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STRATTON & KIP, Oil Producers

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

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

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THE 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 15 TO 27 MILES THE SHORTEST ROUTE.

New and Improved Coaches are run from Cincinnati, Dayton, Urbana, Marion, Gallian, Mansfield, Ashtabula, Akron, Cleveland, Warren, Meadville, Dunkirk, Buffalo and Rochester to

New York Without Change. ONLY ONE CHANGE TO BOSTON.

On and after Monday, Dec. 8th, 1870, trains will leave Meadville at the following hours, viz:

FRANKLIN BRANCH—Going South.

LEAVE: Meadville, 6.30 A. M., 11.00 A. M., 5.00 P. M. ARRIVE: Franklin, 8.00 " 1.17 " 5.50 " Oil City, 8.30 " 1.48 " 6.25 "

FRANKLIN BRANCH—Going North.

LEAVE: Oil City, 10.30 A. M., 9.00 A. M., 4.10 P. M., 9.00 P. M. Franklin, 11.30 " 9.50 " 6.40 " 9.45 "

MEADVILLE, 6.30 P. M., 11.10 A. M., 6.15 P. M., 11.50 "

GOING WEST

8.01 A. M. DAY EXPRESS, daily. Mondays excepted for Cleveland, Cincinnati and the West and South. Connects at Carkville, Sundays excepted, for Sharon, Newcaste and Pittsburgh; at Leavittsburg for Youngstown and Sharon; at Cleveland with Lake Shore Railway, for the West and North-West; at Leavittsburg, 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 West.

Sleeper 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 Carkville for Sharon, Newcaste and Pittsburgh, and at Cleveland with Lake Shore Railway for the West and North-West.

8.58 P. M. NIGHT EXPRESS, daily, for Cleveland 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 Carkville with the Ohio & Mississippi Railway for St. Louis and the South and West.

A Sleeping Coach is attached to this train at New York, running through to Cincinnati.

10.10 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.

11.40 A. M. LIGHTNING EXPRESS, for Youngstown, Leavittsburg, and daily for Erie; at Leavittsburg 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

8.30 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

9.10 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 Night 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.

11.35 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 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 20th 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.

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Which can be obtained at all the Principal Ticket Offices in the West and South-West.

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ROBERTS' PETROLEUM TORPEDO

TORPEDOES.

THE ROBERTS PETROLEUM TORPEDO CO.

Office at the Rad 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 favor of Wm. Reed a patent, and the decision of Judge Grier in favor of the Roberts' patent they have LOWEED 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 1868, 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. Parvance 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 24th of April, 1868. This is not a new invention of a good thing, 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. Reps. 229) but I must adapt 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 the complainant's 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 ignorance of the people on the subject, and persuading the public that his invention was useful; after he had obtained his great utility, and finally, when his genius and patient perseverance, in spite of success and acclaim," were completely exhausted, 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 of the complainant's Torpedoes, he applied on the 1st of November, 1867, for a patent for substantially the same combination of devices and machine contained in the complainant's patent. On the 10th 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 the defeat and loss of the fruits. They have perverted, even since 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. GILLEN, Judge.

NOTE.—The passage referred to by Judge Grier in his former decision, 2 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 directed to that subject previously, and that many persons have been making researches and experiments. It is not possible that every person who has some measure anticipated in their speculations and possibility of promulgation 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, as perfected, may truly be said to be the culminating point of many experiments, not only by the inventor, but by many others. It may have profited indirectly by the unsuccessful experiments and failures of others, but it gives them no right to a share of 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 paid perseverance have succeeded, in spite of success and acclaim, some valuable invention or discovery has seldom if 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 on any form, claims a right to pirate the original discovery. We need not summon more, 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. 299

CAUTION.

The public is cautioned against employing any of the regular, authorized Agents of the Company, since the Roberts' Patent cover the use of the same 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 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 JOOF, Office, Hamilton's Cigar Store, address Titusville, Pa.; Assistant John Van Scriber.

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

SHAMBURG AND VICINITY—GEORGE IRVIN, Office, Shamburg; residence, Titusville, Pa.

ASHTABULA, A. West.

ENTERTAINMENT—PLEASANTVILLE, BEAN FARM AND VICINITY—W. GEO. VAN VLEET, Office and address, Cane House, Pleasantville, Assistant, H. C. Huntington.

TIDWATER AND WEST HICKORY—CHAS. CLARK, Office and address, Exp. Office Tidwate, Pa. Assistant, E. C. Beardley.

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

TARR AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Store Farm to McClintockville—JAMES SAUNDERS, Address, Store Farm, Pa. Assistants, Luther B. Saunders, Charles K. Cochran and W. F. Hoyt.

McCLINTOCKVILLE, OIL CITY AND RENO—A. S. WEST, Address, Oil City or Reno, Pa. Assistant, H. Mead.

FRANKLIN, ALONG THE ALLEGHENY RIVER—Z. WILBER, Office and address, Franklin, Pa. Assistant, RICHARD W. REIDFIELD, Office and address, Scrubbers, Pa. Assistant, R. W. Porterfield, address Elmton, Pa.

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

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Prices Lower

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Goods Sold at

New York Prices

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ON ALL GOODS.

Buy for Cash

AND SAVE MONEY.

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All by the case.

ALWAYS ON HAND A LARGE STOCK OF

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TO BE HAD AT ALL TIMES.

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

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