

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

On account of the large and increasing demand for the Roberts' Torpedoes, and the late decision of the Commissioner of Patents in refusing to issue a patent, and the decision of Judge P. C. Grier annulling 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, 1890, in the United States Circuit Court at Philadelphia. The case was argued three days by Charles M. Keller of New York, B. F. Linn and S. A. Purviance of Pittsburgh, for defendants, and George H. Heston of Philadelphia, and George H. Christy, of Pittsburgh, for plaintiffs.

**OPINION OF JUDGE GRIER.**  
 As I write with difficulty I can only state the conclusion to which my mind has come after a careful examination of this case.  
 The complainant has exhibited a patent dated 26th of April, 1886. 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 26, 1886.

"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 superior 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 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 13th of the same month the respondents formed themselves into a company or corporation called 'The Reed Torpedo Company,' for the purpose of paying the complainant's invention, and supporting the expense of litigation, and thus defraud him of the fruits. They have never, and even after the preliminary injunction very properly granted by the District Judge.  
 Let a decree be entered annulling 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. 299, 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 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 which 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 been perfected by patient and continued efforts, when some new compound, art, or machine has been thus produced, and is useful to the public, that the party making it is a public benefactor and entitled to a patent."  
 "Yet when genius and patient perseverance lengthened the road, in spite of sneers and scoffs, to the successful inventor, every one who can invent an improvement or vary its form, claims a right to share the original discovery. We need not summon Morse, or Blanchard, or Woodward to prove that this is the usual history of every great discovery or invention."  
 2 Wallace, C. C. Reports p. 300.

**CAUTION.**  
 The public is cautioned against employing any one who is not a regular authorized agent 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 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 date of patent, 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.**
- TITUSVILLE, CHURCH RUN AND VICINITY—STEPHEN L. GORE. Office, Hamilton's Cigar Store, address Titusville, Pa. Assistant, John Van Sertver.
  - TITUSVILLE, CHURCH RUN AND VICINITY—H. H. THOMAS. Office and address, Mansion House, Titusville, Pa.
  - SHAMBURG AND VICINITY—GEORGE IRWIN. Office, Shamburg; residence, Titusville, Pa. Assistant, A. A. Boardley.
  - ENTERPRISE, PLASANTVILLE, BEAN FARM AND PITHOLE—GEORGE W. VAN VLIET. Office and address, Chase House, Pleasantville. Assistant, H. C. Huntington.
  - TIDWORTH AND WEST HICKORY—CHAS. CLARK. Office and address, Express Office, Tidworth, Pa. Assistant, E. C. Boardley.
  - PETROLEUM CENTRE AND VICINITY—LEVI MANON. Office and address, Petroleum Centre, Pa. Assistant, Charles Blackford.
  - TARK AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Store Farm to McClintockville—JAMES SAUNDERS. Address, Store Farm, Pa. Assistants, Luther B. Saunders, Charles E. Cochran and William Hoyt.
  - McCLINTOCKVILLE, OIL CITY AND RENO—A. S. WEST. Address, Oil City or Reno, Pa. Assistant, E. Mead.
  - FRANKLIN, ALONG THE ALLEGHENY RIVER—Z. WILBER. Office and address, Franklin, Pa.
  - SOBORGWANS, FOSTER FARM & PARKERS LAKE—RICHARD W. REDFIELD. Office and address, Scrubtown, Pa. Assistant, R. W. Redfield.
  - WEST VIRGINIA—C. D. ANSEL and E. F. COOK. Address, Charleston, West Virginia.
  - ROBERTS' PETROLEUM TORPEDO CO. may-day.

**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 both Regions. As an  
 R. C. GRIER, Judge.

**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 Colors

**Shipping Bills;**  
**Poster**  
**Hand-Bills.**  
**Programmes;**  
**Bills of Fare.**  
**Labels.**  
**Business and Visiting Cards**  
**LETTER-HEADS,**  
**BILL-HEADS,**  
**BILLS OF LADING, Etc., Etc**  
**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.

Matchants, Lawyers, Justices of the Peace, Land Agents, Oil Dealers and Agents, Insurance Agents, Expressmen and other parties in want, are informed BLANKS can be had on application in this country. Jobbing patronage respectfully solicited.  
 W. B. 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**  
 Manufacturers of  
**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 the making of cylinders in our shop are superior to any other establishment in the Oil Region. We have a first class  
**TIN AND REPAIR SHOP**  
 Thanking our friends for their liberal patronage in the past, we shall use our best efforts to merit a continuance of the same.  
 J. J. LAWRENCE, Proprietor.

**ROBSON'S**  
**OIL CREEK PIPE WORKS.**  
**CHARLES ROBSON & Co.,**  
 Corner of Seneca & Centre Sts., East side Oil Creek, Oil City, Pa.  
 Dealers in Morris, Tackler & 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 TRIMMING,  
 Carpenters' Tools,  
 Rope, Oakum,  
 Nails, Axes, Coffee Mills,  
 Table & Pocket Cutlery;  
 A Full Assortment of Everything in the  
**HARDWARE LINE.**

Some Finishing Goods,  
 Lamps, Chimneys,  
 No. 1 Winter Strained Lard Oil,  
 No. 1 Refined Oil,  
 Sucker Rods,  
 Table and Pocket Cutlery.  
**Champion Clothes Wringer**  
 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 the Oil Region, having been greatly increased, in the erection of our new Building, we now  
**SUPERIOR TO ANY OTHER ESTABLISHMENT IN THE OIL REGION.**

**Philadelphia & Erie R. R.**  
**SUMMER TIME TABLE**  
 On and after Monday, May 20th, 1870, the trains on the Philadelphia & Erie Railroad will run as follows:

WESTWARD.		EASTWARD.	
Mail Train leaves Philadelphia,	10:30 p.m.	Mail train leaves Erie,	8:20 a.m.
" " " " " " " " " " " "	9:50 p.m.	" " " " " " " " " " " "	9:40 a.m.
" " " " " " " " " " " "	7:30 p.m.	" " " " " " " " " " " "	10:40 a.m.
Erie Expr. leaves Philadelphia,	10:50 a.m.	" " " " " " " " " " " "	9:30 a.m.
" " " " " " " " " " " "	5:50 a.m.	" " " " " " " " " " " "	9:40 a.m.
" " " " " " " " " " " "	7:25 a.m.	" " " " " " " " " " " "	10:45 a.m.
Warren Accommodation leaves Warren,	8:40 a.m.	" " " " " " " " " " " "	5:50 p.m.
" " " " " " " " " " " "	11:30 a.m.	" " " " " " " " " " " "	5:55 p.m.
" " " " " " " " " " " "		" " " " " " " " " " " "	7:20 p.m.

Express, Mail and Accommodation, East and West, connect at Corry, and all West bound trains and Mail and Accommodation, East at Irvinston 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, 1870.  
 GOING SOUTH.  
 Oil City, Franklin, Parker's, or Pitts' Mail, 9:0 a.m. 9:55 a.m. 12:30 p.m. 6:00 p.m.  
 Day Exp. 2:00 p.m. 2:35 p.m. 4:35 p.m. 8:30 p.m.  
 Night Ex. 9:40 p.m. 10:05 p.m. 1:00 a.m. 7:00 a.m.  
 GOING NORTH.  
 Pittsburg, Parker's, Franklin, or Oil City Day Exp. 7:50 a.m. 11:40 a.m. 1:05 p.m. 2:50 p.m.  
 Way Exp. 7:30 a.m. 4:25 p.m. 6:30 p.m. 7:55 p.m.  
 Night Ex. 9:00 p.m. 3:00 a.m. 5:50 a.m. 6:30 p.m.  
 SILVER PALACE SLEEPING CARS on Night Express trains both ways between Pittsburg and Corry.  
 J. J. LAWRENCE, Gen. Supt.  
 Titos M. Kimo, Ass't Supt.

**BUFFALO, CORRY AND PITTSBURGH RAILROAD.**  
 NORTHWARD TRAINS.  
 Corry, Brocton, Buffalo.  
 Express, 9:25 a.m. 11:55 a.m. 1:55 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. 2:00 p.m.  
 Accommodation, 5:55 p.m. 8:30 a.m. 10:30 a.m.  
 SOUTHWARD TRAINS.  
 Buffalo, Brocton, Corry.  
 M. B., 6:35 a.m. 8:35 a.m. 10:35 a.m.  
 Express, 11:40 a.m. 2:00 p.m. 5:00 p.m.  
 Accommodation, 4:25 p.m. 7:15 a.m. 10:15 a.m.  
 Way Freight, 4:00 a.m. 7:35 a.m. 10:35 a.m.  
 Monday, May 30, 1870.

**GEO. W. KING, Sr.,**  
 Has removed to his NEW STORE, adjoining Schenck & Wieg'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. 11.

**DISSOLUTION NOTICE.**  
 Petroleum Centre, July 11, 1870.  
 The Co-partnership heretofore existing between John J. Felzer, V. A. Fenner & Robert Orr, under the firm name of Felzer, Fenner & Co., is this day dissolved by mutual consent. All debts due the firm will be payable to J. J. Felzer or V. A. Fenner, who will settle the business of the firm.  
 JOHN J. FELZER,  
 V. A. FENNER,  
 ROBERT ORR.

**ERIE RAILWAY.**  
 140 MILES UNDER ONE MANAGEMENT.  
 400 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 635 Miles,**  
**Dunkirk to New York 440 Miles,**  
**Buffalo to New York 433 Miles,**  
**Rochester to New York 333 Miles,**  
 AND IS FROM  
**227 TO 27 MILES THE SHORTEST**  
**ROUTE.**

New and Improved Coaches are run from Cin. to Pittsburg, Bayton, Urbana, Marion, Gallitzin, Shamburg, Ashland, Akron, Cleveland, Warren, Meadville, Dunkirk, Buffalo and Rochester, Pa.  
**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.	10:30 A. M.	2:30 P. M.	4:30 P. M.
ARRIVE:	Franklin, 7:45 "	1:35 "	5:15 "	8:15 "
	Oil City, 8:30 "	1:45 "	7:00 "	1:00 "

**FRANKLIN BRANCH—Going North.**

LEAVE:	Oil City, 10:30 A. M.	1:30 P. M.	5:15 P. M.	8:15 P. M.
ARRIVE:	Franklin, 12:04 "	5:45 "	9:40 "	1:40 "
	Meadville, 2:45 P. M.	11:35 A. M.	6:35 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 Garrettsville, Sundays excepted, for Sharon, Newcastle and Pittsburg; 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 Pittsburg; at Akron, Sundays excepted, for Orrville and Millersburg; at Urbana with Pittsburg, Cincinnati and St. Louis Railways; at Meadville, 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 Garrettsville, Sundays excepted, for Sharon, Newcastle and Pittsburg; at Leavittsburg for Youngstown and Sharon; 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 South West.  
 A Sleeping Coach is attached to this train at New York, running through to Cincinnati.

**11:50 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.  
**3:20 P. M. CINCINNATI EXPRESS**, daily, Sundays excepted, connecting at Brocton for Albany and the excellent 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 Grand Bend with Delaware, Lackawanna & Western Railway for Scranton, and at New York with Atlantic 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, 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 an 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 most delightful journey over this Line, will find the ever changing and picturesque subjects of continuous description and interest.

**Baggage Checked Through**  
 And fares 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.  
 W. M. E. BARR,  
 Gen'l Pass. Agt.  
 Gen'l Supt.  
 July 15, 1870.