

the 250 cadets had succeeded in escaping to Britain, bearing with them their proudest possession—the crimson standard presented to the College by Queen Wilhelmina. These youths will be the future officers of the Netherlands Navy.

HOLLAND'S ARMY AND AIR FORCE

On November 20, 1940, Prince Bernhard was appointed chief liaison officer between the Royal Netherlands Navy, the Royal Netherlands Army and the Royal Netherlands Air Force on the one hand and the corresponding British forces on the other. Navy, Army, Air Force—all these have been doing significant service.

Many Dutch soldiers, by courage and daring, escaped the Nazi clutches, and by July 4, 1940, the first contingents of trained troops in England had been drafted into Britain's defence system. Among them were members of the Royal Marechaussée, the famous Dutch police cavalry. All but those on duty at the Queen's residence have abandoned their former uniforms, are clad in British battle dress, equipped with British arms. As distinguishing insignia, they wear small ornaments on their sleeves—the golden Netherlands lion bearing the Sword of Justice. To the already trained men have come numerous recruits — from England, from Canada, from the Indies. Already at the end of July a Netherlands Legion was in rapid process of formation, and its troops, trained under the commands of Major-General Noord Hoorn van Goor, Lieutenant-Colonel General J. van de Vyver and Lieutenant-Colonel G. J. Sas, are now standing shoulder to shoulder with their British companions. Besides these men, Holland possesses another army of 200,000 soldiers in the East Indies.

Although so many of the Dutch planes were destroyed during the invasion, a few pilots managed to salvage their machines, and more were individually successful in reaching English shores. Immediately they joined the services of the R.A.F. and took a prominent part in the mighty struggle for air supremacy during September and October. These veterans are now accompanied by others, including numbers from the Indies, and are flying aeroplanes with their own markings—an orange triangle and British identification signs.

IN HOLLAND

In Holland itself the people have been forced to watch in silence as their stores of food were shipped off to the Reich, while at the same time rations are being imposed on a land once rich in dairy produce. Bread, butter, cheese, milk—all have been put on

a restricted basis; not because the stopping of imports from abroad has left the country without means of sustaining its population adequately, but because the Nazis have rifled the Dutch farms in order to provide higher rations for citizens of the "master race" and in order to transform these goods into instruments of war.

A people that has lived through four centuries of freedom, however, cannot easily be subdued. To prohibit the wearing of orange flowers, as the Nazis have done, may be simple, but to eradicate the idea of which those flowers are a symbol is a different matter. At first the Germans tried to ingratiate themselves with the Dutch, ordering their troops to behave politely, making pretence at cooperation. Nowhere have they succeeded. The House of Orange, identified with the spirit of liberty, is deep in the hearts of the people, and from that spirit of liberty they will not be alienated. Angered at the application of anti-Semitic regulations applied to their universities, Dutch students organised mass strikes, with the result that both the University at Leiden and the Technical Institute at Delft have been forcibly closed. Strict rules are applied to civilians in the cities of the Netherlands; yet that does not prevent bold attacks on groups of the oppressors. The small section of Dutch Nazis has been strongly supported by the German authorities; yet daily the loyal citizenry, unafraid of the punishments threatened, deal in their own way with these traitors. Strikes are of frequent occurrence, and latterly the German authorities have been forced to impose the severest penalties, even the penalty of death, on those whose spirits they cannot subdue.

Prince Bernhard spoke for the people of Holland when he declared:

"There is far, far more at stake than the material welfare of the nations of Europe, great though that may be. It is not less than the very existence of spiritual freedom for which the peace-loving nations have struggled throughout the centuries. Some peoples can be trusted with military might—others can not. We are told by the German tyrant that his next objective is that other mighty instrument of power — the British Navy. . . .

"The role of the British fleet has often been described as that of a policeman. Would you ever think of asking Hitler to police the high seas? Would he not use such might, if he ever acquired it, as an instrument to advance German hegemony and of satisfying Germany's lust for a totalitarian world order in the stern manner of the Gestapo? If ever a Nazi fleet should take the place of the British Navy — then God help the world!"

World War, 1939-

of Britain.

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S U P P L E M E N T

PAMPHLET OFFICE

Britain's Allies

A Questionnaire

- Why is the Dutch Government in London, a Dutch merchant fleet operating with the British, Dutch warships serving with the British Navy, Dutch pilots cooperating with the R.A.F., and why are the resources of the Netherlands Indies offered to the service of the Allied Cause?
- Why is the Belgian Government in London, with a Belgian Army in Britain, a Belgian Air Force cooperating with the R.A.F., a Belgian merchant fleet sailing with the British, and why are the resources of the Congo open to the Allies?
- Why is the Norwegian Government in London, a Norwegian merchant fleet and naval units serving with Britain, and Norwegian pilots helping to guard the skies?
- Why is the Czechoslovak Government in London, a Czechoslovak Army in Britain, another in the Middle East, and Czechoslovak air units cooperating with the R.A.F.?
- Why is the Polish Government in London, a Polish Army, Polish merchant ships and naval units serving with the British, and Polish pilots cooperating with the R.A.F.?
- Why is the Luxembourg Government in Canada, Luxembourg volunteers enlisted in the Allied Forces?
- Why are there Free Frenchmen in Britain, in the Middle East, serving in the Army, the Navy, and the Air Force; Free French warships and merchant vessels sailing the seas under general British directions?
- Why have the men of these countries come to the Citadel of Britain, defending that Citadel with all their power?

BECAUSE these men see in Britain the hope of freedom and because they know that Britain will not fail them. Because they realise that Germany's "New Order" cannot endure, that her present triumphs are only temporary exploitations. Because these men's vision is set, not upon an ephemeral "New Order," but upon an actual New World, not dictated by one nation but based on free agreement. Because, in helping to defend Britain, they know they are keeping darkness from falling on the world.

What dangers they have braved, what hardships suffered, can never fully be told, but at least a general picture may be formed of their efforts to win freedom, rather than embrace slavish safety, to cherish liberty more than life.

To
THE NETHERLANDS
this present Supplement is dedicated.

University
of
Toledo Library
Toledo, Ohio

The Netherlands

IN Germany's brutal attack on Rotterdam, 30,000 civilians were left lying amid the rubble of once gracious streets.

No country could have done more than Holland did to maintain an impeccable neutrality. The Netherlands are a peace-loving and an honest nation; they trusted that, with this love of peace which was theirs, no nation could be so wantonly barbarous as to attack their homes. Yet the terror of the skies, unheralded by any warning, was unleashed upon them.

The assurances had been good and fair-seeming. On August 25, 1939, the Nazi Envoy informed the Queen that Germany would in no circumstances cease to respect the inviolability and integrity of the Netherlands; on September 21, Goebbels told press representatives that Germany "never had and does not have any intention of violating the neutrality of Belgium, the Netherlands or Luxembourg"; Hitler, on October 6, referred to Germany's traditional friendship with Holland, declaring that he had neither found differences with that state, nor created ones; on November 13, the official German news agency, in a statement to the foreign press, declared that Germany would not break her pledge or violate the neutrality of the Low Countries. Yet she deliberately sought to create "incidents"; and then, early on the morning of May 10, 1940, made a fierce frontal attack, without even the pretence of an ultimatum.

There was not a moment's thought of surrender. Immediately Queen Wilhelmina issued "a flaming protest against this unprecedented violation of good faith and violation of all that is decent in relations between cultured States," declaring that she and her Government would do their duty.

Amid the distraction of unexpected parachute attacks and the equally unexpected treachery of "Fifth Column" activities, against the rain of bombs from above and the terrible pressure of mechanised forces on the ground, the Dutch troops battled valiantly, but a small Holland was no match for a swollen Reich. Of her military forces, 28,000 men were killed in action; the brave Royal Guard was cut by 80%. Nearly all her planes were destroyed by the sweeping blows of the Luftwaffe. By the small size of the country—only 150 miles from the border to the sea—and the inadequate anti-aircraft and anti-tank defence material, the battle lasted only five days. When the German troops had conquered the province of Brabant, and the Netherlands Army in the fortress of Holland could not protect the left flank of the Allied Armies any longer, and

the Germans threatened to level the other unprotected cities of Holland as they did Rotterdam, the Commander-in-Chief decided to surrender. The battle was far more bloody than was indicated by German communiqués. Of the 12,000 parachutists only a few hundred were taken prisoners, the remainder killed. In the unsuccessful attempts to force a passage over the Zuiderzee dike, 4,000 Germans were killed—a fight scarcely mentioned in communiqués. The total number of Germans killed in the battle of Holland may be placed at 80,000 to 110,000.

Great heroism there was. Gallantly the crews of Torpedoboat Z 5 and Torpedo Motorboat 51, stationed at Rotterdam, for a time stemmed the tide of German troops; the destroyer *Van Galen* shelled the Waalhaven aerodrome until, after repelling 31 dive-bombing attacks, she was hit and sunk. No power they could summon, however, was sufficient to hold the forces arrayed against them, and at last, after escaping German attempts at kidnapping, the Queen decided that, if she were to thwart Nazi designs, she must perforce leave her country. On May 13 she arrived in London.

A sad but courageous message she sent to her people: "Today we have to admit that no happiness can be expected in the world if those who are solely responsible for the present situation are not definitely checked in their course of unscrupulous destruction and utter disregard for law and most of the elementary principles of morality." "Morally," she continued, "we never can be conquered. Our spirit will remain unbroken because our conscience is clear."

The Queen's action in going to Britain meant that no spurious Royal Decrees could be issued under her name, that Holland's entity was preserved and that its Government could continue to function—as it now functions in Stratton House, Piccadilly.

THE DUTCH INDIES

Holland itself embraces an area of 13,000 square miles, with a population of about 8,728,000; although that area lies under the heel of a cynical and cruel oppressor, the Netherlands has another free 734,000 square miles of territory, with a population of about 70,000,000. Noted for their skill as colonists, the pacific and hard-working Dutch have under their easy control large tracts of land in the East and West Indies.

The day Holland was invaded, the Governors of these lands immediately proclaimed a state of war against Germany, and later (May 15) pledged their unceasing loyalty to the well-beloved House of Orange. What

this has meant to the strength of the Allies may be gauged when one remembers that, apart from a multitude of other valuable products, the Indies produce 36% of the world's rubber, 24% of its tin, 32% of its cocoa palm and oil palm, 3% of its oils, 77% of its kapok, 92% of its pepper, 90% of its quinine, 6% of its coffee, and 18% of its tea. On the islands of Curaçao and Aruba are the greatest oil refineries of the world—the Shell Company's plant on the former and the Standard Oil Company's on the latter. These well-sheltered refineries are producing a considerable amount of the aviation gasoline used by the R.A.F. in England. In addition, it may be noted that Netherlands Guiana is rich in aluminum ore, 60% of the United States consumption coming from this source.

A 5% export tax provides large revenues for the Dutch war effort, and from the residents in the Indies have come many of the contributions to the Prince Bernhard Fund. Already in September, 1940, Queen Wilhelmina had been able to give the R.A.F. 40 Spitfires and 18 Lockheed Hudson bombers out of money sent to her with "the express wish that part of it should be devoted to the acquisition of military aircraft for Great Britain." By December 12, the Fund had reached a total of \$3,240,000 of which \$2,980,000 had been handed over to British air authorities. Apart from that, money has gone from the Indies directly to the Spitfire Fund, and there have been other individual gifts. One group of residents in Simeloengoen, Sumatra, sent \$185 "for the purchase of a bomb to be dropped fairly and squarely upon some definite object in Germany." They have been assured that the bomb was dropped in the manner they desired. Visitors to the Indies tell that for the Dutchmen and the natives there Winston Churchill has become "Onze Leider" (Our Leader).

THE ROYAL NETHERLANDS NAVY AND MERCANTILE MARINE

The Dutch have always been a nation of sailors. Their pioneers founded New Amsterdam and throughout the centuries their ships have been famed.

Immediately upon Germany's attack, the Royal Netherlands Navy came into Allied Service. Of this Navy, there are two separate squadrons:—the smaller Home Fleet and the larger units in the Indies. The latter, naturally, were secure from German seizure; most of the former, after many deeds of bravery and skill, succeeded in escaping to British ports. Particularly gallant was an exploit performed by Submarines O 23 and O 24. These vessels had only just completed building at Rotterdam and were not fitted with the Degausse equipment against mag-

netic mines, of which the waterway was known to be full. Their officers, however, determined that they should not become Nazi prey, took them out, and, fully expecting every moment to be blown up, by sheer skill in navigation brought them out to the open sea and later to English shores. On October 16, 1940, Foreign Minister Van Kleffens announced that the Royal Netherlands Navy, despite some losses, had at its disposal 3 cruisers, several flotilla leaders, 7 modern destroyers, over 20 submarines, several divisions of minesweepers, a number of mine-layers, a division of torpedo boats, and several gunboats and new motor torpedo boats. Some ships partially completed were towed out of Dutch ports during the time of invasion and are now being finished.

All of these, under the command of Rear-Admiral van der Stadt, have been in active service, some patrolling in far-off waters, some pursuing arduous duties in nearby seas. Dutch naval vessels cooperated in the evacuation at Dunkirk; Dutch minesweepers and converted trawlers have been assigned to patrol a stretch of British coast; Dutch cruisers are helping to protect convoys on the Atlantic; Dutch sailors are manning one of the former United States destroyers sent to Britain. Most spectacular of their efforts was the dashing action of the destroyer *Van Kinsbergen* which intercepted the German freighter *Rhein*—a spectacular action but one paralleled by a hundred other deeds, the daily routine of a navy in wartime, less chronicled but of no lesser merit.

Equally important is the contribution made to Britain's shipping resources by the Dutch Mercantile Marine. During the time (September 1939 to May 1940) when Germany, although not at war with Holland, pursued her ruthless policy of U-boat depredations upon neutrals, Dutch ships, undaunted, never ceased to sail the seas; and as a result, when the invasion came, relatively few vessels were caught in port. About 3,000,000 tons in all were saved. Part of these ships are carrying out normal, and highly important, trade in the Pacific and Indian Oceans; about 180 deep-sea vessels and 250 coastal traders, totalling about 1,000,000 tons, have been chartered by the British Ministry of Shipping and are carrying out regular transport service under the control of a Committee of Netherlands shipowners.

The manning of these ships, naval and commercial, has presented no difficulty, for the Dutch are born seamen and recruits have been numerous. Since last summer, at a quiet country house in England, the famous Royal Naval College of the Netherlands has been functioning since it was driven from its former home at Den Helder. Many of