Exporting Rabbits From Australia.

The cablegram from London dated January 8 indicates a state of things that should not exist with regard to the market for Australian rabbits. The report states that the market in London is flat. This is undeniable evidence that the great demand for rabbits in England is not properly worked by those interested in the export from Australia. The markets for rabbits at prices that should pay shippers very well is almost unlimited. All that is required is that the Australian rabbits should be placed in the centres where rabbits are required and where the people are anxious to have them and willing to pay good prices for them. The trouble is that the Smithfield people do not get hold of the trade, and the market is controlled by the jobbers of Leadenhall. Australian produce has an uphill battle to fight in Great Britain, and the rabbit export industry is undoubtedly meeting with some of the hidden obstacles which beset the frozen meat trade. We have the rabbits; Great Britain has millions of consumers who would gladly purchase them. Yet gluts are constantly reported despite the fact that the supply is absurd disproportion to the demand. Exactly the same state of affairs prevails with regard to the export of hares. Hares are required in England at prices ranging to ...d apiece, yet the Australian trade does not progress as it should. The fact that the ...gram we have quoted states that rabbits are selling at 9d each, while the market is ..., proves that there is much money in the ... trade if it were conducted on practical ... The very best rabbits can be purchased here at 5d per pair, and 6d is a high ... to the trappers of hares in Australia. It will be seen that the margin to work on ... profit is both cases is considerable, and ... will well repay colonists enterprising enough to go thoroughly into the matter and ... all the advantages the demand ... Great Britain provides.—Sydney Mail.

Montreal Grocery Market.

There has been a much firmer feeling during the past week in all primary markets for raw and refined sugar, and prices have ...ved somewhat. Cable prices show an advance of ⅜d since this day week. In New York there was an advance of 3-16c in the ... of most grades of soft yellows and an ... granulated. In sympathy with the ..., and the fact that the demand on spot improved some, the tone of the local ... is firmer but no actual change in ... has taken place. The volume of business, however, has been larger, and, as ... in second hands throughout the country are light, the prospects for the future ... encouraging. We quote granulated at 4c to 4⅛c, and yellows at 3½c to 3⅞c, as to quality at the factory.

There is no change in the situation of the syrup market, sales being slow and prices steady at 1⅜c to 1⅞c per lb., as to quality at the factory.

Business in molasses has continued quiet, and the market is without any new phase to note. Cables from the Island this week were steady at the recent decline, and quoted first cost Barbadoes at 8c, which means that cargo lots would cost 23c laid down here direct, but up to the present no sales have been made, owing to the fact that buyers are afraid to operate on account of the possibility of a change in the tariff. On spot, round lots of Barbadoes are offering at 27c, and small quantities are selling at 28c.

The demand for rice continues slow, and the market is quiet with no change in prices to note. We quote: Crystal Japan, $5.00 to $5.25; standard B., $3.50; Patna, $4.50 to $5.25; Carolina, $6.75 to $7.75; choice Bermuda, $4, and Java kinds, $4.25.

A fair business in a jobbing way was done in spices, and prices are firmly held. We quote: Black pepper, 8c to 10c; white, 11c to 11c; Jamaica ginger, 20c to 25c; cloves, 7½c to 10c, and nutmegs, 60c to 90c.

There has been no improvement in the coffee market, business being quiet and sales principally in small lots to fill actual wants. We quote: Maracaibo, 17½c to 18c; Santos, 14½c to 16c; Rio, 15c to 16c; and Mocha, 24c to 26c.

There has been no improvement in the tea market since our last, business having continued quiet, which is no doubt due to the fact that buyers have ample supplies on hand for the present. The offerings from first hands are not large and in consequence the position of the market is strong and prices are fully maintained.—Gazette, March 13.

Railroads in 1895-96.

The Philadelphia Ledger says: "The business of railroad construction has been almost suspended for four years, nor does it seem likely that there will be a great revival under any circumstances, for the trunk lines were pushed to completion some years before they were needed, and it is probable that trolley lines will become the feeders of the future. During the twelve months ending June 30, 1895, only 1,949 miles of track were laid, an increase of only 1.09 per cent. This is the lowest rate of increase on record. Nor have the railroad companies added to their equipment, their lack of enterprise in this respect being due in part to the large increase of rolling stock made a few years ago to move the crops and to accommodate the increase in passenger traffic due to the World's Fair at Chicago. The report of the Interstate Commerce Commission shows that there was a decrease of 9 050 in the number of freight cars in service in 1895 96, compared with the preceding year, and the number of employees has also been reduced, partly on account of dullness of trade, and perhaps in part by improvements to cars through the increased use of air brakes and automatic couplers. There were 873,602 railroad employees in 1893; 780,000 in 1894, and 785,034 in 1895. That means that the business of transportation is transacted on a scale at least 10 per cent. below the established figures of prosperous times. The large crops of this year and the European demand for our products, due in part to the crop failure in India, will no doubt help to restore the conditions of 1893.

"The loss of revenue from passenger travel last year as compared with the year of the World's Fair is estimated by the commission at $10,000,000. There were 593,000,000 passengers carried in 1893, 540,688 199 in 1894 and 507,421,362 in 1895-96. The freight moved increased nearly 60,000,000 tons, but was last year nearly 50,000,000 tons behind the 'record year' 1893-94. Rates have been forced down with the decrease of business so that the business has been comparatively unremunerative. The more important trunk lines have, however, been very prudently managed and have reduced expenses in proportion to the decrease of business, while they have at the same time maintained the efficiency of their lines and rolling stock. They are, therefore, in good condition to take advantage of the better times now apparently to open up. The Pennsylvania Railroad company, in its last annual report, which was for the calendar year 1895 showed for the three grand divisions east of Erie and Pittsburgh an increase of nearly $6,000,000 in earnings, an increase of little over $4,000,000 in expenses, and a resulting increase of $1,775,981 in net earnings from operating. The net income, which amounted to $10,530,432.88 exceeded the net income of 1894 by more than a million dollars.

"The Interstate Commerce Commission's report includes all the railroads in the country, and they of course do not show as good results as the Pennsylvania, which is one of the most prudently managed roads in the United States."

The feature of the egg market at Montreal on March 12 was the weak feeling which prevails, and prices scored another decline of ½c to 1c per dozen, with sales of new laid at 12c to 12½c. Montreal limed slow at 10c, and Western limed and held fresh quoted at 7½c to 8c per dozen.

Eggs declined again ½c at Montreal on March 13 to 11c to 11½c for fresh and 6c to 9c for limed and cold storage stock.