

steamer "Admiral" for plying between Dalhousie and Gaspé, and that the said subsidy has since been paid accordingly, but that the said Julien Chabot was merely a screen for the benefit of the said Thomas McGreevy, who was then and continued for a long time thereafter the real owner of the said steamer, in whole or in great part, and that previous to the said 10th May, 1888, to wit, since 1883 or 1884, the said amount of subsidy was yearly paid for the said steamer, the title thereto being held by persons for the benefit of the said Thomas McGreevy, and that the said Thomas McGreevy received altogether from such subsidies about \$120,000.

45. That by an Order in Council dated 10th May, 1888, the Government of Canada decided to pay a sum of \$12,500 yearly during five years to Mr. Julien Chabot, on the condition of his causing the steamer "Admiral" to ply between Dalhousie and Gaspé, forming a connection with the Intercolonial Railway.

46. That the said sum of twelve thousand five hundred dollars (\$12,500) has since been paid in the manner prescribed in the Order in Council and the contract made thereunder.

47. That the said Julien Chabot was merely a screen for the benefit of the said Thomas McGreevy, who then was, and continued to be, for a long time thereafter, the proprietor of the "Admiral," in whole, or at least in great part.

48. That previous to the 10th of May, 1888, to wit, since 1883 or 1884, the same subsidy of \$12,500 was paid for the said steamer "Admiral," then also owned by men representing the said Thomas McGreevy.

49. That the said Thomas McGreevy received in that connection a sum of about \$120,000, while being a member of the Parliament of Canada.

In the year 1882 Thomas McGreevy was the President, and Julien Chabot the Manager, of the St. Lawrence Steam Navigation Company and it appears that a steamboat was required for the Baie des Chaleurs route, to take the place of a steamer of the Company called the "Clyde," which was found to be unsuitable for the service. The Company had no means to make the necessary purchase, and it was arranged between Thomas McGreevy and Chabot that the latter should go to New York to select and purchase a suitable one, if possible, and that Thomas McGreevy should advance the necessary funds for that purpose. Mr. Chabot proceeded to New York, selected the steamer "Admiral" and sent for Mr. McGreevy to meet him there, which he did, and the steamer was afterwards purchased, Chabot becoming the registered owner, and a cash payment of \$2,000 on account being made by Thomas McGreevy. The amount of the purchase money was \$16,000. The balance was paid by Thomas McGreevy about three weeks afterwards.

The evidence of Thomas McGreevy is to the effect that, at this time, he intended and expected that the Company would be able to pay for and acquire the boat and that, accordingly, he regarded his payments as an advance to the Company, upon the payment of which Mr. Chabot would hold the title to the vessel in trust for them. This, however, never took place. Thomas McGreevy continued to be the sole beneficial owner of the "Admiral," from the time she was purchased in New York until the 25th February last, when she was sold by him to Nicholas K. Connolly. The evidence of Mr. Chabot is that the transfer then made was absolute and in good faith. The history of his ownership of the "Admiral" shows that Thomas McGreevy was careful not to have the title in his own name at any time, as the following transaction will show.

In 1888, at his request, Julien Chabot transferred the title to Robert McGreevy, who held it in trust for his brother, and afterwards, on a similar request, Robert McGreevy executed a mortgage to Nicholas K. Connolly for \$25,000—\$20,000 of which went to pay off a previous mortgage from Chabot to James Ross, the balance being paid to Thomas McGreevy himself.

Thomas McGreevy admitted that he was the sole owner of the "Admiral" from the time she was purchased until he sold her to Nicholas K. Connolly on the 25th of February last, and that he received \$12,500 a year from the Government for the eight years beginning with the season of 1883, as a subsidy to the steamer for plying between the ports of Dalhousie and Gaspé.