

attention of the veterans for the first time at the August meeting that the company had been capitalized at \$26,000, divided as follows: ten ordinary shares, par value \$100, 250 preferred shares, par value \$100. Then a bomb-shell was sprung on them when they were advised that only the holders of the ten ordinary shares were allowed a vote in the company, and of these ten ordinary shares no fewer than six were held in the name of Leopold Ferland.

The veterans were then advised for the first time that they had nothing to do with this new company entitled the veterans' taxi owners association of Montreal, since none of them held a share in it, and if any one of them wanted to have any connection with or any say in the administration of this company they would have to buy a share at the price of \$100. They were further advised that if they did not have the money small payments of \$10 would be accepted. I am told that some forty-three veterans have paid the amount of \$100 for their shares.

There was great confusion at this meeting. It broke up in great disorder. After that, many of these veterans tried to make some kind of personal investigation on their own behalf into the affairs of this taxi association and to find some trace of what had happened to their money. Apparently they were unable to get anywhere, and in December of last year a number of these veterans banded together and decided to raise a small amount of money among themselves to obtain legal advice and to go to the legal department of D.V.A. I understand that 391 of these veterans are in this association I speak of and that they have subscribed and put up somewhere around \$7,000 for legal advice and things of that kind.

I do not wish to go over the long list of interviews they had with officials of D.V.A. I would simply mention that they consulted Colonel Hague of the department in Montreal. They saw a Mr. Campbell, who, I am advised, is in the legal department in Montreal. They were in Ottawa in January, when they had an interview with General Burns and Mr. Gunn. This matter was fully gone over in Montreal and fully gone over again in Ottawa, and at the suggestion of General Burns they were asked to see the solicitor general. I am advised that they did have an interview with him and had a second interview with him in January in Montreal. In February they had a further interview with General Burns in Ottawa. I am told, whether it is correct or not, that the Royal Canadian Mounted Police had made an investigation into this matter, and the veterans were advised by General Burns that D.V.A. could take no action, that

the charter had been granted by the government of Quebec and that anything Leopold Ferland had done in connection with the formation and operation of this veterans' taxi cab owners association had been done after he had left the Department of Veterans Affairs.

I am advised that Mr. Ferland either left or was discharged from the Department of Veterans Affairs some time in September, 1946. I am also advised that Mr. Levesque left D.V.A. some time in March, 1947. I may be wrong but that is the information that has been given. The veterans had a further interview with one Colonel Painchaud of the legal staff of the department in Ottawa. He went to Montreal, and once again, with Colonel Hague, the whole matter was gone over. Colonel Painchaud was unable to do anything for them. They had a final interview in May of this year in Ottawa with Mr. Woods, the deputy minister, General Burns and Mr. Gunn as well as Colonel Painchaud. Once again the whole matter was gone over from start to finish and they were told to return the next day to hear what decision had been reached.

The boys came back the next day and had an interview with Mr. Gunn and they say they were advised that D.V.A. could take no action in the matter. Mr. Gunn did tell them that if there was no publicity in the matter D.V.A. would attempt to interfere and endeavour to get control of this company or association from Mr. Ferland and that the money to be used in connection with it would have to be supplied by the veterans.

As I said at the beginning, I did not wish to refer in any way to the action of these veterans through their own counsel, or to any matters before the courts, but to mention only one thing, and that is that a sum in the neighbourhood of \$200,000 was involved, apart from the amount spent by each individual veteran for his car.

Mr. MACKENZIE: It was \$26,000.

Mr. WHITE (Hastings-Peterborough): Instead of having what they assumed they were getting, a mutual association which would be for the benefit of veterans, which would be controlled by them, in which they would have the say and the direction, and in which, if there were any profits, they would share, they now find that they have a joint stock company in which they have no share or control. They are unable to buy any one of these ten shares which carry the vote. They are obliged to pay \$100 for a share if they wish to have any connection of any kind with the company.