

LULZON BROKERAGE CO. INC.

DECLASSIFIED
Authority NND 883078

HEADQUARTERS
UNITED STATES ARMY FORCES, WESTERN PACIFIC
RECOVERED PERSONNEL DIVISION Adjunct BRANCH
lhw SECTION

March 4 6
(date)

SUBJECT: Request for investigation.

TO : Investigations Section, I. & R. Branch, R. P. Division.

1. Request investigation be conducted and report rendered to this Branch/Section in the case of Lyon Brokers Co. Inc.
(name of subject or agency)
(201 file folder is attached for your use and is to be returned with report).

2. The circumstances of this case are: Employees affidavits of this company state that vehicles were commandeered.

(continue on separate sheet if necessary).

3. The specific information desired is: Orders of Commanding and any facts pertaining to Commanding.

(continue on separate sheet if necessary).

4. The following are suggested contacts or leads not appearing in the file (show complete addresses if known):

a. Claims Service - AFWSPAC
Claim may have been submitted by
said b. company for commandeered vehicles.

5. If special priority recommended state here specific reasons therefore: _____

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

[Signature]
Chief of Branch/Section

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LULON BROKERAGE CO.

<u>Name</u>	<u>Am't. Pd.</u>	<u>Period</u>	<u>PR#</u>	<u>Vou #</u>
1. Cruz, Malallo	\$ 825.00	1 Mar 42 - 28 Feb 45	2	1
2. Porlas, Teofilo A.	875.00	1 Apr 42 - 28 Feb 45	161	246

Do not remove from attached sheets

HALILI TRANSIT

File No. 1210 Subject: Investigative of [illegible] [illegible] Co.

<u>Name</u>	<u>Investigation Section</u>	<u>Amt. Pd.</u>	<u>Period</u>	<u>PR#</u>	<u>Vou #</u>
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1. Javier, Jose	[illegible]	\$ 967.50	10 Dec 41 - 28 Feb 45	142	199
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[illegible] 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 files of [illegible] claims service and the above mentioned company.

[Handwritten signature]

HEADQUARTERS AFWESPAC
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.

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

NEW

J. G. J.
GJC

DECLASSIFIED
Authority NND 883078

EASTERN-TAYABAS BUS CO

Vou.
1665

<u>Name</u>	<u>Amt. Pd.</u>	<u>Period</u>	<u>PR#</u>	<u>Vou. #</u>
1. Esperanza, Crisanto E.	\$ 936.67	1 Apr 42 - 14 May 45	180	270
2. Osongco, Benito T.	999.17	16 Jan 42 - 14 May 45	124	276
3. Ricohermoso, Cosme Q.	900.00	1 Mar 42 - 28 Feb 45	49	58
Terminal Leave Payment	61.67	1 Mar 45 - 14 May 45		

DECLASSIFIED
Authority NND 883078

BENQUET AUTO CO. M. R. R. CO.

Name	Amt. Pd.	Period	Pr.	Vou.
Refuerzo, Isidro D.	\$34.17	1 Mar 42-11 Apr 42	310	1663

DECLASSIFIED
Authority NND 883078

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

Name	Amt. Pd.	Period	Pr.	Vou.
Refuerzo, Isidro D.	\$34.17	1 Mar 42-11 Apr 42	310	1663

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No mention in this
report of the drivers
involved or by whom
they were to be paid.
Report is incomplete
at present.

HBT

HEADQUARTERS AFWESPAC
Check Sheets

Do not remove from attached sheets

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

(1) Investigation
Section

TO: Civilian Section

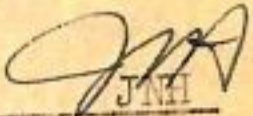
27 March 1946

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.

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KEH


JMH

Commonwealth of the Philippines)
:)
City of Manila)

A F F I D A V I T

Before me, the undersigned officer authorized to administer oaths in cases of this kind, personally appeared AMBROSIO 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

Commonwealth of the Philippines)
City of Manila)

AFFIDAVIT

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not to return to Bataan and be placed in the position of observation,
Commonwealth of the Philippines) until the 1st January 1942. This was the
City of Manila) was told in the morning of 3rd January 1942
that some Japanese soldiers were at our garage. When I was made aware
there, I gave my truck to ARREDAVIT whose name I do not remember and

sent him back to San Beda College in Manila to continue driving for the
Before me, the undersigned officer authorized to administer oaths in cases
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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 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/ 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
1st Lt, J. A. G. D.,
Investigating Officer.

A TRUE COPY:

Gustave C. Boesch, Jr.
GUSTAVE C. BOESCH, JR.
1st Lt. Inf.

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/t/ AMEROCIO M. NUJO

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/t/ NEWTON B. POWELL
1st Lt, J. A. G. D.,
Investigating Officer.

A TRUE COPY:

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FEB-7683
17347
/s/ AMEROCIO M. NUJO
/t/ AMEROCIO M. NUJO

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

17347
/s/ NEWTON B. POWELL
/t/ NEWTON B. POWELL
1st Lt., J. A. G. D.,
Investigating Officer.

A TRUE COPY:

Gustave C. Boesch, Jr.
GUSTAVE C. BOESCH, JR.
1st Lt. Inf.

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:

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
<u>TRUCKS:</u>		
2	FBB-7683	International
4	T6W 82970	Reo
6	P 742418	G.M .C.
8	P 672837	G.M .C.
10	8612	Reo
12	16187	Studebaker
14	17367	Reo
16	C 15999	Reo
18	C 25320	Reo
20	8614	Reo
22	7026	Reo
24	5623	Reo
26	5607	Reo
28	C 25319	Reo
30	AA 1060889	Ford
32	AA 1060989	Ford
34	AA 1392930	Ford
36	14A 3037	Reo
38	14A 3038	Reo
40	14A 3039	Reo
42	14A 3040	Reo
44	14A 3041	Reo
46	326419	International
48	326402	International
50	326407	International
52	326429	International
54	FAB-3 39077	International
56	FAB-3 38863	International
58	FAB-3 40944	International
60	HD-232-26329	International
62	HD-232-26330	International
64	HD-232-26331	International
66	FEB-298-6899	International
68	FEB-298-6814	International

Claims Service Form No. 200

DCM: jab

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26	5607	Reo
28	C 25319	Reo
30	AA 1060889	Ford
32	AA 1060989	Ford
34	AA 1392930	Ford
36	14A 3037	Reo
38	14A 3038	Reo
40	14A 3039	Reo
42	14A 3040	Reo
44	14A 3041	Reo
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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 : Darhan Building, Port Area, Manila
2. Description of property of service:

Office No.

Motor No.

Make

TRUCKS:

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
2	FEB-7683	International
4	T6W 82970	Reo
6	P 742418	G.M. C.
8	P 672837	G.M. C.
10	8612	Reo
12	16187	Studebaker
14	17367	Reo
16	G 15999	International
18	G 25320	International
20	8614	International
22	7026	International
24	5629	International
26	5607	International
28	G 25319	International
30	AA 1060889	Ford
32	AA 1060989	Ford
34	AA 1392930	Ford
36	14A 3037	Reo
38	14A 3038	Reo
40	14A 3039	Reo
42	14A 3040	Reo
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46	326419	International
48	326402	International
50	326407	International
52	326429	International
54	FAB-3 39077	International
56	FAB-3 38863	International
58	FAB-3 40944	International
60	HD-232-26329	International
62	HD-232-26330	International
64	HD-232-26331	International
66	FEB-298-6899	International
68	FEB-298-6814	International

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
<u>TRUCKS:</u>		
70	SC-1625	Reo
72	SC-1626	Reo
74	SC-1583	Reo
76	FBB-298-6901	International
78	FBB-19989	International
80	FBB-298-6896	International
82	18134	International
84	SC-546	Reo
86	SC-567	Reo
88	4-A-5 1007	White
90	4-A-3 1095	White
92	GRB 14970	White
94	GRB 14957	White
96	GRB 14977	White
98	GRB 14934	White
100	GRB 14933	White
102	GRB 14934	White
104	FBB 1482	International
106	ERG 14970	White
108	ERG 14971	White
110	ERG 14972	White
112	FBB 18974	International
114	FBB 3-18934	International
116	FBB 3-12376	International
118	FBB 19657	International
120	FBB 19364	International
122	FBB 19640	International
124	FBB 19641	International
126	FBB 19642	International
128	2075-L-46176	Federal
130	B/M-5906-B	Reo
132	SA-7410	Reo
134	SA-7412	Reo
136	SA-7413	Reo
152	2254	White
160	P3-15	Mack
162	P3 -39	Mack
164	P3-39	Mack

TEN (10) International Trucks 1941 (Numbers unknown)

D

DERRICKS:

400	HD-3 30515	International
402	GEC-1508	White
410	516112	Indiana a
412	516214	Indiana
420	FBB-3-1484	International
500	89-3013 Special	G.M.C.

BIG BRUTE

<u>Office No.</u> <u>TRUCKS:</u>	<u>Motor No.</u>	<u>Make</u>
70	SC-1625	Reo
72	SC-1626	Reo
74	SC-1583	Reo
76	FEB-298-6901	International
78	FEB-19989	International
80	FEB-298-6896	International
82	18134	International
84	SC-546	Reo
86	SC-567	Reo
88	4-A-5 1007	White
90	4-A-3 1095	White
92	GRB 14970	White
94	GRB 14957	White
96	GRB 14977	White
98	GRB 14934	White
100	GRB 14933	White
102	GRB 14934	White
104	FEB 1482	International
106	BRG 14970	White
108	BRG 14971	White
110	BRG 14972	White
112	FEB 18974	International
114	FEB 3-18934	International
116	FEB 3-12376	International
118	FEB 19657	International
120	FEB 19364	International
122	FEB 19640	International
124	FEB 19641	International
126	FEB 19642	International
128	2075-L-46176	Federal
130	B/M-5906-B	Reo
132	SA-7410	Reo
134	SA-7412	Reo
136	SA-7413	Reo
152	2254	White
160	P3-15	Mack
162	P3 -39	Mack
164	P3-39	Mack

TEN (10) International Trucks 1941 (Numbers unknown)

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DERRICKS:

400	HD-3 30515	International
402	GEC-1508	White
410	516112	Indiana a
412	516214	Indiana
420	FEB-3-1484	International
500	89-3013 Special	G.M.C.

BIG WHITE

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
TRUCKS:		
70	SC-1625	Reo
72	SC-1626	Reo
74	SC-1583	Reo
76	FEB-298-6901	International
78	FEB-19989	International
80	FEB-298-6896	International
82	18134	International
84	SC-546	Reo
86	SC-567	Reo
88	4-A-5 1007	White
90	4-A-3 1095	White
92	GRB 14970	White
94	GRB 14957	White
96	GRB 14977	White
98	GRB 14934	White
100	GRB 14933	White
102	GRB 14934	White
104	FEB 1482	International
106	BRG 14970	White
108	BRG 14971	White
110	BRG 14972	White
112	FEB 18974	International
114	FEB 3-18934	International
116	FEB 3-12376	International
118	FEB 19657	International
120	FEB 19364	International
122	FEB 19640	International
124	FEB 19641	International
126	FEB 19642	International
128	2075-L-46176	Federal
130	B/M-5906-B	Reo
132	SA-7410	Reo
134	SA-7412	Reo
136	SA-7413	Reo
138	2254	White
160	F3-15	Mack
162	F3-39	Mack
164	F3-39	Mack

TEN (10) International Trucks 1941 (Numbers unknown)

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400	HD-3 30515	International
402	GE0-1508	White
410	516112	Indiana a
412	516214	Indiana
420	FEB-3-1484	International
500	89-3013 Special	G.M.C.

BIG BRUTE

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
<u>Tractor:</u>		
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
316	778 Highway y
318	779 Highway
320	708 Highway
322	781 Highway
326	782 Highway
328	783 Highway
330	784 Pabco

THREE (3) Highway Trailers 1941 (Numbers unknown)

JITNEYS:

FC6E-324560	International
737	Reo
2692 1074	Goliath (3-Wheel Motor)

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 the orders 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 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.

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
<u>Tractor:</u>		
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
316	778 Highway
318	779 Highway
320	708 Highway
322	781 Highway
326	782 Highway
328	783 Highway
330	784 Pabco

THREE (3) Highway Trailers 1941 (Numbers unknown)

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FC6E-324560
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2692 1074

International
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Goliath (3-Wheel Motor)

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property was taken or was used or disposed of as follows:

<u>Office No.</u>	<u>Motor No.</u>	<u>Make</u>
<u>Tractor:</u>		
110	580676	Fordson

TRAILERS:

92	711 Highway
300	770 Highway
302	771 Highway
304	772 Highway
306	773 Highway
308	774 Pabeo
310	775 Frueheuff
312	776 Highway
314	777 Highway
316	778 Highway y
318	779 Highway
320	708 Highway
322	781 Highway
326	782 Highway
328	783 Highway
330	784 Pabeo

THREE (3) Highway Trailers 1941 (Numbers unknown)

JITNEYS:

FC6E-324560	International
737	Rao
2692 1074	Goliath (3-Wheel Motor)

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5. No money or compensation of any type was received by the Luzon Brokerage Company to date either as rental or 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.

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 company is legally entitled to receive payment 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:

Gustave C. Boesch, Jr.
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 company is legally entitled to receive payment 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 11 day of January, 1946.

/s/ DOUGLAS C. McKEEVER,
/t/ DOUGLAS C. McKEEVER,
1st Lt., Q.M.C.
Investigating Officer.

A TRUE COPY:

Gustave C. Boesch, Jr.
GUSTAVE C. BOESCH, Jr.
1st Lt. Inf.

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LUZON BROKERAGE COMPANY

BY:

After war was declared, the Luzon Brokerage Company compound at No. 66 Cristobal St., Cobo, Manila, was made into Army Motor Pool No. 4, and Mr. F. C. Myers was placed in charge. /s/ F. H. MYERS
/t/ F. H. MYERS
President
Subscribed and sworn to before me this 11 day of January, 1946.

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 Batavia. As I remember, the Luzon Brokerage Company had in the neighborhood of 125 trucks of various sizes. /s/ DOUGLAS C. McKEEVER, including
/t/ DOUGLAS C. McKEEVER,
1st Lt., Q.M.G.
Investigating Officer.

During this period of time, Mr. F. C. Myers rendered valuable assistance to the Army. Mr. Myers was with me on Batavia, and while there, I sent him to Manila. That was the last time I saw him and I was unable to return to Batavia, due to the occupation of Manila by the Japanese.

A TRUE COPY:

Gustave C. Boesch, Jr.
GUSTAVE C. BOESCH, Jr.
1st Lt. Inf.

Gustave C. Boesch, Jr.
-4-
GUSTAVE C. BOESCH, Jr.
1st Lt. Inf.

/s/ W. A. QUINN
/t/ W. A. QUINN
Col. Inf.

C E R T I F I C A T E

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 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 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.

Gustave C. Boesch, Jr.

TRUE COPY:

GUSTAVE C. BOESCH, JR.
1st. Lt. Inf.

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

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After war was declared, the Luzon Brokerage Company compound at No. 60 Cristobal St., Pasco, 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.

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This 28th day of December, 1945.

Gustave C. Boesch, Jr.

TRUE COPY:
GUSTAVE C. BOESCH, JR.
1st. Lt. Inf.

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

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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 29th day of December, 1945.

Gustave C. Borsch, Jr.
TRUE COPY:
GUSTAVE C. BORSCH, JR.
1st. Lt. Inf.

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