

That in 1882, when said Robitaille was president of the company and Thomas McGreevy and L. J. Riopel were members of the House of Commons, a subsidy was voted by Parliament to the railway of \$3,200 for 100 miles; and again, in 1884, McGreevy and Riopel still being members of the Commons, another subsidy was voted of \$3,200 per mile for the first 100 miles, making in all \$640,000 of Dominion subsidies.

The exact amount of these subsidies paid was not sworn to, but it was sworn to be over \$500,000. In addition to the Dominion subsidies, the company had secured subsidies from the Local Government of Quebec, and bonuses securing a free right of way from the municipalities through which the road ran.

These, with the right to bond the road and so raise money, constituted the only financial basis the company had for carrying on the work.

In the year 1886 Thomas and Robert McGreevy agreed with one C. N. Armstrong, who represented a syndicate, which had bought out the charter of the company, to transfer to him their stock and all their interest in the company for \$75,000, \$50,000 to be paid in cash and \$25,000 in bonds, Robitaille and Riopel becoming parties to the agreement to guarantee its being carried out.

\$10,000 was paid in cash and the balance, \$40,000, was agreed to be paid in five payments of \$8,000 each out of the Dominion subsidies as they were received.

Four of the instalments of \$8,000 were subsequently paid out of this subsidy, making, with the original cash payment, \$42,000, and all of it Robert McGreevy swears was paid to or for Thomas McGreevy.

#### FINDINGS.

We find therefore that Mr. Tarte's charge in this respect has been proved, and that the said Thomas McGreevy, while a member of Parliament, did exact, and receive out the subsidies voted by Parliament for the construction of this railway, the sum of \$42,000, and that he never paid any moneys whatever for his stock or other interest in such road.

#### No. 9.

#### CONTRACT FOR SOUTH-WALL, 16TH FEBRUARY, 1887.

"(a.) That in the year 1886 the said Thomas McGreevy procured from public officers the tenders sent in to the Quebec Harbour Commissioners for the construction of a work called the 'South-Wall,' and showed them to Messrs. O. E. Murphy, Connolly, and Robert H. McGreevy, in order to give them an undue advantage over their competitors, and the said Murphy, Connolly, and Robert H. McGreevy had said tenders in their possession during several hours, after which they were delivered to Henry F. Perley, who was then in Quebec, and that the contract was awarded to John Gallagher, a mere figurehead for the said Murphy, Connolly, and Robert H. McGreevy, who did the work for their own profit and advantage.

"(b.) That through the intervention and influence of the said Thomas McGreevy changes detrimental to the public interest, but of a nature to secure great profits to contractors, were made in the plans and works and in the conditions and securities set out and provided for in the contract."

50. That in 1886 tenders were asked for by the Quebec Harbour Commissioners for the construction of a work called the "South Wall" or "Retaining Wall."

51. That Mr. McGreevy procured, from public officials, the tenders received and showed them to Messrs. O. E. Murphy, Connolly, and R. H. McGreevy, for whom he was acting, in order to give them an undue advantage over their competitors.

52. That they had the said tenders in their possession during several hours, after which they were returned to Henry F. Perley, then in Quebec, by the said Thomas McGreevy.

53. That the contract was awarded to one John Gallagher, a mere figurehead for the said Murphy, Connolly, and R. H. McGreevy, who did the work for their own profit and advantage.

54. That changes detrimental to the public interest, but of a nature to secure great profits to the contractors, were made in the plans and the carrying out of the works and in the conditions and securities set out in the contract, through the influence and intervention of the said Thomas McGreevy.