West. Connects at Garrettsville for Sandusky, Leavittsburg and Leavittsburg, and at Leavittsburg 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-West. Connects at Leavittsburg, Sandusky, Leavittsburg, for Youngstown, at Leavittsburg 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 West.

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

11:10 A. M. ACCOMMODATION, Sunday excepted, for Leavittsburg and Way Station, connecting for Youngstown.

3:30 P. M. FREIGHT & ACCOMMODATION, daily.
7:00 A. M. WAY FREIGHT, Sunday excepted.

GOING EAST.

11:40 A. M. LIGHTNING EXPRESS, daily, connecting at Corry. Sunday 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 Haven and Erie.

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

8:20 P. M. CINCINNATI EXPRESS, daily Sunday excepted, connecting at Leavittsburg 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, Sunday excepted. Connects at Greer Bend with Delaware, Lackawanna & Western Railway for Scranton, and at New York with Manhattan Express train of New Jersey Railroad for Philadelphia.

A Sleeping Coach is attached to this train at Cleveland, running through to New York, connecting with train having new and improved Drawing Room Coaches attached, running through to New York.

2:45 P. M. ACCOMMODATION, Sunday excepted.
12:10 A. M. ACCOMMODATION, Sunday excepted.
5:15 A. M. WAY FREIGHT, Sunday 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 **OPEN 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 23d St., New York, thus enabling passengers to reach the upper portion of the city without the expense and annoyance of a street car or omnibus transfer.

The scenery along the entire route of the Erie Railway is of the most picturesque and beautiful character. Admirers of Nature's beauties, in a day's journey over this line, will find its ever 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. RUCKEL,
 Gen'l Supt.

W. M. A. BALDWIN,
 Gen'l Supt.

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

1911-57