

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.

Due to the large and increasing demand for the Roberts' Torpedoes, and the late decision of the Commissioner of Patents in refusing to grant 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, 1890, 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. Far- vings 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 25th 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 or worthless. I need not repeat my remarks in the case of Good-year vs. Day (2 Wall, C. C. Rep. 229) 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 complainant's patent of April 25, 1885.

"It was never 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; and when his genius and patient perseverance, in spite of reverses and setbacks, were completely successful, that he 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 combination of devices and machine contained in complainant's patent. On the 18th of the same month the respondent formed a partnership with a company or corporation called "The Road Torpedo Company," for the purpose of pirating the complainant's invention, and appropriating the expense of litigation, and thus defrauding him of the fruits. They have properly granted a license to the complainant very properly granted by the District Judge.

Let a decree be granted for complainant for a perpetual injunction, and a license 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 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 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, 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 its form, claims a right to pirate the original discovery. We need not sum up 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."—2 Wallace, C. C. Reports p. 222.

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 Torpedoes 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 labeled 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 GOFF, Office, Hamilton's Cigar Store, address Titusville, Pa. Assistant, John Van Seters.
 - TITUSVILLE, CHURCH RUN AND VICINITY—R. H. THOMAS, Office and address, Mason House, Titusville, Pa.
 - SHAMBURG AND VICINITY—GEORGE IR- IN, Office, Shamburg; residence, Titusville, Pa. Assistant, A. A. West.
 - ENTERPRISE, PLEASANTVILLE, BEAN FARM AND PIRIOLE—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, Tid- worth, Pa. Assistant, E. C. Beardsley.
 - PETROLEUM CENTRE AND VICINITY—J. MASON, Office and address, Petroleum Cen- tre, Pa. Assistant, Charles Blackford.
 - TARR AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Storey Farms to McClintockville—JAMES SAUNDERS, Address Tarr Farms, 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. Head.
 - ALONG THE ALLEGHENY RIV- ER—W. WILBIE, Office and address, Franklin, Pa. SCRUBGASS, FOSTER FARM & PARKER'S LANDING—RICHARD W. REIMFELD, Office and address, Scrubgass, Pa. Assistant, H. W. Por- terfield, address Emulation, D. A.
 - WEST VIRGINIA—C. D. ANGEL, and T. F. COKE, Address, Parkersburg, West Virginia.
 - Roberts Petroleum Torpedo Co. may be

Daily Record
 NEWSPAPER,

BOOK

JOB PRINTING

Office;

MAIN STREET,

PETROLEUM CENTRE.

H. LONGWELL, Proprietor

om 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!

JOBBER 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.

Merchants, Lawyers, Justices of the Peace, Land Agents, Oil Dealers and Agents, Insurance Agents Expressmen and other parties in want, are informed BLANKS must be legal required in this community. Jobbing patronage 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 dis- patch. Especial attention given to

Steam and Gas Fittings

Purchasing with cash only, our facilities for making everything in our line superior to any other establishment in the Oil Region. We are 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 its continuance.
 March 1st.

LAKE SHORE & MICHIGAN
SOUTHERN RAILWAY.

FRANKLIN DIVISION,
 Connecting with at Jamestown and Oil City. On and after Monday, August 25th, 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 p m; Waterloo, 3.12 p m; Summit, 3.28 p m; Waterlo, 4.12 p m; Sandy Lake, 4.42 p m; Stoneboro, 4.50 p m; Coal Branch, ar. 4.58 p m; Clark's Mills, 5.31 p m; Hadley's, 6.45 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, 9.10 a m; Two Mile Run, 9.17 a m; Franklin, 9.25 a m; Sum- mit, 9.32 a m; Waterloo, 9.48 a m; Raymlton, 10.00 a m; Sandy Lake, 10.15 a m; Stoneboro, 10.14 a m; Coal Branch, 10.31 a m; Clark's Mills, 10.33 a m; Hadley's, 10.41 a m; Salem, 10.53 a m; & G W Crossing, 10.58 a m; ar. at Jamestown, 11.10.

FRANKLIN ACCOMMODATION leaves Oil City, 4.00 p m; Reno, 4.15 p m; Two Mile Run, 4.22 p m; arrives at Franklin, 4.50 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; Had- ley's, 7.52 a m; Clark's Mills, 8.08 a m; Coal Branch ar. 8.30, de. 9.00 a m; Stoneboro, 9.08 a m; Sandy Lake, ar. 9.50, de. 10.00 a m; Raymlton, 10.05 a m; Waterloo, 10.25 a m; Summit, 10.40 a m; Franklin, ar. 11.20, de. 11.50 a m; Two Mile Run, 11.32 a m; Reno, 11.50 a m; arrive at Oil City, 12.10 p m.

MAIL leaves Jamestown, 1.00 p m; A & G W Crossing, 1.14 p m; Salem, 1.30 p m; Hadley's, 1.38 p m; Clark's Mills, 1.49 p m; Coal Branch, 1.58 p m; Stoneboro, 2.03 a m; Sandy Lake, 2.08 p m; Raymlton, 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 leaves Frank- lin, 8.00 a m; Two Mile Run, 8.09 a m; Reno, 8.15 a m; arrives at Oil City 8.50 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 Supt.
 GEO. H. McINTYRE, Supt.

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,	10.20 p m	leaves Erie,	6.50 a m
" " " " " "	6.50 p m	" " " " " "	7.40 p m
Erie Expr. leaves Philadelphia,	10.50 a m	" " " " " "	8.50 a m
" " " " " "	8.50 a m	" " " " " "	9.40 a m
Warren Accommodation leaves Warren,	8.00 a m	" " " " " "	9.40 a m
" " " " " "	9.40 a m	" " " " " "	11.30 a m
Mail train leaves Erie,	8.50 a m	" " " " " "	10.40 a m
" " " " " "	10.40 a m	" " " " " "	6.30 a m
Erie Expr. leaves Erie,	9.00 p m	" " " " " "	10.45 p m
" " " " " "	10.45 p m	" " " " " "	5.30 p m
Warren Accommodation leaves Erie,	4.50 p m	" " " " " "	5.55 p m
" " " " " "	5.55 p m	" " " " " "	7.20 p m

Express, Mail and Accommodation, East and West, connect at Corry, and all West bound trains of Mail and Accommodation East at Irwinston with Oil Creek and Allegheny River Railway.

ALLEGHENY VALLEY R. R.
 New line to Buffalo, through the Oil Regions.
 JUNE 6, 1870.

GOING SOUTH.
 Mail, Oil City, Franklin, Parker's, ar. Pitts'g 9.0 a m 9.55 a m 12.30 p m 5.00 p m
 Day Exp. 9.30 a m 10.25 p m 4.55 p m 8.30 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 11.46 a m 1.56 p m 2.50 p m
 Way Exp. 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 Pittsburg and Corry.

J. J. LAWRENCE, Gen. Supt.
 THOS. M. KIRO, Asst. Supt.

BUFFALO, CORRY AND PITTSBURGH RAILROAD.

NORTHWARD TRAINS.			SOUTHWARD TRAINS.		
Express,	9.25 a m.	11.55 a m.	1.50 p m.	5.30 p m.	7.30 p m.
Mail,	11.50 a m.	3.25 p m.	5.30 p m.	9.00 a m.	10.30 a m.
Way Freight,	9.00 a m.	9.00 a m.	2.00 p m.	9.00 a m.	10.30 a m.
Accommodation,	5.35 p m.	8.30 a m.	10.30 a m.		

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 MAULINE SHOP we have a large and convenient

BLACKSMITH SHOP.

Our facilities for MANUFACTURING are not ex- ceeded by any Shop in the Oil Regions.

Shop—Main-st., opposite McClintock House
 may 27th
 FISHER & NORRIS

RUSS & DAVIDSON,

Would invite their old patrons and the public gen- erally

In Titusville and Vicinity,

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 or- namental.

UNDERTAKING!
 All its branches. A large stock of COFFINS AND METALLIC CASES Now on hand. apr 13-14.

GEO. W. KING, Sr.,
 Has removed to his NEW STORE, adjoining Schenck & Wing's Grocery Store, WASHING- TON 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. 14

ERIE RAILWAY.

1400 MILES UNDER ONE MANAGEMENT. 800 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 460 Miles

Buffalo to New York 423 Miles,
 Rochester to New York 385 Miles,
 AND IS PROVE

37 TO 27 MILES THE SHORTEST
ROUTE.

New and Improved Coaches are run from Cin- cinnati, Dayton, Urbana, Marion, Galliton, Mansfield, Ashland, Akron, Cleveland, Warren, Mentor, 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, 1/2

FRANKLIN BRANCH—Going South.

LEAVE:
 Meadville, 5.45 A. M., 12.00 A. M., 3.40 P. M., 4.45 A. M.

ARRIVE:
 Franklin, 7.45 " 1.15 " 5.10 " 8.30 "
 Oil City, 8.20 " 1.45 " 7.00 " 9.40 "

FRANKLIN BRANCH—Going North.

LEAVE:
 Oil City, 10.00 A. M., 9.10 A. M., 8.15 P. M., 9.10 A. M., Franklin, 12.01 " 9.42 " 4.00 " 9.42 "

ARRIVE:
 Meadville, 2.45 P. M., 11.25 A. M., 6.15 P. M., 11.25 A. 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. Connects at Cleveland with the West and South. Connects at Cleveland with the West and South. Connects at Cleveland with the West and South.

8.55 A. M. EXPRESS MAIL, daily, Sundays excepted, for Cleveland and the West and North West. Connects at Cleveland with the West and North West. Connects at Cleveland with the West and North West.

2.20 P. M. NIGHT EXPRESS, daily, for Cleveland, Cincinnati and the West and South. Connects at Cleveland with the West and South. Connects at Cleveland with the West and South. Connects at Cleveland with the West and South.

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 ex- cepted.

GOING EAST.

11.40 A. M. LIGHTNING EXPRESS, daily, connecting at Corry. Sundays excepted, for Warren, Mayville, Brocton and Pittsburg, 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 Cin- cinnati running through to New York

8.20 P. M. CINCINNATI EXPRESS, daily, Sundays excepted, connecting at Cin- cinnati with the Erie & Western Central Railway for Williamsport, Harrisburg, Philadelphia and Bal- timore and at New York for Boston and New Eng- land 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 Rail- way for Scranton, and at New York with Midland Ex- press train of New Jersey Railroad for Philadel- phia.

A Sleeping Coach is attached to this train at Cleveland, running through to Horshamville, con- necting with train having new and improved Draw- ing 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 ex- cepted.

Boston and New England Passengers, with their Baggage, are transferred FREE OF CHARGE in New York.