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# FACTS

## Holland

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# FACTS ABOUT HOLLAND

A booklet, edited for all, who take an interest in the Netherlands. It has been compiled in co-operation with *Wie Wat Waar* and with benevolent assistance of the *Economische Voorlichtingsdienst* and the *Rijks Voorlichtingsdienst*.

DE BEZIGE BIJ - AMSTERDAM



# Facts about Holland

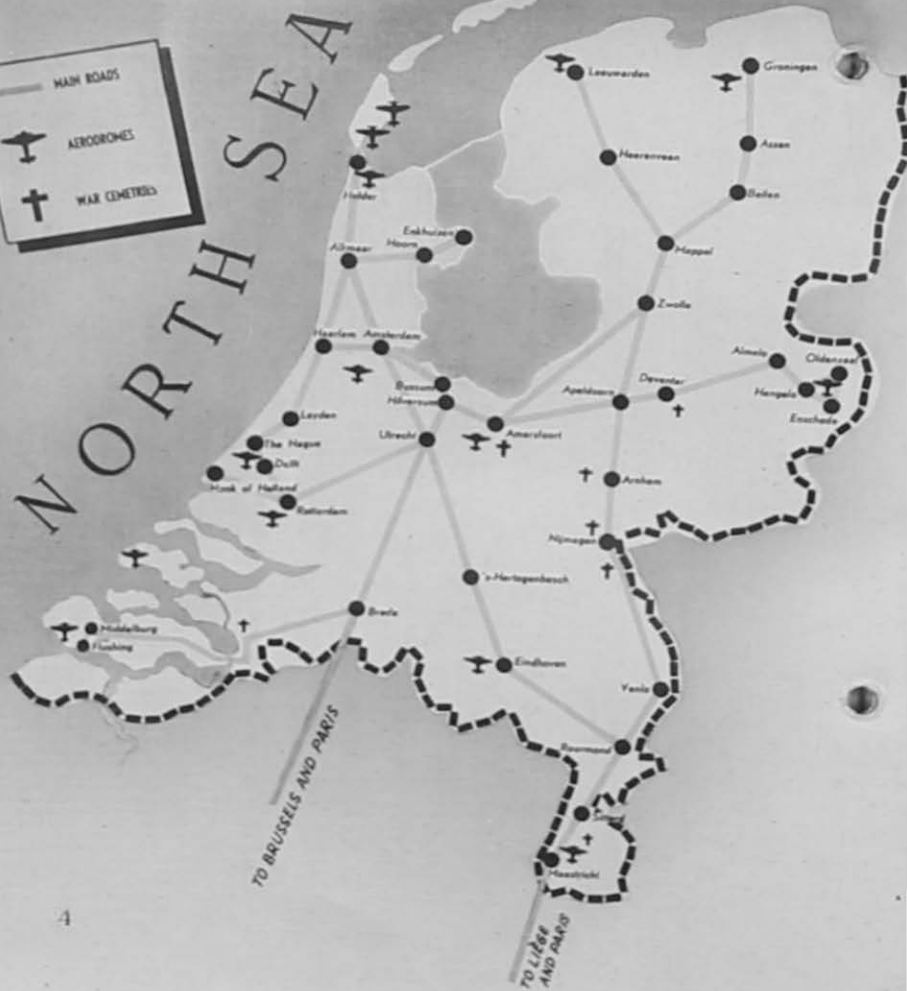
## P R E F A C E

It is curious that a country as easily accessible as Holland should be so little known throughout the civilized world. Information gleaned from visitors reveals the widespread belief that Holland is a land of clogs and baggy trousers, windmills and canals, bulb-fields and farms. These, it is true, can be seen in their place and season, but the attraction of Holland lies far beyond its national costumes, bulb-fields and scenery.

The country has a culture of its own which goes back hundreds of years. Architecture of Dutch origin can be seen the world over, Dutch paintings are regarded as treasures in every Art Museum, and Dutch craftsmanship — from ship-building to chinaware — needs no recommendation.

This small book in no way pretends to be a complete guide to Holland. It describes the main points of interest in Dutch towns and touches lightly on history, industry, agriculture, music, art, etc. Its purpose is well fulfilled if, taking advantage of a sincere welcome, the visitor makes his way through this small land and leaves with pleasant and lasting memories.

# Holland



# awaits you



*Holland, with her glorious maritime history, has an indissoluble tie with the sea... her greatest friend and most implacable foe! A comparison of old maps with those of to-day demonstrates the ever-present struggle with the sea for the possession of land. Even now the battle continues with the drainage of the former Zuyder Zee. Wind and sea have given way to fertile land, dotted with clusters of fields and well-tended farms.*

It is impossible in this small book to do full justice to this fascinating country, and the visitor will find only an outline of those things which will interest him most.

Amsterdam derives its name from the dam laid across the river Amstel in the thirteenth century (hence the old name Amsteldam). Town privileges were granted in 1300, and in 1489 Maximilian of Austria gave Amsterdam the right to adorn its coat-of-arms with the imperial crown. By this time the fame of the

town had spread to such an extent that many distant lands mistook it for an independent country and wished to conclude treaties in consequence. Amsterdam has since maintained its position, not only as the most important city in the Low Countries, but also as the capital of the Realm of the Netherlands. From the initial centre of local trade and canal shipping, it rapidly passed to an important focal point of world trade.

In the beginning of the seven-

teenth century the town plan for a series of concentric canals running through and round the city was put into effect, thus earning for Amsterdam the title "Venice of the North".

There was a rapid expansion in the years following 1920. The big land expropriations of 1921 increased the town area to some 43,000 acres. New districts sprang up, with spacious streets and squares, wide arterial roads, suburban parks and garden villages. 2,200 acres of woodland were artificially created and new harbour installations brought shipping facilities completely up to date.

Within Amsterdam itself every in-

tellectual taste is catered for. The *Rijksmuseum* houses a world-famous collection of paintings (including Rembrandt's *Night Watch*, after its recent cleaning), sculpture and examples of industrial arts. Modern paintings can be seen at the *Stedelijk Museum*, exhibits from overseas territories at the *Indisch Instituut*, while lovers of Rembrandt will find an almost complete collection of his etchings permanently exhibited in the house where he used to live (*Rembrandthuis*).

Among other places of interest are the Zoo (*Natura Artis Magistra* — *Artis* for short), with its fine aquarium, the *Royal Palace*, built in 1648, the *St. Antonies Poort* or



*Waag* (weighing house), a city gate built in 1488 and now used as a historical museum, the *Oude Kerk* (Old Church), the building of which began in 1306, the *Zuiderkerk* (South Church), built in the years 1603-1611 and the *Westerkerk* (West Church), 1620-1630.

Amsterdam is also a very well-known centre of music. Performances by the orchestras of the Concertgebouw and the Netherlands Opera should not be missed.

The region around the capital invites exploration. A trip to the Waterland – the marshlands north of Amsterdam – takes the sightseer through the real Dutch landscape of these parts, pasture, arable land and compact, well-built cottage farms. These farms are scattered haphazardly over the countryside and are a delight to see.

The *Isle of Marken* stands in the IJsselmeer (formerly the Zuyder Zee). This small island is known for the picturesque, traditional dress of the population and the characteristic houses, quaintly decorated and built on earth-  
mounds or wood-



pile, *Marken* is always worth visiting, but especially so on weekdays, when the inhabitants are engaged in their normal tasks. The main industry is wood carving and the making of wooden shoes.

The typical fishing village of *Vo-*

*lendam*, no less famous than the *Isle of Marken*, stretches along the sea dyke. Churchgoing here on Sunday mornings is a scene which should not be missed.

North of *Volendam* lies the delightful *Zuyder Zee* town of *Edam*. This region enjoyed great prosperity in the days when the fleet of *de Ruyter* was being built on the slipways.



Still further north, through *Alkmaar*, *Hoorn* and *Enkhuizen*, is the *Afsluitdijk*, the main dyke separating the *IJsselmeer* from the North Sea. *Alkmaar*, with its stately *St. Lawrence Church*, ancient dwellings, bastions and moats, is full of history and memories. The *Cheese Market* on Friday mornings is internationally famous. Many thousands of spectators the year round watch the spectacle in the market place, with its old *Waag* (weighing house). The main attraction lies in the costumes of the cheese porters, each dressed according to his Guild.

*Hoorn*, on the borders of the *IJsselmeer*, preserves a wealth of memories from a glorious past. The stately mansions and spacious warehouses testify to the activity of this town in the days of the *East India Company*.

*Enkhuizen* – of especial attraction to visitors interested in old Dutch architecture – is easily reached by rail from *Hoorn*. Few places have so retained their seventeenth-century

character, despite the new buildings erected since 1890.

The *Isle of Wieringen*, where the son of the Kaiser was interned, is connected by the *Afsluitdijk* (nearly 20 miles long and 150 feet wide) to North Holland in the east and Friesland in the west.

The west coast of Holland also offers many opportunities for tourists staying in Amsterdam. The port of entrance from the North Sea to Amsterdam Harbour is located at

*IJmuiden* and has four locks of different sizes. The newest and largest — the Northern Lock — is 1,320 feet long, 55 feet wide and has a sill of 47 feet. It surpasses in size any other structure of its kind in the world. Like *IJmuiden* itself, the lock was destroyed in the war. On the 18th of July, 1946, however, the reconstruction was celebrated by the passing through of the 20,000 ton motor vessel *Oranje* and passage to Amsterdam Harbour was once again provided, even for the largest merchant ships.

*Haarlem*, the capital of the *Kennemerland*, is twenty minutes by train from *IJmuiden*, and is one of the suburban towns of Amsterdam. It possesses a church — *St. Bavo* — which is celebrated for its organ and carillon. There is also a typical old Dutch *Markt*, dominated by the *Vleeshal* (meat market), a magnificent piece of Renaissance architecture, built in 1602. *Haarlem* is a favourite departure point for spring excursions to the bulb-fields



*Beuse Markt at Alkmaar*  
(Photo J. G. van Agtma)



in the vicinity of the town. The Dutch bulb-fields in bloom are without question one of the most beautiful sights in Europe, if not the world. There are more fields further to the east between *Bennebroek* and *Hillegom*, *Lisse* and *Sassenheim*. Seasonal trips can be made by canal barges in the midst of this riot of colour. Even more enjoyable, however, is the view from the observation tower at *Hillegom*.

Near to Hillegom is *Noordwijk-on-Sea*, one of the largest and most modern of Holland's bathing resorts. There is a perfect beach for bathing and surf-riding, with other amenities in the way of tennis, golf and horseriding. Woodlands and dunes abound and always, in the spring, there are the bulb-fields. Noordwijk is a centre for bulb-growers and fine panoramic views in colour can be obtained from the tops of the dunes.

*The Hague*, on the way by train or car to Rotterdam, is the administrative capital of the Netherlands and houses the Royal Palace and Government buildings. The centre square of the city (*Vijverberg*) is bound by the *Ridderzaal* (Hall of Knights), built in 1280, the



*Binnenhof* (Inner Court) and *Buitenhof* (Outer Court) and the *Voorhout*, a wide avenue. The fine *Hofvijver* (Court Pond) is in the centre. In spite of progress and war the imposing buildings still retain

their ancient splendour. Amongst the other principal sights of The Hague are the Peace Palace, built in the years 1907-1913, the *Mauritshuis*, formerly a palace and now a museum for old Dutch paintings, the *Gevangenpoort* (Prison Gate), with its erstwhile torture chambers and the fourteenth-century *St. Jacobskerk* (Church of St. James).

The Hague possesses its own satellite bathing resort — *Scheveningen*. Here again the visitor has a choice of beach, bathing, dunes or woodlands. There is an extensive and varying programme of entertainments, including concerts and musical festivals at the *Kurhaus Concert Hall*.



A little to the south-east of The Hague lies *Delft*, ancient town of the Princess of Orange. The *Nieuwe Kerk* (New Church of Church of St. Ursula), with its magnificent tower and carillon, is well worth inspection. Inside can be seen the Mausoleum of Prince William the First (the Silent) and the crypt of the Royal Family. The *Old or St. Hippolytus Church*, dating from the thirteenth century, is another interesting building. It has a leaning tower which rises high over the picturesque canal of the *Oude Delft*. The *Prinsenhof*, former residence of William the Silent, is now being restored and will shortly be opened as a Museum. *Delft*, incidentally, is the home of the famous *Delft Blue* chinaware

appear in the shops.

Somewhat more to the south is the first harbour of the European continent — *Rotterdam*, with a population the second largest in the country (650,000 against 800,000 in *Amsterdam*). Ships from here carry passengers and freight to every port in the world. The city stands on both sides of the river Meuse and is interconnected by bridges and the Meuse Tunnel. This river tunnel is the first to be built in the Netherlands; it has a total length of 3,525 feet and the height of the ventilating shafts and escalators are 118 and 56 feet respectively.

The *Boymans' Museum* houses a world-famous collection of old and modern paintings. Another

place of interest is the newest and vastest Zoo (*Blij-Dorp*).

As a result of the calamitous bombing of the 14th May, 1940, when the whole of the city centre was destroyed, there is a vast difference between pre- and post-war Rotterdam. Strangely enough, the city is now more interesting, or at least potentially so. The usual description of a town lays emphasis on the oldest quarter, the newer districts taking second place. This cannot apply to Rotterdam as there is no longer an old quarter; the former centre is a vast and empty expanse. It is therefore in the reconstruction plan that the interest lies, and very few towns in similar circumstances can present such a scene of industry on such a scale. The architect has given full

*Peace Palace, The Hague (Photo C. A. Schouten*



sway to his ingenuity in town planning, careful attention having been paid to the immediate surroundings. New buildings will be adapted, architecturally and aesthetically, to their older brothers in the vicinity.

To the south-east of Amsterdam is a region — *the Gooi* — lavishly endowed by nature with woods and

lakes. The old fortress town of *Naarden* lies within the Gooi, still protected by its ancient bastions. The townhall is Dutch Renaissance and merits inspection; so also does the fourteenth century church, the Comenius Museum, the Orphanage, with its magnificent paintings of former governors.

H. M. Queen Juliana lives at the Palace at Soestdijk in lovely surroundings.

Somewhat further to the east is *Hilversum*, rich in modern architecture and home of the Dutch broadcasting stations. The Town Hall and school buildings, the epitome of modern designs, were planned by the architect W. M. Dudok.

*Utrecht* lies to the south of Hilversum and is completely overshadowed by the *Domtoren* (Cathedral Tower), 370 feet in height and the tallest edifice in Holland; it was completed in 1382. The interlacing canals circling the *Dom* give an ef-



Above

*Hoorn* (Photo J. G. van Agtmaal)

*Marken* (Photo J. G. van Agtmaal)



fect which is aesthetically unique. Utrecht has a wealth of ancient churches — the Janskerk, Jacobikerk, Buurkerk, Nicolaikerk (with carillon), Geertekerk and Pieterskerk — in Roman style; all date back to the eleventh and twelfth centuries. Museums also abound, the Central Museum, Archi-episcopal Museum, Museum of New Religious Arts, Old Catholic Museum, Museum of Graphic Arts, Munt Kabinet (collection of coins), State Forestry Museum (temporarily closed) and the Railway Museum. Other public buildings, such as those of the Utrecht Fair, the Post Office and the Main Offices of the Railways all testify to the town's industry.

No visitor to Holland will wish to leave before seeing *Arnhem* and the surrounding district. It will be remembered that on the memorable Sunday morning of the 17th Sep-

tember, 1944, 8,000 airborne troops, commanded by General Urquhart, descended on the villages of *Oosterbeek* and *Wolfheze*, a few kilometres to the west of Arnhem. After a successful landing the troops advanced along three roads towards the Arnhem bridge over the Rhine. With this bridge in Allied hands the way would have been open to Montgomery's armies approaching from the south. The battle was an epic and one of the few defeats which can be really termed glorious. In the van Limburg Stirum School near the bridge, British forces fought an heroic battle against a numerically and mechanically superior foe. Elsewhere in the vicinity the same struggle went on. The Allied soldiers who lost their lives in the assault are buried in the Airborne Cemetery at Oosterbeek.

The battle was in strong contrast



to the peaceful beauty of the region. Although both Arnhem and Oosterbeek suffered heavily in the fighting, enough remains to divert attention from the war scars. In the beautiful Sonsbeek Park fine old trees stand sentinel over quiet ponds. The Open Air Museum exhibits treasures from Holland's past and gives an insight into the country's folklore. Nearby are two magnificent castles — Zypendaal and Rozendaal. Northward lies the spacious park and reservation of De Hoge Veluwe, with its Museum of modern paintings (and some by Vincent van Gogh). In Oosterbeek are the Mariendaal and Hemelse parks, where the British passed on the night of September 25th. Woodlands also abound round the Bilderberg, the Oorsprang and Wolfheze. In the district are the ruins of the Doorwerth Castle, a good example of mediaeval architecture. The hills of the Westerbouwing and the Duno along the Rhine give delightful opportunities for views of the river and the Betuwe, the cherry orchards of Holland (also the scene of the Arnhem battle).

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A few kilometres south of Arnhem lies *Nijmegen*, once the court of Charlemagne, of which many traces are still to be found. This once beautiful town, which suffered heavily in the war, stands on the south bank of the River Waal.

*St Jan's Cathedral, 's-Hertogenbosch*

(Photo A.N.V.V.)



Again to the south is 's *Hertogenbosch*, the capital of North Brabant. This town boasts the finest specimen of mediaeval architecture in the country, the Cathedral of St. John.

Not far from 's Hertogenbosch is *Eindhoven*, to which the vast Philips factories give their industrial character.

In the extreme south, on the old River Meuse, is *Maastricht*, which also possesses many mediaeval features. The *Vrythof*, with the old *Lieve Vrouwenkerk* (Church of Our Lady) is outstandingly beautiful.

Near Maastricht is one of the largest American War Cemeteries in Europe, situated in *Margraten*. Its impressive size gives testimony to America's sacrifice in the liberation of Europe.

*"De Hoge Veluwe", Arnhem*

(Photo J. H. van Schuppen)





*William the Silent, Prince of Orange*    *William I, King of the Netherlands*

# Short History

The Sovereign State of the Netherlands was officially recognised in 1648 at the Peace of Munster and Westphalia. This recognition, however, was merely an acknowledgement of the *status quo*. The United Provinces of the Netherlands originated in 1579, when the Northern provinces joined together to form the Dutch Republic at the beginning of the eighty years' war. Before that time a certain solidarity existed between counties and other forms of landed property. This solidarity was

necessitated by common interest and outlook in the fifteenth century. The cultural unity of the Netherlands is thus much older than is generally assumed.

The unity and independence of the Low Countries started to grow – in substance if not in form – during the Middle Ages, when France and the German Empire simultaneously developed into European powers. The territory of the Netherlands was outside the direct cultural sphere of both, though their influ-

ence was strongly felt. As a result the Dutch people gradually built up their own specific national features, untouched by political or religious schisms.

Life on the deltas of the Rhine, Meuse, Scheldt and Ems (an important buttress of world trade) infused into the people a sense of

unity and gave them their distinctive trait — a typical civic culture. As early as the sixteenth century the nobility and town notables cooperated. Feudalism was gradually supplanted by an early form of democracy. Neither prelate nor prince could maintain his position against the towns in the Low Countries.

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50 B.C. The Romans at the time of Julius Caesar invade the Low Countries.

70 A.D. The Batavians fail in their rise against the Romans.

300. Franks and Saxons supersede the Romans.

500—800. The Netherlanders become Christians.

768—814. Rule of Charlemagne.

843. The Netherlands become part of Lothaire's Empire.

911—1482. Under the rule of several counts the Netherlands develop into a cultural entity.

1482—1581. Rule of the Hapsburgs.

1515. Native-born Charles V, later Emperor, commences his rule of the Netherlands.

1517. Beginning of the Reformation.

1521. First imperial edict against the Reformation.

1533. Birth of William I, Prince of Orange, "The Silent".

1555. Philip II succeeds Charles V as Lord of the Netherlands and Spain.

1566. The nobles petition Philip for more political and religious freedom.

1567. The Duke of Alva becomes governor of the Netherlands with instructions to quell all rebellion and make the Netherlands feel their dependence on Spain. The Inquisition. William of Orange flees the country.

1568. First armed revolt against the Spanish rule. Execution of the Counts of Egmont and Hoorne. William of Orange crosses the Meuse at the head of an army. Beginning of the Eighty Years' War.

1575. Leyden rewarded with a university for valour during the siege.

1579. Reconciliation of the Southern Netherlands with Spain. The Northern countries lay the foundation of political unity.

1581. The States General denounce obedience to Philip.
1584. William of Orange murdered in Delft by Spanish agent.
1588. Destruction of the Spanish Armada.
1595. First Netherlands voyage to the East Indies.
1602. Founding of the Dutch East India Company.
- 1609–1621. Truce with Spain.
1612. The Dutch found New Amsterdam (later New York).
1619. Founding of Batavia.
1621. Founding of the Dutch West India Company.
1626. The Dutch buy Manhattan Island from the Red Indians for 24 dollars.
1642. Abel Tasman discovers New Zealand.
1648. Peace of Munster and Westphalia; end of the Eighty Years' War; Dutch independence recognized.
1652. The Dutch establish Cape Colony (Capetown).
- 1652–1654. First war with England.
1588. Defeat of the Spanish Armada by combined British and Dutch forces.
1661. Holland loses Brazil to Portugal.
- 1665–1667. Second war with England.
1667. De Ruyter's raid on Chatham.
1685. More than 10,000 Huguenots seek refuge in Holland.
1689. Mary Stuart marries William III, Stadtholder of Holland. They become sovereigns of England.
1697. Peter the Great of Russia in the Netherlands to study ship-building.
- 1780–1784. Fourth war with Britain; a heavy blow to trade.
1795. French troops march into Holland. Stadtholder William V flees to England.
1802. Peace of Amiens.
1810. Louis Napoleon, King of the Netherlands.
1810. Holland annexed by France.
1813. The French driven out. The future King William I lands at Scheveningen.
1814. Treaty of London. Holland's colonies restored to her with exception of Ceylon and the Cape Colony.  
The Netherlands receive their first constitution and become a monarchy.
- 1815–1840. Reign of King William I.
1815. Belgium and Holland united.
1830. Belgian revolt.
1839. Holland recognizes Belgian independence.
- 1840–1849. King William II.
- 1849–1890. King William III.



- 1860. Abolition of slavery in the East Indies.
- 1863. Abolition of slavery in the West Indies.
- 1880. Birth of Queen Wilhelmina.
- 1890. Wilhelmina succeeds William III, with her mother Emma as Queen Regent.
- 1898. Coronation of Queen Wilhelmina.
- 1907. Peace Palace built at the Hague.
- 1909. Birth of Princess Juliana.
- 1925. First flight of a Dutch plane to the Indies.
- 1927-1932. Construction of the Afsluitdijk.
- 1937. Princess Juliana marries Prince Bernhard.
- 1940-1945. The Netherlands under German occupation.
- 1941. The United States, England and Holland at war with Japan.
- 1942. Battle of the Java Sea. Netherlands East Indies occupied.
- 1945. The Netherlands and the Indies liberated.
- 1948. Abdication of H.R.H. Queen Wilhelmina. H.R.H. Princess Juliana becomes Queen of the Netherlands.



*The Canonsboot,  
by Willem van de Velde*



# Fight against

*The saying goes that God created the world, but the Dutch made Holland. This originated from the fact that a large part of the country has been reclaimed from the sea — forty per cent, at least, of the total surface area. To this day there is a constant guard against the sea reclaiming its own . . .*

It was somewhere between the tenth and twelfth centuries that the inhabitants of these lowlands — for the most part marsh and small islands except for some moors and forests in the east and south — made their first efforts in the building of dykes and the reclamation of land. It was not, however, until the thirteenth century that the serious battle against the sea began. The advance was initially slow, one acre at a time, with a history of failure after success and success after failure. Gradually, however, the battle

was won and dykes slowly arose from the sea.

Drainage was an immediate problem. The disappearance of sea water gave way to flooding by rain and surface water. This necessitated the digging of a vast network of ditches, the water emptying into specially constructed canals. Still there was no security; any untoward rise in the level of water meant that the polder — as the reclaimed land was called — became waterlogged. In the early days this difficulty was overcome by the use of wooden buckets,

the water

A black and white photograph of a long, narrow concrete structure, possibly a dam or a causeway, extending into a large body of water. The structure has a road on top with a car and a person on a bicycle. In the foreground, there is a modern building with a tall, white, cylindrical tower and a flag on top. The sky is overcast.

which were emptied by hand on the outer side of the dyke. The first anti-flooding innovation was a hand-worked mill, with buckets attached to the wheel. By this

## THIS IS HOW THE DUTCH MADE AN ISLAND

1200



1750



1880



**BLACK:** land below or on level with mean water level



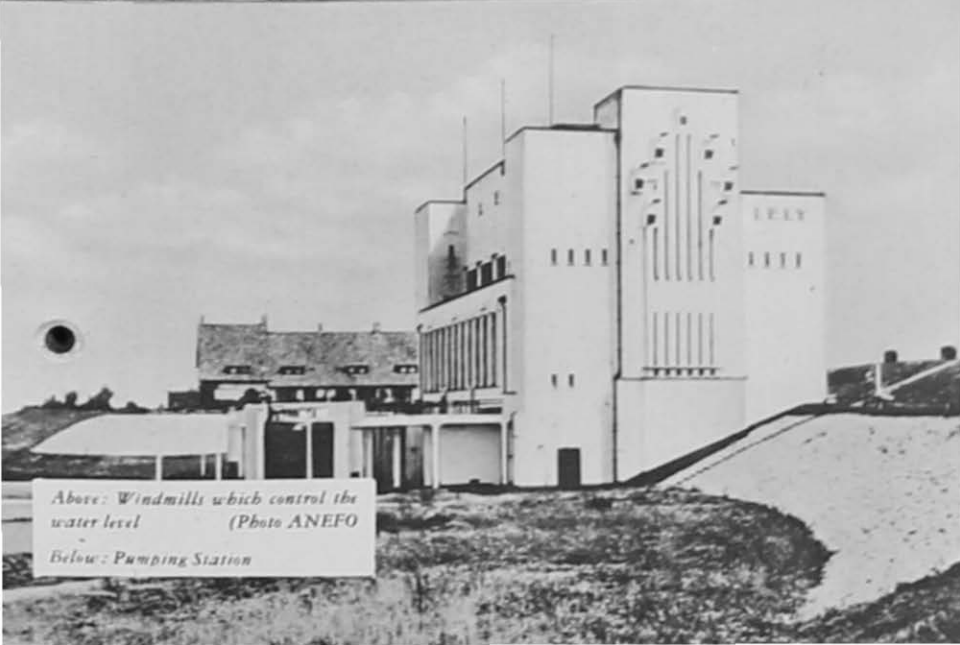
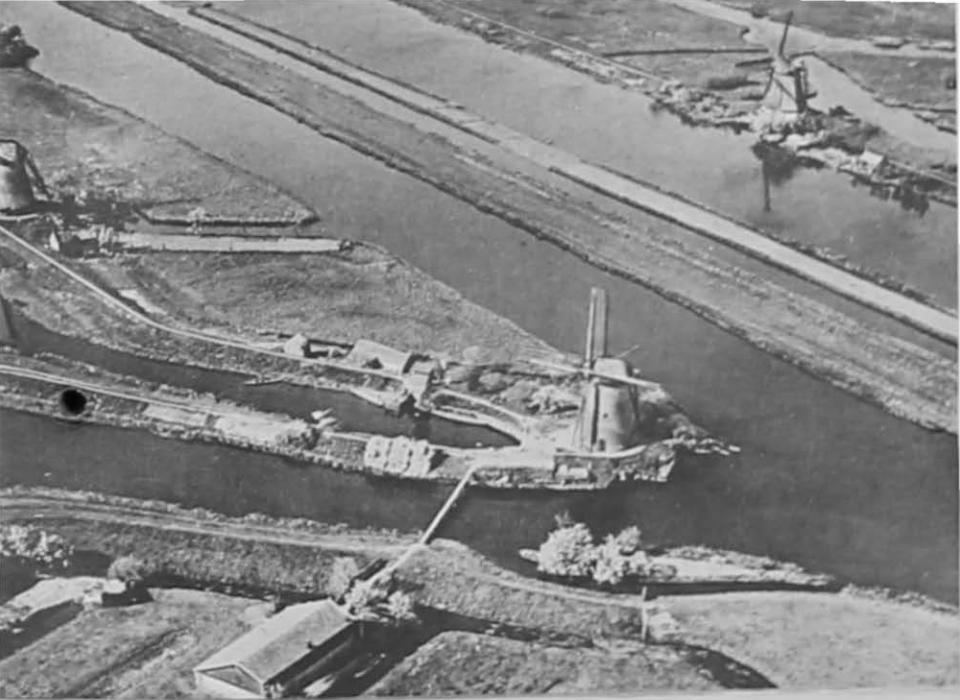
means the water was literally ladled out of the ditches.

The fifteenth century saw the first windmills, the like of which still dominate many parts of the Dutch landscape. Though the principle of the windmill remained the same for hundreds of years, there were many technical improvements, the latest of which was the "Dekker" system (one feature being the streamlining of the arms). Generally speaking, however, steam or electrically driven pumping stations have taken over the control of the water level. Holland now has one of the largest pumping stations in Europe, with a capacity of approximately 6.5 million tons of water a day.

Use of windpower was the signal for land reclamation on a large scale. Between the year 1500 and the present day, something like 1,600 square miles of arable land have been wrested from the sea.

The supervision of these polders is in the hands of the "Waterschappen", who work in close co-operation with the Ministry of "Waterstaat" for the maintenance and extension of the polder system. These bodies are vested with great power and authority in times of flood or other emergency. Although the organisation of the polder boards is based on tradition, with the consequent "red tape", Dutch practical commonsense is always uppermost.

The greatest feat of hydraulic engineering ever undertaken in this country is without doubt the reclamation of the Zuyder Zee. The



*Above: Windmills which control the  
water level  
(Photo ANEFO)*

*Below: Pumping Station*

first stage of this undertaking was the building of a dyke connecting the coast of North Holland with that of Friesland, thus isolating the Zuyder Zee from the North Sea. As rivers ran into what would subsequently be a lake, provision also had to be made for locks to control the lake level.

A start was made from both coasts in 1927, the North Holland side taking in the Isle of Wieringen. In the beginning of 1932, the dykeheads from both sides had nearly met. The increased flow of water through the ever-narrowing gap caused great difficulties, but in May of 1932 the gap was finally

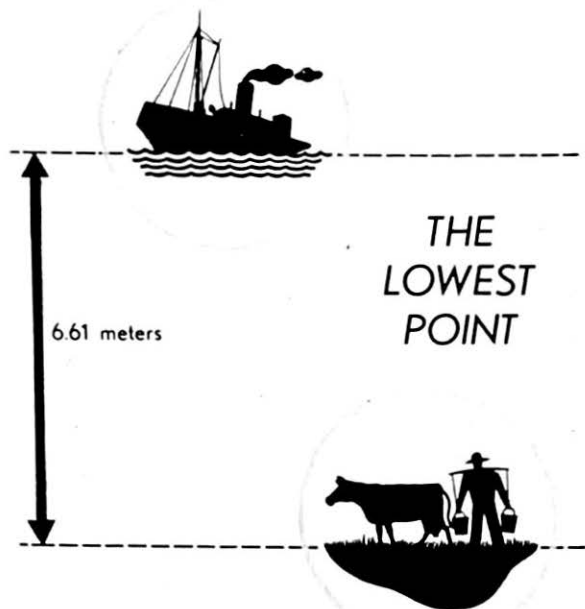
closed — and the Zuyder Zee became the IJsselmeer.

The Afsluitdijk, as this greatest of dykes is called, is approximately 20 miles long, 300 feet wide and rises 21 feet above mean water level. The top of the dyke now forms a magnificent road connecting the two provinces.

The second stage of this great reclamation project was the building of a second dyke southward from the Isle of Wieringen. The purpose of this was to enclose the Vlietingermeer, a shallow stretch of water covering some 50,000 acres of soil. Whilst the dyke was still under construction, pumping stations were


being built and floating dredgers were digging canals in what was to be the first polder of the IJsselmeer. The dyke was completed in 1929 and in August of that year the polder was dry, 500 million tons of water having been pumped out. A network of ditches drained away the rain-water, which in turn washed the salt out of the soil.

Meanwhile, immediate use had been made of the canals to transport building ma-





North Holland  
in 1500



North Holland  
in 1948

terials and in a very short time three villages sprang up, complete with schools, churches and all amenities. By 1934 the soil was of a high agricultural quality, free of salt. This was the signal to start building 512 modern farms. The success of the enterprise can be gauged by the fact that in 1940 the inhabitants of the polder numbered 6,000.

Tragedy came all too quickly. With the advance of the Allied troops in 1945 the Germans opened the dykes – and the toil of years was washed away in a few hours. After the liberation came the heart-rending task of repair. The gaps were closed again, the pumping stations set to work and the Wieringermeer was reclaimed for the second time in its short history. Work is still going on in the repair of damaged buildings.

All this time another polder had been taking shape in the greater reclamation scheme, that in the north-east. It was well under way

until retarded by World War II. Now, however, this area of 125,000 acres is dry and under cultivation. Many a young farmer there has found opportunity and a home.

Two other projects, the future south-western and southern polders, have yet to be started. They have an acreage of 135,000 and 225,000 respectively, and when they are completed the agricultural surface of Holland will have been increased by ten per cent. The reclaimed land in all will offer employment to 300,000 people, where formerly only 3,000 fishermen eked out a meagre existence. The inscription on the Afsluitdijk monument, which reads *A nation alive builds for its future*, rightly interprets the spirit of this national enterprise.

This chapter cannot be ended without mention of the latest feat in dyke-building at Walcheren. This rich island in the province of Zeeland was the key position in the German defence of Antwerp, so



This is how the Dutch keep  
their polders dry.  
The water is higher than the land!





*River View near Zalibommel*

*(Photo) G. van Aartsma*

necessary to the Allies for the liberation of the Low Countries and the invasion of North Germany. In order to free the Belgian port the enemy had to be dislodged from Walcheren and allied bombers blasted four big gaps in the dyke separating Walcheren from the sea. The intruding flow of water flooded many of the German strongholds, but even so many thousands of British and Canadian soldiers were lost before the Germans were

finally defeated in this sector.

The successful rebuilding of the dyke after the liberation can justly be claimed one of the hardest fights ever experienced against the sea. Experienced Dutch dyke-builders, with the help of British sappers, employed Mulberry harbour caissons and thousands of tons of torpedo-netting. There were enormous difficulties and many critical moments; the eventual success was a triumph indeed.

# The Climate

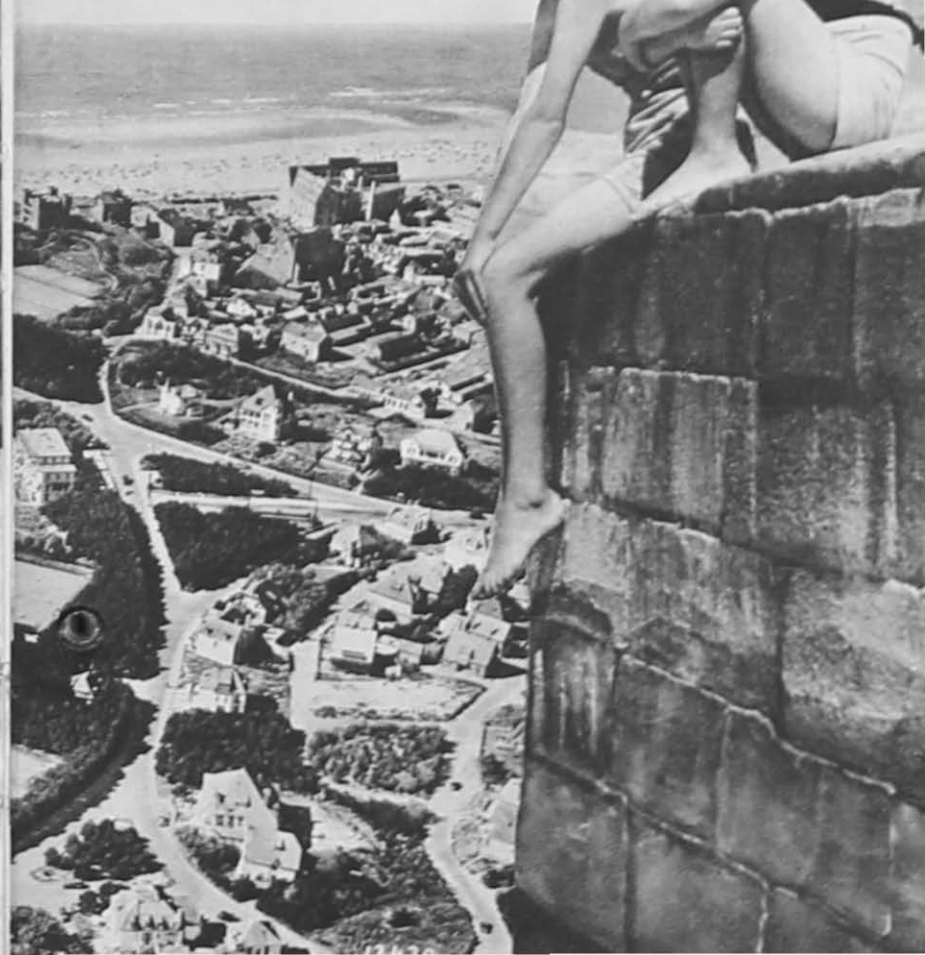
Holland has a very favourable climate. The warm Gulf Stream from the Caribbean Sea and the prevailing westerly wind provide for mild winters and summers which are seldom too hot. The east wind, usually associated with a drop in temperature, is buffered by the sea, and generally brings

fine weather. The Eastern Provinces have more of a true continental climate, warmer in summer and colder in winter.

The best weather in Holland can be expected between May and September, with July showing a peak in hours of sunshine.



Noordwijk from the air (Photo K. L. M.)



# The Soil

The soil is relatively young. The rivers Rhine and Meuse carried gravel, clay and sand which now form the lower strata. Glaciers in the Ice Age, which reached half way into Holland, formed the foundation soil in the same manner as the rivers.

The upper strata were built up by decaying trees and other plants in water (thus forming peat) and by clay deposited during innumerable floods.

Older soil is to be found in Limburg, in the extreme south-east, where coal deposits gave life to a flourishing mining industry, now one of the most modernly equipped on the continent. An important salt-mining industry has been developed in Overijssel, in the eastern centre and a score of miles to the north, at Schoonebeek, interesting oil deposits have been discovered and several wells have already proved their worth.

*Coal Mines in South Limburg*





PASTURE

41%



AGRICULTURAL  
LAND

28%



WOODLAND

8%



HORTICULTURAL  
LAND

3%



WASTE LAND

8%



LAND NOT UNDER  
CULTIVATION

12%

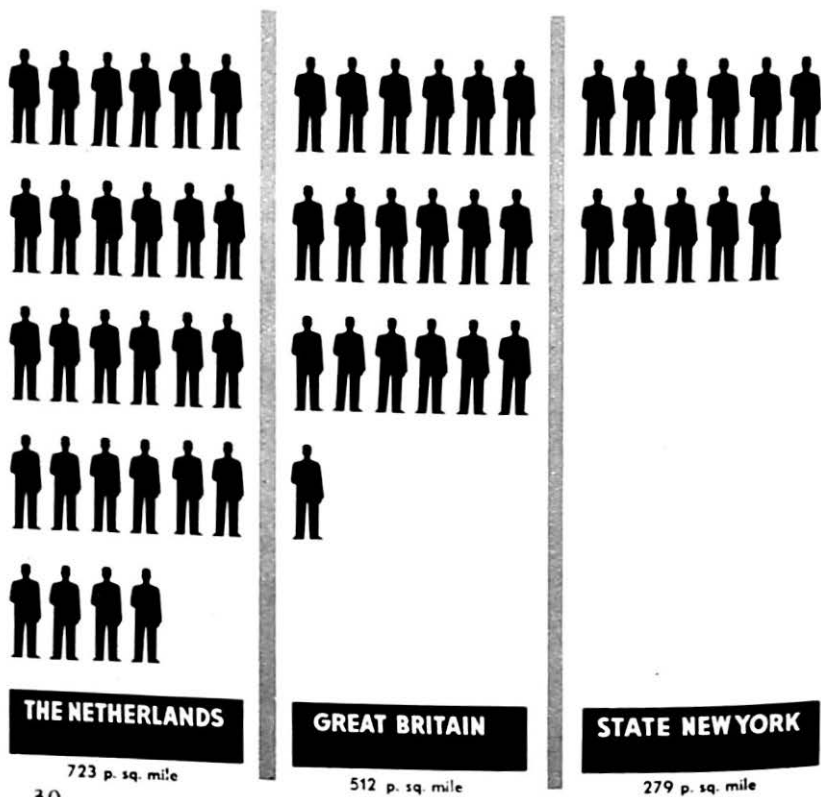
# The Population

The population of Holland is 9,500,000, the 1930 census showing a three-fold increase within a century. The high birth and low death rates make for an average increase of 100,000 a year. The density of

population is 723 per square mile, compared with 273 for the State of New York (the highest figure of any State in the U.S.A.) and 512 for Gt. Britain.

The high rate of increase creates

## DENSITY OF POPULATION



many problems, the most urgent of which is accommodation. The young workers are absorbed mainly in industry, trade and transport, agriculture playing only a relatively small part. Contrary to general impressions abroad, Holland is not primarily an agricultural country. It is true that agriculture, dairy-farming, horticulture and fishing add to the general prosperity, but the increase in arable land (reclamation of the Zuyder Zee) cannot possibly cope with the increase in population. Holland thus takes a large part in the world's trade and transport and since the healthy growth of the population provides one of the natural factors for the development of industry, industrialization is proceeding rapidly.

Although small in number, the Dutch are ethnographically variable. The countries lie in the bend of the wide track of emigration in past ages. The earliest inhabitants were the Celts, who in time were absorbed by the Frisians, Saxons and Franks, though certain Celtic characteristics were retained. The Saxon type prevailed most in the north and east, whilst Franks were most noticeable in the south. Differences can still be noted in language, type and build.

Abroad, the Dutch are traditionally assumed to be big and fair-haired with blue eyes. Foreign visitors are therefore surprised when they find this is not generally the case. In the north now live the big, fair, reticent Frisians, in the south the small, dark, exuberant inhabitants of Brabant. The Frisians have

## BIRTHS



1938: 20,5 p. 1000  
1946: 28,6 p. 1000

## DEATHS



1938: 8,5 p. 1000  
1946: 9,4 p. 1000

## MARRIAGES



1945: 7,8 p. 1000  
1938: 7,7 p. 1000

## DIVORCES

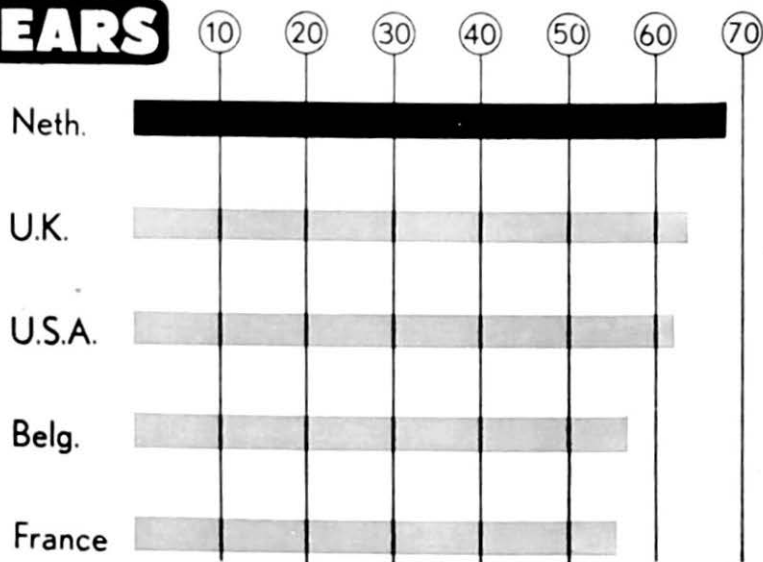


1945: 2,4 p. 1000 marr.  
1938: 1,9 p. 1000 marr.

their own language and literature, both of which are carefully preserved.

Other influences were derived from the Portuguese, Jews, French (Huguenots), Walloons and Flemings who, to escape persecution in their own countries, found refuge in freedom-loving Holland. This "open-house" policy to refugees reaped its reward in the innovation of new industries and craftsmanship.

# YEARS



## GROWTH OF THE POPULATION

**1829**



2.6 mill.

**1869**



3.5 mill.

**1919**



6.8 mill.



*Modern residential quarters, Amsterdam*

**1930**



7.9 mill.

**1940**



8.9 mill.

**1947**



9.5 mill.





# The Constitution



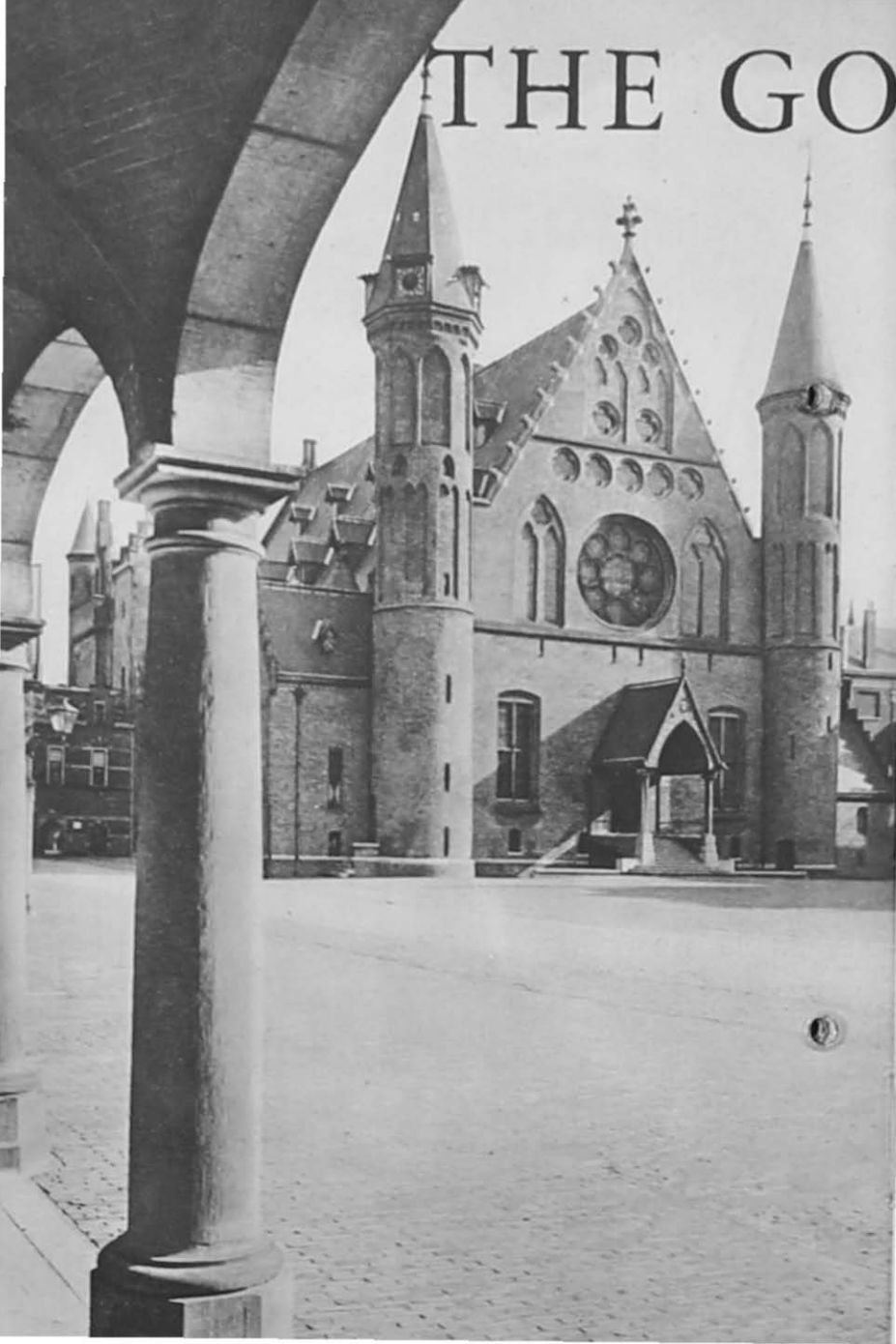
*The foundations of the Dutch Republic were laid in 1579, when the Northern Provinces of the Netherlands united to form one front against Spanish aggression. Provision was made for a purely democratic form of government, with a Stadtholder at the head. The first Stadtholder was William the Silent. Since then the leadership of the Netherlands has always been entrusted to the House of Orange. The Republic became a Kingdom in 1814, after the defeat of Napoleon and the end of the French occupation, and the first constitution was approved by Parliament in that year. There have been nine revisions of the constitution since then, the last being in 1947; another revision is pending following the change of status of the overseas territories.*

The Constitution of the Netherlands guarantees fundamental democratic rights — freedom of the press, education, freedom of religion, the right of association, assembly and petition. It declares the reigning monarch to be above the law and the ministers responsible to Parliament. Criticisms of government policy on part of the people's representatives are directed against the ministers; the Head of the State, being outside and above party pol-

itics, is not affected. When a dispute between ministers and the people's assembly involves a fundamental principle, the Cabinet resigns. If the Crown refuses to accept the resignation, Parliament dissolves and a general election follows.

In practice this system requires agreement between the Cabinet and the majority of Parliament, particularly in the Second Chamber.

# THE GOVERNMENT



The government is based on a parliamentary majority. The two houses, or Chambers of Representatives, are called the States General, the Second Chamber being the more important of the two. The latter has 100 members, elected by universal suffrage on a system of proportional representation. All men and women who have reached the age of 23 are entitled to vote. Universal suffrage was obtained in 1917, when the States General accepted the necessary amendment to the Constitution.

The First Chamber consists of 50 members, elected by the *Provinciale Staten* (Provincial Estates — provincial representative councils). These members re-read bills accepted by the Second Chamber, but do not possess the right of amendment.

The Provincial Estates are representative bodies, elected in the same manner as the Second Chamber. The number of members varies with the size of the population in the province they represent, and with whose affairs only they are concerned. A Queen's Commissioner acts as Chairman, assisted by a committee of five or six members of the Provincial Estates. These committees are called Deputy Estates (*Gedeputeerde Staten*). One of their tasks is the supervision of

the financial side of municipal administration.

The Council of State, appointed by the Sovereign, acts in an advisory capacity to the Crown. One of its main duties is to study the Bills presented by Parliament, with special reference to their constitutional properties.

The Municipalities (*communes*), which enjoy a high measure of financial and administrative independence (checked in the critical period before the last war), are governed by Municipal Council — elected by universal suffrage — and a burgomaster who is *ex officio* chairman of the council. The burgomaster is appointed by the Crown.

## *Political*

## PARTIES

The Second Chamber, as elected in 1948 consists of the Catholic People's Party, 32 seats; the Social Democrats or Labour Party, 27 seats; the Anti-Revolutionary Party (Protestants), 13 seats; the Communist Party, 8 seats, the Christian Historical Union (Calvinists), 9 seats; the Liberal Party, 8 seats; 3 seats are divided by two small parties.



# The House of

# Orange

The Netherlands has always been ruled by the House of Orange and the close bond between the two is borne out time and again by history. It was a Prince of Orange who led the people of the Low Countries when they first struggled for independence and carried on the common fight in the cause of freedom for many hundreds of years.

In 1544, William of Orange, son of William van Nassau-Dillenburg, took over the Principality of Orange in the South of France and styled himself the Prince of Orange. He and his brothers sacrificed everything for their beloved Holland and the people in their turn gave them their trust and loyalty. The founding of the State of the Netherlands was to a large extent the life work of Prince William and it is with good reason that this greatest figure in Dutch history is called the "Father of the Fatherland".

Another name which has come down through the years is that of William the Silent, so called because of his prudence and integrity. Like many other prominent statesmen of his time he was the victim of political murder (1584) and his leadership in the war of liberation against Spain was short-lived. The

Dutch national anthem, "Wilhelmus van Nassouwe", composed in 1570, is dedicated to him.

Up to the time when the Dutch Republic became a sovereign state, the ruler of the Netherlands was known as the *Stadtholder* or *First Servant of the Republic*. The office was hereditary for the House of Orange and the people never had cause to regret their trust and confidence. One of the great figures of the House was William III, who became Stadtholder in 1672. His energetic attitude saved the country from defeat. It was this same William who married Mary Stuart and became King of Great Britain in 1688.

With the ending of the French Occupation under Napoleon, the Republic became a kingdom, with William I as the first crowned head. Two more Williams succeed-

ed him and under their constitutional reigns modern democracy grew and flourished. When William III died in 1890 he was succeeded to the throne by his daughter, the ten-year-old Wilhelmina.

**QUEEN WILHELMINA** was born on the 31st of August, 1880. After her accession to the throne and until her eighteenth birthday, her mother, Emma, acted as Queen Regent. The coronation finally took place in 1898, and since that time the Queen has shown all the magnificent traits of the House of Orange — love of freedom, tolerance and loyalty to the Constitution. Her wisdom and courageous determination in the many difficult years of her reign have proved a blessing to the people of the Netherlands. During her stay in England during World War II she inspired every loyal Hollander with new faith in the future and new courage in the fight against German oppression. Her reign of fifty years

has embellished the traditions of her House with new splendour and glory.

In September 1948 Queen Wilhelmina abdicated in favor of her only daughter, **H. M. QUEEN JULIANA**, born on the 30th April, 1909. She married **PRINCE BERNHARD VON LIPPE-BIESTERFELD** in 1937. During the war H.R.H. stayed in Canada, where she worked tirelessly on behalf of her country. The Prince, as an officer of the **Dutch Forces**, gave himself fully to the Allied cause. Since their return to Holland their interest in every form of welfare and their frequent public appearances, in company with the four princesses, have made them extremely popular. The names of the four princesses are **BEATRIX**, born on the 31st January, 1938; **IRENE**, the 5th of August, 1939; **MARGRIET**, the 19th of January, 1943; **MARIJKE**, the 18th of February, 1947. Princess Margriet was born in Canada.





# Religion

*The Constitution provides for complete liberty of worship. In addition, there is equality of rights and privileges without prejudice to creed or faith. The whole nation possesses, within the law, the same claims to dignities, office and service.*



Religion plays a big part in the life of the Dutch people. It touches on education, social welfare, politics and art. A definite sectarianism is markedly manifest in the small things of everyday existence. Difference of opinion, however, does not affect the unity of the people in time of stress. No stronger proof of this was ever given than during the German occupation.

The religious population in 1946 was divided (in percentages) as follows: Protestants, 47; Roman Catholics, 31; other denominations, 1, no denomination, 20; unknown, 1. The southern part of the country (south of the big rivers) is predominantly Roman Catholic, whilst the north is mainly Protestant.

Of the Protestant section, the Netherlands Reformed Church has the greatest number of followers. It is often referred to as the *Grote Kerk* (Big Church) and has internal gradations from liberal to orthodox. The remaining Protestants embrace the various Calvinistic Sects, whose differences lie in slight variations of interpretation of creed or Bible.

*Westertoren, Amsterdam*





**Sport is one of the main recreations of the Dutch people. Any form of outdoor activity counts its adherence by the tens of thousands. Football, tennis, sailing and skating are especially popular ...**

# Education

Dutch children are compelled by law to attend school from their six to their fifteenth year.

The Primary school has a six-year curriculum which, though differing in method, is similar in all schools.

Secondary education, with its many variations, follows the Primary. Those who aspire to a University require a diploma from a High School, Latin School or Lyceum (a combination of the first

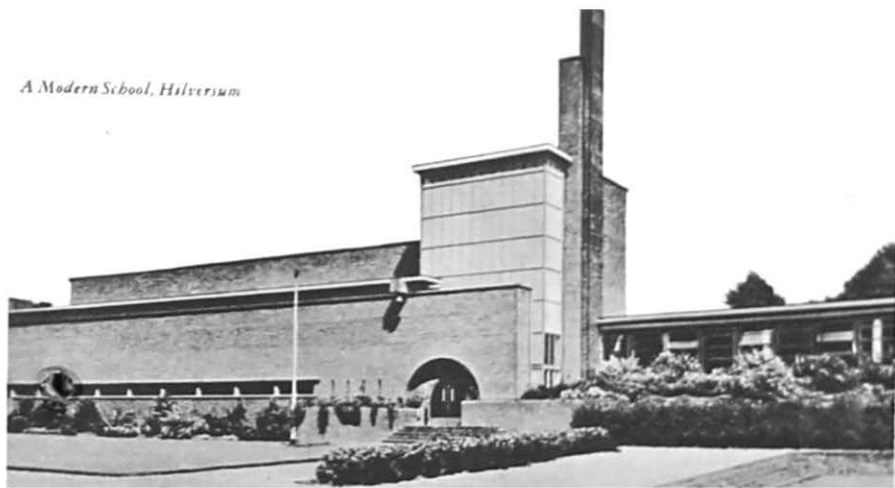
two). The courses in these schools are five or six years in duration.

Between the universities and the secondary schools are the Technical Colleges. Each of these specialises in one particular subject, i.e., engineering, chemistry, agriculture, etc. A minimum of at least three years at a High School is an essential prerequisite to admission. The very up-to-date Schools of Domestic Science also come within the category of Technical Colleges.

*Open-air School, Amsterdam*



*A Modern School, Hilversum*



For a country like Holland there are naturally a number of first-class naval training schools, schools for fishery, canal shipping, and the like.

There are special Vocational Training Schools for children from the age of twelve upwards who do not attend Secondary Schools. These training schools prepare children for their future careers and cater for industry, dairy-farming, agriculture, etc. Many of the industrial schools are sponsored by large manufacturing concerns.

Day and evening-class facilities are also provided for commerce and engineering.

## *Higher* EDUCATION

Holland has six universities and four academies (the latter have only one Faculty). Leyden, Amsterdam, Utrecht, Groningen and Nijmegen are university towns. Of these, Am-

sterdam possesses two universities, a Calvinistic and a neutral. The university at Nijmegen is Roman Catholic.

The oldest Dutch university is at Leyden. It was founded by Prince William of Orange in tribute to the town's strong resistance during the Spanish siege.

The academies are the Engineering Academy at Delft, the Agricultural Academy at Wageningen, the Economics Academy at Rotterdam and the Roman Catholic Economics Academy at Tilburg. In addition, Amsterdam houses the State Academy of Fine Arts, the School of Music (Conservatoire), the Theatrical Academy, the School of Physical Culture and a Training School for Social Workers.

Attention is also paid to the education and training of the physically and mentally backward. 150 special schools are provided and there are many educational centres for the deaf and dumb.

A striking example of the Dutch

respect for diplomas are the trade courses run for grocers, butchers, bakers, drapers, etc. In order to receive a licence from the local Chambers of Commerce, would-be traders must be in possession of a diploma, no matter what their previous education.

Some mention of the kindergartens should not be omitted. They are for children up to six years of age and number 1,063 throughout the country. Either the Froebel, the Montessori or a combination of both system are employed.

The health of all schoolchildren is checked at regular intervals by physicians, dentists and school nurses.

Education in Holland has always

received the closest attention. There was much political discord on this point in the year 1900, but the quality of education has steadily advanced and people have long learned to appreciate the value of good tuition. The thirst for knowledge is not so much a natural trait as a necessity. Because of her geographical position, Holland's contact with other countries is direct and manifold and a knowledge of foreign languages, especially English, French and German (and to a lesser extent Spanish, Portuguese, Russian and Malayan) is essential to her economy. In consequence, the percentage of illiterates (about 0,2 per cent) is the smallest in the world.

## NUMBER OF STUDENTS

**1930**  
**1931**



**1940**  
**1941**



**1945**  
**1946**



Every figure represents 2000 students



*(Photo J. G. van Agtmaal)*

The bulb fields along the coast, behind the dunes provide a lovely view during the months of March and April. Except providing a lovely view they give the Dutch a valuable export product...

# The Netherlands

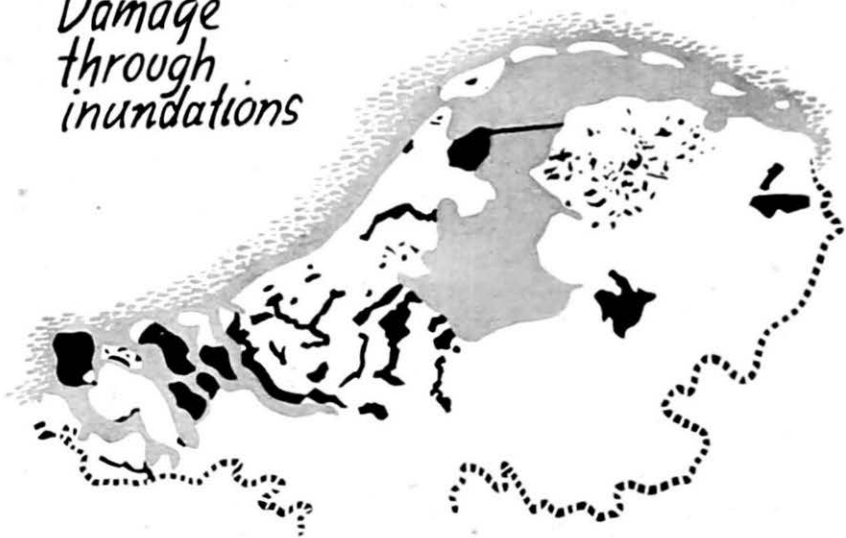
## AND THE WAR

Like most other countries of Western Europe, the war caused great devastation in Holland. Germany invaded the Netherlands in 1940 and the bombing of Rotterdam caused great damage to one of the most important harbours of Europe. The buildings of the "Atlantic Wall" entailed more damage. Not only were some parts of The Hague razed to the ground, but

the sand dunes — those natural defences against the sea and western storms — were seriously weakened by the construction of fortresses and dug-outs inside them.

The actual fighting in the southern and eastern parts of the country caused considerable loss to private and industrial property, while the inundation of Walcheren meant heavy material loss.

*Damage  
through  
inundations*



Black:  
Areas inundated  
during the war

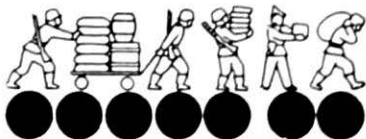
# What the Netherlands paid for the German occupation.

## MATERIAL WAR DAMAGE

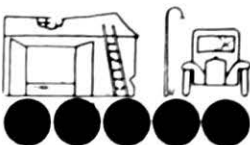
Direct damage through acts of war



Requisition and plunder

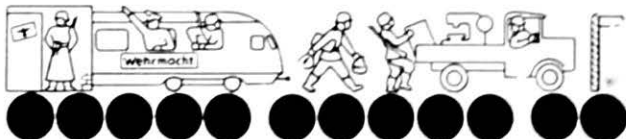


Neglect and shrinkage of capital

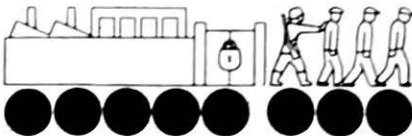


## OTHER WAR DAMAGE

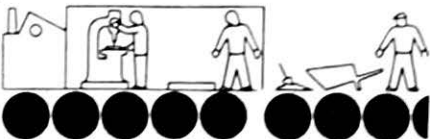
Transfer of part of production to Germany



Decline in production during the war



Little production after May 7th '45 as a result of the war



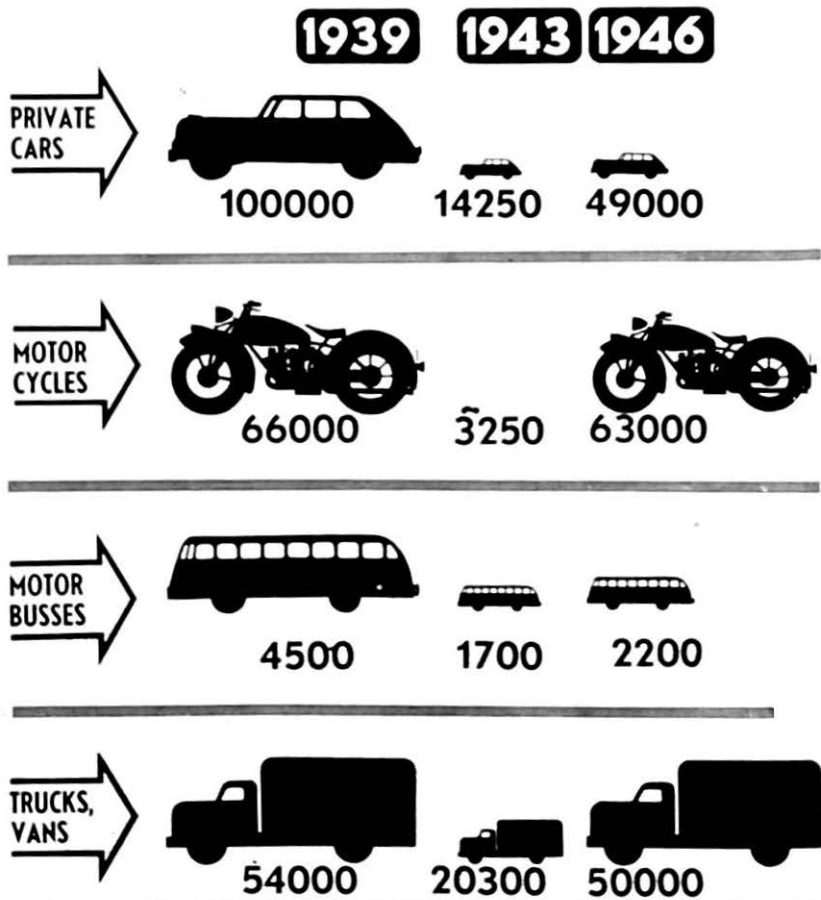
Every disc represents 500 million guilders (price level 1938)

All this, however, was the natural fortune of war. Less pardonable was the senseless and deliberate destruction of the port installations of Amsterdam and Rotterdam and the vicious inundations on part of the Germans a few weeks before their surrender.

The Dutch Navy suffered heavy losses when in action with the Allied Navies.

The Merchant Navy also paid heavy tribute.

The indirect loss – that of world trade – is even more severe, as can be seen by the figures below.





# Allied War Graves *in Holland*

In a large number of cemeteries in Holland lie the bodies of Allied soldiers who lost their lives in World War II.

The Netherlands War Graves Committee is especially concerned with these cemeteries. More than forty thousand servicemen lie buried in Dutch soil; these were the comrades-in-arms of many thousands more who drove the enemy away.

It gives comfort and consolation to those who mourn the loss of loved ones to know that in addition to official care and maintenance, most of the graves have been adopted by

individuals or groups. These good people tend the graves, lay flowers on them and in many cases correspond with the next-of-kin.

The memory of the dead remains alive not only with those who mourn them. There are others also who know and appreciate that freedom for which so many lives were lost. It is because of this that the Dutch people tend the allied graves with the same love and care as they do those of their own brothers who made the supreme contribution to the common cause and common victory.



# Public Finance

The financial position of the Netherlands is as sound as can be expected from a country which is not only recovering from a devastating war but is also sharing the responsibility of a younger brother (Indonesia), itself in great difficulties.

Twenty-five per cent of the national income of \$4,139,000,000 is claimed for taxes. This is insufficient to cover the transitional period leading to full recovery and the sum of \$376,000,000 is borrowed from internal sources and an equal amount obtained from abroad, either by loans or from the sale of assets.

There is good reason to forecast

that the budget will finally be balanced in 1951. The national debt will then probably amount to \$9,398,000,000, twice the national income. Before the war the national debt was 70 per cent of the income.

An almost exemplary "monetary purge" was carried out in 1945 and made a great impression on financial experts abroad. All banking accounts were frozen and the existing currency declared invalid. After fiscal demands were satisfied a new currency was issued, though capital above a certain amount was not freed. There have so far been two capital levies (one on war profits) in addition to normal taxation.

## Taxation

Death duties and taxation are no more to be avoided in Holland than anywhere else. As indicated above, taxation accounts for 25 per cent of the national income, but this does not include the proceeds of the capital levies (which correspond to some extent to the Excess Profits Tax in Great Britain). The levies claimed 50 to 90 per cent of war profits and 4 to 19 per cent of capital.

The fiscal administration is rightly reputed to be reliable. A characteristic feature of post-war legisla-

tion is that it permits the minister of finance to exercise a certain leniency in order to avoid hardship. Consideration is always given to threatened hardship, especially where foreigners are concerned. The position of the latter was greatly improved in the second half of 1947. A foreign concern in possession of more than 25 per cent of the shares in a Dutch corporation is taxed not more than 15 per cent on the dividends by which it benefits. The agreement recently concluded with the United States (not yet

however, ratified) dispenses even with this 15 per cent in the case of persons domiciled in America. Foreigners may also be exempted from taxation (income tax or corporation tax) if they possess real estate in the Netherlands, a claim covered by a mortgage, or a con-

cern or private shares in a corporation.

Wide fiscal treaties are in existence with England, Belgium and Sweden; talks with the U.S.A. are now in progress. There are treaties with other countries but these have a limited sphere of action.

# The Stock Exchange

BEFORE the war the Stock Exchange in Amsterdam was one of the world's greatest financial centres. Though transactions are now severely limited by currency restrictions, the admirable organisation

is by no means wasted. Dutch financial experts soon found a new sphere of activity in the field of triangular transactions. Close attention has been paid to South America in this respect.



B. P. M. (Shell) offices. The Hague.

# Trade

Before the war the Netherlands occupied the fifth place in the world's trade with 5.1 per cent of the total. This figure was exceeded only by Great Britain (29.7 %), the U.S.A. (11.3%), Germany (9.4%) and France (6.7%). No other country showed a percentage greater than 3.5.

<b>EXPORTS in 1938</b>	\$ 392 million (14,429,000 tons)
Manufactured goods .....	281 million (12,319,000 tons)
Produce of agriculture, cattle farming, fisheries, forestry and game shooting .....	97 million ( 1,791,000 tons)
<b>IMPORTS in 1938</b>	\$ 534 million (22,779,000 tons)
Manufactured goods .....	377 million (18,712,000 tons)
Agricultural produce, etc. ....	157 million ( 4,067,000 tons)

Exports covered imports at the rate of 73.5%.

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<i>Exports in 1947</i> .....	\$ 308 million ( 3,919,167 tons)
<i>Imports in 1947</i> .....	880 million (11,763,927 tons)

---

## PERCENTAGE VALUE OF IMPORTS

1947		1939	
U.S.A. ....	24.9	Germany .....	23.5
Great Britain .....	16.2	Belgium and Luxemburg ....	14.5
Belgium and Luxemburg ....	14.1	France .....	5
Sweden .....	6.3	Sweden .....	2.8
France .....	4.5	Switzerland .....	1.8
The Argentine .....	3.7	Russia .....	1.4
Curacao .....	3.4	Poland .....	1.4

1947		1939	
Canada .....	3.1	Finland .....	1.4
Switzerland .....	2.9	Norway .....	1
Germany .....	2.6	Italy .....	1
Brazil .....	1.8	Denmark .....	0.6
Czecho-Slovakia .....	1.6	Spain .....	0.3
Other countries .....	14.9	Other countries .....	45.3

#### PERCENTAGE VALUE OF EXPORTS

1947		1939	
Belgium and Luxemburg ....	21.4	Germany .....	14
Great Britain .....	11.2	Belgium and Luxemburg ....	9.4
Sweden .....	7.9	France .....	5.3
France .....	7.1	Sweden .....	4.3
Switzerland .....	6.3	Switzerland .....	2.6

*The Stock Exchange, Amsterdam*



PERCENTAGE VALUE OF EXPORTS (cont. from page 55)

1947		1939	
Germany	6.7	Norway	1.5
U.S.A.	4.8	Italy	1.2
Neth. Indies	3.3	Poland	1
Norway	3.3	Spain	0.8
Denmark	3.1	Finland	0.8
Czecho-Slovakia	3	Hungary	0.2
Finland	1.4	Other countries	58.9
Other countries	20		

The absence of trade with the German hinterland is a serious problem for the Netherlands and its recovery is essential to Dutch economy. Progress is slow and little

support is given to Holland in her efforts to improve the situation. Payment in deferred Marks or Dollars affects the issue to a large extent.

For information on exports enquirers are referred to Netherlands diplomatic and consular representatives abroad.

Application for the list of exportable goods can be made at the Economic Information Service, Bezuidenhoutseweg 62, The Hague.

Those who wish to get in touch with Dutch exporters are asked to avail themselves of the services of the Netherlands Chambers of Commerce in:

- Brussels, 4 Anspachlaan.
- Buenos Aires, 25 de Mayo 81.
- Geneva, 8 Rue Bovy Lysberg.
- Mexico DF, 51 Calle de Liverpool, desp. 504.
- Milan, 5 Via Lorenzo Mascheroni.
- London, 17 Park Street W. 1.
- Paris, 109 Boulevard Malesherbes.

- New York, 41 East 42nd Street, room 1101 NY 17.
- Zürich, 2 Pelikanstrasse.
- Prague, 14 Na Príncope, Praha II.
- San Francisco, 233 California Street, San Francisco 11.
- Centraal Instituut ter Bevordering v. d. Buitenlandse Handel CIHAN, Bezuidenhoutseweg 64, the Hague.

# Be Ne Lux



*During World War II the Governments of Belgium, the Netherlands and Luxemburg discussed the possibilities of a close post-war cooperation. As a result of these talks an agreement was signed on September 5th, 1944, which outlined their intention in this direction. All three countries hailed the agreement as the first positive step to economic recovery.*

With the ending of the war, future plans were closely studied in the Low Countries. The potentialities of cooperation between Holland and Belgium had increased in every respect, economically and politically. The different standard of living existing in pre-war Belgium no longer formed an obstacle to tariff regulations. Industrially, the two countries could each supplement the other. There were, of course, a great many difficulties before the agreement in principle could be put to practical use, but with genuine goodwill on both sides these were overcome.

Cooperation is not confined to economic relationship; culture also plays its full part. The fact that Belgium belongs to the lingual area of the Netherlands has for many years contributed to the close friendship between the two countries. The joint introduction of a simplified spelling is a striking example of cultural exchange.

Conferences of the three Benelux

countries are held regularly and several agreements have been signed on mutual traffic and harbour facilities. On June 14th, 1947, agreement was also reached on a free exchange of agricultural produce. Seven days later the agreement between Holland and Belgium was ratified on an exchange basis of 18 billion Belgium francs over the course of two years. In July, 1947, the Tariff Bill was presented and accepted in the Parliaments of both countries. At the signing ceremony, M. Spaak, the Belgian Prime Minister, said: "... This should set a good example in Europe. It is an important date in the history of Belgium"

Though the Tariff Union is by no means complete or perfect and many details have yet to be settled, the outstanding fact remains that agreement has been and is being reached. This international goodwill should serve as a striking example to an otherwise unhappy and disrupted world.



*Blast-Furnaces, IJmuiden*

# INDUSTRY

It is very curious that people abroad always look upon the Netherlands as an agricultural country and after a short stay appear to leave with this impression confirmed. In actual fact, Holland is very highly industrialized. Shipbuilding, for instance, developed as a natural sequence to her topographical position. It was about a hundred years ago now that wood gave way to steel and this revolutionary method of building ships gave life to a great number of ancillary industries.

In 1939, 30 per cent of the natural income was derived from industry, which employed 39 per cent of the available labour.

There are at the moment urgent reasons for further industrialization.

The population of the Netherlands is increasing rapidly and even when every possible extension of arable land is fully utilized this future surplus of labour can never be fully absorbed. There are therefore only two alternatives to large-scale unemployment — emigration or industrialization. Emigration serves no purpose as it only deprives the community of its more valuable and adventurous members. An intense development of industry is thus looked upon as the only means of employing 40,000 people out of a total yearly increase of 100,000. There are many difficulties to be overcome before this project can be got fully under way, most of them caused by the war. There is a universal

shortage of raw material, resulting in an exasperating but necessary system of distribution under government control with its natural tendency to hamper progress. Skilled labour was greatly depleted during the occupation and there was a complete absence of contact with foreign industrial progress. Replacement of war-damaged and antiquated industrial equipment is slow because of the world shortage and the lack of hard currency.

In spite of these drawbacks the production index figure (taking 1938 at 100) rose from 56 at the end of 1945 to 101 in January, 1948. In the third quarter of 1947, 9,800 industries employed 755,000 people, against 450,000 in the same period of 1945. There was also a total turn-

over of 795 million dollars, compared with 217 million dollars.

Industrial development receives appreciable assistance from the Scientific Research Organisation, indicated by the initials T.N.O. (Toegepast Natuurwetenschappelijk Onderzoek; with the head office at The Hague, Koningskade, 12). This semi-official institution possesses more than thirty laboratories and research centres, many of them located in the industrial areas where the objects of their studies are to be found. The T.N.O. covers every branch of science and industry and gives advice wherever physical, biological or chemical problems arise or where new syntheses, processes or designs are called for.

The following industrial survey is



brief and in no way pretends to be complete.

**Heavy Industry.** Iron and steel.

*Blastfurnaces* can be found near *IJmuiden*, where a high grade crude iron is made. Its exports of over 200,000 tons per annum are the largest in Europe. Near *Utrecht* there are big steelworks operating electric furnaces. *Rolling mills* can be found at *Velsen* (near *IJmuiden*), for light and heavy gauge steel sheet; at *Alblasserdam* (near *Rotterdam*) for steel strip and wire; at *Utrecht* for steel and aluminium. Tin smelting works near *Arnhem* refine tin and tin ore mined in Indonesia.

There are some 150 *foundries* for

different metals in every part of the country. The principal machine shops usually have their own foundries and several of them manufacture special steel alloys.

*Construction.* *Shipyards* can be found at *Amsterdam*, *Rotterdam*, *Schiedam*, *Vlaardingen*, *Dordrecht* and on the banks of the tributaries in the vicinity of *Dordrecht*. All types of vessels of any size are built, including special craft such as the huge tin dredgers for Indonesia. Bridge building and other steel construction work is also carried out in these regions. *Machinery Manufacture* coincides to a large extent with shipbuilding, and several big yards

*Philips Works from the air, Eindhoven*

*(Photo K. L. M.)*



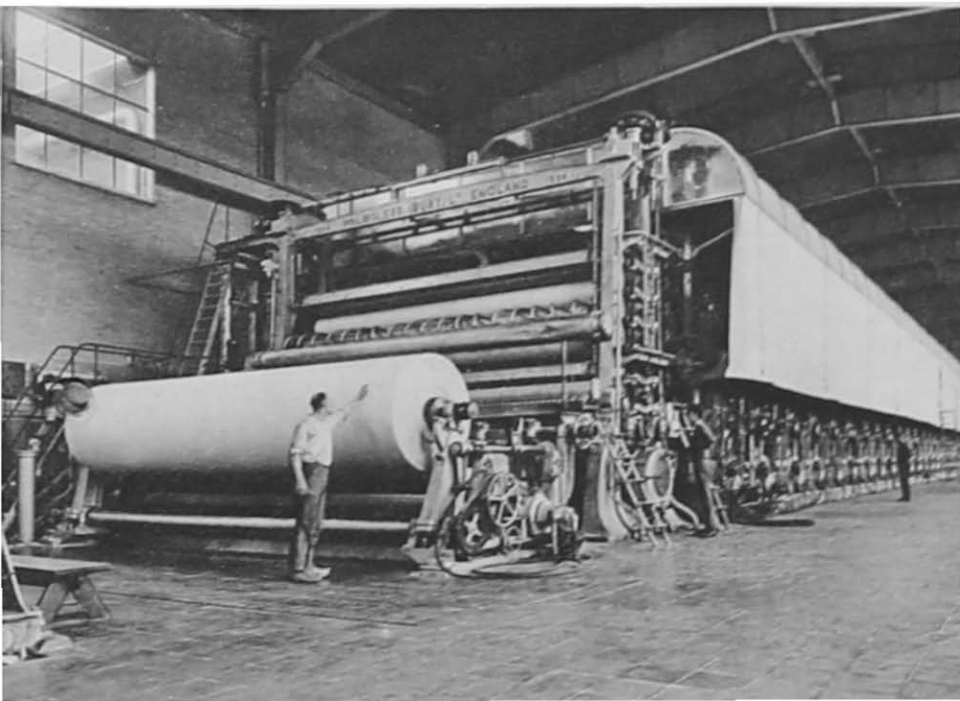
have their own machine shops. Other important centres of machine industry are: *Twente (Hengelo, Enschede)*, *Guelderland (Apeldoorn, Arnhem, Nijmegen and their vicinities)*, *Utrecht, Haarlem, the Hague and vicinity*, *North Brabant (Breda, Tilburg, 's Hertogenbosch, Eindhoven, Helmond, etc.) and Groningen*.

Products range from steam engines, turbines, Diesel engines and locomotives to aircraft, motor coaches and bicycles, from large chemical apparatus to the smallest type of food-processing device. *The Electrical Industry* is equally important and highly developed.

Electric motors from lilliput size to minehoist giants of thousands of horsepower, with all the necessary switchgear, electric cable, wire, etc., are made in *Hengelo, Slikkerveer, Dordrecht, Amsterdam, Delft and Utrecht*, while large transformer works are situated at *Nijmegen*. There is also an extensive manufacture of electric household appliances at *Nijmegen*.

The Philips concern is one of the country's largest sources of industrial export, with its main works at *Eindhoven* and *Hilversum*. Incandescent lamps, radios, X-ray apparatuses and anything connected with "electronics" is either manufactu-

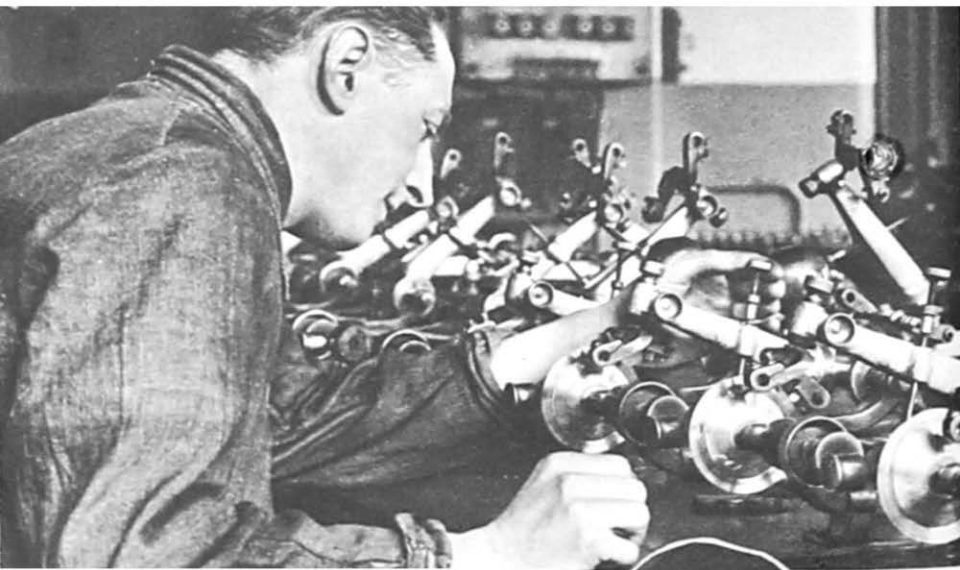
*Inside the Paper Factory of Van Gelder Zonen*



red or in course of development. Atomic research is also part of the programme and recently a Philips cyclotron for atomic fission was installed at the *University of Amsterdam*.

*The Chemical Industry* is closely related to the country's mineral wealth, which consists mainly of *coal, salt and oil*.

*Coal*. The Dutch collieries in the south of *Limburg* rank among the



*Above: A Process in Diamond-cutting*

*Below: Glasblowing*

most efficiently organised mines in the world. Intensive mechanisation raised the production from 1.5 million tons in 1909 to 13.4 million in 1938.

During the war this figure dropped considerably, but in 1947 the 10 million ton mark was passed again. In spite of the thin, steeply inclined coal seams, located at great depths, production per manshift (1,645 ton) ranks second only to the U.S.A.



where geological conditions are so much more favourable. Part of this coal is converted into coke on the site as well as at the *IJmuiden* blast furnaces. Both places have large plant for further processing of the gases liberated by this conversion, and nitric fertilizers (50,000 tons a year), ammonia and many other derivatives are obtained.

**Salt.** Only in the last decades have the big salt deposits at Boekelo, in Eastern Overijssel, been exploited. In 1947 production was 240,000 tons, of which 140,000 tons were exported. The salt is partly refined for

consumption and partly converted by electrolysis into caustic soda for the rayon and soap industries. The chlorine gas liberated at the same time is utilised now for a growing industry of plastics (polyvinyl), solvents, and insecticides (D.D.T. and gammexane).

**Oil.** Mineral oil in Holland is a comparatively recent discovery, but already the oilfields at *Schoonebeek (Drente)* are developing satisfactorily under supervision of the Royal Dutch Shell. The product is a very heavy oil, partly used as fuel oil, partly broken down to give the usual

*The Glass Factory at Leerdam from the air*

*(Photo K. L. M.)*



lighter lubricating oils and motor fuels. Production in 1946 was 65,000 tons, but this is expected to be increased in 1948 to some 248,000 tons. A direct railway connection with the large breaking down plant (2,000 t. a day) and storage depot (600,000 t.) at *Pernis* near Rotterdam facilitates quick disposal of the oil.

Further test drilling, such as that in Delft, points to greater possibilities, which, if confirmed, will be exploited to their economical limits.

*The Pharmaceutical Industry* (*Amsterdam, Apeldoorn, Oss, Zeist, Meppel, etc.*) takes an important place in the chemical industries. It is famous for products such as quinine, insulin, vitamins, hormones and other biochemical medicines. Of late the penicillin manufacture, already covering 40 per cent of the country's needs, is steadily increasing, whilst the manufacture of other antibiotics is also being taken up. As regards the already extensive *soap industry*, new plant for making synthetic soap, is being built at *Pernis*, that large centre of chemical industry. The *rubber industry* has recently opened two new factories for motor tyres, one at Enschede and the other at 's Hertogenbosch. Bicycle tyres, rubber footwear, etc., have been standard lines for many years.

*Plastic mouldings* have been manufactured here for over twenty years, with raw materials (phenolics, ureas, etc.) mostly imported from Germany. Recently the making of polyvinyl resins has been taken up and plant which will turn out some 4 million pounds a year is in course of construction at *Pernis*.

*Delft* also is an important centre of chemical industry, with its manufacture of *methylated spirit, yeast, gelatine, glue, vegetable oils, etc.* In the east of Groningen and Drente the *potatomeal industry* is highly developed.

The *textile industry* has large cotton mills in *Twente, Leiden, Tilburg, Eindhoven, Helmond, etc.* where woollens, linens and other materials are woven. Here is an important carpet industry at *Deventer* and *Hilversum*.

The *rayon industry* has giant plant at *Arnhem, Ede* and *Breda*, which play a big part in the Dutch export programme.

The *glass industry* is of long standing. At *Leerdam* decorative glass-craft is specially developed.

The *ceramics industry* ranges from bricks and sanitary ware to pottery and porcelain dinner services. The names *Delft* and *Gouda* are famous in this respect; *Maastricht* also plays its full part in this craft.

The *shoe industry* is especially flourishing in North Brabant.

The *woodworking industry* is occupied with the making of building components, plywood, furniture and toys.

The *paper industry* goes in for quality products. There also is a large *cardboard industry*, which of late is developing new kinds of *building board*, made of straw as well as reed.

The *diamond industry* centres in and around *Amsterdam*. Many famous stones have been cut and polished there. *Industrial diamond* will soon form a large export item.

# The Utrecht Fair

*Utrecht — founded in the beginning of the Christian era — was well known for its fairs as far back as the twelfth century. Twice a year now this gay city is the Mecca of thousands of business men, manufacturers and buyers who flock to the famous Utrecht Fair from all over the world. The ever-extending buildings house the finest exhibits of Dutch and foreign craftsmanship.*

The importance of the Royal Netherlands Industries Fair — that typical clearing house between commerce and industry — can best be expressed in figures. At the Spring Fair of 1948, 3064 participants exhibited products from 25 countries. These were viewed by over 250,000 visitors from 72 foreign countries.

Special attention is paid to guests from abroad in a pavilion housing the Foreign Relations Department.



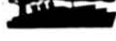
A complete information service is placed at the disposal of enquirers. Here can be found particulars and addresses of any branch of industry, informations on import and export formalities, facilities for banking transactions, a tourist bureau and a complete foodcoupon service. Foreign visitors also find at their disposal a comfortably appointed club where they can hold business conferences or read the latest international journals.

*The Crowd at the Industries Fair, Utrecht*



# Shipping

*A glance at the map will show why the Dutch have become the carriers of the Continent. With the estuaries of the Rhine and Meuse within her borders, Holland is the gateway to the hinterland — Western and Southern Germany, Eastern Belgium, Eastern France, Switzerland, Czecho-Slovakia and Austria — one of the most productive centres in the world. The Dutch coastal towns have therefore naturally developed into large ports with spacious goods depots and harbour equipment developed to a high degree of perfection for quick and expedient turnover.*

	<b>1938</b>	<b>1945</b>	<b>1946</b>	<b>1947</b>	<b>1948</b>
	DEC.	DEC.	DEC.	DEC.	JAN.
 Sea-going ships entering	1758	456	656	914	753
 Sea-going ships leaving	1738	374	556	830	812
 Port traffic (in thousands of metric tons)	56700		11000	17700	

Dutch ships are again in a position to carry goods to every quarter of the globe. Passenger services have also been resumed, not yet with pre-war frequency, but with increasingly better accommodation and speed.

Before the war the Dutch Merchant Navy, with a gross tonnage

of three million, took seventh place in the world's shipping. When the war engulfed Holland, very few of her ships were in their home port. In consequence, nearly the whole of the merchant fleet served the Allied cause. Large ocean liners, such as the *Nieuw-Amsterdam* and *Oranje*, were converted into troop



carries and played their part in the invasions of North Africa, Italy and Normandy.

Holland lost half her merchant fleet during the hostilities. Shipbuilding, however, is one of her strongest assets and this, coupled with the assignment of ships from the War Reparations Board, led to

a speedy recovery. In June, 1947, the Netherlands ranked fourth place in the world's shipping; when outstanding orders have been completed, she will have at her disposal 1,032 vessels with a gross tonnage of 2.7 million — 90 per cent of the pre-war volume.

## INLAND SHIPPING

Inland shipping always played an important role in the transit trade. Before the war Holland operated 55 per cent of the international Rhine shipping, with 6,070 ships (3.7 million tons). The Germans commandeered and damaged beyond

repair many of the large river craft for their much-vaunted "England Fahrt". Notwithstanding this setback, the Dutch Rhine Fleet, with 2.7 million tons, is now again larger than the combined total of all the other riparian countries.

## TRANSCONTINENTAL ROAD TRANSPORT

The chaotic condition of the German railways has resulted in the organisation by Dutch transport firms of road services to Germany,

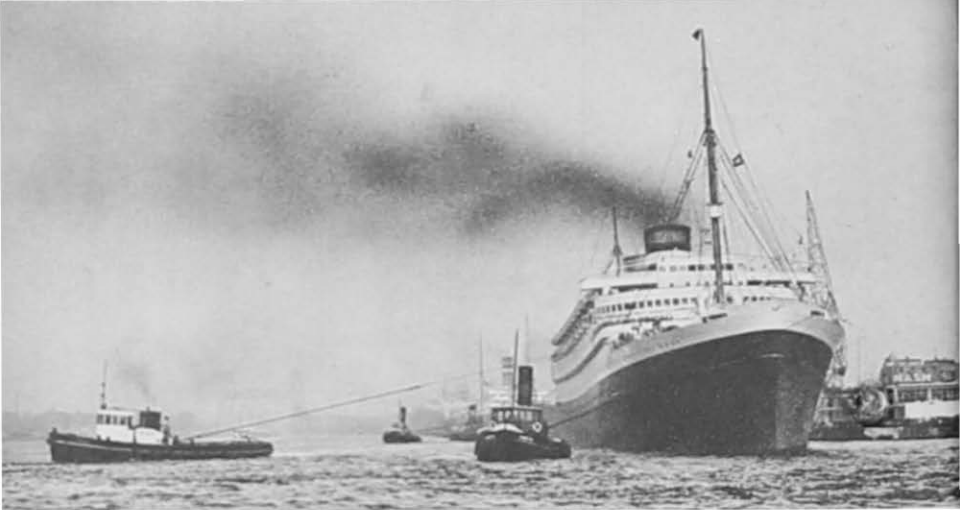
Czecho-Slovakia, Denmark, Austria, etc. These services meet a deeply felt want and are expanding rapidly.

## SHIPBUILDING

According to Lloyd's list of 1946, Holland takes the world's fifth place in shipbuilding, next to Great Britain, Sweden, France and the U.S.A.

It is estimated that ten per cent of the world's merchantmen have been built in Dutch yards. Not only has Dutch shipbuilding been brought to





a high scientific standard, but it also has a reputation for special craft, such as dredgers, floating cranes and tugs of the largest deep-sea types. France, Great Britain, Poland, Portugal, Belgium and others are among the regular customers for these specialities. In shipbuilding research Holland ranks first and fore-

most with its famous laboratories at *Wageningen*. A large sliptank enables scientists to submit scale models of hulls to all flow conditions, while the newest type of apparatus can determine the efficiency of propellers. These laboratories receive orders for tests from all over the world.

## THE PORTS

**ROTTERDAM**, the largest port on the Continent and the third largest in the world, has a quay-length for seagoing vessels of nine miles. It is connected to the North Sea by open water, called the *Waterweg*, 17.4 miles long, and navigable by the largest ships. Rotterdam is mainly a transit port.

**AMSTERDAM**, with a quay-length of 7 miles for seagoing craft, can be reached from the North

Sea by the *Noordzee Kanaal*. This canal contains the largest locks in the world. Another canal connects Amsterdam with the Rhine. This port is principally a storage and distributing centre for Holland and western Europe.

**DORDRECHT**, in the vicinity of Rotterdam, is developing into an important harbour serving the neighbouring industrial areas.

**ZAANDAM**, the old town of



*S.S. "Nieuw-Amsterdam" of the Holland America Line*

Peter the Great of Russia, is the port for the highly industrialized Zaan region, with its large saw mills, oil mills, etc.

**FLUSHING**, a North Sea port at the mouth of the River Scheldt, is important as a building centre for ocean-going ships. It also has a regular service to London, connecting with the Continental express trains.

Ports serving coastal shipping: **DELFIJL**, north-east of Groningen; though primarily a coastal service port, its interests extend across the Atlantic and ships may be found as far distant as South America.

**HARLINGEN**, on the west coast of Friesland, with regular freight services to Great Britain.

Information about the ports can be obtained at the following addresses:

Rotterdam: the Gemeentelijke

Havenbedrijf, Poortgebouw, or the Stichting Havenbelangen, Beursgebouw, Coolsingel.

Amsterdam: the Gemeentelijke Handelsinrichtingen, Kadijksplein, 1.



*Below: Rotterdam Harbour*

Other ports: from shipping offices and harbourmasters.

The ports suffered heavily from war damage and vandalism by the Germans shortly before the capitulation. Eighty per cent of this damage, however, has already been repaired and all waterways are clear of wrecks and mines.

An important branch of the

Dutch Merchant navy is the deep-sea towage service. Dry docks, floating cranes of any size and enormous dredgers have been towed to every part of the world by Dutch tugs.

These ocean-going tugs have many times come to the aid of liners and freighters stormbound in the Atlantic.

*Grain Elevators, Rotterdam*





*Shipping on the Rijn*

*(Photo J. G. van Agtmaal)*

# Aviation



Schiphol Airport

(Photo K.L.M.)

Holland played a leading part in the pioneering of aviation. This was due largely to the efforts of the Koninklijke Nederlandse Luchtvaartmaatschappij (Royal Dutch Airlines). This Company, under the management of its founder, Albert Plesman, took up the question of aviation as early as 1919. On May the 20th, 1920, the first K.L.M. plane took off on its flight to London; this feat was the origin of the term "The Flying Dutchman".

The quick development of the K.L.M. was also aided by trade, banking and shipping circles, all of

whom showed a very keen interest in this form of transport. The Dutch Government, by subsidizing the en-

terprise, emphasized its importance in the national interest.

The K.L.M. soon established itself at home and abroad by a regular service and high degree of safety. The Company maintained the tradition of the Dutch merchants with the most modern means. For a long period the well-known Dutch Fokker aircraft formed the principal part of the fleet, and slowly but surely an extensive network of airlines connecting Amsterdam with the other capitals of Europe was inaugurated. The greatest feats, however, were the pioneer flights to

the East and West Indies. In 1924, the K.L.M. pilot, A. Thomassen à Thuessink van der Hoop flew to Batavia, thus laying the foundation for the regular air service from Amsterdam to the Far East.

The position in 1939 was encouraging. The principal trade centres of Western and Central Europe were connected by airlines of the K.L.M. The network was rapidly growing in the Antilles, while services to the East Indies had increased to three times a week.

*The K.L.M. during the war.*

The blow dealt to the K.L.M. by the war was almost crippling. Only in the Antilles could services be maintained. In Europe, the K.L.M. (under charter to the B.O.A.C.) kept up the "life-line" between Bristol and Lisbon.





# Fisheries

Fishing has always held a place in Dutch trade. The years previous to 1940 witnessed an intense development of herring fishing and the catch of one year often amounted to more than 100,000 tons. The fishing fleet consisted of **o**ut 3,300 vessels, several of them equipped with the most modern gear.

Although many ships were lost during the war, an impressive fleet sailed again in 1946. The total catch of herring amounted to 105,000 tons, then valued at 13.4 million dollars. The northern fishing har-

bours — *Vlaardingen, Scheveningen, IJmuiden*, etc. — with their modern refrigerating and curing plants, are now as busy as they ever were.

Whaling is a post-war innovation. The factory ship, *Willem Barendsz*, with eight catcher vessels, made its first voyage in 1947. The results of the trip amounted to 4.7 million dollars.

The famous oyster nurseries in the Province of Zeeland, which fortunately suffered very little from the war, provide their delicacies for foreign markets.

# AGRICULTURE



*There are no extensive fields of wheat or cattle ranges in Holland. The Dutch farmer is more specialized in raising valuable seed crops, vegetables and fruit, bulbs, garden plants and shrubs, high-grade cattle and poultry for breeding purposes. Holland has the advantage of being surrounded by highly industrialized countries, thus enabling a quick turnover of fresh products. Very perishable produce nowadays goes regularly by plane.*

Agricultural exports are very large. Before the war the export of potatoes for consumption was from 2 to 3.5 times as great as that of any other country in the world. Export of cheese was three-fold greater, while that of condensed milk (170,000 tons) was ahead of all others (Denmark following with only 20,000 tons). Ninety per cent of homegrown flower bulbs, trees and shrubs, fifty per cent of all vegetables and sixty-four per cent of the total value of butter, cheese and milk powder were exported.

For a small country, these figures point to a very high yield per unit; this was obtained by large imports

of fertilizers and fodder. The use of fertilizers is such that harvest results have reached record figures. For example, the specific yield of potato crops is thirty-five per cent higher and that of sugar beet forty per cent higher, than the European average. Compared with the U.S.A. these Dutch averages are respectively 150 and 43 per cent higher.

Farming suffered heavily in the war. Imports of cereals and fertilizers practically ceased, labour was conscripted into Germany, fertile soil was inundated, cattle and poultry were slaughtered and agricultural machinery was pillaged. The Dutch farmer, however, quickly went to

work and the degree of reconstruction can be gauged by the following facts:

In 1947, exports of agricultural produce, breeding stock, fishing and forestry, amounted to 195 million dollars. They formed 27.8 per cent of the total export (the pre-war percentage was 24.8). Because of the world's post-war demand for seed potatoes, these amounted to 5.7 per cent (40 million dollars) of the total 1947 exports.

Horticulture too has recovered; famous centres such as *Hillegom*, *Lisse* and *Sassenheim* for bulbs, *Boskoop* for trees and shrubs, and *Aals-*

*meer* for hothouse flowers, are alive with activity and despatch their produce by air all over the world.

Livestock is increasing only slowly as fodder is still in short supply. The influence of this is felt by the 625 dairy factories. Of these, 425 are cooperative concerns. Their products range from butter and cheese to milk powder, condensed milk, caseine and special baby foods.

Agricultural consultants in government service and most of the graduates of the Wageningen Academy for Agriculture assist the farmer in bringing his products to the highest possible standard.





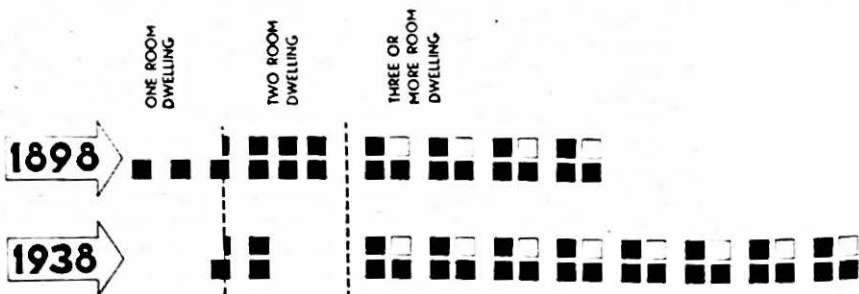
# Public

Public health in Holland has attained a very high level, thanks to official as well as private initiative. The country has the second highest birthrate and the lowest mortality figures of the world. In 1947 there were 29.1 births and 8.8 deaths per thousand inhabitants. The low infant mortality (36 per 1,000 in 1938) is equalled only by New Zealand.

The population has grown in the last hundred years from 3 to 9.5 million.

Medical efficiency and general hygienic education have caused a number of infant diseases practically to

disappear whilst most social diseases are fully under control. Medical training has reached a high level and



# Health

One technique, though suffering from lack of hospital space and personnel, is equally well developed. Although the war adversely affected public health the death and birth rates are now again at their pre-war level.

*Social Insurance.* The first step towards social security was the Employers' Liability Act of 1901, which insured workers against financial consequences of accidents incurred during employment. Since then a number of other social laws have been passed, many of which are now being adapted to modern needs. They cover accident, illness, disability, old age, the care of widows and orphans, and will very soon include unemployment.

In 1946, forty per cent of the population participated in a compulsory health insurance scheme providing for medical and hospital treatment. Another 25 per cent voluntarily took part in this scheme. The law at the moment guarantees the worker 80 per cent of his wages for 52 weeks' continuous illness; after this period a disability annuity may be accorded. Further reaching provisions are now under discussion.

*Housing.* Government supervision



*Working Class Flats in Rotterdam*

of building has done much to contribute towards the health of the people. The Housing Act of 1901 provided for slum clearance and an increased standard of living conditions. Before the war there was a yearly average increase of 37,000 newly built houses. This was adequate for all requirements.

The present shortage, estimated at 300,000 homes, is a serious social problem which has not yet been solved.



(Photo reproduced by Courtesy of Elsevier's Publishing Company)

# Indonesia

*Holland, in common with other seafaring nations, acquired vast overseas territories in the seventeenth century. The first commercial fleet reached the Indian Archipelago in 1595 and was soon followed by many more.*

The East India Company was founded in 1602 with commerce as its ultimate goal. The next step was the establishment of Dutch settlements in various parts. The transitional stage between pioneering and full control of the territory was marked by conflict with white competitors and the native inhabitants. Gradually, however, larger areas came

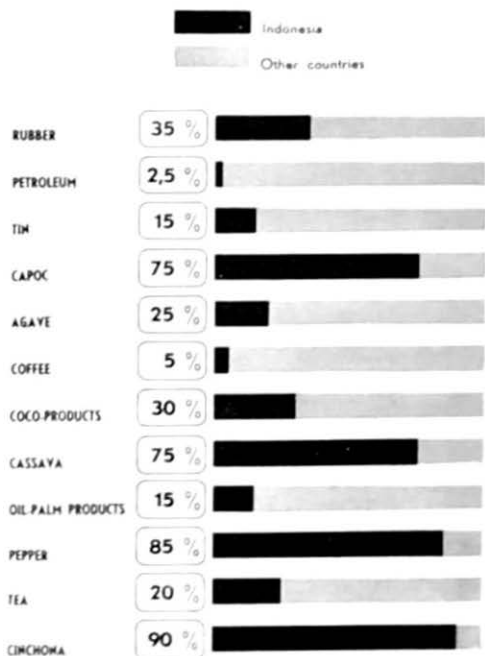
within Dutch jurisdiction until most of the Archipelago was finally regarded as a Dutch possession — stretching from Sumatra to New Guinea, a distance of some 4,000 miles.

During the Napoleonic hegemony, the territory was administered by Great Britain on behalf of Holland. Natural rule was resumed in 1814 and since then, and especially in the

years following the last decade of the nineteenth century, great strides have been made in the improvement of general conditions.

Holland has much to thank the Indies for in the way of natural wealth, whilst the Indonesian people have cause for gratitude in the higher standard of living, education, sanitation, religion and general protection.

To-day both peoples are seeking together to lay the foundation for a new political status which will secure equal rights and liberty.



# The Netherlands in Antilla

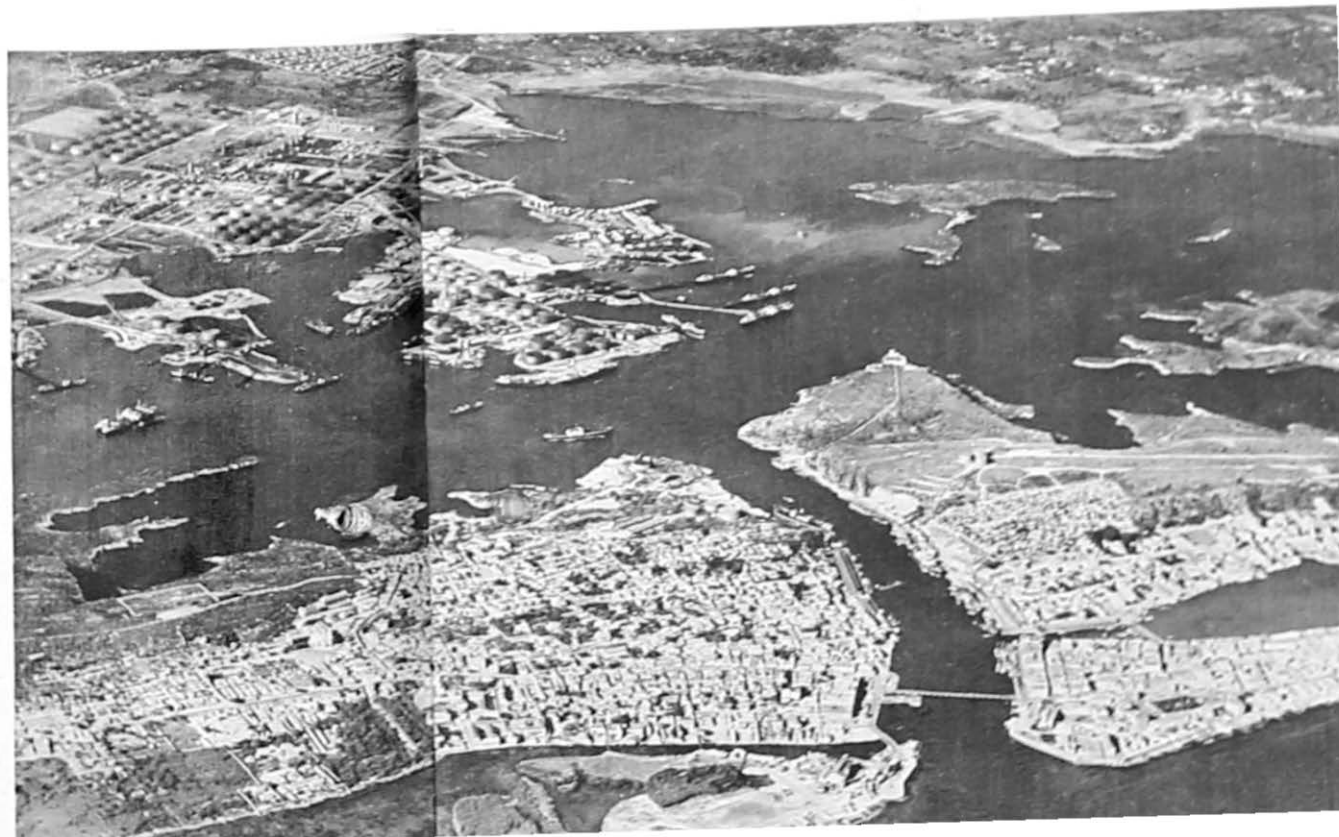
*The Dutch flag flies over six islands in the Caribbean — ever since Peter Stuyvesant, from his Manhattan "bowery", ruled over both New Amsterdam and Curaçao.*

Of these islands, Bonaire, St. Martin, Saba and St. Eustatius are picturesque remnants of more romantic times, set in an unpretentious but attractive background of coral rock, volcanic ash and prickly growth. The main island of Curaçao, however, with its twin brother Aruba, teems with modern economic activity. The Royal Dutch-Shell and the Standard Oil Company here developed some of the world's largest oil refineries, all of which played a large part in the war.

In 1944 the export of oil products amounted to 291 million Curaçao guilders. Other exports include phosphate of lime, aloe and salt.

The total population of these islands amounts to approximately 143,500 (in 1946). It consists (apart from the native aborigines) of Dutch, British, Americans, Venezuelans, Indonesians, Surinams, etc.

*Willemstad, Curaçao, from the air*



# The Netherlands

## South America

*Wedged between Brazil and Venezuela, the Amazon and the Orinoco, lie the three Guianas, the middle one of which is Dutch.*

It is named Surinam, after one of the many wide estuaries that characterize those fertile marshes, and was assigned to the Netherlands at the peace of Breda in 1667 (between Great Britain and the United Netherlands) in exchange for New Holland, now New York

The population, some 200,000 in all, is made up of Creoles, Bush Negroes, Indians, Hindus, Indonesians, Chinese and approximately 1,600 Europeans.

Like the Dutch polders, the soil is muddy and kept in condition by a system of ditches and dykes. The main agricultural products are sugar cane, coffee, rice and tropical fruit. The forests up country contain an endless variety of valuable timber and yield balata and other kinds of latex. To some extent gold is also found.

The immense deposits of bauxite, a clay-like mineral containing aluminium, are of paramount importance.





*Above:  
Bauxite Quarry, Dutch Guiana*



*Below: Paramaribo*

# PRACTICAL HINTS

VVV

*Information can be obtained in every town from the offices of the local Tourist Association. These associations are to be found in almost every city under the name of V.V.V. Advice is courteously offered on local amusements, theatres, concerts, museums, points of interest, etc.*

The price of a room with bath and breakfast is normally around nine guilders, though less luxurious – but quite adequate – accommodation can be had for as little as three guilders. Lunch or dinner at a good restaurant ranges from about two to five guilders for an ample meal. Unless otherwise stated there

is a customary ten per cent service charge.

Public holidays in Holland are on New Year's Day, Easter Monday, Ascension Day, Liberation Day (May 5th), Whit Monday, the Queen's Birthday (April 30th) and Christmas (December 25th and 26th).



## FORMALITIES *But not many*

The visitor will observe when visiting the Netherlands that formalities are few. It is a tradition of the country to afford strangers a hearty welcome. Provided that passport and visa (the latter where necessary) are in order, no registration is required for a stay not exceeding thirty days.

For a stay exceeding thirty days

the police must be informed by the end of the first thirty days. This can be done locally. The police will help in extending the duration of the visa should this prove to be necessary. Control is strict on this point as it often happens that foreigners remain in the country to seek work; this requires a special labour permit.



# PRACTICAL HINTS

## *Travellers and* RATIONS

- *Visitors from abroad receive normal food coupons a fortnight at a time. To obtain these, application must be made in person to the local Food Office. In some towns the visa or passport must be stamped by the police for this purpose. These formalities last only a few minutes.*
- *Visitors are reminded that failure to hand in coupons to private households where they may be staying as guests will entail considerable hardship on part of the host. Although food in the Netherlands appears to be plentiful to those who can afford to eat in restaurants and hotels, family rations are short.*
- *Coupons are not required for meals in restaurants. Meat is generally in short supply and on Tuesdays and Fridays is not served at all in any restaurant or hotel.*
- *Coupons need not be given up in hotels for a stay of five days or less. For a period of more than five days, however, hotels are bound by law to demand them.*

# PRACTICAL HINTS



## RAILWAYS

	<i>single</i>	<i>1st cl.</i>	<i>2nd cl.</i>	<i>3rd cl.</i>
FARES (in cents per km) :	1 to 140 km	6.02	4.62	3.2
	further	3.01	2.31	1.6
	<i>return</i>			
	1 to 100 km	9.64	7.38	5.12
	further	6	4.6	3.2

**RETURN TICKETS** Return tickets are available for one day. The journey may be interrupted at all stations on the route.

It is advisable to book seats on the international trains two days in advance at f 1.25 a seat.

Most travel agencies supply railway tickets without extra charge. The following railway information offices give free advice and information:

RAILWAY INFOR- MATION OFFICES	Amsterdam C. Station . . . . .	Phone 38383
	Arnhem . . . . .	” 1302
	Groningen . . . . .	” 22755
	The Hague H.S. Station . . . . .	” 183907
	The Hague S.S. Station . . . . .	” 772025
	Haarlem . . . . .	” 18125
	Hilversum . . . . .	” 5630
	Leeuwarden . . . . .	” 4380
	Leiden . . . . .	” 23377
	Maastricht . . . . .	” 4563
	Nimuegen . . . . .	” 22430
	Rotterdam D.P. Station . . . . .	” 27100
Rotterdam Maas Station . . . . .	” 29100	

# PRACTICAL HINTS

Utrecht C. Station . . . . . Phone 15761  
 Brussels, Cantersteen 45 . . . . . „ 128345

## INFORMATION

Written requests for information should be addressed to:  
 Centrale Inlichtingendienst, Reizigersverkeer, Dienst Economische Zaken, 4de Afdeling, Utrecht.



## POSTAL SERVICES

Dutch postal services, seriously upset by the war, now run smoothly. Communications have been restored and traffic is normal. "Auntie Pos", as the Dutch call their P.T.T., is again her old self, an active and energetic lady.

TARIFFS		local	inland	abroad
LETTERS	up to 20 grammes	6 ct	10 ct	20 ct
	20— 100 „	10 ct	15 ct	for each
	100— 300 „	20 ct	20 ct	additional
	300— 500 „	25 ct	25 ct	20 gr. 12.5
	500—1000 „	35 ct	35 ct	ct. (Belg.)
	1000—2000 „	50 ct	50 ct	10 ct. for every 20 gr.)
POST-CARDS		5 ct	7.5 ct	12.5 ct. (Belgium 7.5 ct.)

# PRACTICAL HINTS

	up to 500 g.	2 ct. per 50 grammes.
PRINTED	500—750	25 ct.
MATTER	750—1000	35 ct.
	1000—2000	50 ct.

Letters and postcards for Europe (except Germany, Gibraltar, Iceland, and Malta) go by air without extra charge. Airmail to North America, daily except Sunday; South America, four times a week; South Africa, once a fortnight. Extra postage on Airmail for U.S.A. 20 ct. per 5 grammes.



## TELEGRAMS

**INLAND** Inland 40 ct. for ten words or less; 10 ct. for every additional 5 words or less, up to 50 words; 10 ct. for every additional 10 words over 50.

	Belgium . . . . .	f 0.10
	Denmark . . . . .	0.175
	Eire . . . . .	0.205
	France . . . . .	0.145
	Italy . . . . .	0.255
	Luxemburg . . . . .	0.171
	Norway . . . . .	0.22
	Spain . . . . .	0.335
	Sweden . . . . .	0.165
	Switzerland . . . . .	0.15
	Gt. Britain . . . . .	0.135
	U.S.S.R. . . . .	0.335
<b>EUROPE,</b>		
per word		
(minimum		
5 words):		

# PRACTICAL HINTS

	Canada and Newfoundland . . . . .	f 0.80
AMERICA	U.S.A. 1st zone . . . . .	0.55
	2nd zone . . . . .	0.65
	3rd zone . . . . .	0.75
	4th zone . . . . .	0.825
	5th zone . . . . .	0.90
	Argentine . . . . .	1.63
	Brazil . . . . .	1.655
	Peru . . . . .	1.485
	Uruguay . . . . .	2.01
AFRICA	SOUTH AFRICA . . . . .	f 0.80
	INDIA AND PAKISTAN . . . . .	f 0.80
ASIA	China . . . . .	f 2.58
	Hongkong . . . . .	0.80
	Palestine . . . . .	0.80



## TELEPHONE

But for the war the Netherlands in 1946 would have been the first country in the world with an entirely automatic telephone service. This will now be effected in 1952. At present, automatic trunk calls can be made to nearly 100 areas on about 1,000 lines.

### INLAND RATES

The charge for trunk calls (three minutes or less) varies according to distance. There are five zones, at 6, 15, 30, 45, and 60 cents. Urgent calls are double these prices; express calls five times.

# PRACTICAL HINTS

(Minimum three minutes, additional time charged per minute). Every three minutes:

ABROAD	Belgium . . . . .	1.20
	Denmark . . . . .	3.75
	Eire . . . . .	5.70
	France . . . . .	2.55—5.80
	Italy . . . . .	6.30—12.90
	Luxemburg . . . . .	2.10
	Norway . . . . .	6.15
	Sweden . . . . .	7.95
	Switzerland . . . . .	4.05
	Gt. Britain . . . . .	3.90
	U.S.S.R. . . . .	18.15
	Canada . . . . .	32—40.—
	U.S.A. . . . .	32.—
	Argentina . . . . .	40.—
Brazil . . . . .	40—50.—	
Peru . . . . .	48.—	
Uruguay . . . . .	45.—	

## USEFUL DATA *and* CONVERSIONS

### CUBIC MEASURES

1 Imp. Gallon equals	4.54 litres.
1 U.S. " "	3.78 " "
1 cub. Inch " "	16.4 cub. cm.
1 " Yard " "	.76 " metre.
1 " Foot " "	28.3 litres or cub. decimetres.



# PRACTICAL HINTS

- To convert litres to Imp. pints, multiply litres by 1.76 .  
" " " " U.S. " " " " 2.12  
To convert cub. centimetres to cub. inches,  
multiply cub. centimetres by .061.  
To convert cub. metres to cub. feet,  
multiply cub. metres by .035.



## WEIGHTS

- 1 lb equals .454 kilogramme, 1 oz. (avoirdupois) equals  
28.35 grammes.  
1 kilogramme equals two Dutch pounds or ten Dutch ounces.  
1 long ton equals 1,016 kilogrammes, one short ton equals  
907 kilogramme.  
To convert kilogrammes to lbs., multiply kilogrammes by 2.2  
" " Dutch ounces to ozs., " Dutch ounces " 3.52  
" " metric tons to long tons,  
multiply metric tons by .984



## MONEY

The guilder or florin (fl.) is the Dutch monetary unit. It is equal to 100 cents, 4 „kwartjes” (quarters), or 10 „dubbeltjes” (ten cent pieces). There are cash notes of fl. 1.— and fl. 2.50 and banknotes of fl. 10, fl. 20, fl. 25, fl. 50, fl. 100 and fl. 1,000. At the present rate of exchange the pound sterling is equal to fl. 10.69, a shilling being just over 50 cents.

# PRACTICAL HINTS

To convert guilders to shillings, multiply guilders by 1.87

" " " " pence, " " " 22.4  
U.S. \$ 1.— equals fl. 2.65.

To convert guilders to dollars multiply guilders by .377.

## LINEAL MEASURES



1 inch equals 2.54 centimetres

1 yard " 91.44 "

1 foot " 30.48 "

1 mile " 1.609 kilometres or 1609 metres.

To convert centimetres to inches, multiply centimetres by 3.94

" " metres " feet, " " " 3.28

" " " " yards, " " " 1.09

" " kilometres " miles, " " " .624

## SQUARE MEASURES



1 sq. inch equals 6.45 sq. centimetres.

1 sq. foot " .093 sq. metres.

1 sq. mile " 2.59 sq. kilometres.

To convert sq. centimetres to sq. inches,

multiply sq. centimetres by .155

To convert sq. metres to sq. feet,

multiply sq. centimetres by 10.76

To convert sq. kilometres to sq. miles,

multiply sq. centimetres by .386

To convert hectares to acres, multiply sq. centimetres by 2.45



# DIPLOMATIC REPRESENTATIVES

If not stated otherwise, the addresses are at The Hague

	<i>Foreign Country's Representative in the Netherlands.</i>	<i>The Netherlands' Representative in the Foreign Country.</i>
<b>Argentina, Paraguay and Uruguay</b>	58a Lange Voorhout	1430 Calle Lavalle, Buenos Aires
<b>Australia</b>	18 Lange Voorhout	Muggaway, Canberra
<b>Austria</b>	31 Koninginnegracht	91 II Helferstörterstr., Vienna
<b>Belgium</b>	10 Andr. Bickerweg	20 Regentslaan, Brussels
<b>Bolivia</b>	15 Raadhuisstraat, A'dam 94 Meent, Rotterdam	385 Los Andes, Casilla 1517, Lima (Peru)
<b>Brazil</b>	Hotel Kasteel Oud Wassenaar, Wassenaar	17 Rua Barao do Flamengo, Rio de Janeiro
<b>Canada</b>	1a/b Sophialaan	58 Sparks Street, Ottawa
<b>Central American Republics</b>	106 Meent, Rotterdam; 18 Roemer Visscherstraat, Amsterdam	89 Calle Real de la Ciudad Vieja, Guatemala
<b>Chile</b>	32 Jan van Nassastraat	56-D, Casille, Santiago de Chile
<b>China</b>	16 Alexanderstraat	Nanking
<b>Columbia</b>	Hotel Kasteel Oud Wassenaar, Wassenaar	18-50 Apartado Nacional, Bogota
<b>Cuba, Dom. Rep. and Haiti</b>	Hotel des Indes	2674 Apartado, Havana
<b>Czecho-Slovakia</b>	1 Stadhouderslaan	Palais Nostitz, Maltezske namesti I, Prague
<b>Denmark</b>	13 Sophialaan	59 Ny Toldbodgade, Copenhagen
<b>Ecuador</b>	Hotel des Indes	see: Columbia
<b>Egypt</b>	20 Surinamestraat	11 Sharia Kamal Mohamed, Zamalek, Cairo
<b>Eire</b>	London: 33 Regent Street, S.W. 1	71 Merrion Square, Dublin
<b>Finland</b>	2 Nassaulaan	11 Lilla Robertsgatan, Helsinki
<b>France</b>	15 Lange Vijverberg	85 Rue de Grenelle, Paris

# DIPLOMATIC REPRESENTATIVES

If not stated otherwise, the addresses are at The Hague

Great Britain	19 Laan	Hereford House, 117 Parkstreet, London W.1
Greece	17 Alexanderstraat	8 Rue Lykiou, Athen
India	Hotel des Indes	4 Ratendone Road, New Delhi
Italy	65f Zeestraat	2 Via Pasquale Stanislao Mancini, Rome
Luxemburg	16 Oostduinlaan	45 Bd. Royal, Luxem- burg
Mexico	47 Van Lennepweg	51 Calle de Liverpool, Mexico
Norway	4 Andr. Bickerweg	29 Oscarsgate, Oslo
Peru	Hotel Kasteel Oud-Was- senaar, Wassenaar	385 Los Andes, Casilla 1517, Lima
Poland	25 Alexanderstraat	Hotel Polonia, Warsaw
Portugal	34 Wassenaarseweg	147 r/c D Rua da Escola Politechnica, Lisbon
Rumania	9 Bezuidenhoutseweg	22 Alea Alexandru, Bucarest
Siam	123 Laan Copes van Cattenburgh	133 Majadamri Road, Bangkok
Spain	38 Lange Voorhout	10 Calle de Zurbaràn, Madrid
Sweden	26 Jan van Nassastraat	29 Sturegatan, Stock- holm
Switzerland	42 Lange Voorhout	11 Kollerweg, Bern
Turkey	29 Prinsessegracht	Felemenk Sefareti. 4 Müdafaai Hukuk Caddesi, Ancara
USSR	2 Andr. Bickerweg and 4 Joh. de Wittlaan	Netherl. Embassy. Moscow
Vatican	5 Carnegielaan	7 Via di Villa Patrizi, Rome
Venezuela	17 Gr. Haesebroekse- weg, Wassenaar	Apartado 949, Caracas
Union of South Africa	2c Alex. Gogelweg	834 Pretorius straat, Pretoria
United States	7 Benoordenhoutseweg	1470 Ueclid Street N.W. Washington 9, D.C.
Yugoslavia	114 Jan v. Nassastraat	99 Kneza Miloza, Belgrade

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