

FINDINGS.

We find, with respect to this contract, that Thomas McGreevy did procure from Perley the tenders for the South-wall contract and did show them to O. E. Murphy and R. H. McGreevy, in order to give Larkin, Connolly & Co. an undue advantage over their competitors, and that these parties had these tenders in their possession (Thomas McGreevy being present) for several hours, after which they were handed back to Perley, and that the contract was awarded to Gallagher, a mere figurehead for Larkin, Connolly & Co., who did the work for their own profit.

We do not find that the changes made in the plans and works of this contract were detrimental to the public interest, though they doubtless added to the profits of the contractors.

No. 10.

SUBSIDIES TO STEAMER "ADMIRAL."

"That on the 10th of May, 1888, the Government of Canada decided to pay to Mr. Julien Chabot, as owner, a sum of \$12,500 yearly for five years as a subsidy to the 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 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.

The principal witness in reference to the charges made in respect to the subsidies for the services of the steamer "Admiral" was Julien Chabot. The facts established by his evidence are that in the year 1883, when the steamer "Admiral" was purchased, he and Thomas McGreevy were members of the St. Lawrence Steam Navigation Company.

That McGreevy asked him to look out a steamer for the company suitable for the Baie des Chaleurs route. He said the company had at the time no money, and he objected on this ground to make the purchase; but Thomas McGreevy told him to do so, and he would advance the money. He went to New York and found the steamer "Admiral" could be obtained, and McGreevy said she would be a suitable boat to acquire for their service. She was accordingly purchased for the sum of \$20,000. Thomas McGreevy advanced \$2,000 at the time the boat was bought, and he agreed to pay the remaining \$18,000 within thirty days. When the "Admiral" was brought to Quebec she was registered as the property of Chabot, but Chabot swears that he had paid nothing.

That Thomas McGreevy asked that she might be registered in his (Chabot's) name, and she so continued until she became the property of Nicholas K. Connolly in February last. The steamer "Admiral" Thomas McGreevy says was purchased *bona fide* for the St. Lawrence Steam Navigation Company, but as the company were