

11. That several tenders were made, and amongst others who tendered were Messrs. Larkin, Connolly & Co.

12. That before tendering, and in order to secure the influence of the Hon. Thomas McGreevy, then and now a member of the Parliament of Canada, and a member of the Quebec Harbour Board by appointment of the Government, Larkin, Connolly & Co. took into partnership with themselves, Robert H. McGreevy, a brother of the said Hon. Thomas McGreevy, giving him a 30 per cent. interest in the firm, and this with the knowledge and consent of the said Hon. Thomas McGreevy.

13. That among the parties tendering were a contractor named George Beaucage, and one John Gallagher.

14. That it was on the suggestion of the said Hon. Thomas McGreevy that Beaucage consented to make a tender.

15. That with the knowledge of the said Thomas McGreevy, the three tenders of Larkin, Connolly & Co., of Beaucage, and of Gallagher, were prepared by the members of the firm of Larkin, Connolly & Co., Beaucage being throughout deceived by the said Hon. Thomas McGreevy as to his position in the matter, as he alleges in an action recently entered by him against the said Thomas McGreevy in relation to the said contract, in the Superior Court of Montreal.

16. That the said tenders were transmitted to the Department of Public Works of Canada for examination and extension.

17. That while all the tenders were being examined and the quantities applied in the Department of Public Works of Canada, the said Hon. Thomas McGreevy, then and now a member of the Parliament of Canada, and a member of the Quebec Harbour Commission by appointment of the Government, promised to obtain and did obtain from the Department of Public Works of Canada, and from officials of that Department, in relation to the said tenders, to figures in connection therewith, and to the amounts thereof, information which he offered to communicate before the result was officially known, and which he did communicate to the firm of Larkin, Connolly & Co., and to certain members of the said firm individually.

18. That to the knowledge of the said Thomas McGreevy, the tenders of Messrs. Gallagher and Beaucage were lower than those of Larkin, Connolly & Co., but that in consideration of the promise of the sum of \$25,000 to be to him paid, he, the said Thomas McGreevy agreed to secure the acceptance of the tenders of Larkin, Connolly & Co., and that he suggested to that firm and to certain members thereof individually, to make arrangements in connection with the said Gallagher and Beaucage and to so manipulate matters as to render the tenders of those two parties higher than those of the said firm, or at all events to secure the contract for Larkin, Connolly & Co., and that said arrangements and manipulations were carried out as suggested by him.

19. That in consequence of the said arrangement and manipulations, wherein the said Thomas McGreevy directly participated, the contract for the Cross-wall and lock in connection with the Quebec Harbour Works, was awarded to Larkin, Connolly & Co., on a Report to Council made by the Hon. Minister of Public Works, under date of 26th May, 1883.

20. That a few days thereafter the sum of \$25,000 was, in fulfilment of the corrupt arrangement above stated, paid to the said Thomas McGreevy in promissory notes signed by the firm of Larkin, Connolly & Co., which said notes were duly paid.

21. That about the same date, namely, the 4th June, 1883, a sum of \$1,000 was paid by the firm of Larkin, Connolly & Co. towards "the Langevin Testimonial Fund"—a fund destined to be given to Sir Hector Langevin.

22. That in the course of the carrying out of the works, the said Thomas McGreevy caused changes, contrary to the public interest, to be made in the conditions of the said contract.

The work done under the contract of 26th May, 1883, for the construction of the Cross-wall in the Quebec Harbour cost the country \$832,448.44. It was thus, by far, the largest work done under any of the contracts included in this investigation.

Robert H. McGreevy had already, in September, 1882, been taken into partnership with Larkin, Connolly & Co., in a dredging contract at Quebec, and he was also admitted to a 30 per cent. share in the profits of the Cross-wall contract. His brother, Thomas McGreevy, was, at the time, fully aware of these interests, and subsequently received large sums out of Robert's share in the profits of that firm.

Elsewhere the dismissal of Messrs. Kinipple & Morris, the original engineers of the Harbour Works, is referred to at length, but its significance is increased when it is found to have been almost contemporaneous with the letting of the Cross-wall contract, and when their position was filled by Messrs. Perley and Boyd, whose connection with that contract will be pointed out herein. Perley was recommended to his position by the Minister of Public Works, and Boyd was recommended as assistant engineer by Perley.

The statute of 1882 (43 Vic., c. 17) provides for the construction of the Cross-wall, and, by its enactments, places this work under the special control of the Dom-