

Third, the acts of all officials of D.V.A. in handling veterans matters should be binding on the Department of Veterans Affairs. I do not think anyone in the house can quarrel with those three simple principles.

In the spring of 1946 a considerable number of veterans in Montreal wished to be re-established and become the owners of taxicabs to be operated in that city. One by one those boys went to the Montreal office of the D.V.A. where they were directed to an official who was in charge of car priorities, whose name was Leopold Ferland. He explained to each veteran the manner in which he would have to apply for the various credits, the necessity of obtaining a licence from the city and various other matters having to do with obtaining a taxicab and going into business. Apparently a great many veterans in the city of Montreal consulted the department and Leopold Ferland on this matter, because early in May all the veterans who had consulted D.V.A. received a telegram from Leopold Ferland asking them to attend an urgent meeting in the city of Montreal on the 13th of May. At this meeting some fifty odd veterans attended, and from D.V.A. there were two officials, Leopold Ferland and a Mr. Levesque, who acted as chairman of the meeting. At this meeting there was considerable discussion of the veterans becoming reestablished and going into the taxicab business.

I am told that in the city of Montreal there are two taxicab associations, the Diamond taxi association and the LaSalle taxi association. Many of these boys were anxious to become associated with these two existing associations, and so it was decided that a small delegation should go to these two existing taxicab associations and sound them out whether or not they would be prepared to accept a fairly large number of veterans. Mr. Ferland of D.V.A. agreed to go with them as an official. Someone said it might be practical or wise, in order to put a little pressure on the taxicab companies already established, if the veterans would form their own association, but no action was taken at that time. Then it was suggested that each of the veterans present should pay the sum of \$50. I am advised that on that occasion some thirty-eight veterans of those present paid \$50 to Leopold Ferland, and at the same time Mr. Ferland advised the veterans that any veteran who did not have the money with him would be perfectly welcome to call at his office at D.V.A. the next day or whenever they had the money and make the payment.

I am further advised that the next day and the following days a fairly large number of veterans did call at Leopold Ferland's office

in D.V.A. and paid their \$50. About two weeks later Mr. Ferland called another meeting, and at this meeting some 250 veterans turned up. At that time I am informed that some 200 veterans or thereabouts, maybe a few more or a few less, had paid their \$50 to become associated with this new taxi association. It was agreed then that they would accept 250 veterans into the association. Such matters were discussed as insurance for the taxicabs and things of that sort. Mr. Ferland reported on his negotiations with the other two taxi companies, which was to the effect that only a few veterans could be absorbed. He reported on a trip to the city of Ottawa to consult certain D.V.A. officials regarding 250 priorities and explain to them various matters which he said would justify the officials in Ottawa as to a certain colour for the cabs, and one thing in particular, that the cabs should be all painted in the factory so that when they were delivered to a dealer there would be no possible chance of the dealer selling them to anyone else. I should have mentioned that at the second meeting Mr. Levesque of D.V.A. was the presiding chairman.

Mr. Ferland called a third meeting in July, and at that time he gave no information to these 250 veterans that he had already obtained a charter in the province of Quebec for the incorporation of a joint stock company, nor was there any accounting given or made in any way of the various sums of money that had been paid in to him. The question of insurance was further discussed, and it was agreed that the sum might range between \$15 and \$20 to be paid by each veteran to cover one large insurance policy. It was also decided that each veteran would pay in \$20 a month as fees to this association. Many of the boys paid their insurance then or shortly afterwards, and they started to pay their \$20 a month beginning from the time they received delivery of their taxicabs.

Things appeared to be going along very well, but in August of 1946 some of these veterans began to suspect that things were not as they should be. So some of them got together and called a meeting, and somewhere around 300 veterans attended. Mr. Ferland was present and Mr. Levesque was chairman of the meeting. It was at this meeting in August that for the first time these veterans were advised that a charter had been issued for the veterans' taxi owners association of Montreal. The charter was not produced. The reason given was that some amendments were being made by the department at Quebec. It was also brought to the