THE BROKEN OIL RING.

The Pennsylvania Legislature Crippling the Oil Interests of the State.

ERIE'S SLIPPERY MANIPULATION

The Rise, Progress and Fall of the South Improvement Monopoly.

KING SCOTT'S NEW MOVE.

Alleged Dabbling with the Free Pipe Legislation.

THE PRODUCERS UNTRAMMELLED AT LAST.

The Immense Oil Business of New York.

Ninety-five Million Gallons Annually.

What the Metropolitan Refiners and Brokers Think of the Matter.

Important Interviews and Statistics.

THE MONOPOLISTS' DEFENCE

HARRISBURG, March 14, 1872.

The first victory for many years of the people over the corporations has been achieved in the Pennsylvania Legislature. No State is so much under the control of corporations as this. They own not only its Legislature, but three-fourths of the State officials, from its Governor down. No man dares hope for office who fights them; those who gain office must be their willing slaves, ready to respond to the crack of the whip and to take with due humility all kicks that may be administered to them. Yet in no State is there so much dread of public sentiment, and public sentiment is at last beginning to make itself master over those who would control it. One of the "richest plums" has been taken away from those who have for years been enjoying a great monopoly. And not only the people of the oil regions but the great oil interests of the country will rejoice thereat. The history of the legislation that has placed the oil interests of the country at the mercy of three railroads and a ring of speculators, is briefly as possible, as follows:—

THE CREATION OF THE "OIL RING."

In 1861 the Legislature of Pennsylvania commenced to pass what are called private pipe bills—that is, allowing private parties in the oil regions to construct two inch pipes to run over the surface of the ground, and carry oil to the railroad depots and boat landings. Up to 1868 these bills were very numerous. There was no opposition to them. The oil producers, refiners and dealers were satisfied with them. In 1868 a strong combination of speculators and politicians came to Harrisburg and had a bill passed absorbing all the private companies and forming a combination known as the Western Pipe Company. Year after year the producers in the oil regions petitioned the Legislature for a free pipe bill, but the petitions were in vain; corporations were stronger in Harrisburg than they were. The producers and shippers showed that granting a ring the monopoly of carrying the oil was placing, not only the producer and shipper, but the dealer and consumer, at the mercy of men who could do as they pleased. They were the only ones who were cognizant of the condition of the market; they had the power to fix such prices as suited their convenience and their pockets.

THE ERIE-ALLEGHANY "JOB."

In 1868 the Erie Ring, as owners of what was known as the Alleghany Transportation Company, went into a pool with the Western Pipe Company, agreeing to carry their oil from Oil City to New York for fifty-two and a half cents a barrel, and charge the outside public $1 50. This gave the monopoly of this carrying trade to the Erie, and this road also gave a preference to the Cleveland refiners of thirty-six cents per barrel in cost of transportation over all other Western refiners. This arrangement continued until 1871. When it ceased the refiners of Cleveland, Pittsburg and other places came to the Legislature and had a charter passed under the title of the South Improvement Company. There is something mysterious about the passage of this bill. The records say that it was introduced March 28, 1871, and was signed by the Governor May 4, 1871. There is no legislative record as to who introduced it or how it passed. The only allusion to it is that Senator Graham, Chairman of Corporations, reported it from his committee. It reached the Governor somehow or other, and, like all bills of that kind that ever go to him, he approved it. This South Improvement Company is the corporation that for a year has had all the oil refiners and producers outside of their ring at their mercy.

CAPITAL OF THE SOUTH IMPROVEMENT COMPANY.

This "Improvement" Company had a capital of $10,000,000, and with this they absorbed all pipe companies in the oil regions, with one exception. They then made a contract with the Pennsylvania Central, New York Central (through its Lake Shore connection) and the Erie to carry their oil, giving them the advantage of having a drawback of $1 per barrel. The rates to New York were increased to $2 66 per barrel, and, as the South Improvement Company had the privilege of the drawback, they compelled all shippers of oil to sell to them, and they soon had a monopoly of the refining capacity of the country. All legislation to curb or crush out this monopoly was throttled here. The Legislature registered the monopoly's decrees as regularly and systematically as the monopolists desired. It was a good thing for the railroads, and they meant to keep it as long as possible.

THE RING BEING SHATTERED.

This year the people of the oil regions outside of the ring rose in arms, and sent a petition to this Legislature, signed by 10,000 names, by the hands of such prominent citizens as F. W. Mitchell and Mr. Culver, of the oil firm of Culver, Penn & Co., of New York, demanding that a law be passed giving the people a free pipe bill. This committee came to Harrisburg, and as they saw that it was no use fighting the Pennsylvania road they came to the conclusion that they would make a compromise. Tom Scott, of the Pennsylvania Central, met the committee half way, and after a conference a bill was drawn up with a proviso which Mr. Scott said would be acceptable to his company. The bill authorizes any person who desires it to build pipes connecting with railroads or boats. The proviso is as follows:—

THE FREE PIPE REGULATIONS.

"That no line of pipe shall be laid under the authority of this act within five miles of the State line for the purpose of carrying oil out of the State, and that the owners, producers and shippers of all oil intended for Philadelphia, Baltimore and New York using pipes laid under this act shall give preference to the lines of road traversing the greatest distance in this State, at the same rate of transportation."

In this shape the bill was passed and signed by the Governor. On first reading this looks like a provision that will benefit alone the Pennsylvania Railroad; but the gentlemen who have it in charge and who oppose the road in the interest of the people of the oil regions assert that as there are no penalties attached for the violation of the act shippers and producers are not bound to send their oil over the Pennsylvania road, but can avail themselves of any means of transportation they may think desirable. It is asserted that the Pennsylvania road is even willing to strike out this provision, and if they are sincere—as it will be seen in a day or two whether they are or not—then the statute books of the State will contain a law which will be universally acceptable in the oil regions.

As the law now stands on the statute books the South Improvement Company, which has worked such immense wrong to the oil interests of the country, is a thing of the past. Every shipper and producer in the oil regions is on an equal footing, and as no penalty is attached for any violation of the proviso there will be again competition among the railroads and boats for the carrying trade, and shippers and producers will not be, as they have been heretofore, at the mercy of an enormous and soulless corporation.

SUCCESS OF THE AGITATORS AGAINST THE RING.

For several weeks the oil regions of Pennsylvania were in a fever of alarm. The Southern company had worked secretly in perfecting their plans, and it was not until after they had signed contracts with the Erie, New York Central and Pennsylvania Central Railroads for the transportation of the oil, and the securing of drawbacks, that they openly proclaimed their object and asked the refiners and producers of Pennsylvania and New York to sell out to them. The proclamation of their purposes created the wildest consternation and alarm in the oil regions, and oil men at once inaugurated a bitter war against the new monopoly. Meetings were held nightly in all the oil-producing districts to devise means to circumvent the company, leagues formed for mutual protection, the members binding themselves not to dispose of oil to the company, and to relieve producers who are unable to hold their oil for a purchaser. Several joint stock companies, with large capital, have sprung into life, with the view of buying all the oil produced, tanking it and advancing money upon it to the producer. They have so far succeeded, it is claimed, that they can prevent the monopolists from securing any large proportion of the oil, if they can only unite the New York branch of the trade with them. With this object in view, conferences are now in progress, and a committee of New York petroleum dealers are in Titusville, endeavoring to arrange

THE TERMS OF AN ALLIANCE

between the producers and refiners there and the trade of New York. The producers propose to New York that if they will guarantee them a market and refining capacity here they will bind themselves to dispose of no oil to the monopoly, and thus kill it in its inception. At the present writing the committee have not returned from Titusville, nor is it settled whether their visit has resulted in a successful arrangement with the producers of Pennsylvania. If a compact is formed they are quite positive they will be able to make satisfactory terms with the railroads for transportation rates to the seaboard and control the business themselves. As the question stands it appears that the battle is between

NEW YORK INTERESTS

and those of Cleveland and Pittsburg, the Southern Improvement Company being with the latter and the producers with the former, as they do not desire the refining business diverted from its proper centre to a point 160 miles west of the wells. That the reader may understand

THE MAGNITUDE OF THE OIL TRADE

in exportation the following extracts from the *Petroleum Annual Review* for 1871 are given:—

	Crude.	Refined.	Naphtha.	Total.
New York	6,628,651	81,308,752	7,123,205	94,055,820
Boston	—	2,036,250	121,846	2,158,096
Philadelphia	3,533,973	81,532,236	714,315	85,780,524
Baltimore	28,904	2,473,684	—	2,502,588
Total gallons	10,551,724	137,101,921	7,959,365	185,613,024

The value of the exports from New York alone is over eighteen million dollars, and that of the entire country in the neighborhood of fifty million dollars. This is the business that the Southern Improvement Company seek to control, and it will be seen that if they are successful their profits may be made immense and the consumers of

THE WORLD BE PLACED AT THEIR MERCY

if they see fit to use their power. There are many, however, who believe that the company would benefit the producer and the trade generally, and that the combination sought to be effected between the New York and Pennsylvania interests would be as dangerous as the Southern Improvement Company.

VIEWS OF NEW YORK MERCHANTS.

With a view of giving an accurate history of the oil war and the feeling among persons in the business in this city a reporter visited a number of refiners and from their conversations select the following as best representing the real points involved in the controversy.

What a Refiner Says.

Mr. James McKay, of the Devoe Manufacturing Company, No. 117 Fulton street, was waited upon, and the substance of the conversation is as follows:—

"I have called," said the reporter, "to chat with you relative to this great oil combination. I would like to obtain some facts and statistics on the subject, as I observe the organization of this alleged monopoly has raised a breeze among New York refiners and the Pennsylvania producers."

"Well, really, any information I give you must be in general terms, as my memory of statistics is not reliable."

"Well, perhaps you can answer some questions as correctly as your recollection will permit. What is the

CAPACITY OF THE NEW YORK REFINERIES?"

"About thirty-six thousand barrels of crude oil per week, or say twenty-four thousand barrels of refined oil per week."

"And what is the value of refined oil weekly produced?"

"About two hundred thousand dollars per week."

"What is the amount of capital invested in the refining business in New York?"

"That is a difficult question to answer; but it amounts to many millions; there are a great many refineries, some of which are upon leased ground; others own the land; one refining establishment is estimated worth $500,000, including the real estate."

"Is the crude oil used principally from Pennsylvania, or does part of it come from Canada?"

"From the Pennsylvania oil wells. The Canadian oil originally reached this point in small quantities; but it is not large, and it now finds another market. Little or none comes here."

"Can you give me an approximate idea of the amount of exports from this port per year, so that I can arrive at some data of the character of the yearly transactions?"

"Yes; the exports for last year, ending 31st December, amounted to

NINETY-FIVE MILLION GALLONS."

"Worth in dollars how much?"

"About $17,000,000."

"What proportion of these exports was refined here?"

"Only a small proportion, comparatively. The oil exported in barrels is principally refined in Cleveland and the oil regions."

"What is the refining capacity of Cleveland?"

"I understand about sixteen thousand barrels daily, or nearly as much as is produced at the wells. Last year

THE PRODUCTION

ranged from fourteen thousand to twenty thousand barrels per day. The value of refined oil in barrels ranges from twenty-two to twenty-six cents per gallon. Considerable is exported from New York refineries in barrels and a great deal in cans."

"What is claimed will be the result if the Southern Improvement Company prove successful in their scheme?"

"Some think the combination will make the freight rates higher than they have been for some time. The point made by the opponents of the company is that here briefly given. The refining business has been largely overdone. Cleveland alone can do nearly all the refining. The capacity of the refineries of New York and the oil regions West it is sought to unite against the monopoly is equal to the production, consequently there are in the country

MORE REFINERIES THAN ARE JUSTIFIED

or needed by the production. The railroad companies have been carrying oil from the wells to this city for some time without profit. The refiners of the West and others have got together to see if they cannot combine their interests and by

CLOSING UP ALL REFINERIES

not absolutely necessary to work up the production, conduct the business at a paying profit. On account of the competition they are prevented from making this profit. They therefore say to the railroad companies, 'If you will help us we will help you,' and the roads went into the contract to strengthen their hands. If they carry out their programme

THEY WILL KILL ALL COMPETITION

in the oil business and control the interest. I understand that it is not intended by the combination to give all the refining business to the West, but, on the contrary, to purchase refineries in this city and the oil region, to virtually control the refining business of the country and make it mutually profitable to the refiners, the railroad companies and the Southern Improvement Company."

"But the producers in the oil regions, I see, are in arms against the combination."

"There are people in the oil regions who say"—the gentleman for a moment hesitated and continued—"that they don't like the high railroad freights, lest they suffer in the value of their product. It is said they are united and determined to resist this thing, and they are organizing

PROTECTIVE UNIONS

all through the oil regions to purchase oil from small producers and hold it, and thus prevent the Southern Improvement Company getting possession of it. If they succeed the company must be a failure, as they will be unable to secure any of the crude oil for their Cleveland and Pittsburg schemes."

"Well, sir, right here let me ask, is it not possible that, if the refiners and producers of Pennsylvania combine with you New York refiners,

YOUR COMBINATION

may not be as bad for the public and the trade as the one the Southern Improvement Company have organized?"

"Some people say it would be as bad as the Southern Improvement Company. The producers in the oil territory are greatly excited, and are holding meetings daily in opposition to the supposed monopoly.

THE OIL TERRITORY

covers eight counties with a population of about one hundred thousand people. They are forming protective unions, and have divided the region into sixteen districts, with a committee for each district, whose duty it is to supervise the sale of all the oil, prevent any of it finding its way into the hands of the Southern Improvement Company, and

DICTATING TERMS TO EVERY MAN

that buys oil how and to whom he should sell it. There are some who think that this combination will be just as detrimental to the oil interests and the consumer as the Southern Improvement Company's monopoly."

"I fear that such will be the case," said the reporter, as he was on the eve of retiring.

"Well, I wish I knew which is the worst monopoly," was the answer of the refiner, as he bowed the reporter out.

The Views of an Oil Broker.

Mr. Henry Ohlen, an oil broker, was visited, and he violently denounced the scheme as dangerous to the entire oil interests.

"What is the refining capacity of Cleveland, New York and Pittsburg?"

"It is understood that Cleveland alone has sufficient refining capacity to cover the entire product, and New York and the refiners of the oil territory combined have sufficient to work up all the oil produced. The capacity of Pittsburg is about seventeen thousand barrels per day."

"HOW WILL IT AFFECT THE BROKERS?"

"It will ruin them. They are middlemen between the producer and the purchaser. They carry orders from the buyer to the seller, at the rate of one-half of one per cent."

"Can you give me any idea of the number of brokers in this trade in this city?"

"There are about forty-six. They practically do all the business; but there are occasionally small transactions between the principals. They are exceptional cases, however. The total number of barrels bought by brokers from dealers and refiners for exportation last year reached 1,637,355 barrels, of an average of forty-six and a half gallons each. At the average rates for oil this would be worth $17,987,271. So you will see at once

THE MAGNITUDE OF THE BROKERAGE

business of this city, which will be ruined by this combination. The figures I have given you are last year's transactions."

"How much crude oil is yearly exported?"

"There are about three hundred and fifty thousand barrels of crude oil, at an average value of seventeen cents per gallon, yearly exported to European cities. This, at $17 32 per barrel, gives the value of crude shipped in barrels $263,300. Add the refined, already given, makes the total exports yearly $19,250,571."

"What is the value of capital invested here in refineries?"

"Oh, quite large. Pratt's or Devoe's could not be bought for $750,000 each."

"The statistics you have given me do not cover the entire product, do they?"

"No; they only relate to the exportations. About half

THE HOME TRADE

is done through brokers."

"What does the home trade amount to per year?"

"The distribution of oil from this market for retail purposes amounts to 1,000 barrels per day, from September to March, inclusive."

"What is its value?"

"At jobbers' prices it is worth $12 per barrel. The yearly transactions are about 1,500,000 barrels, worth $16,500,000. Now, let me figure a moment.

THIS IS THE TRADE OF NEW YORK.

Crude oil exported	$263,300
Refined oil	17,987,271
Retailed for home consumption	16,500,000
Total trade of New York	$34,750,571

This, which is below rather than above the actual facts, is nearly all done by brokers. From these figures you will see how great the oil interest of this city is. My firm last year sold the production of 15,000 barrels per day on an average; some times it reaches 17,000 barrels, or $60,000 worth per day, or $20,000,000 per year. The oil trade of the United States, if you add the transactions of the West, reach $35,000,000 per year."

"The combination, you think, will injure brokers?"

"It must be bad for them. There will hereafter be but one broker if they succeed; now we have a hundred. The system of rebates through the combination of Jim Fisk and Gould on the Erie has been

A REGULAR SYSTEM OF CUTTHROAT."

"Then they gave drawbacks to one or more firms at the expense of the rest?"

"Yes; that has been the custom. There could be volumes written on this oil trade and the swindles that have been practised. The system was corrupted, produced and kept up by the Erie Railroad. It has been understood in the market for three years that Fisk & Gould were interested in refineries and the profits arising from the shipments of crude oil to this point, and you are also safe in saying that they have sought to control trade by giving their friends in this city advantages. It is as true as the Gospel that the stagnation that exists in the business is the child of

THE CORRUPT DRAWBACK SYSTEM.

Cleveland has maintained her supremacy in this market by getting a larger drawback than New York could get; we would raise a howl, get a drawback, when Cleveland would come in again and get a higher one. For a time the railroads would relieve us and then again oppress us in favor of the West. The Erie and the Central, by their corrupt system of drawbacks, has killed the business, and it is no longer profitable for the roads to carry oil. They say they cannot make a rate of freight that will be lived up to. Notwithstanding the advantages Cleveland has had it is understood that her refining interests are declining, and it is thought it cannot live another year. These are the points to remember—that

THE RAILROADS WANT A HIGHER RATE

of freight, and ought to have it; that Cleveland and Pittsburg want to do the refinery for the export trade, and they will say to the railroads, 'You give us the contract to bring oil over your roads lower than you give it to anybody else, and we will give you a higher rate of freight.' The effect is to give the West the advantage. The Southern Improvement Company make this bargain with the railroads, and they go to the oil territory and come here and say to us, 'You come in now with us and all will be right;

IF YOU STAY OUT YOU ARE RUINED.'"

"Who are the leading movers in this monopoly?"

"Rockefellow, Pifford & Bostwick, of this city; Warden, Frew & Co., of Philadelphia, and Lockhart, Frew & Co., of Pittsburg, common report says, are the gentlemen who lead in this great 'Southern Improvement Company' monopoly. The system, I tell you, is rotten. Cleveland has never refined more than New York, although it is claimed she has $5,000,000 invested in the business. That money has simply been paid them in drawbacks by the railroad companies, at the expense of New York. That, in other words, is

WHAT THEY HAVE MADE OUT OF NEW YORK

and the oil regions in six ordinary years by drawbacks. If Cleveland had never had these advantages she would never have become a refinery centre, and that $6,000,000 would have been divided between the producers, the refiners on Oil Creek, the railroads and the consumer.

What the Other Side Say.

A visit was paid to a gentleman who was known to have an intimate knowledge of the aim and purposes of the company, and he was requested to give some information on the subject. He reluctantly detailed some of the facts in the organization. He stated substantially that some months ago refiners and producers of oil, feeling that there was necessity for some united action so as to raise the price of oil and secure better freighting terms, attempted a combination among themselves, but it failed. Later a number of oil capitalists attempted the organization of the Southern Improvement Company and succeeded. Among the reasons for the organization was the fact that European governments levied heavy duties on refined oil while they put a light one on the crude oil. The result was that European importers had arranged to do nearly all the importing in crude oil and refine it in Europe. They had arranged to transport it in bulk in vessels constructed for the purpose instead of in barrels, and so apparent was it to the refiners that the

EXPORTATION OF THE CRUDE OIL

would completely ruin the refining business, as well as the trade in barrels and the manufacture of chemicals used in the refining process, that they were forced to this united action. The company was mainly organized for this purpose and they expect to successfully

CHECKMATE THE ENGLISH IMPORTER

by getting a rebate or drawback upon the freight rates. Another object was to make the refining business more remunerative. The refining capacity of the country largely exceeds the demand, and the consequence is that many of them can only be worked a few months in the year. The company propose to unite all the refining interests, and

CLOSE ALL THE ESTABLISHMENTS

not absolutely necessary to refine the product, distributing the business fairly between the great refining centres. They also claim that the producer will be largely benefitted by their combination, on the ground that they will not be liable to bankruptcy by

FORCED SALES OF OILS

at ruinous prices, as the company will have sufficient capital to purchase all that is produced at fair prices, and "carry it" on the market for higher prices. With sufficient capital to carry the oil they will be enabled to prevent the sale of the crude product to English importers and refiners, and

DICTATE THEIR OWN TERMS

to foreign purchasers. It is claimed that the rates of transportation have been so low in the past that the railway companies threaten to abandon the transportion, and the result would be to cripple the business. By this combination the friends of the scheme assert they can pay the railway companies a fair profit, benefit the producer by

RAISING THE PRICE OF THE OIL

and benefit all home interests at the expense of foreign refiners and importers. With this view a contract has been entered into between the company and

THE THREE GREAT TRUNK LINES,

the Pennsylvania Central, the New York Central and the Erie, to carry the oil to the market at fixed rates, and secure drawbacks in the event of foreign influences seeking to control the article. It is claimed that some of the railway companies are represented in the directory or as stockholders, and that the latter are producers and refiners in different parts of the country, including several of those in the oil regions. The gentleman declined to make known the names of the firms in the oil regions who had joined the company, on the ground that the excitement there is so intense that incendiaries would destroy their property. He stated that several of the

NEW YORK REFINERS HAD JOINED THEM,

and that when they understood more fully the objects of the combination he is satisfied it will meet with their generous support and sympathy. He claimed that the charge that the rates had been increased owing to the company's organization was untrue, and gave the following

TARIFF OF RATES,

per barrel, from the oil regions to the points named:—

To Pittsburg and Cleveland, two years ago	$1 00
To Pittsburg and Cleveland, at present	50
To New York, formerly	2 00
To New York, at present	1 25

The rates to Boston are fifteen cents in advance of these rates, and those to Philadelphia fifteen cents less. It is admitted by the advocates of the scheme that the brokers will suffer from this organization, but that the profits now made by them will go to the producer and the company and transporters instead.

RACING PROSPECTS.

The entries for all the stated events for the coming campaign have been made, and the horses and race tracks will now be put in condition for one of the greatest racing seasons that ever took place in this country. A respectable racing fever pervades the land, and just so long as the meetings are conducted on the principles inaugurated and practised by the American Jockey Club, horse racing, as a fashionable pastime, will continue to flourish. Annexed is a list of the stakes, with the number of entries in each:—

For the Ladies' Stakes, at Jerome Park, for three-year-old fillies, one mile and five furlongs, there are thirty-seven entries; in the Belmont Stakes, the same, and distance as the other, for foals of the same age, there are fifty-nine entries; the Fordham Handicap Sweepstakes, one mile and a quarter, has thirty-one entries; the Jockey Club Handicap Sweepstakes, two miles, twenty-two entries; the Westchester Cup, two miles and a quarter, has twelve entries, comprising Tom Boston, Eolus, Glenelg, Alroy, Lyttleton, Express, Harry Bassett, Abdelkoree, Tubman, Midnight, Preakness and Monarchist—with Harry Bassett out it would be very difficult to pick the winner. Then there is the Jerome Stakes (late Champion Stakes), for three-year-olds, two miles, which closed with sixty-one entries; a sweepstakes for foals of 1868, a dash of four miles, nine entries; the Maturity Stakes, for four-year-olds, three miles, twenty entries; the Nursery Stakes, one mile, fifty entries; the Annual Stakes, for foals of 1869, two miles, thirty-five entries, and the Hunters' Stake (late Jerome Stakes), for three-year-old fillies, one mile and three-quarters, twenty-nine entries. Besides the above, entries were made on the 1st day of March for the Annual Sweepstakes and the Hunters' Stakes for 1873. The former has thirty-four entries and the latter twenty-four.

The number of entries for the various stakes to be run over the Monmouth Park course at Long Branch during the July and August meetings, are as follows:—The Jersey Derby Stakes, for colts and fillies three years old, one mile and a half, has forty-one entries; the Monmouth Oaks Stakes, for fillies foaled in 1869, one mile and a half, has thirty-five entries; the Hopeful Stakes, for two-year-olds, half a mile, has twenty-six entries; the Monmouth Cup, two miles and a half, has twelve entries, comprising such grand racers as Alroy, Nellie Ransom, Midnight, Glenely, Longfellow, Lyttleton, Harry Bassett, Abdelkoree, Tubman, Monarchist, Nellie Gray and Hollywood. The July Stakes, for two-year-olds, three-quarters of a mile, has twenty-two entries; the Monmouth Sequel Stakes, for three-year-olds, two miles, has twenty-four entries. All the stakes thus far named will be run at the first, or July, meeting. Those following will come off in August:—The Continental Hotel Stakes, for colts and fillies of 1869, one mile and three-quarters, has twenty-eight entries; the Mansion House Stakes, for four-year-old colts, two miles and a half, thirteen entries; the West End Hotel Stakes, for filly foals of 1869, one mile and three-quarters, twenty-three entries; the Robins Stakes, for colts and fillies of 1869, two miles, twenty-nine entries; the Thespian Stakes, for two-year-olds, three-quarters of a mile, twenty-three entries; the Long Branch Stakes, for all ages, to carry 100 lbs., two miles, sixteen entries; the Hoey Stakes, a dash of three miles, has six entries, and the August Stakes, for two-year-olds, one mile, has nineteen entries.

The Saratoga Association entries are as follows:—The Alabama Stakes, for fillies foaled in 1869, one mile and one-eighth, closed with thirty-three nominations; the Travers Stakes, for three-year-olds, one and three-quarter miles, eighty-one entries; the Saratoga Stakes, for two-year-olds, three quarters of a mile, forty-two; Sweepstakes, for all ages, one mile and a quarter, sixteen; Flash Stakes, for two-year-olds, half mile, twenty-nine; the Saratoga Cup, two and a quarter miles, closed with twelve entries, including such flyers as Alroy, Harry Bassett, Abdelkoree, Tubman, Longfellow, Express, Glenelg, Defender, Midnight, Nelly Ransom, Preakness and Monarchist. The Sequel Stakes, for three-year-olds, two miles, has twenty-five entries; the Summer Handicap, two miles and a quarter, has eighteen nominations; Sweepstakes, for two-year-olds, three-quarters of a mile, twenty-nine, and the Sweepstakes for three-year-olds, two miles, twenty-five nominations.

The Maryland Jockey Club have ninety entries in the Dixie Stake, for three-year-olds, and twenty-three for the Central Stakes for two-year-olds. The Bowie Stakes, four mile heats, post entry, had seven nominations, comprising Messrs. Joseph Donahue, D. McDaniel & Co., A. Belmont, F. Morris, R. W. Cameron, John F. Chamberlin and M. H. Sanford.

The campaign opens at New Orleans, commencing on Saturday, March 30. The entries for the Metairie Cup, a sweepstakes for all ages, two miles and a quarter, are Nellie Gray, Hollywood, Monarchist, Preakness, Nellie Ransom, Conductor, Stockwood, Wanderer and Barney Williams. The Post Stake, for all ages, four mile heats, closed with the following subscribers:—T. G. Moore, W. R. Babcock, General A. Buford, T. G. Bacon, J. A. Miller, M. H. Sanford and W. H. Williamson.

The Louisiana Club, at New Orleans, will follow the Metairie races with their meeting, and then the horses will move to Mobile, where there will be three days of magnificent sport at the Magnolia Course, the great event of the meeting being the Turf Congress Post Stakes, four mile heats. From thence the horses will scatter, some going to Memphis, others to Nashville, some to Lexington, but all to centre here in the month of May, to be ready for the races of the American Jockey Club, which commence on Saturday, June 1.

AMERICAN JOCKEY CLUB.

The following are the entries for racing events which closed March 1:—

THE FORDHAM HANDICAP SWEEPSTAKES

of $50 each, half forfeit, and only $10 if declared by the 20th May, with $500 added, the second horse to receive $200 out of the stakes; weights to be published by 1st of May; winners after publication of weights, of $1,000, to carry 5 lbs., of $2,000 7 lbs. extra; to run on first day of Spring Meeting, 1872; one mile and a quarter.

NOMINATIONS.

1. H. Blandy's ch. h. Tom Boston, 5 years, by Frank Boston, dam Prelude, by Cruiser.
2. W. H. Strong's ch. h. Boaster, 7 years, by Eclipse, dam Vanity.
3. A. B. Purdy's br. g. Trumps, 4 years, by Australian, dam Mattie Gross.
4. Monson & Gray's b. c. Yim, 3 years, by Kentucky, dam Verbena.
5. D. D. Withers' b. c. Blenkiron, 3 years, by Saunterer, out of Feodorowna, by Kingston.
6. Thomas W. Doswell's b. f. Wine Sap, 4 years, Vandyke, dam Nina.
7. Thomas W. Doswell's b. m. Midway, 5 years, by Eclipse, dam Ninette.
8. Hunter & Travers' b. c. Buckden, 3 years, by Lord Clifden, dam Consequence.
9. Hunter & Travers' b. c. Alarm, 3 years, by Imp. Eclipse, dam Maud.
10. A. Belmont's ch. f. Victoria, 3 years, by Censor, dam Camilla.
11. Joseph Donahue's ch. c. Alroy, 4 years, by Australian, dam Nellie Gray, by Lexington.
12. Carroll & Coar's br. h. Ortolan, 5 years, by Doneraile, dam Canary Bird.
13. M. J. Tully's b. g. Vesuvius, 5 years, by Vandyke, dam Lizzie Berry.
14. S. D. Bruce's ch. c. Neptunus, 3 years, by Planet, dam Linda, by Scythian.
15. W. W. Glenn's b. c. Quintard, 4 years, by Ulverston, dam by Omera.
16. John Morrissey's ch. h. Defender, 5 years, by John Morgan; dam Cynconia.
17. D. McDaniel & Co.'s b. c. Tubman, 4 years, by War Dance, dam Lass of Sidney.
18. D. McDaniel & Co.'s b. f. Sue Ryder, 3 years, by Knight of St. George, dam Glycera.
19. D. McDaniel & Co.'s b. f. Eastern Star, 4 years, by Cape Flyaway, dam Star of India.
20. D. J. Crouse's b. g. Rounder, 4 years, by Revolver, dam Gentle Annie, by Ringgold.
21. D. J. Crouse's b. f. Sabrina (sister to Kingfisher), 4 years, by Lexington, dam Eltham Lass.
22. John O'Donnell's gr. f. Mary Louise, 4 years, by Lightning, dam by imp. Sovereign.
23. John O'Donnell's ch. f. Fanchon, 4 years, by Australian, dam Idlewild.
24. John O'Donnell's b. h. Haric, 5 years, by Australian, dam Brenna, by Knight of St. George.
25. H. Ball & Co.'s blk. c. Midnight, 4 years, by Doneraile, dam Amanda Morehead.
26. M. H. Sanford's br. c. Bingaman, 4 years, by Asteroid, dam Bay Leaf.
27. M. H. Sanford's bl. f. Regal, 3 years, by Virgil, dam Regan.
28. M. H. Sanford's b. g. Kadi, 3 years, by Lexington, dam Katonia.
29. M. H. Sanford's b. f. Salina, 4 years by Lexington, dam Lightsome.
30. W. Cottrill's ch. c. Frank Ross, 4 years, by Daniel Boone, dam Sigma.
31. W. Cottrill's ch. f. Saucebox, 4 years, by Star Davis, dam Skedaddle.

THE JOCKEY CLUB HANDICAP SWEEPSTAKES,

of $100 each, half forfeit, and only $20 if declared by May 20, with $1,000 added; the second horse to receive $300 out of the stakes; weights to be published by May 1. Winners after publication of weights, of $1,000, carry 5 lbs., of $2,000 7 lbs. extra; to run on the second day of the spring meeting, 1872; two miles.

NOMINATIONS.

1. H. Blandy's ch. h. Tom Boston, 5 years, by Frank Boston, dam Prelude, by Cruiser.
2. Thos. W. Doswell's b. c. Eolus, 4 years, by imp. Leamington, dam Fanny Washington.
3. A. Belmont's b. h. Glenelg, 6 years, by Citadel, dam Babta.
4. Joseph Donahue's ch. c. Alroy, 4 years, by Australian, dam Nellie Gray by Lexington.
5. John Harper's b. h. Littleton, 5 years, by Leamington, dam Fanny Holton.
6. John Harper's ch. c. Express, 4 years, by Endorser, dam Nantura.
7. D. McDaniel & Co.'s ch. c. Harry Bassett, 4 years, by Lexington, dam Canary Bird.
8. D. McDaniel & Co.'s ch. c. Abdelkoree, 4 years, by Australian, dam Rescue.
9. D. McDaniel & Co.'s b. c. Tubman, 4 years, by War Dance, dam Lassie of Sidney.
10. H. Ball & Co.'s blk. c. Midnight, 4 years, by Doneraile, dam Amanda Morehead.
11. M. H. Sanford's b. h. Preakness, 5 years, by Lexington, dam Bay Leaf.
12. M. H. Sanford's b. c. Monarchist, 4 years, by Lexington, dam Mildred.

THE ANNUAL SWEEPSTAKES

of $300 each, $100 forfeit, with $1,000 added, for foals of 1870; the second horse to save his stake. The race to be run during the fall meeting, 1873.

NOMINATIONS.

1. D. D. Withers' b. c. Stonehenge (imp.), by Blair Athol, out of Columba, by Kingston.
2. D. D. Withers' imp. b. c., by Marsyas, out of Marchioness, by Marquis.
3. Thomas W. Doswell's ch. c. Huntington, by imp. Australian, dam Mazurka, by Lexington.
4. Thomas W. Doswell's ch. f. Cara Lisa, by Censor, dam Fanny Washington.
5. Hunter & Travers' br. f. Megara, by imp. Eclipse, dam Ulrica, by Lexington.
6. Hunter & Travers' ch. f. Quits, by imp. Eclipse, dam Columbia.
7. Hunter & Travers' imp. bl. c. Strachino, dam Mabel.
8. Hunter & Travers' ch. c. Saturn, by Planet, dam Jennie H.
9. Hunter & Travers' ch. c. Captain Garland, by imp Leamington, dam Genista.
10. A. Belmont's b. c. Oaklands, by imp. Leamington, dam Babta.
11. A. Belmont's ch. c. Count D'Orsay, by Kentucky, dam Lady Blessington.
12. A. Belmont's ch. c. Periwinkle, by Kentucky, dam Fleur des Champs.
13. A. Belmont's ch. c. Silk Stocking, by Kentucky, dam Fluke.
14. A. Belmont's imported b. c., by Bredalbane, dam Ellermire.
15. L. W. Jerome's b. c., by Lexington, dam Kitty Clarke.
16. L. W. Jerome's ch. c. by imp. Australian, dam imp. Weatherwitch.
17. R. W. Cameron's ch. c. by Leamington, dam Rebecca, by Glencoe.
18. F. Morris' ch. c. by imp. Eclipse, out of Molly Jackson.
19. J. S. Watson's ch. c. King Philip, by imp. Eclipse, dam Jessie Dixon.
20. J. S. Watson's b. c. by Jerome Edgar, out of Minnie Minor.
21. J. S. Watson's ch. c. by Jerome Edgar or Extra, out of Nannie Butler, by Lexington.
22. L. D. Bruce's ch. c. Donnybrook, by Planet, dam Linda, by Scythian.
23. W. W. Glenn's ch. c. Merodoc (late O. P. B.), by Australian, dam Ada Cheatham, by Lexington.
24. H. P. McGrath's b. c. Tom Bowling, by Lexington, dam Lucy Fowler.
25. M. A. Littell's ch. c. Fellow Craft, by Australian, dam Aerolite.
26. M. A. Littell's b. c. Wild Idle, by Australian, dam Idlewild.
27. D. McDaniel & Co.'s ch. c. Cross-the-Sea, by Ely, dam Beatrice, by Birdcatcher.
28. D. McDaniel & Co.'s ch. f. Cora Linn, by Lexington, dam Dolly Carter.
29. D. J. Crouse's ch. c. by Revolver, dam Mattie C., by Yorkshire.
30. John O'Donnell's b. c. by Lightning, dam by Glencoe, out of Laura Webster.
31. H. Ball & Co.'s br. c. by Rivoli, dam Victoire.
32. A. Keene Richards' ch. c. War Cry, 2 years, by War Dance, dam Eliza Davis, by the Knight of St. George.
33. Bacon & Holland's ch. c. by Jack Malone, dam Sea Breeze.
34. W. J. Bacon's ch. f. Dolorosa, by Exchequer, dam Tribulation, by Jeff Davis.

THE HUNTER STAKES (LATE JEROME SWEEPSTAKES).

A sweepstakes to be run at the fall meeting, 1873, for fillies then three years old; $200 each, $50 forfeit; $500 added; the second filly to save her stakes; one mile and three-quarters.

NOMINATIONS.

1. K. W. Sears' br. f. Annie Hall, by imp. Leamington, dam Echo, by Lexington.
2. Thomas W. Doswell's ch. f. Cara Lisa, by Censor, dam Fanny Washington.
3. Thomas W. Doswell's gr. f. Lizzie Lucas, by imp. Australian, dam Eagless.
4. Hunter & Travers' br. f. Megara, by imp. Eclipse, dam Ulrica, by Lexington.
5. Hunter & Travers' ch. f. Quits, by imp. Eclipse, dam Columbia.
6. Hunter & Travers' b. f. Luna, by Asteroid, dam Glencliffe.
7. Hunter & Travers' b. f. Girl of the Period, by Eclipse, dam Ollata.
8. A. Belmont's ch. f. Electra, by Kentucky, dam Bernice.
9. A. Belmont's b. f. Medora, by Kentucky, dam Camilla.
10. R. W. Cameron's b. f. by Leamington, dam Eleanor, by Voltigeur.
11. R. W. Cameron's ch. f. by Leamington, dam Floride.
12. John Coar's ch. f. Governess, by Planet, dam Katona.
13. John Coar's b. f. The Nurse, by Australian, dam imp. Zone, by The Cure.
14. J. R. Butler's ch. f. Token, by Lightning, dam Tokay, by Yorkshire.
15. H. P. McGrath's ch. f. Tabitha, by T