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Cast Steel Drilling Jars !

Which for Strength and Durability excel any Steel Lined Jar heretofore in use.

The Advantages we Claim

Over Lined Jars are that, being ALL STEEL, they are stronger than Jars composed partly of Iron; that presenting a Steel surface to the rock, they are protected from wear on the outside, and will keep their shape longer.

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"I give my hearty preference to the Willcox & Gibbs Silent Sewing Machine."
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"I have the Wheeler & Wilson, the Grover & Baker, and the Willcox & Gibbs Sewing Machines in my family. I use the Willcox & Gibbs most frequently, thinking it far superior to either of the others."
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"My wife would not accept a Sewing Machine of any other patent *as a gift*, if she must receive it on condition of giving up the Willcox & Gibbs."
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"The Willcox & Gibbs is the *only* Sewing Machine whose working is so sure and simple that I could venture to introduce it into Syria."
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"We have used various Sewing Machines within our family, but it is the *unanimous* opinion of the household, that the Willcox & Gibbs is the best of them all."
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"For simplicity and mechanical accuracy of construction, I have seen no Sewing Machine equal to the Willcox & Gibbs."
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A correspondent on the subject of Sewing Machines is respectfully solicited.

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DRUGS, pure and of the finest quality.

MEDICINES—All the genuine Patent and other Medicines.

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GENERAL MACHINISTS

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

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E[illegible] RAILWAY.

[illegible] MILES UNDER [illegible] MILES WITHOUT ONE MANAGEMENT. NO CHANGE OF COACHES.

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BETWEEN THE—

ATLANTIC CITIES

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WEST AND SOUTH-WEST

THIS RAILWAY EXTENDS FROM

Cincinnati to New York 860 Miles

Cleveland to New York 625 Miles,

Dunkirk to New York 460 Miles,

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AND IS FROM

☞ 22 TO 27 MILES THE SHORTEST ROUTE. ☜

New and Improved Coaches are run from Cincinnati, Dayton, 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, Dec 5th, 1870, trains will leave Meadville at the following hours, viz:

FRANKLIN BRANCH--Going South.

LEAVE:

Meadville, 6.30 A. M., 11.50 A. M., 5, 30 P. M.

ARRIVE:

Franklin, 8.00 " 1.17 " 5.00 "

Oil City, 8.30 " 1.45 " 6.25 "

FRANKLIN BRANCH--Going North.

LEAVE:

Oil City, 10.20 A. M., 2.00 P. M., 4.10 P. M., 9.0[illegible] P. M.

Franklin, 11.50 " 3.30 " 4.40 " 9.45 "

ARRIVE:

Meadville, 1.05 P. M. 11.10 A. M. 6.35 P. M. 11.50 "

GOING WEST

3.01 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 Hornellsville, running through to Cleveland without change

9.19 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.

12.36 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.

10.30 A. M. ACCOMMODATION, Sundays excepted, for Leavittsburg and Way Stations, connecting for Youngstown.

4.00 P. M. FREIGHT & ACCOMMODATION, daily.

7.15 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

8.26 P. M. CINCINNATI EXPRESS, daily, Sundays excepted, connecting at Bloomington for Hornellsville and the celebrated summer resort, Watkins Glen, and at New York for Boston, and all New England cities.

Sleeping Coach is attached to this train at Hornellsville through to New York.

2.10 A. M. NEW YORK DAY EXPRESS, daily, Sundays excepted. Connects at Great Bend with Delaware, Lackawanna & Western Railway for Scranton, and at New York with Midnight 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.

12.01 A. M. ACCOMMODATION, Sundays excepted.

$1.25 P. M. [ACCOMMODATION, Sundays excepted,

5.00 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 up-town part of the city without the expense and annoyance of a street car or an omnibus transfer.

☞ The Company [illegible] the entire route of the Erie Railway in the most thorough and substantial manner. Additions of Extensive Facilities, in a Railroad journey over this Line, without the usual Custom House changes attends of additional interest 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.

[illegible] BURKEN, Gen'l Pass'r Agent. WM. H. BARR, Gen'l Ticket Agent.

Jan. 17, 1870.

ROBERTS' PETROLEUM TORPEDO.

TORPEDOES.

THE ROBERTS

PETROLEUM TORPEDO CO.

Office in the

[illegible] PLANING MILL,

Corner of Plum and Second streets.

(NEAR THE [illegible])

TITUSVILLE, PA.

Owing to the large and increasing [illegible] Roberts Torpedo, and the [illegible] Commissioners of Patents to [illegible] a patent and the division of [illegible] forming the Roberts Patent they have LOWERED the price of their Torpedoes

TWENTY PER CENT.

so that every Operator can afford to try a Torpedo [illegible] accomplish a Well.

The following is the decision rendered by Judge Grier on the [illegible] 27th day of September, 1869, in the United States Circuit Court, Philadelphia. The case was argued three days by Charles S. Keller of New York, G. P. Lucas and P. A. Pierce of Philadelphia, 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 6th of April, 1869. 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. Rep. 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 24, 1868.

"It was after speculation had been reduced to practice," and after repeated experiments, that the complainant succeeded in overcoming the prejudice and indifference 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 its profits and patient perseverance, in spite of failures and [illegible] were completely successful, that Reed, who had before made experiments on the same subject, and was unsuccessful, imagined that he had the right to the invention, and after purchasing one of [illegible] complainant's patents he applied on the 1st of November, 1865, for a patent for substantially the same combinations of devices and machinery claimed in complainant's patent. On the faith of the same means 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 to the defraud him of the fruits. They have succeeded, 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.

R. C. GRIER, Judge.

NOTE.—The passage referred to by Judge Grier in his [illegible] 3 Wallace, p. 203 applied 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 unwittingly by the unsuccessful experiments and failures of others, but it gives them no right to claim a share in the honor or 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 errors and snares, some valuable invention or discovery, how seldom is it followed by reward! Envy robs him of the honor, base 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 divide the original discovery. We need not summon 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. 202

CAUTION.

The public is cautioned against employing any of the [illegible] 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 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 neglect on the part 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 [illegible]OOF. Office, Hamilton's Clothing Store. address Titusville, Pa. Assistant John Van Scriver.

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

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

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

TIDIOUT 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 Blandford.

TARR AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Story Farm to Irwinsville—JAMES SAUNDERS. Address Tarr Farm, Pa. Assistants, Luther D. Saunders, Charles B. Cogswell and Wilbur Hart.

MIDDLE COVEY, OIL CITY AND RENO—A. S. WEST. Address, Oil City or Reno, Pa. Assistant, S. Neal.

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

FOSTER FARM, FOSTER FARM & PA. KREG LANDS—RICHARD W. BROTHERS. Office and address, Petroleum Centre, Pa. Assistant, B. W. Porterfield, address Parkerson, Pa.

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

The North Petroleum Torpedo Co.

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THE HEAVIEST EVER OFFERED FOR SALE ON OIL CREEK.

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Goods Sold at New York Prices, and WARRANTED PURE!

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Buy for Cash

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All by the case.

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TO BE HAD AT ALL TIMES.

☞ Do not fail to give me a call, and if you want to buy for cash, make me an offer before ordering elsewhere.

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