

of one man. Even more miraculously, his main guides, with the exception of Charbonnier Baserques and Barrere, all survived the war.

Like most of the escape lines in other regions, the Dutch-Paris was infiltrated by pro-German sympathizers. One researcher has commented that Jean Weidner unfairly blamed Suzy Kraay for betraying the organization. She had been arrested and subjected to a heavy-handed interrogation, which finally resulted in her revealing names and addresses. After the war, she wrote a horrifying report on her interrogation.

The second important escape line was the one that went across the English Channel organized by 'The Man with the Boats'. We know that at least two of Henri's escapees were sent by that route. The boatman was twenty-six-year-old Anton (Tonny) Schrader, who had arrived in the Netherlands from Indonesia shortly before the war.

In the abbreviated RVV organizational chart (see the plate section) the three RVV escape routes and food distribution organizations listed are: de Graaf, Scharrer and Schrader (Tonny). Special mention should be made of Tonny Schrader. He was a colourful, optimistic personality and had landed an important job as supervisor at the Bureau of Raw Materials which made it possible for him to travel around. He had permission to use one of the cars of Queen Wilhelmina, complete with her chauffeur, Gerard Bryne; all the royal family's cars had been confiscated by the Germans. This freedom of movement made it relatively easy for Tonny to organize an escape route over the North Sea.

There are several amazing stories of Tonny's narrow escapes. Rudy Zeeman, in his memoir, describes one incident that occurred when Schrader was collecting Allied crewmen. After picking up New Zealander Cyril Mora at Utrecht-Tuindorp, the car was halted at the town of Woerden by German soldiers. Asked whether they could give a German general a lift to the Hague because the general's car had broken down, Schrader replied, '*Selbverstandlich*' (Of course).

The general took a seat in the back next to Schrader and started an animated conversation. When dropped off in the Hague, the *Herr General* invited Schrader to come and have a drink at his place soon. All the while, the New Zealander had remained fast asleep in the front seat next to the driver. The general never found out about the unusual company he had been keeping that morning. The New Zealander, on the other hand, on his return to his base in England, could tell the gripping story of how he had travelled in a car with a German general and a few Dutch Resistance men, amongst whom was the former chauffeur of Queen Wilhelmina! He definitely will have made the most of it, despite being fast asleep the entire trip!

It is believed that Tonny organized seven crossings for groups of escapees. His sixth crossing failed in August 1943 when the Kriegsmarine intercepted the boat

Cyril Mora