

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.

Owing to the large and increasing demand for the Roberts' Torpedoes, and the late decision of the Commission of Patents in refusing to issue 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, 1896, in the United States Circuit Court at Philadelphia. The case was argued three days, by Charles M. Keller of New York, H. 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, 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 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, 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, 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, and after purchasing one or more complainant's torpedoes, he applied on the 1st of November, 1895, for a patent for substantially the same combination of devices and machine contained in complainant's patent. On the 15th of the same month the respondent 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 perverted, even since the preliminary injunction very properly granted by the District Judge.

Let it desire 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 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 or discoverer, how seldom is it followed by reward! Every possessor of the honor, while speculating, 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 summon Moses, or Blizard, 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, 229.

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 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 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 COFF. Office, Hamilton's Cigar Store, address Titusville, Pa. Assistant, John Van Deriver.
- 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. West.
- ENTERPRISE PLEAS VILLE, BEAN FARM AND PITTSBURG. W. VAN VLIET. Office and address, Chase House, Pleasantville. Assistant, G. C. Huntington.
- PIEDMONT AND WEST HICKORY—CHAS. CLARK. Office and address, Express Office, Tidouss, Pa. Assistant, E. C. Beardsley.
- PETROLEUM CENTRE AND VICINITY—LEVI MASON. Office and address, Petroleum Centre, Pa. Assistant, Charles Blackford.
- FARE AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Nory Farm to McInloockville—J. A. HESSELTINE. Address, 1000 Farm, Pa. Assistant, Luther B. Saunders, Charles E. Cochran and William Hoy.
- MCINTOCKVILLE, OIL CITY AND RENO—A. S. WEST. Address, Oil City or Reno, Pa. Assistant, G. Mead.
- FRANKLIN, ALONG THE ALLEGHENY RIVER—E. W. HILBISH. Office and address, Franklin, Pa. Assistant, J. P. F. PAUL & P. A. KIRK.
- LANDING—RICHARD W. REIBEL. Office and address, Scrubbers, Pa. Assistant, R. W. Partridge, address at Huntington, Pa.
- WEST VIRGINIA—C. D. ANGELO, and T. F. BAKER. Address, Parkersburg, West Virginia.

Roberts' Petroleum Torpedo Co.
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Daily Record
 NEWSPAPER,

BOOK

JOB PRINTING

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H. LONGWELL, Proprietor

on New York, Philadelphia, and Pittsburgh, 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 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.

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- BILLS OF LADING, Etc., Etc
- ALSO—
- BALL PRINTING,
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- 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 invited to call on us, or send orders for all kinds of BLANKS, business or legal, required in this community. Jobbing patronage respectfully solicited.

W. H. LONGWELL.

M. S. SIMMONS' COLUMN.

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Drug & Fancy
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The Largest and Best Selected stock of Goods in Western Pennsylvania, and sold at

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 KIRBY'S COMPRESSED BUNGS,

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A full assortment of everything in the Hardware Line.

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 No. 1 Winter strained Lard Oil,

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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 its continuance.

ERIE RAILWAY.

140 MILES UNDER ONE MANAGEMENT. 200 MILES WITHOUT CHANGE OF COACHES

The Broad Gauge, Double Track Route BETWEEN THE ATLANTIC CITIES

WEST AND SOUTH-WEST

THIS RAILWAY EXTENDS FROM Cincinnati to New York 800 Miles.
 Cleveland to New York 625 Miles.
 Dunkirk to New York 490 Miles.
 Buffalo to New York 423 Miles.
 Rochester to New York 385 Miles.

AND IN FACT 22 TO 27 MILES THE SHORTEST ROUTE.

Now and Improved Coaches are run from Cleveland, Dayton, Urbana, Marion, Gallon, Mansfield, Ashland, Akron, Cleveland, Warren, Leavittsburg, Dunkirk, Buffalo and Rochester to

New York Without Change. ONLY ONE CHANGE TO BOSTON.

On and after Monday, June 13, 1896, trains will leave Meadville at the following hours, viz:

FRANKLIN BRANCH—Going South.

LEAVE: Meadville, 5:45 A. M., 11:50 A. M., 3:40 P. M., 6:45 P. M.

ARRIVE: Franklin, 7:45 " 1:15 " 5:10 " 8:10 " Oil City, 8:30 " 1:45 " 5:00 " 8:40 "

FRANKLIN BRANCH—Going North.

LEAVE: Oil City, 10:30 A. M., 3:10 P. M., 5:15 P. M., 8:10 P. M. Franklin, 12:01 " 5:42 " 9:00 " 9:40 "

ARRIVE: Meadville, 2:45 P. M., 11:35 A. M., 6:15 P. M.

GOING WEST

1:55 A. M. DAY EXPRESS, daily, Meadville excepted, for Cleveland, Cincinnati and the West and South. Connects at Clarksville, Sundays excepted, for Sharon, Newmarket and Pittsburgh; at Leavittsburg for Youngstown and Sharon; at Cleveland with Lake Shore Railway, for the West and South-West; at Haverhill, Sundays excepted, for Alliance and Pittsburgh; at Akron, Sundays excepted, for Orville and Millersburg; at Urbana with Pittsburg, Cincinnati and the Ohio & Mississippi Railway, 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 Haverhill, running through to Cleveland without change.

8:55 A. M. EXPRESS MAIL, daily, Meadville excepted, for Cleveland and the West and South. Connects at Clarksville for Sharon, Newmarket and Pittsburgh, and 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; 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.

11:40 A. M. LIGHTNING EXPRESS, daily, connecting at Corry, Sundays excepted, for Warren, Pa., Mayville, Brocton and Titusville, and at Erie, for Elmira with Northern Central Railway, for Williamsport, Harrisburg, Philadelphia and New York, 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.

2:53 A. M. NEW YORK DAY EXPRESS, daily, Sundays excepted. Connects at Cleveland with Delaware, Lackawanna & Western Railway for Scranton, and at New York with Night Express train of New Jersey Railroad for Philadelphia.

A Sleeping Coach is attached to this train at Cleveland, running through to Haverhill, connecting with train leaving Haverhill and improved Dining Room Coaches attached, running through to New York.

2:35 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 to New York.

The best ventilated and most luxurious sleeping coaches are run THE WORLD'S accompanying night trains on this Railway.

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W. M. D. BARE, Gen'l Pass. Agt.

E. D. RUCKEL, Gen'l Sup't.

Jan 15, 1896