

"OUTWITTING THE HUN"

By LIEUTENANT PAT O'BRIEN.

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(Concluded from last week.)

I was so bewildered, however, that I decided to take no chances, and as the road was fairly good I wandered down it and away from that mysterious fence. About half a mile down I could see the light of a sentry station and I thought I would go there and tell my story to the sentries, realizing that as I was unarmed it was perfectly safe for me to announce myself to the Dutch authorities. I could be interned only if I entered Holland under arms.

As I approached the sentry box I noticed three men in gray uniforms, the regulation Dutch color. I was on the verge of shouting to them when the thought struck me that there was just a chance I might be mistaken, as the German uniforms were the same color, and I had suffered too many privations and too many narrow escapes to lose all at this time by jumping at conclusions.

I had just turned off the road to go back into some bushes when out of the darkness I heard that dread German command: "Halt! Halt!"

He didn't need to holler twice. I heard and heeded the first time. Then I heard another man come running up, and there was considerable talking, but whether they were Germans or Hollanders I was still uncertain. He evidently thought someone was on the other side of the fence.

Finally I heard one of them laugh and saw him walk back to the sentry station where the guard was billeted, and I crawled a little nearer to try to make out just what it meant. I had begun to think it was all a nightmare.

Between myself and the light in the sentry station, I then noticed the stooping figure of a man bending over as if to conceal himself and on his head was the spiked helmet of a German soldier!

I knew then what another narrow escape I had had, for I am quite sure he would have shot me without ceremony if I had foolishly made myself known. I would have been buried at once and no one would have been any wiser, even though, technically speaking, I was on neutral territory and immune from capture or attack.

This new shock only served to bewilder me more. I was completely lost. There seemed to be frontier behind me and frontier in front of me. Evidently, however, what had happened was that I had lost my sense of direction and had wandered in the arc of a circle, returning to the same fence that I had been so long in getting through. This solution of the mystery came to me suddenly and I at once searched the landscape for something in the way of a landmark to guide me. For once my faithful friend, the North Star, had failed me. The sky was pitch black and there wasn't a star in the heavens.

In the distance, at about what appeared to be about three miles away, but which turned out to be six, I could discern the lights of a village, and I knew it must be a Dutch village, as lights are not allowed in Belgium in that indiscriminate way.

My course was now clear. I would make a beeline for that village. Before I had gone very far I found myself in a marsh or swamp and I turned back a little, hoping to find a better path. Finding none, I retraced my steps and kept straight ahead, determined to reach that village at all costs and to swerve neither to the right or left until I got there.

to be only too anxious to do all they could for me; evidently they realized I was a British soldier.

It was very late when my companion finally escorted me into the village, but he aroused some people he knew from their beds and they dressed and came down to feed me.

The family consisted of an old lady and her husband and a son, who was a soldier in the Dutch army. The cold shivers ran down my back while he sat beside me, because every now and again I caught a glimpse of his gray uniform and it resembled very much that of the German soldiers.

Some of the neighbors, aroused by the commotion, got up to see what it

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12 words, including the address in the message.

Every eighth word is free.

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Lieutenant O'Brien's Answer to Summons of King George.

was all about, and came in and watched while I ate the meal those good Dutch people prepared for me. Ordinarily I suppose I would have been embarrassed with so many people staring at me while I ate as though I were some strange animal that has just been captured, but just then I was too famished to notice or care very much what other people did.

There will always be a warm place in my heart for the Dutch people. I had heard lots of persons say that they were not inclined to help refugees, but my experience did not bear these reports out. They certainly did more for me than I ever expected.

I had a little German money left, but as the value of German money is only about half in Holland, I didn't have enough to pay the fare to Rotterdam, which was my next objective. It was due to the generosity of these people that I was able to reach the British consul as quickly as I did. Some day I hope to return to Holland and repay every single soul who played the part of the good Samaritan to me.

With the money that these people gave me I was able to get a third-class ticket to Rotterdam, and I was glad that I didn't have to travel first-class, for I would have looked as much out of place in a first-class carriage as a Hun would appear in heaven.

That night I slept in the house of my Dutch friends, where they fixed me up most comfortably. In the morning they gave me breakfast and then escorted me to the station.

While I was waiting at the station a crowd gathered round me and soon it seemed as if the whole town had turned out to get a look at me. It was very embarrassing, particularly as I could give them no information regarding the cause of my condition, although, of course, they all knew that I was a refugee from Belgium.

As the train pulled out of the station, the crowd gave a loud cheer and the tears almost came to my eyes as I contrasted in my mind the conduct of this crowd and the one that had gathered at the station in Ghent when I had departed a prisoner en route for the reprisal camp. I breathed a sigh of relief as I thought of that reprisal camp and how fortunate I had really been, despite all my sufferings, to have escaped it. Now, at any rate, I was a free man and I would soon be sending home the joyful news that I had made good my escape!

At Einhofen two Dutch officers got into the compartment with me. They looked at me with very much disfavor, not knowing, of course, that I was a British officer. My clothes were still pretty much in the condition they were when I crossed the border, although I had been able to scrape off some of the mud I had collected the night before. I had not shaved nor trimmed my beard for many days, and I must have presented a sorry appearance. I could hardly blame them for edging away from me.

The trip from Einhofen to Rotterdam passed without special incident. At various stations passengers would get in the compartment and, observing my unusual appearance, would endeavor to start a conversation with me. None of them spoke English,

however, and they had to use their own imagination as to my identity.

When I arrived at Rotterdam I asked a policeman who stood in front of the station where I could find the British consul, but I could not make him understand. I next applied to a taxicab driver.

"English consul—British consul—American consul—French consul!" I said, hoping that if he didn't understand one he might recognize another.

He eyed me with suspicion and motioned me to get in and drove off. I had no idea where he was taking me, but after a quarter of an hour's ride he brought up in front of the British consul. Never before was I so glad to see the Union Jack!

I beckoned to the chauffeur to go with me up to the office, as I had no money with which to pay him, and when he got to the consulate I told them that if they would pay the taxi fare I would tell them who I was and how I happened to be there.

They knew at once that I was an escaped prisoner and they readily paid the chauffeur and invited me to give some account of myself.

They treated me most cordially and were intensely interested in the brief account I gave them of my adventures. Word was sent to the consul general and he immediately sent for me. When I went in he shook hands with me, greeting me very heartily and offering me a chair.

He then sat down, screwed a monocle on his eye and viewed me from top to toe. I could see that only good breeding kept him from laughing at the spectacle I presented. I could see

he wanted to laugh in the worst way. "Go ahead and laugh!" I said. "You can't offend me the way I feel this blessed day!" and he needed no second invitation. Incidentally it gave me a chance to laugh at him, for I was about as much amused as he was.

After he had laughed himself about sick he got up and slapped me on the back and invited me to tell him my story.

"Lieutenant," he said when I had concluded, "you can have anything you want. I think your experience entitles you to it."

"Well, consul," I replied, "I would like a bath, a shave, a haircut and some civilized clothes about as badly as a man ever needed them, I suppose, but before that I would like to get a cable off to America to my mother telling her that I am safe and on my way to England!"

The consul gave me the necessary information and I had the satisfaction of knowing before I left the office that the cable, with its good tidings, was on its way to America.

Then he sent for one of the naval men who had been interned there since the beginning of the war and who was able to speak Dutch and told him to take good care of me.

After I had been bathed and shaved and had a haircut I bought some new clothes and had something to eat, and I felt like a new man.

As I walked through the streets of Rotterdam breathing the air of freedom again and realizing that there was no longer any danger of being captured and taken back to prison, it was a wonderful sensation.

I don't believe there will ever be a country that will appear in my eyes quite as good as Holland did then. I had to be somewhat careful, however, because Holland was full of German spies and I knew they would be keen to learn all they possibly could about my escape and my adventures so that the authorities in Belgium could mete out punishment to everyone who was in any respect to blame for it. As I was in Rotterdam only one day, they didn't have very much opportunity to learn anything from me.

The naval officer who accompanied me and acted as interpreter for me introduced me to many other soldiers and sailors who had escaped from Belgium when the Germans took Antwerp, and as they had arrived in Holland in uniform and under arms, the laws of neutrality compelled their internment and they had been there ever since.

The life of a man who is interned in a neutral country, I learned, is anything but satisfactory. He gets one month a year to visit his home. If he lives in England that is not so bad, but if he happens to live farther away, the time he has to spend with his folks is very short, as the month's leave does not take into consideration the time consumed in traveling to and from Holland.

Continued next week.

How It Really Happened.

The cow was about to jump over the moon. "You might announce through the newspapers that beef will soon reach the highest mark in history," she said as she shifted her cud.

WAR COSTS AND WAR DEBT

Not All Our Liberty Loans Are Shot Away.

MOSTLY STABLE INVESTMENT

Records Show That Our Government is Putting Greater Part of Loans into Ships, Loans to Allies, Buildings, Railways and Other Lasting Things.

By THEODORE H. PRICE, in The Outlook.

As we are entering upon the campaign for the sale of the Fourth Liberty Loan, it is altogether appropriate that we should take account of what two years of war will have cost us and determine, if we can, in how far and how speedily our expenditures can be recovered under peace conditions when they shall have been established.

American pride in the widely advertised wealth of the country has not only led us to be lavish in spending, but it has induced more or less exaggeration in the current estimates of the war's cost. Popular feeling is expressed by the remark, "Hang the expense! let us lick the Huns," and many people, having come to believe that victory was largely a matter of money, have felt a certain satisfaction in reading of the unnumbered billions that are being disbursed.

To a certain extent the growth of this feeling has been encouraged by the newspapers, until the editors as well as the public have become careless of the facts. Thus in the New York "Times" of July 23, under the headline "American War Bill Now Fifty Billion," there was published a Washington despatch dated July 22, from which the following is a quotation:

"In the first year the expenditure amounted to \$18,579,177,012, while Congress has authorized for the second year ending June 30, 1919, appropriations amounting to approximately \$50,000,000,000."

This statement and others like it have been widely printed, and the reaction of the public mind seems to indicate that most people are rather well pleased with the wealth and munificence that are implied.

It would nevertheless be a very serious matter if we were dissipating our National wealth at the rate named. The fact is we are not spending any such sum for war, and much of what we are spending is being invested in the interest-bearing obligations of our allies, which are presumably good, and in ships, shipyards, terminals, warehouses, railways, and other things that will be valuable and productive long after peace is declared.

The amounts that are being spent constructively or invested in the interest-bearing debt of other nations cannot be accurately ascertained at present, but the total is large and may be approximated. We know, for instance, that Congress has authorized the Secretary of the Treasury to loan \$10,000,000,000 to our Allies, and that the credits already placed at their disposal aggregate about \$7,000,000,000.

These loans all bear interest at a rate one-half per cent in excess of what our Government is paying.

A statement obtained from the Shipping Board indicates that the Government will own the following property as of August 1, 1919:

Steel ships delivered,	3,388,635 tons	\$1,077,727,000
Wood and concrete ships delivered,	1,627,500 tons	309,412,500
Ships on ways and fitting out afloat:		
Steel,	4,000,000 tons	400,000,000
Wood	1,300,000 "	117,000,000
Concrete,	750,000 "	56,250,000
Shipyards and plants...		200,000,000
Houses		100,000,000
		\$2,280,339,500

To this statement there is appended a memorandum reading as follows: "In addition there will be an undeterminable but quite large amount of money which will be tied up in equipment bought and paid for but not yet put in ships."

Probably we shall be well within the mark in assuming that our investment in ships and shipyards a year hence will be at least \$2,780,000,000, and this will not include the enormous additions that have been made to our Navy. Then there are the military warehouses that the War Department is constructing in the United States, and the docks, warehouses, and railways that have been built in France as well as in some other European countries. Very few people realize that there is a complete American-owned and built railway system now in operation in France, which includes lines running to the front from three different French ports at which enormous terminals have been erected at American expense with American labor.

These railways are equipped with American cars and engines, are operated by American soldiers, and it is said that one of them is being developed into a trans-European trunk line that will shorten the time between Havre and Rome by twenty-four hours. The accuracy of this statement cannot be vouched for, but from the meager information obtainable it seems safe to estimate the cost

of our permanently productive investments in Europe at \$1,000,000,000.

An official statement from the War Department puts the outlay upon warehouse construction in the United States "completed or in process planned to facilitate the speedy handling of materials for the use of the Army" at "approximately \$218,000,000."

With a few exceptions, the buildings are permanent structures of concrete brick and steel, they are equipped with railway sidings and all the latest devices for the movement of goods in peace as well as in war times, and the facilities that they will provide will no doubt greatly increase the speed with which the vessels of the merchant fleet we are building can be loaded and unloaded both now and hereafter when we shall have recovered the place that we formerly held among the maritime nations of the world.

Other permanently productive investments that are being made as a result of the war include such enterprises as the plant for subtracting nitrogen from the air that is being built at Muscle Shoals at a probable ultimate cost of \$30,000,000, a powder factory which will involve an outlay of \$124,000,000 and which is being designed so that it can be used for the manufacture of fertilizers, and scores of gun and ammunition works that are owned by the Government and can be converted to the uses of peace. Finally, there is the capital that the Government has set aside for the War Finance Corporation, the Railroad "Revolving Fund," and the Grain Purchasing Corporation, which, though included in our war costs, is being safely and productively employed and will be returnable to the Treasury in the process of post-bellum liquidation.

Of course, it may be urged, and properly, that a large allowance should be made for the depreciation of these assets, and the policy of treating them as dead investments is undoubtedly wise, but that policy is keeping us in a position that will make the obligations of the United States Government the most besought investments in the world the moment that their further issuance becomes unnecessary.

The question is not one of their repayment, but of how rapidly they may be repaid without bringing about a credit contraction that will create depression. In fact, one of the things chiefly to be feared is that the lessons of industrial efficiency and personal economy learned during the war will enable us to reaccumulate wealth so rapidly that we will pay off the public debt too fast, and thereby deflate an undoubtedly inflated situation so suddenly that credit will be prostrated.

This was what happened after our Civil War and brought about the panic of 1873. Men can adjust themselves to almost any change, provided it is not too sudden. Deflation is desirable and inevitable, but it should not be accelerated that it will result in shock and dislocation.

Including the men who are fighting and the men and women who are working to keep them supplied with food and war materials, some 10,000,000 people are probably engaged in work that is, in a sense, unproductive. When these people are returned to the ranks of productive industry, the rapidly with which they will be able to create wealth will be astonishing, for their efficiency will be greatly increased by the new methods that have been introduced and the devices and economies that have been adopted to speed up and augment war production.

The study that has been given to scientific economy and the results that have been attained are not generally understood or appreciated. In Washington there are two organizations within the War Industries Board that have done remarkable work along these lines. One is the Conservation Division, formerly the Commercial Economy Board, of which A. M. Shaw is chief. The other is the Resources and Conversion Section, whose chief is Charles A. Otis.

The function of the first-named board has been to eliminate the surpluses of styles and sizes made and sold in the manufacture and distribution of stable articles, upon the theory that a multiplicity of styles involved waste in production, unnecessarily stimulated the demand, and compelled merchants to carry stocks that tied up millions, and perhaps billions, of capital that was needed for the prosecution of the war.

To induce the manufacturers to make the changes and introduce the reforms recommended time has, of course, been required, but as their advantages became apparent the resistance has diminished, and in many different lines of trade the simplifications that have already been effected will save an enormous amount of labor and material, which means, in the last analysis, a more rapid creation of wealth. Thus about two thousand different sizes and types of plows and tillage implements have been eliminated and a great reduction in the variety of other agricultural implements hitherto manufactured has been effected. The sizes and types of automobile tires produced have already been reduced from 287 to 33, and it is expected that within two years only nine standard descriptions will be manufactured.

There were formerly six hundred sizes and types of metal bedsteads made. Now only thirty are produced, and the metal tubing used in their manufacture has been standardized so that its cost will be substantially reduced.

The color, height, and variety of shoes has been reduced by at least half, with a corresponding reduction in the cost of production. Each manufacturer of paint and varnish is now

restricting his product to thirty-two shades of house paint and ten grades of varnish, as against nearly 100 different varieties formerly produced.

To save cans the half-gallon and many of the smaller-sized packages have been eliminated.

In the manufacture of hardware, where the number of styles and sizes hitherto produced was almost infinite, the reduction will average 50 per cent. The number of items in one saw manufacturer's catalogue has been reduced by 70 per cent. In the stove and furnace trade 75 per cent of the types and sizes have been cut out, and those remaining require the least iron and steel for their production.

In men's and women's clothing the simplification of styles agreed upon will reduce the material required by from 12 to 25 per cent, and by restricting the sizes of samples about 3,450,000 yards of cloth will be saved annually. The high price of tin has led to a great reduction in its use for solder. Babbitt metal, bronze, tin foil, etc., and silk dyers have learned that they can set along with 30 per cent of the tin formerly used in giving luster and weight to certain grades of silk. Great economy has been effected by inducing manufacturers to standardize the size of the boxes in which their goods are packed. Waist manufacturers, for example, are packing two or three waists in a box instead of one. This will save probably two-thirds of the freight space formerly used for shipping waists. Similar economies of shipping space have been effected in many other lines of business.

In the delivery of goods substantial economies have also been secured by the partial abolition of "C. O. D." and "on approval" deliveries, as well as by reducing the number of daily wagon trips, and price concessions to those customers who acquire the "cash and carry" habit have also reduced the retailer's cost of distribution.

The list of these innovations could be greatly lengthened, but from those described some idea may be had of the enormous saving in the cost of manufacturing and distributing goods that has been effected in almost every department of trade.

All these innovations are essentially methods of saving labor, and if they are not abandoned after the war they will add enormously to the wealth-creating power of the Nation, for wealth is but labor in a concrete and useful form.

The work of the Resources and Conversion Section of the War Industries Board is along similar but divergent lines. As a result of the specialization of industry practiced in this country there are hundreds and thousands of factories that make different parts of the things that are assembled and completed in other factories. The automobile industry, for instance, has become specialized to an amazing degree.

One consequence of this specialization has been a great waste of transportation. A similar instance of this is the pig iron required for the steel that will be ultimately used to make the saws in an Alabama cotton gin.

It may be mined at Birmingham, shipped to Pittsburgh as "pig," and there converted into sheet steel. Thence it might be sent to Philadelphia to be made into saws, and then again back to its point of origin, Alabama, where it is worn out taking the seed from the cotton.

In many cases there is a still greater waste of transportation, and in one instance the same material transmitted by successive manufacturing processes is known to have been shipped back and forth over nearly identical routes some eleven times before it became part of the finished article and was put to use.

To eliminate this unnecessary transportation where possible, in so far as the manufacture of war material is concerned, is the task to which Mr. Otis has addressed himself, and he is succeeding so well that he will probably effect a lasting revolution in American industry that will save hundreds of millions annually both during the war and afterward.

But it would take a book to describe all the scientific economies that have been learned or evolved from the experience of the war. We have been taught to save coal, to utilize by-products, to use corn instead of wheat for bread, to eat less meat and sugar and to live healthier lives, to wear old clothes and wear them out, and to earn more by increasing our production, and spend less by decreasing our consumption.

By the saving in labor thus effected we have been able to supply the man power necessary for the successful prosecution of the war, and by the practice of the unnumbered economies that are rapidly becoming habits we have been able to follow a "pay-as-you-go" policy in meeting the war's expenses and to loan some \$7,000,000,000 or more to our allies besides.

The experience has been salutary, its lessons will not be forgotten, and the record thus far indicates that we will be able to recreate the wealth destroyed and pay the debts incurred within a surprisingly short time after the re-establishment of peace.

We Will Name Tanks.

Ten American armored tanks to be used in France against the Germans will be named after Pennsylvania counties. These names will be chosen during the Liberty Loan drive and the ten counties having the highest percentage of population subscribing to the loan will have the privilege of naming these ten tanks.

The method of choosing the name will not be outlined by the War Department, but will be left to each of the ten winning counties to determine for itself.