LUZON BROKERAGE CO. INC.

Authority NND 863078

HEADQUARTERS UNITED STATES ARMY FORCES, WESTERN PACIFIC RECOVERED PERSONNEL DIVISION SECTION SUBJECT: Request for investigation. : Investigations Section, I. & R. Branch, R. P. Division. 1. Request investigation be conducted and report rendered to this Branch/Section in the case of Lug (name of subject or/agency) (201 file folder is attached for your use and is to be returned with report). The circumstances of this case are: Employees alle (continue on separate sheet if necessary). 3. The specific information desired is: Order of (continue on separate sheet if necessary). 4. The following are suggested contacts or leads not appearing in the file (show complete aduresses if known): ams sives -5. If special priority recommended state here specific reasons therefore:

6. (Enter here pertinent remarks not included above):

Chief of Branch/Section

LUZON BROXERAGE CO.

1. Cruz, Enlalio 2. Porlas, Teofilo A. # 825.00 1 Mar 42 - 28 Feb 45 2 1 875.00 1 Apr 42 - 28 Feb 45 161 246

Do not remove frum attached shower HALILI TRANSIT

Unwastigative of Jaction barrent our con

Chart Shact

Fils Wouldto

Name Amt. Pd. Period

PR# Vou #

1. Javier, Jose \$ 967.50 10 Dec 41 - 28 Feb 45 142 199

solve tompety state that vanicies were commandeered.

Specific information desired is: Orders of commercialing /fact; perturising to commandeering.

ittached herawith are officevits and extracts of the file place oldies service and the above mentioned company.

> STD888 ONLY Vinority DECLASSIFIED

HEADQUARTERS AFVESPAC Check Sheet

Do not remove from attached sheets

File No.1210 Subject:Investigation of EASTERN TAYABAS BUS CO.

(1) Investigation TO: Civilian Section 12 March 1946
Section

The circumstances of this case are: Employees affidavit of said company state that vehicles were commandeered.

Specific information desired is: Orders of commandeering and any facts pertaining to commandeering.

of AFWESPAC claims service and the above mentioned company.

NEW

DECLASSIFIED

STDS88 (MM) YinorithA

BASTERN-TAYABAS BUS CO

	Name	Amt. Pd.	Period			PR#	you. #
2.	Esperanza, Crisanto E. Osongeo, Benito T. Ricohermoso, Cosme Q. Terminal Leave Payment	999.17	1 Apr 4: 16 Jan 4: 1 Mar 4: 1 Mar 4:	2 - 14	May 45 Teb 45	124	270 276 58

Yen. 1665

310 310

DECLASSIFIED

Authority 440 888078

BENGUET AUTO CO. M. R. R. CO.

Name Refuerzo, Isidro D.

Amt. Pd. Period Pr. \$34.17 1 Mar 42-11 Apr 42 310

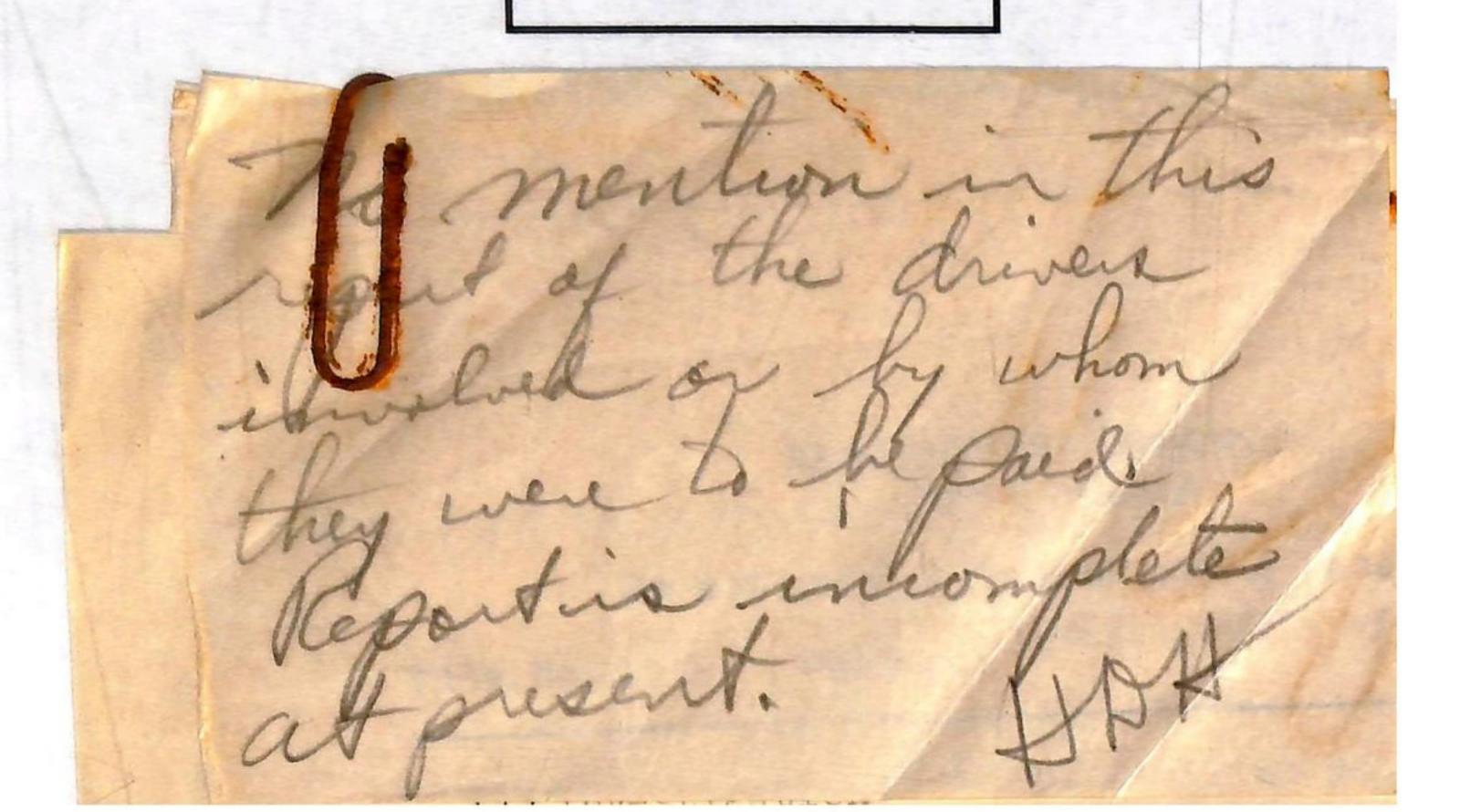
Vou. 1663

BENGUET AUTO CO. H. R. R. CO.

Name Refuerzo, Isidro D.

Amt. Pd. Period Pr. Vou. \$34.17 1 Mar 42-11 Apr 42 310 1663

Authority NAD 883 078 DECLASSIFIED



HEADQUARTERS AFVESPAC Check Sheets

Do not remove from attached sheets

File No. 1256 Subject: Investigation of LUZON BROKERAGE CO.

Section

(1) Investigation TO: Civilian Section 27 March 1946

The circumstances of this case are: Employees affidavit of said company state that vehicles were commandeered.

Specific information desired is: Orders of commandeering and any facts pertaining to commandeering.

Attached herewith are affidavits and extracts of the file of AFWESPAC claims service and the above mentioned company.

KEH

Commonwealth of the Philippines)
City of Manila)

AFFIDAVIT

Before me, the undersigned officer authorized to administer oaths in cases of this kind, personally appeared AMEROSIO NUJO, a Filipino citizen, 42 years of age, and residing at 137 Aguado, Int. 12, San Miguel, Manila, who, after being duly sworn by me, deposes and says:

I was employed by the Luzon Brokerage Company from 1920 until the American Forces evacuated Manila. At the time the war broke out and for several years prior to that time, I was employed as a truck driver; being the oldest driver in point of service, I had some supervision over the other drivers. Luzon Brokerage Co. had more than 100 trucks when the war started. I was assigned to a 1939 model 5 ton truck with body built for transporting cargo. The sides were approximately one meter high. It was nine feet wide. I do not know what the length of the body was but it was about the average length for a truck of this kind. The body was constructed of hard wood. The cab was made of steel. It had five forward speed. It was purchased sometime in 1939 but I do not remember the month. I do not know how many trucks of the various kinds that Luzon Brokerage Co. had at this time, but I know that they had several Internationals, Chevrolets, Macks, and GMC.

In October the Army started the using of trucks of Luzon Brokerage Co. quite extensively but in full time. This continued until December when all of the trucks of Luzon Brokerage Co. were used exclusively for the Army. I was sent to Bataan by Mr. T. O. Myers on 8 December 1941. I took my truck with me and hauled cargo for the army from that day until 25 December 1941 when I returned to Manila to have the truck greased and serviced. At this time Mr. T. O. Myers instructed me

City of Manila)

ALKIDAVII

Before me, the undersigned officer authorized to administer onths in cases of this kind, personally appeared AMEROSIO NUJO, a Filipino citizen, \$2 years of age, and residing at 137 Aguado, Int. 12, San Miguel, Manila, who, after being duly swarn by me, deposes and says:

I was employed by the Luzon Brokerage Company from 1920 until the American Forces evacuated Manila. At the time the war broke out and for several years prior to that time, I was employed as a truck driver; being the oldest driver in point of service, I had some supervision over the other drivers. Luzon Brokerage Co. had more than 100 trucks when the war started. I was assigned to a 1939 model 5 ton truck with body built for transporting cargo. The sides were approximately one meter high. It was nine feet wide. I do not know what the length of the body was but it was about the average length for a truck of this kind. The body was constructed of hard wood. The cab was made of steel. It had five forward speed. It was purchased semetime in 1939 but I do not remember the month. I do not know how many trucks of the various kinds that Iuson Brokerage Co. had at this time, but I know that they had several Internationals, Chevrolets, Macks, and GMC.

In Ostober the Army started the using of trucks of Luzon Brokerage Co. quite extensively but in full time. This continued until December when all of the trucks of Luzon Brokerage Co. were used exclusively for the Army. I was sent to Bataan by Mr. T. O. Myers on 8 December 1941. I took my truck with me and hauled cargo for the army from that day until 25 December 1941 when I returned to Manila to have the truck greased and serviced. At this time Mr. T. O. Myers instructed me

not so return to Beresa and he pleased me in the position of disconnection,

the same Sapaness soldiers were at our pareire. Then I sam made discus-

Commonwealth of the Philippines)on until the lot Jamery 1946. This was told in the norming of the Manuary 1946.

ther. I have my track Lold and I wer whose news I do not remember and

Before me, the undersigned officer authorized to administer oaths in cases of this kind, personally appeared AMEROSIO NUJO, a Filipino citizen, \$2 years of age, and residing at 137 Aguado, Int. 12, San Miguel, Manila, who, after being duly sworn by me, deposes and says:

AREHOUSE M. NUTO

I was employed by the Luzon Brokerage Company from 1920 until the American Forces evacuated Manila. At the time the war broke out and for several years prior to that time, I was employed as a truck driver; being the oldest driver in point of service, I had some supervision over the other drivers. Luzon Brokerage Go. had more than 100 trucks when the war started. I was assigned to a 1939 model 5 ton truck with body built for transporting cargo. The sides were approximately one meter high. It was nine feet wide. I do not know what the length of the body was but it was about the average length for a truck of this kind. The body was sonstructed of hard wood. The cab was made of steel. It had five forward speed. It was purchased sometime in 1939 but I do not remember the month. I do not know how many trucks of the various kinds that Luzon Brokerage Go. had at this time, but I know that they had several Internationals, Chevrolets, Macks, and GMG.

In October the Army started the using of trucks of Luson Brokerage Co. quite extensively but in full time. This continued until December when all of the trucks of Luson Brokerage Co. were used exclusively for the Army. I was sent to Bataan by Mr. T. O. Myers on 8 December 1941. I took my truck with me and hauled cargo for the army from that day until 25 December 1941 when I returned to Manila to have the truck greased and serviced. At this time Mr. T. O. Myers instructed me

not to return to Bataan and he placed me in the position of dispatcher. I continued in this position until the 1st Jammary 1942. This was the last day that I worked as I was told in the morning of 2nd January 1942 that some Japanese soldiers were at our garage. When I was made dispatcher, I gave my truck to another driver whose name I do not remember and sent him back to San Beda College in Manila to continue driving for the Army. I did not see the truck any more. I was never questioned by the Japanese with reference to my activity with Luzon Brokerage Company.

/s/ AMBROCIO M. NUJO
/t/ AMBROCIO M. NUJO

Subscribed and sworn to before me this 10 day of August 1945.

/s/ NEWTON B. POWELL
/t/ NEWTON B. POWELL
lst Lt, J. A. G. D.,
Investigating Officer.

A TRUE COPY:

GUSTAVE C. BOESCH, Jr.

1st Lt. Inf.

not to return to Bataan and he placed me in the position of dispatcher. I continued in this position until the 1st Jamary 1942. This was the last day that I worked as I was told in the morning of 2nd January 1942 that some Japanese soldiers were at our garage. When I was made dispatther, I gave my truck to another driver whose name I do not remember and sent him back to San Beda College in Munila to continue driving for the Army. I did not see the truck any more. I was never questioned by the Japanese with reference to my activity with Luzon Brokerage Company.

Subscribed and sworn to before me this 10 day of August 1945.

/s/ NEWFON B. POWELL /t/ NEWTON B. POWELL lat Lt. J. A. G. D., Investigating Officer.

Sustave C. Belach, fr. let lt.

not to return to Bataan and he placed me in the position of dispatcher. I continued in this position until the 1st January 1942. This was the last day that I worked as I was told in the morning of 2nd January 1942 that some Japanese soldiers were at our garage. When I was made dispatcher, I gave my truck to another driver whose name I do not remember and sent him back to San Beda College in Manila to continue driving for the Army. I did not see the truck any more. I was never questioned by the Japanese with reference to my activity with Luzon Brokerage Company.

/s/ AMEROGIO M. NUJO
/t/ AMEROGIO M. NUJO

Subscribed and sworn to before me this 10 day of August 1945.

FAG-3 3907

18543 3850g

543-9 40944 10-232-26325 10-232-26350

7334235-0035 756-235-0351

/s/ NEWTON B. POWELL /t/ NEWTON B. POWELL let Lt. J. A. G. D., Investigating Officer.

300

Internations

International

Intofassional International

Internal towal

Sustane (. Possed,)
GUSTAVE G. BOESCH, JR.

Claims Service Form No. 200

DCM: jab

PROCUREMENT CLAIMS FORM (For action by Contract Claims Commission)

Date 14 January , 1946

1. Name of owner: LUZON BROKERAGE COMPANY

Address : Derham Building, Port Area, Manila

2. Description of property of service:

Office No.	Motor No.	Make
TRUCKS:		
TRUCKS: 2 4 6 8 10 12 14 16 18 20 22 24 26 28 30	FBB-7683 T6W 82970 P 742418 P 672837 8612 16187 17367 C 15999 C 25320 8614 7026 5623 5607 C 25319 AA 1060889 AA 1060989	International Reo G.M.C. G.M.C. Reo Studebaker Reo
32 34 36 38 49 44 46 48 50 51 51 51 51 51 51 51 51 51 51 51 51 51	AA 1392930 14A 3037 14A 3038 14A 3039 14A 3040 14A 3041 326419 326402 326407 326429 FAB-3 39077 FAB-3 38863 FAB-3 40944 HD-232-26329 HD-232-26330 HD-232-26331 FBB-298-6899 FBB-298-6814	Ford Reo Reo Reo Reo Reo International

Claims Service Form No. 200

DOM: jab

PROGUREMENT GLAIMS FORM (For action by Contract Claims Commission)

Date 14 January , 1946

- 1. Name of owner: LUZON BROKERAGE COMPANY
 - Address : Derham Building, Port Area, Manila
- 2. Description of property of service:

Office No.	Motor No.	. Make.
TRUCKS A		
2 4 6 8 10 12 14 18 20 22 22 23 25 25 25 25 25 25 25 25 25 25 25 25 25	#BB-7683 #6W 82970 P 742418 P 672897 8612 16187 17367 C 15999 C 25320 8614 7026 5623 5607 C 25319 AA 1060889 AA 1060989 AA 1392930 14A 3037 14A 3038 14A 3038 14A 3039 14A 3040 14A 3041 326419 326402 326407 326429 FAB-3 38863 FAB-3 40944 HD-232-26329 HD-232-26330	International Rac G.M.C. G.M.C. Rac
66	HD-232-26331 FEB-298-6899	International International
68	FEB-298-6814	International

Claims Service Form No. 200

OPPLAN TO

DCM: jab

International

White

Hake

(For action by Contract Claims Commission)

Mokor Ho.

Date 14 January , 1946

- 1. Name of owner: LUZON EROKERAGE COMPANY
 Address : Darham Building, Port Area, Manila
- 2. Description of property of service:

SOTTON NO.

Office No.	Motor No.	Make
TRUCKS	0805 14957	White
-	TRE 14977	White
2	FEB-7683	White
4	T6W 82970	International
6	P 742418	Recite
8	P 672837	G.M.Q.
10	8612	G.M .C.
12	8612 16187	Reo Lite
14	17367	Studebaker
16	C 15999	Requiremention
18	0 25320	Recoternation
20	6 25320 8614	Reo varnation
22	7026	
24	7026 5623 5607	Rechternation
26	5607	Reo
26	0 25319	Reg
30	AA 1060889	Ford
2 4 6 8 10 12 14 16 18 20 22 24 26 28 30 32 34 36 38 40 42 44 46	AA 1060989	Ford
34	AA 1392930	Ford
36	14A 3037	Reo
38	14A 3098	Reo
40	14A 3039	Red
1/2	14A 30h0	Reo
44	144 3041	Reo
46	326419	International
48	326402	International
50 (10) 1	326407	International
52	326429	International
54 perendes.	FAB-3 39077	International
56	FAB-3 38869	International
58	FAB-3 40944	International
60	HD-232-26329	International
62	HD-232-26330	International
64	HD-232-26331	International
48 50 52 54 56 58 60 62 64 66 68	758-298-6899	International
68	FEB-298-681A	International
	The second secon	was a new works to Aprilling

Office No. TRUCKS:	Motor No.	Make
70 72 74 76	SC-1625 SC-1626 SC-1583 FBB-298-6901	Reo Reo International
78 80 82 84	FBB-19989 FBB-298-6896 18134 SC-546	International International International Reo
86 88 90 92 94	SC-567 4-A-5 1007 4-A-3 1095 GRB 14970 GRB 14957	Reo White White White
96 98 100 102	GRB 14977 GRB 14934 GRB 14933 GRB 14934	White White White White
104 106 108 110	FBB 1482 BRG 14970 BRG 14971 BRG 14972 FBB 18974	International White White White International
114 116 118 120	FBB 3-18934 FBB 3-12376 FBB 19657 FBB 19364	International International International International
122 124 126 128	FBB 19640 FBB 19641 FBB 19642 2075-L-46176 B/M-5906-B	International International International Federal Reo
130 132 134 136 152	SA-7410 SA-7412 SA-7413 2254	Reo Reo White
160 162 164	P3-15 P3 -39 P3-39	Mack Mack Mack
D DERRICKS:	International Trucks 1941	(Numbers unknown)
400 402 410 412 420	HD-3 30515 GEC-1508 516112 516214 FBB-3-1484	White Indiana a Indiana International
500	89-3013 Special	G.M.C. BIG BRUTE

Office No.	Motor No.	_Noke_
70 72 74 76 78 80 82 84 86 88 90 92 94 96 98 100 102 104 106 108 110 112 114 116 120 122 124 126 120 132 140 150 160 160 160 160 160 160 160 160 160 16	S0-1626 S0-1583 FBB-298-6901 FBB-19989 FBB-298-6896 18134 SC-546 SC-546 SC-567 4-A-3 1095 GRB 14970 GRB 14977 GRB 14934 GRB 14934 GRB 14933 GRB 14934 FEB 1482 BRG 14970 BRG 14971 BRG 14972 FBB 18974 FBB 3-18934 FBB 3-18934 FBB 19647 FBB 19641 FBB 19641 FBB 19642 2075-I-46176 B/M-5906-B SA-7413 2254 F3-15 F3 -39 P3-39	Reco Reco International International International International Reco Reco White White White White White White White White International White White International
-	International Trucks 1941	A STATE OF THE RESERVE A
400 402 410 412 420 500	HD-3 90515 GEC-1508 516112 516214 FBB-3-1484 89-3013 Special	International White Indiana a Indiana International G.M.G. BIG BERITE

Office No.	Motor No.	_Make_
AMMONDAL		
70	so-1625	Reo
	80-1626	Reo
74	50-1583	Roo
76	F28-298-6901	International
72 74 76 78	FHB-19989	International
80	FBB-298-6896	International
82	18134	International
84	SC-546	Reo
84 86	90-567	Reo
88	4-A-5 1007	White
90	4-4-3 1095	White
92	GRB 14970	White
94	GRB 14957	White
92 94 96 98	GRB 14977	White
	GRB 14934	White
100	GRB 14933	White
102	GRB 14934	White International
104	FRB 1482 BRG 14970	White
106	BRG 14971	White
108	BRG 14972	White
110	FBB 18974	International
	FBB 3-18934	International
116	FBB 3-12376	International
118 (3) High		
Andrew Co.	FBB 19364	International
120 122 124 126 128	FEB 19640	International
124	FBB 19641	International
126	FEB 19642	International
128	2075-1-46176	Federal
130	B/16-5906-B	1,000
132	SA-7410	Reo
134	SA-7412	Reo United States
	BA-7413 VIOS TELL	1400
the follow	2254	White
160	F3-15	Mack beorders
162	97 77	
164	19-39	- Aller
men /501 ToA	ernational Trucks 1941	(Numbers unknown)
The state of the s	THE PARTY AND AND APPA	es remiered, vas 5272 (10 mg)
D DODDTOVS.	. Formalyts.	1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 -
DERRICES:		11/2/2
400	HD-3 30515	International
400	GEO-1508	White
410		Indiana a
412	516214	Indiana
120	FBB-3-1h8h	Inte mational
500	89-3013 Special	G.M.C.
300		BIG BRUTE
		HALL SELECTION

-2-

Office No. Motor No. Make Tractor: 110 580676 Fordson TRAILERS: 92 711 Highway 300 770 Highway 302 771 Highway 304 772 Highway 306 773 Highway 308 774 Pabco 310 775 Frueheuff 312 776 Highway 314 777 Highway 778 Highway y 316 318 779 Highway 320 708 Highway 322 781 Highway 782 Highway 326 783 Highway 328 330 784 Pabco

THREE (3) Highway Trailers 1941 (Numbers unknown)

JITNEYS:

FC6E-324560 International Rec 2692 1074 Goliath (3-Wheel Motort)

3. The property was taken by, or the service was rendered to, United States forces under the following circumstances:

Taken by the U. S. Army on 8 December 1941 under theorders of Colonel M. A. Quinn, Commanding officer of the Philippine Department Motor Transport Depot, Manila.

- 4. The value of the property when taken, or services rendered, was #272,085,00 which was not agreed to. No receipts.
- 5. No money or compensation of any type was received by the Luzon Brokerage Company to date either as rental or assa partial or total settlement for the aforementioned property.
- 6. There were no liens of mortgages outstanding against the above property when taken over as above.

Office No.	Motor No.	Make
Tractor.		
110	580676	Pordson
TRAILERS:		
92 300 302 304 306 308 310 312 314 316 318 320 322 326 328 330	711 Highway 770 Highway 771 Highway 772 Highway 773 Highway 774 Pabco 775 Frusheuff 776 Highway 777 Highway 778 Highway 778 Highway 781 Highway 782 Highway 783 Highway 784 Pabco	
THREE (3) Highw	ay Trailers 1941 (Number	rs unknown)
JITHETS:		
	F06E+324560 737	International Rec

3. The property was taken by, or the service was rendered to, United States forces under the following circumstances:

2692 1074

Taken by the U. S. Army on 8 December 1941 under theorders of Colonel M. A. Quinn, Commanding officer of the Philippine Department Motor Transport Depot, Manila.

Goliath (3-Wheel Motort)

- 4. The value of the property when taken, or services rendered, was #272,085,00 which was not agreed to. No receipts.
- 5. We money or compensation of any type was received by the Luzon Brokerage Company to date either as rental br as a partial or total settlement for the aforementioned property.
- 6. There were no liens of mortgages outstanding against the above property when taken over as above.

was used or disposed of as follows: containing units of the Lorest Brokerage County were used U. S. Army in the transportation antivities in Manile and Degester 19gly 110 m provinces al 580676 mes declared on a TRATIERS. In property Admin or neversel rendered has been filled with true to the host of my knowledge 711 Highway Dat the above o 770 Highway Germany is the comer of the above of, that the Lan 771 Highway and and the said a capany is lagally 302 30h property, suc. 772 Highway ... that the olaim as just and valid, 773 Highway ment of \$272.055,00, the United States TO PERSON TENGOSCHITTONALLY RELEASED 774 Pabco 308 os, iso officers 775 Frueheuff or the above claim. 310 776 Highway 312 777 Highway 314 778 Highway y 316 779 Highway 318 708 Highway 320 781 Highway 322 782 Highway 326 783 Highway 328

THREE (3) Highway Trailers 1941 (Numbers unknown)

784 Pabeo

JITNEYS:

330

737 2692 1074 International
Rec
Goliath (3-Wheel Motor)

President

3. The property was taken by, or the service was rendered to, United States forces under the following circumstances:

Taken by the U. S. Army on 8 December 1941 under theorders of Colonel M. A. Quinn, Commanding officer of the Philippine Department Motor Transport Depot, Manila.

- 4. The value of the property when taken, or services rendered, was \$272,085,00 which was not agreed to. No receipts.
- 5. We money or compensation of any type was received by the Luzon Brokerage Company to date either as rental or asea partial or total settlement for the aforementioned property.
- 6. There were no liens of mortgages outstanding against the above property when taken over as above.

7. After the above property was taken, it was used or disposed of as follows:

The transportation units of the Luzon Brokerage Company were used by the U.S. Army in its transportation activities in Manila and the provinces after war was declared on 8 December 1941.

- 8. No claim for the property taken or services rendered has been filed with any other government agency.
- 9. I swear that the above statements are true to the best of my knowledge and belief, that the Luzon Brokerage Company is the owner of the above described property, subject to no liens, and the said c ompany is legally entitled to receive pay ment therefore, that the claim is just and valid, and that IN CONSIDERATION of the payment of \$272,085,00, the United States of America, its officers and agents, are HEREBY UNCONDITIONALLY RELEASED from all further liability arising out of the above claim.

LUZON BROKERAGE COMPANY

BY:

/s/ F. H. MYERS / t/ F. H. MYERS President

Subscribed and sworn to before me this 14 day of January, 1946.

/s/ DOUGLAS C. McKEEVER,
/t/ DOUGLAS C. McKEEVER,
Ist Lt., Q.M.C.
Investigating Officer.

A TRUE COPY:

Sustane C. Bolsh, fr. GUSTAVE C. BOESCH, Jr.

Ist Lt. Inf.

7. After the above property was taken, it was used or disposed of as follows:

The transportation units of the Luzon Brokerage Company were used by the U. S. Army in its transportation activities in Manila and the provinces after war was declared on 8 December 1941.

- 8. No claim for the property taken or services rendered has been filed with any other government agency.
- 9. I swear that the above statements are true to the best of my knowledge and belief, that the Luzon Brokerage Company is the owner of the above described property, subject to no liens, and the said e ompany is legally entitled to receive pay ment therefore, that the claim is just and valid, and that IN CONSIDERATION of the payment of \$272,085,00, the United States of America, its officers and agents, are HERRBY UNCONDITIONALLY RELEASED from all further liability arising out of the above claim.

LUZOR BROKERAGE COMPANY

EX 3

F. H. MYERS F. H. MYERS President

Subscribed and sworn to before me thistin day of January, 1946.

/8/ DOUGLAS C. MOKEEVER. DOUGLAS C. MCKEEVER. Ist Lt. Q.M.C. Investigating Officer.

A TRUE COPY :

tave C. Basel GUSTAVE C. BOESCH.

Ist Lt. Inf.

7. After the above property was taken, it was used or disposed of as follows:

The transportation units of the Luzon Brokerage Company were used by the U. S. Army in its transportation activities in Manila and the the provinces after war was declared on 8 December 1941.

- 8. No claim for the property taken or services rendered has been filed with any other government agency.
- 9. I swear that the above statements are true to the best of my knowledge and belief, that the Luzon Brokerage Company is the owner of the above described property, subject to no liens, and the said c ompany is legally entitled to receive pay ment therefore, that the claim is just and valid, and that IN CONSIDERATION of the payment of \$272.085.00, the United States of America, its officers and agents, are HEREBY UNCONDITIONALLY RELEASED from all further liability arising out of the above claim.

to pay rental in assembance with the sime of the tracks, but no montal was over paid to the Lunon releases for their reliables from December 8, 1941,

Army consect as sail in Linux Erconimes Company, For the purpose of mana-

Exchange Company, What of then ware synt to the provinces, including beings. As I wouldn't the Loren Recommend Company had to the medabhor-

there is no constitut but what the Amer want the times of the Legen

in the real of the Fullypines to the Posteres. It was understood that the restal ognaled the value LUZON BROKERACE COMPANY a of the property

After wer and declared, the Limon Brokerage Compair despoind at Rt. 60

BY :

Orisbobal St. Post, Admile, was made lite Army Motor Post No. 4, and Nr. T. G. Brows was laced in charge, the p/s/or F. H. MYERS Pares Mithes. They was althought to do whateve/t/ F. H. MYERS population of the sales good. This motor tool was used president of hed come order

Subscribed and sworn to before me this 11 day of January, 1946.

/s/ DOUGLAS C. MCKEEVER.
/t/ DOUGLAS C. MCKEEVER,
Tat It. O.M.C.

Ist Lt., Q.M.C.

Investigating Officer.

/s/ 12, 3, 401200 /t/ 2, 3, 40120

valuable applicance to the Arry. Mr. Mydra was with me on Butaun, and while brace. I seet him to Manila. That was the last time I saw him and I means to see making to return to Between, due to the accupances of Earlie

A TRUE COPY:

GUSTAVE C. BORSCH, Ir.

would some to the United States.

Ist Lt. Tof.

h

CERTIFICATE

I, the undersigned, hereby certify as follows:

Prior to the war, I was the Commanding Officer of the Philippine Department Motor Transport Depot stationed in Manila. During the months immediately preceding the war, the Army had utilized the trucks of the Luzon Brokerage Company on many occasions in hauling Army Supplies. We also used their trucks and drivers in one occasion in practice maneuver at Fort Stotsenburg, Pampanga. During this period of time, I had made plans with Mr. T. O. Myers of the Luzon Brokerage Company concerning the use of their vehicles in the event war was declared. The plan generally was that the trucks of the Luzon Brokerage Company were to be under Army control immediately upon the outbreak of war, and that the Luzon Brokerage Company would make their facilities available to the Army. Consequently, when war was declared, this plan was carried into effect, and the vehicles of the Luzon Brokerage Company were obtained on a rental basis. It was our policy to pay rental in accordance with the size of the trucks, but no rental was ever paid to the Luzon rokerage for their vehicles from December 8, 1941, until the fall of the Philippines to the Japanese. It was understood that if the rental equaled the value of the equipment, titles of the property would pass to the United States.

After war was declared, the Luzon Brokerage Company compound at No. 60 Cristobal St., Paco, Manila, was made into Army Motor Pool No. 4, and Mr. T. O. Myers was placed in charge. He was assisted by Mr. James Kibbee. They were given authority to do whatever was necessary in the operation of the motor pool. This motor pool was used by other trucks which had come under Army control as well as Luzon Brokerage Company. For the purpose of maintaining the strength of their motor pool, vehicles other than Luzon Brokerage property were added to Pool No. 4.

There is no question but what the Army used the trucks of the Luzon Brokerage Company. Most of them were sent to the provinces, including Bataan. As I remember, the Luzon Brokerage Company had in the neighborhood of 125 trucks of various makes, models and descriptions, including some large trailers and ten ton wreckers.

During this period of time, Mr. T. O. Myers and Mr. Kibbee rendered valuable assistance to the Army. Mr. Myers was with me on Bataan, and while there, I sent him to Manila. That was the last time I saw him and I presume he was unable to return to Bataan, due to the occupation of Manila by the Japanese.

This 28th day of December, 1945.

Sustane C. Boesch, fr.

GUSTAVE C. BOESCH, JR.

Ist. Lt. Inf.

/s/ M. A. QUINN /t/ M. A. QUINN

Col. QMC

GERTIFICATE

I, the undersigned, hereby certify as follows:

Prior to the war, I was the Commanding Officer of the Philippine Department Motor Transport Depot stationed in Manila. During the months immediately preceding the war, the Army had utilized the trucks of the Luzon Brokerage Company on many occasions in hauling Army Supplies. We also used their trucks and drivers in one occasion in practice maneuver at Fort Statsenburg, Pampanga. During this period of time, I had made plans with Mr. T. O. Myers of the Luzon Brokerage Company concerning the use of their vehicles in the event war was declared. The plan generally was that the tr trucks of the Luzon Brokerage Company were to be under Army control imnediately upon the outbreak of war, and that the Luzon Brokerage Company would make their facilities available to the Army. Consequently, when war was declared, this plan was carried into effect, and the vehicles of the Luzon Brokerage Company were obtained on a rental basis. It was our policy to pay rental in accordance with the size of the trucks, but no rental was ever paid to the Luzon brokerage for their vehicles from December 8, 1941, until the fall of the Philippines to the Japanese. It was understood that if the rental equaled the value of the equipment, titles of the property would pass to the United States,

After war was declared, the Lamon Brokerage Company compound at No. 60 Cristobal St., Paco, Manila, was made into Army Motor Pool No. 4, and Mr. T. O. Myers was placed in charge. He was assisted by Mr. James Kibbee. They were given authority to do whatever was necessary in the operation of the motor pool. This motor pool was used by other trucks which had come under Army control as well as Luzon Brokerage Company. For the purpose of main-taining the strength of their motor pool, vehicles other than Luzon Brokerage property were added to Pool No. 4.

There is no question but what the Army used the trucks of the Luzon Brokerage Company. Most of them were sent to the provinces, including Bataan. As I remember, the Luzon Brokerage Company had in the neighborhood of 125 trucks of various makes, models and descriptions, including some large trailers and ten ton wreckers.

During this period of time, Mr. T. O. Myers and Mr. Kibbee rendered valuable assistance to the Army. Mr. Myers was with me on Batean, and while there, I sent him to Manila. That was the last time I saw him and I presume he was unable to return to Batean, due to the occupation of Manila by the Japanese.

This 28th day of December, 1945.

Sistar C. Bosch, Jr.

/t/ M. A. QUINN /t/ M. A. QUINN Col. QMC

THUE GOPY:

GUSTAVE C. BORSCH, JR.

Ist. Lt. Inf.

CERTIFICATE

I, the undersigned, hereby certify as follows:

Prior to the war, I was the Commanding Officer of the Philippine Department Motor Transport Depot stationed in Manila. During the months immediately preceding the war, the Army had utilized the trucks of the Luzon Brokerage Company on many occasions in hauling Army Supplies. We also used their trucks and drivers in one occasion in practice maneuver at Fort Stotsenburg, Pampanga. During this period of time, I had made plans with Mr. T. O. Myers of the Luzon Brokerage Company concerning the use of their vehicles in the event war was declared. The plan generally was that the tr trucks of the Luzon Brokerage Company were to be under Army control imnedistely upon the outbreak of war, and that the Luzon Broberage Company would make their facilities available to the Army. Consequently, when war was declared, this plan was carried into effect, and the vehicles of the Luzon Brokerage Company were obtained on a rental basis. It was our policy to pay rental in accordance with the size of the trucks, but no rental was ever paid to the Luzon "rokerage for their vehicles from Docomber 8, 1941, until the fall of the Philippines to the Japanese. It was understood that if the rental equaled the value of the equipment, titles of the property would pass to the United States.

After war was declared, the Luxon Brokerage Company compound at No. 60 Gristobal St., Paco, Manila, was ideal into Army Motor Pool No. 4, and Mr. T. O. Myers was placed in charge. He was assisted by Mr. James Kibbee. They were given authority to do whatever was necessary in the operation of the motor pool. This motor pool was used by other trucks which had come under army control as well as Luxon Brokerage Company. For the purpose of maintaining the strength of their motor pool, vehicles other than Luzon Brokerage property were added to Pool No. 4.

There is no question but what the Army used the trucks of the Luzon Brokerage Company. Most of them were sent to the provinces, including Bataan. As I remember, the Luzon Brokerage Company had in the neighbor-hood of 125 trucks of various makes, models and descriptions, including some large trailers and ten ton wreckers.

During this period of time, Mr. T. O. Myers and Mr. Kibbes rendered valuable assistance to the Army. Mr. Myers was with me on Bataan, and while there. I sent him to Manila. That was the lest time I saw him and I presume he was unable to return to Bataan, due to the occupation of Manila by the Japanese.

This 28th day of December, 1945.

Bustan C. Boleda, Jr.

TRUE COPY: GUSTAVE C. BORSCH, JR.

Ist. Lt. Inf.

/t/ M. A. QUIN /t/ M. A. QUIN

12