ROBERTS' PETROLEUM TORPEDO.

TORPEDOES.

THE ROBERTS

PETROLEUM TORPEDO CO.

Office at the

EEL 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 refusing to Wm. Reed a patent, and the decision of Judge E. 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, 1869, 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. Purviance 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 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 25th 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 Goodyear vs. Day (2 Wall, C. C. Reps 283,) 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 complainants patent of April 25, 1858.

"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 complainant's torpedoes, he applied on the 1st of November, 1867, for a patent for substantially the same combinations 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 defraud him of the fruits. They have persevered, 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.

E. C. GRIER, Judge.

NOTE—The passage referred to by Judge Grier in his former decision, 3 Wallace, p. 209, 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 mechanicians 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 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! Envy robs him of the honor, white speculators, swindlers, and pirates rob him of the profits. Every unsuccessful experimenter who did or 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 share the original discovery. We need not summons 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 this long and uniform history."—3 Wallace, C. C. Reports p. 293.

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 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 labelled with date 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.

TITUSVILLE, CHURCH RUN AND VICINITY—STEPHEN LOOP. Office, Hamilton's Clear Store, address Titusville, Pa. Assistant, John Van Scriver.

TITUSVILLE, CHURCH RUN AND VICINITY—H. H. THOMAS. Office and address, Mansion House, Titusville, Pa.

SHAMBURG AND VICINITY—GEORGE REIN. Office, Shamburg; residence, Titusville, Pa. Assistant, A. A. West.

ENTERPRISE, PLEASANTVILLE, BEAN FARM AND PITHOLE—GEORGE W. VAN VLIET. Office and address, Chase House, Pleasantville. Assistant, H. C. Huntington.

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

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

TARR AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Story Farm to McClintockville—JAMES SAUNDERS. Address Starr 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, J. Mead.

FRANKLIN, ALONG THE ALLEGHENY RIVER—Z. WILBER. Office and address, Franklin, Pa.

SCRUBG ASS, FOSTER FARM & PARKER'S LANDING—RICHARD W. BRIGFIELD. Office and address Scrubgrass, Pa. Assistant, R. W. Forsythe, Address Foxburg, Pa.

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

Roberts Petroleum Torpedo Co.

Daily Record

NEWSPAPER,

BOOK

AND

JOB PRINTING

Office;

MAIN STREET,

PETROLEUM CENTRE.

H. LONGWELL, Proprietor

om New York, Philadelphia, and Pittsburg, while together with Editorials and Local matters, make it ne of the most desirable newspapers published in he Oil Region. As an

Advrtising Medium,

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

JOBBING DEPARTMENT.

We have a large and well selected ment o Jobbing Material, embrac the very latest styles. We are therefore, enabled to execute Jo 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,

— AND —

Business and Visiting Cards

LETTER-HEADS,

BILL-HEADS,

BILLS OF LADING, Etc, Etc

— ALSO —

BALL PRINTING,

m 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 Brokers and Agents, Insurance Agents Businessmen and other persons in want, are informed BLANKS and legal required in this county.

Soliciting 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.

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 furnishing everything in our line 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.

March 1st.

LAKE SHORE & MICHIGAN SOUTHERN RAILWAY.

FRANKLIN DIVISION,

Connecting trains at Jamestown and Oil City. On and after Monday, August 8th, 1870, trains will run as follows:

LEAVE OIL CITY.

MIXED TRAIN leaves Oil City 2.10 p m; Reno, 2.30 p m; Two Mile Run, 2.42 p m; Franklin, ar. 2.55, de. 3.05 p m; Summit, 3.38 p m; Waterloo, 3.50 p m; Raymilton, 4.12 p m; Sandy Lake, 4.42 p m; Stoneboro, 4.50 p m; Coal Branch, ar. 4.58, de. 5.10 p m; Clark's Mills, 5.31 p m; Hadley's, 5.45 p m; Salem, 6.10 p m; A & G W Crossing, 6.18 p m; Jamestown 6.45 p m.

MAIL leaves Oil City, 9.00 a m; Reno, 9.16 a m; Two Mile Run, 9.17 a m; Franklin, 9.33 a m; Summit, 9.42 a m; Waterloo, 9.48 a m; Raymilton, 10.00 a m; Sandy Lake, 10.15 a m; Stoneboro, 10.[illegible] a m; Coal Branch, 10.24 a m; Clark's Mills, 10.33 a m; Hadley's, 10.41 a m; Salem, 10.53 a m; A & G W Crossing, 10.58 a m; ar. at Jamestown, 11.10

FRANKLIN ACCOMMODATION leaves Oil City, 4.00 p m; Reno, 4.13 p m; Two Mile Run, 4.22 p m; arrives at Franklin, 4.30 p m.

ARRIVE AT OIL CITY.

MIXED TRAIN will leave Jamestown, 6.50 a m; A & G W Crossing, 7.15 a m; Salem, 7.25 a m; Hadley's, 7.32 a m; Clark's Mills, 8.08 a m; Coal Branch ar. 8.30, de. 8.00 a m; Stoneboro, 9.08 a m; Sandy Lake, ar 9.30, de 10.00 a m; Raymilton, 10.05 a m; Waterloo, 10.25 a m; Summit, 10.40 a m; Franklin, ar. 11.20, de. 11.30 a m; Two Mile Run, 11.42 a m; Reno, 11.53 a m; arrive at Oil City, 12.10 p m.

MAIL leaves Jamestown, 1.00 p m; A & G W Crossing, 1.18 p m; Salem, 1.25 p m; Hadley's, 1.33 p m; Clark's Mills, 1.40 p m; Coal Branch, 1.58 p m; Stoneboro, 2.05 p m; Sandy Lake, 2.18 p m; Raymilton 2.25 p m; Waterloo, 2.37 p m; Summit, 2.44 p m; Franklin, 3.05 p m; Two Mile Run, 3.12 p m; Reno, 3.18 p m; arrives at Oil City, 3.30 p m.

FRANKLIN ACCOMMODATION leave Franklin, 8.00 a m; Two Mile Run, 8.09 a m; Reno, 8.18 a m; arrives at Oil City 8.30 a m.

Mail east and west will stop at all stations except Two Mile Run, Summit, Coal Branch, Clark's and Salem, and at these stations to leave passengers, and on signal to take passengers.

Mixed trains will stop at all stations.

CHARLES F. HATCH, Gen Sup't.
GEO. H. McINTYRE, Supt.

Philadelphia & Erie R. R.

SUMMER TIME TABLE

On and after Monday, May 30th, 1870, the trains on the Philadelphia & Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia,	10.20 p m
" " leaves Corry,	6.00 p m
" " arrives at Erie,	7.30 p m
Erie Expr. leaves Philadelphia,	10.50 a m
" " leaves Corry,	5.50 a m
" " arrives at Erie,	7.25 a m
Warren Accommodation leaves Warren,	8.00 a m
" " leaves Corry,	9.40 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 Expr. leaves Erie,	9.00 p m
" " leaves Corry,	10.45 p m
" " arrives at Philadelphia,	5.3[illegible] p m
Warren Accommodation leaves Erie,	4.00 p m
" " " Corry,	5.55 p m
" " arrives at Warren,	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 Irvineton with Oil Creek and Allegheny River Railway.

WM. A. BALDWIN, Gen'l Supt.

ALLEGHENY VALLEY R.R

Near line to Buffalo, through the Oil Regions.

JUNE 6, 1870.

GOING SOUTH.

	Oil City.	Franklin.	Parker's.	ar. Pitts'g
Mail,	9.00 a m	9.55 a m	12.30 p m	6.00 p m
Day Exp.	2.00 p m	2.34 p m	4.25 p m	8.20 p m
Night Ex,	9.30 p m	10.05 p m	1.00 a m	7.00 a m

GOING NORTH.

	Pittsburg.	Parker's.	Franklin.	ar O. City
Day Exp.	7.50 a m	11.40 a m	1.56 p m	2.50 p m
Way Pas'r	9.30 a m	4.25 p m	6.30 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, Ass't Supt.

BUFFALO, CORRY AND PITTSBURGH RAILROAD.

NORTHWARD TRAINS.

	Corry.	Brocton.	Buffalo.
Express,	6.25, a m.	11.55, a m.	1.55, p m
Mail,	11.55, a m.	3.25, p m.	5.30 "
Way Freight,		9.00, a m.	2.00 "
Accomodation,	5.55, p m.	8.30, a m.	10.30 "

SOUTHWARD TRAINS.

	Buffalo.	Brocton.	Corry.
Mail,	6.35, a m.	8.35, a m.	10.15, a m
Express,	11.50, "	2.00, p m.	5.00, p m.
Accomodat'n	4.30, p m.	7.5, "	10.15, "
Way Freight,	4.00, a m.	7.35, a m.	10.25, a m.

Monday, May 30, 1870.

FISHER & NORRIS,

GENERAL MACHINISTS

and Dealers in all kinds of

WELL TOOLS & FIXTURES

Necessary for putting down and operating Oil Wells. In connection with our MACHINE SHOP we have a large and convenient

BLACKSMITH SHOP.

Our facilities for MANUFACTURING are not excelled by any Shop in the Oil Regions.

Shop—Main-st, opposite McClintock House

may27 tf FISHER & NORRIS

RUSS & DAVIDSON,

Would invite their old patrons and the public generally

In Titusville and Vicinity,

To call and examine their splendid stock of

Furniture!

OF ALL KINDS

Parlor Suits, Chamber Sets,
Book Cases, Side Boards,
Lounges, Whatnots,
Hat Racks, Spring Beds,
Mattresses,

CARPETS, OIL CLOTHS, MIRRORS

And every description of Furniture, plain and ornamental.

UNDERTAKING!

all its branches. A large stock of

COFFINS AND METALLIC CASES

Now on hand. april3-tf.

GEO. W. KING, Sr.,

Has removed to his NEW STORE, adjoining Schonblom & Wing'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 18th, 1870.

ERIE RAILWAY.

1400 MILES UNDER ONE MANAGEMENT. 500 MILES WITHOUT CHANGE OF CARS.

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 386 Miles.

AND IS MADE

BY 20 TO 27 MILES THE SHORTEST ROUTE.

New and Improved Coaches are run from Cincinnati, Boston, Urbana, Marion, Galion, 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, 8.05 A. M., 12.40 A. M., 3.40 P. M., 4.45 P. M.

ARRIVE:

Franklin, 7.45 " 1.35 " 6.30 " 5.30 "
Oil City, 8.15 " 1.05 " 7.00 " 6.00 "

FRANKLIN BRANCH—Going North.

LEAVE:

Oil City, 10.20 A. M., 8.10 A. M., 3.25 P. M., 6.10 P. M.
Franklin, 12.01 " 6.45 " 4.00 " 6.40 "

ARRIVE:

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 Corry with Express Trains for Erie; at Sharon, Newcastle 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 Orrville and Millersburg, at Urbana with Pittsburgh, Cincinnati and St. Louis Railway to 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

6.55 A. M. EXPRESS MAIL, daily, Sundays excepted, for Cleveland and the West and North West. Connects at Clarksville for Sharon, Newcastle and Pittsburgh, and at Cleveland with Lake Shore Railway for the West and North-West.

9.20 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.

11.10 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.

11.42 A. M. LIGHTNING EXPRESS, daily, connecting at Corry, Sundays excepted, for Warren, Pa. Mayville, Proctor 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

5.20 P. M. CINCINNATI EXPRESS daily Sundays excepted, connecting at Binghamton 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.

3.52 A. M. NEW YORK DAY EXPRESS, daily, Sundays excepted. Connects at Corry with Day Express train of New Jersey Railroad 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 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 daylight 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. RUGGLES, Gen'l Sup't. WM. R. BARR, Gen'l Pass'r Agt.