Interesting Clippings.

WAGES OF THE WORLD.

THE wages of the world are a matter of interesting and instructive study, as showing not only their variation, but their independence of some of the commonly received causes as to their status and fluctuations. The collation of these statistics embracing both the Old World and the New, is largely due to the consular reports of the United States, Great Britain, France, and Germany. These compilations may be accepted as approximately accurate, the authority being good and the investigations thorough. Among some of the remarkable facts as substantiated by these inquiries we find that wages seem independent of forms of government. Lower California, Mexico, Malta and Ceylon under British rule, Algiers and Tunis under French, pay less than Russia cramped with despotism, or Spain under ecclesiastical dominance. As a rule, the Anglo-Saxon pays more than the German; the German more than the Latin; the Latin more than the Semitic, and the Semitic more than the Malay and Mongolian. Great Britain and Canada pay larger amounts to labor than any protectionist country excepting the United States. The average wages per week as paid to labor, the world over, are classified in the following table, the amount calculated in United States gold dollars:

Germany—		Spain	$2 10
Alsace-Lorraine	$4 21	Russia	2 80
Barmen	3 40	Italy	2 00
Berlin	3 20	Malta	1 65
Bremen	2 80	Gibraltar	7 05
Dusseldorf	2 75	Portugal	1 95
England and Wales—		Turkey	2 08
Fifty cities	4 70	Asia Minor	2 69
Ireland—		Palestine (natives)	3 00
Cork	4 38	Palestine (Jews)	3 60
Londonderry	3 60	Persia	2 25
France—		Ceylon	1 75
Bordeaux	4 90	Philippine Islands	3 00
Marseilles	3 47	Japan	90
Paris	3 95	China—	
Belgium—		Aurov	1 02
Brussels	3 47	Han Kow	1 10
Antwerp	3 45	Canton	1 25
Switzerland—		Morocco	1 50
Berne	3 78	Tunis	1 40
Basle	3 07	Egypt	1 80
Average (fifty cities)	3 61	Cape Colony	4 00
Austria-Hungary	2 05	Senegal	2 50
Bohemia	2 50	Sierra Leone	1 60
Holland	3 20	Madeira	2 10
Denmark	4 29	Algiers	1 50

This table is, of course, limited to the Old World, the figures in the New World showing that outside the United States the city of Toronto and the South American Republics of Venezuela and Ecuador, pay the best figures. Australia, however, leads the way and surpasses the rest of civilized nations in industrial remuneration. The following table speaks for itself:

Canada—		British Guiana	$3 84
Ontario (ten cities)	$6 50	Brazil—	
Toronto	8 00	Rio de Janeiro	4 04
Montreal	6 75	Peru	3 75
New Brunswick	6 00	Ecuador	8 00
Nova Scotia	6 25	Bahamas	3 00
Prince Edward Island	5 90	Cuba	6 50
Mexico	2 70	Australia—	
Lower California	1 85	Victoria	10 50
British Honduras	3 40	West Australia	8 60
U. S. Colombia	3 80	New Zealand	10 20
Venezuela	7 25		

Of course deductions from these figures can only be general. They represent various conditions of industrial development, availability of resource, intelligence, civilization and commercial possibilities. It would be puerile to suppose that divergencies in wages are the result of a common cause, and as infinitely foolish to suppose, that any effort to fix wages in defiance of economic laws can ever succeed.—*St. Louis Age of Steel.*

WHY INVENTORS OFTEN FAIL.

THE fact that a very large proportion of patented inventions are a disappointment to their originators, because of their failure to yield profitable return for time and money expended on them, is a subject often discussed by inventors and those who are directly interested in their work. It is probable that in no other field of human effort are there so many bitter disappointments, so many crushed hopes, and so much of genuine heartache, as among inventors. Although thousands of them annually achieve success and enter on a career of prosperity, other thousands find little or no reward; the devices from which they confidently expected affluence have only added to their poverty. Many an intelligent man toils for years, denying himself all the luxuries and most of the comforts of life, to bring out an invention seemingly full of promise but destined to utter failure. The reasons for this extended area of disappointment are not very numerous nor hard to find. First among them is insufficiency of practical knowledge on the part of the inventor. For example, a man who knows nothing of the practical work of steam engineering may invent and patent a device in that line which will appear to him, and other non-professionals, to be a great advance on existing methods for generating or utilizing steam, but which will be condemned by the most competent judges. In all kinds of machinery the same cause is a prolific source of disappointment. The thing invented may be very ingenious, may have cost a vast deal of mental labor, and may attest the intellectual superiority of the inventor; but if it be deficient in practical utility, if its introduction will not be profitable to those for whom it is intended, it goes to the lumber yard of oblivion. Persons who are utterly ignorant of gunnery frequently invent something in that line, but they very rarely attain success. The same rule holds good in all the industrial arts, including agriculture, mining, manufactures, ship-building and railroading. Brilliancy of intellect and originality in conception are offset by lack of practical knowledge. Another reason why failure is so frequently encountered is lack of capital to perfect, construct, and demonstrate. Many inventions of great value are lying dormant because a good deal of money would be required to show the world what they are and what advantages they possess. This is especially true of inventions that menace great interests. When a patent threatens annihilation of vast values, when it proposes to sweep away plants that represent millions of dollars, capital hesitates to develop it, for its introduction means a fight to the death between gigantic conflicting interests. In catering to the demands of fashion, elegance and luxury, there are many inventions brought out that do not pay, because there is not and cannot be a large demand for them. The best element of success in a patent is adaptation to a universal or general want. To do some simple thing that is done by the masses, and to do it cheaper and better than before, is to succeed. To furnish healthful and innocent amusement in a new and attractive way, and to do it at small cost, is to put money in your purse. Anything that the people will recognize as meeting a want tastefully and cheaply will find purchasers. —*Inventive Age.*

THE FUTURE OF ELECTRICITY.

MR. FRANK J. SPRAGUE, an electrical writer of careful conservatism, gives in a recent article some surprising facts about the electric motor. He shows how it is solving the problem of city rapid transit, and predicts that it will also solve the problem of long-distance travel. The advance of the motor has been almost marvelous. Twelve years ago the first practical suggestion of an electric railway was made, and less than four years ago the first one was put into operation. And yet there are, according to his statistics, three hundred and fifty roads now in use, requiring more than four thousand cars, seven thousand motors, with more than two thousand six hundred miles of track, traveling daily upward of five hundred thousand miles, and carrying more than one billion passengers annually. The investment in this one branch of electricity is more than fifty million dollars in this country alone. Indeed, the whole progress of electricity is one of the most wonderful achievements in this most wonderful age. In the United States the telegraph, with its hundreds of thousands of miles of wire, and its one hundred and fifty million dollars of capital; the telephone, with its two hundred and twenty-five thousand miles of wire, carrying over a million messages a day, and with its capital of more than one hundred and fifty million dollars; the electric light, with nearly two million lights, and its capitalization of more than one hundred and fifty million dollars; the electric railway, with its fifty million dollars of invested money, and the uses of electricity for heat, power and manufacture, with an aggregate of capital estimated at over one hundred million dollars, form a total of investment which goes beyond six hundred million dollars, and which will soon reach a billion dollars. If we should add the enormous electrical interests of other countries, the total would be nearly twice as great. Most of this represents the progress of a very few years. Electricity has, in fact, only begun to do what it will do in the next decade. It has made enormous fortunes for those who have engaged in it, and the limit of its usefulness has only been suggested. Mr. Sprague, for instance, believes that it will become the motive power on railroads. The steam locomotive has about reached the extent of its possibilities. "A maximum of ninety miles an hour," says Mr. Sprague, "with a running speed of sixty to seventy, is all that can be hoped for under the very best conditions that can be provided." But with electricity there is practically no limit to speed. We believe that a record of three hundred miles an hour has already been achieved. These are big figures, and one hundred miles an hour will be pretty fast even for this rapid age.—*Baltimore American.*

EUROPEAN MILITARY EXPENDITURES.

DURING the six years between 1882 and 1888 the expenditures of the seven great European powers on armies and navies amounted to no less than £974,000,000. Since 1888 it is estimated that the average annual expenditure has increased by one-fifth. In 1882, when, with the exception of England's small troubles in Egypt, the whole world was at peace, serious negotiations were begun with a view to the general disarmament. Such a course would have been practicable then to a degree to which in no period since it has been even remotely possible, while in the future the question cannot be for a moment entertained. There can be no thought now of the reduction of the huge garrisons of Europe save by that natural process to which each year has brought us nearer, but had the great Nations agreed in 1882 to be content with one half of their enormous outlays, and thus to reduce their insurance against war by 50 per cent., what would they have saved by the end of 1888? In round figures France would have been richer by £115,000,000, Germany by £70,000,000, Austria-Hungary by £41,000,000, England by £81,000,000, Russia by £114,000,000, Spain by £23,500,000, and Italy by £41,000,000 If the voice of those who advocated an internationally assured peace had been then listened to, the result would have been a saving of £478,000,000. But this means in money saved only. The actual commercial gain must have been infinitely greater, since by a reduction of men by one-half 1,200,000 Frenchmen, 1,260,000 Germans, 572,500 Austrians, and 340,000 Britons would have been restored to industrial pursuits, leaving the relative strength of armies as fighting machines not in any way altered.—*N. Y. Times.*