

PETROLEUM TORPEDO.

TORPEDOES. THE ROBERTS

PETROLEUM TORPEDO CO.

Office at the

RED PLANING MILL,

CORNER OF First and Second Streets,
(Near the Railroad),

BITUSVILLE, PA.

Owing to the large and increasing demand for the Roberts Torpedoes, and the late decision of the Commissioners of Patents in refusing to give Mr. H. H. Reed a patent, and the decision of Judge R. C. Grier regarding 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, 1860, in the United States Circuit Court at Philadelphia. The case was argued three days, by Charles M. Kelly of New York; B. F. Lucas and S. A. Purvis 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 26th of April, 1858. This is prima facie evidence of a good title, and puts on the respondents the burden of proof that the patent is valid or worthless.

I need not repeat my remarks in the case of Goodwin, 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 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 snubs 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, 1857, for a patent for substantially the same combination of devices and principles contained in complainants 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 protecting the complainant's invention, and supporting the expense of litigation, and thus defend him of the fruits. They have however, even after the preliminary injunction, very properly granted by the District Judge.

Let a decree be entered for complainant for a permanent 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 mechanicians may have in some measure anticipated in their speculations the possibility or probability of such discovery, or inventions; many experiments have been successfully tried, costing very dear, yet falling short of the desired result. They have produced nothing beneficial. The inventor, 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 continual 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 snubs and scoffs, some valuable invention or discovery, how easily it is followed by reward! Every one of the inventors, while speculators, swindlers, and pirates, profit of the profits 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 continual 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."

"The present case adds another chapter to this long and uniform history."—2 Wallace, C. C. Reports, p. 292.

CAUTION.

The public is cautioned against employing any S. J. or the recently 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 upon the ROBERTS PATENTS will be dealt with according to law, and as acting wilfully and knowingly in defiance of law and the decisions of the Courts.

The Comptrollers have recognized their business with a view to accommodate Oil Men in every part of the Oil Region. They have employed the most eminent Agents and Assistants that can be procured to act in their names. Each Torpedo is labeled with date, name, together with the price of the Torpedo, and signed by an officer of the Company, so every Operator buying a Torpedo may know its price and whether it came from our offices.

Operators will render 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 COPE, Office, Hamilton's cigar store, address Titusville, Pa. Assistant, John Van Beek.

TITUSVILLE, CHURCH RUN AND VICINITY—J. H. THOMAS, Office and address, Main-street House, Titusville, Pa.

SHAWSBURY AND VICINITY—GEORGE JONES, Office, Shamburg, residence, Titusville, Pa. Assistant, A. W. Edwards.

ENTERPRISE—PLEAS VILLE, BRANFARM AND PITTSFIELD—GE W. VAN VLEET, Office and address, Chase House, Pleasantville, A. S. and H. Huntington.

PLATT AND WEST HICKORY—CHAS. CLARK, Office and address, Exp. Est. Office, Tidewater, Va. Assistant, F. C. Beardsley.

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

TAP, AND BLOOD FARMS AND DISTRICT lying on the Rock and Cherry Run, from Story Farm to McConnelville—JAMES SAUNDERS, Address Tap, Pa. Assistant, Luther B. Saunders, Mrs. E. Cochran and William Hoyt.

CLINTONVILLE, OIL CITY AND RENO—WEST ADDRESS, Oil City or Reno, Pa. Assistant, W. M. Menden.

FRANKLIN, ALONG THE ALLEGHENY RIVER—JOHN COOK, Office and address, Franklin, Pa.

PIKE, FOSTER FARM & PARKER'S—RICHARD W. REDFIELD, Office and address, Franklin, Pa. Assistant, R. W. Parker.

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

Roberts Petroleum Torpedo Co., daily.

Daily Record

NEWSPAPER,

BOOK

AND

JOB PRINTING

Office;

MAIN STREET,

PETROLEUM CENTRE.

H. LONGWELL, Proprietor

on New York, Philadelphia, and Pittsburg, wh 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!

JOBMING DEPARTMENT.

We have a large and well selected 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.

— AND —

Business and Visiting Cards

LETTER HEADS,

BILL HEADS,

BILLS OF LADING, Etc., Etc.

— ALSO —

BALL PRINTING,

in or Fancy Styles, neatly and promptly executed, engraving

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, EXPRESSION AND OTHER PARTIES WHO WANT, ARE INFORMED THAT WE ARE PREPARED TO EXECUTE TO ORDER ALL KINDS OF BLANKS, BUSINESS OR LEGAL, REQUIRED IN THIS COMMUNITY.

Jobbing patronage respectfully solicited.

W. H. LONGWELL

ERIE RAILWAY.

140 MILES UNDER 800 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 460 MILES

BUFFALO TO NEW YORK 423 MILES,

ROCHESTER TO NEW YORK 385 MILES,

AND IS FROM

120²² TO 27 MILES THE SHORTEST

ROUTE.

New and Improved Coaches are run from Cincinnati, 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, 1859, trains will leave Meadville at the following hours, viz:

FRANKLIN BRANCH—GOING SOUTH.

LEAVE:

Meadville, 5:45 A. M., 11:30 A. M., 3:30 P. M., 4:45 P. M.

ARRIVE:

Franklin, 7:45 " 1:15 " 6:10 " 8:10 "

Oil City, 8:30 " 1:45 " 7:00 " 9:40 "

FRANKLIN BRANCH—GOING NORTH.

LEAVE:

Oil City, 10:30 A. M., 9:10 A. M., 3:15 P. M., 9:10 P. M.

Franklin, 12:01 " 9:42 " 4:00 " 9:42 "

ARRIVE:

Meadville, 2:45 P. M., 11:25 A. M., 6:15 P. M., 7:30 P. M.

GOING WEST

1:55 A. M. DAY EXPRESS, daily, Mondays excepted, for Cleveland, Cincinnati and the West and South. Connects at Clarksville, Sundays excepted, for 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 Orville and Millersburg; at Urbana, with Pittsburgh, Cincinnati and St. Louis Railway for 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 Hornsville, running through to Cleveland without change.

5:55 A. M. EXPRESS MAIL, daily, Sundays excepted, for Cleveland and the West and North-West. Connects at Clarksville, 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.

Sleeping Coaches are attached to this train at Hornsville running through to New York.

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.

11:40 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, Hirschburg, Philadelphia and Baltimore and at New York for Boston and New England cities.

A Sleeping Coach is attached to this train at Meadville 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.

A Sleeping Coach is attached to this train at Cleveland, running through to Hornsville, 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.

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