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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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POLICIES AT OPTION OF HOLDER CONVERTIBLE INTO

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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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"For simplicity and mechanical accuracy of construction, I have seen no Sewing Machine equal to the Willcox & Gibbs."
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A correspondence on the subject of Sewing Machines is respectfully solicited.

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MEDICINES—All the genuine Patent and other Medicines.

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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 MACHINE SHOP we have a large and convenient

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

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400 MILES UNDER ONE MANAGEMENT. 860 MILES WITHOUT CHANGE of COACHES

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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

☞ 12 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, 6.35 A. M., 11.50 A. M., 3.55 P. M.,

ARRIVE:

Franklin, 8.00 " 1.17 " 5.50 "
Oil City, 8.30 " 1.45 " 6.35 "

FRANKLIN BRANCH--Going North.

LEAVE:

Oil City, 10.20 A. M., 9.00 A. M., 4.10 P. M., 9.01 P. M
Franklin, 11.30 " 9.30 " 4.40 " 9.45 "

ARRIVE:

Meadville, 2.05 P. M. 11.10 A. M. 8.15 P. M 11.59 "

GOING WEST

3.01 A. M. DAY EXPRESS, daily, Mondays excepted, for Cleveland, Cincinnati and the West and South. Connects at Carlisville, 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 Rawsons, 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 Horsellsville, running through to Cleveland without change

9.10 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.

10.10 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.

GOING EAST.

11.10 A. M. LIGHTNING EXPRESS, daily, connecting at Corry, Sundays excepted, for Erie, Pa. Meyville, Brocton and Titusville, and daily for Erie; at Girard 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

3.25 P. M. CINCINNATI EXPRESS, daily, Sundays excepted, connecting at Binghampton 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

7.10 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 Horsellsville, 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 ☞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 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,

ASK FOR TICKETS VIA ERIE RAILWAY.

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

WM. R. BARR,
Gen'l Pass'r Agent
Jan 13, 1870.

L. D. TUCKER
Gen'l Sup't.

ROBERTS' PETROLEUM TORPEDO

TORPEDOES.

THE ROBERTS PETROLEUM TORPEDO CO.

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RED PLANING MILL,

Corner of Pine and Second Streets, (Near the Railroad,)

TITUSVILLE, PA.

Owing to the large and increasing demand for the Roberts' Torpedo, and the late decision of the Commissioner of Patents in refusing to grant Reed a patent and the decision of Judge 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, 1870, in the United States Circuit Court at Philadelphia. The case was argued three days by Charles M. Keller of New York, S. F. Lacey 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 29th of April, 1856. 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 in my remarks in the case of Goodyear vs. Ray (2 Wall. U. S. Rep. 559) 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 29, 1856.

"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 its invention was useful; after he had established the great utility and value, and "when his genius and patient perseverance, in spite of sneers and scoffs," were completely successful, (not need, who heretofore made experiments on the same subject, and was unsuccessful, imagine that he was the best right to the invention, a dictum plaintiff may or more complainant's torpedo) were applied on the 1st of November, 1865, for a patent for substantially the same combinations of devices and actions contained in complainant's 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 pirating the complainant's invention, and supporting the expense of litigation, and thus defraud him of the fruits. They have persevered, 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 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 prepared matter beneficial. The invention when perfected may truly be said to be the consummating 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 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 which some new competent, 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 praise 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, U. C. Reports p. 202

CAUTION.

The public is cautioned against employing any but the regularly authorized Agents of the Company, since the Roberts Patent cover 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 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 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 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 ..OOF. Office, Hamilton's Cigar Store, address Titusville, Pa. Assistant John Van Scriver.

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

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

ENTERPRISE PLEASANTVILLE, BEAN FARM AND PITHOLE—W. GEO. VAN VLIET. Office and address, Crane 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 Blackford.

FARR AND BLOOD FARMS and District lying on Oil Creek and Cherry Run, from Story Farm to McClintockville—JAMES SAUNDERS. Address Farr Farm, Pa. Assistants, Luther B. Saunders, Charles K. Cochran and William Boyt.

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

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

SCRUBGRASS, FOSTER FARM & PACKER'S LANDING—RICHARD W. REDFIELD. Office and address Scrubgrass, Pa. Assistant, R. W. Porterfield, address Emlenton, Pa.

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THE HEAVIEST EVER OFFERED FOR SALE ON OIL CREEK.

Prices Lower

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Goods Sold at New York Prices, and WARRANTED PURE!

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ON ALL GOODS.

Buy for Cash

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Hennessey Brandy,
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All by the case.

ALWAYS ON HAND A LARGE STOCK OF

☞SUNDAY COMFORT!

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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Petroleum Centre, Pa., Aug. 18, 1870.