

of 800,000 cubic yards in area of the Wet Basin in the Harbour of Quebec.

39. That dredging of the same kind, and even more difficult, had previously and up to that time, and to the knowledge of the said Thomas McGreevy, been executed for the sum of 27 cents per cubic yard, and even less, in the same works.

PRICE OF
DREDGING.

40. That the said Thomas McGreevy used his influence as a member of this House with the Department of Public Works, and in particular with Henry F. Perley, Esq., to induce him to report to the Quebec Harbour Commission in favour of the payment of the said sum of 35 cents per cubic yard.

MR. MCGREEVY INFLUENCED MR. PERLEY.

41. That the correspondence on this subject between Henry F. Perley and Larkin, Connolly & Co., before the Quebec Harbour Commissioners were consulted, took place at the suggestion of the said Thomas McGreevy, and was conducted with his knowledge and participation in such a manner as to conceal from the eyes of Parliament and of the Public the corrupt character of the contract, in connection with which he had received \$27,000.

CORRESPONDENCE BETWEEN MR. PERLEY AND L., C. & CO.

42. That Larkin, Connolly & Co. paid in money to the said Thomas McGreevy the sum of \$20,000 in fulfilment of the arrangement above mentioned, and that at his own request a sum of \$5,000 was left, to secure the election of the said Thomas McGreevy to the House of Commons at the general election of 1887, in the hands of one of the members of the firm, who finding that sum insufficient, had to add thereto the sum of \$2,000.

\$20,000 PAID TO MR. MCGREEVY, AND \$5,000 FOR HIS ELECTION.

43. That on the 23rd May, 1887, in fulfilment of the arrangement above mentioned, and through the effort, the influence and the intervention of the said Thomas McGreevy and without any public tender having been called for, a contract was made between the Quebec Harbour Commissioners and Larkin, Connolly & Co., for all the necessary dredging and removal of material in the Wet Basin of the Quebec Harbour works.

CONTRACT OBTAINED FOR LARKIN & CO.

44. That in the execution of the works of this contract extensive frauds were perpetrated, to the detriment of the public treasury, and sums of money were paid corruptly to officials under the control and direction of Henry F. Perley and appointed by the Quebec Harbour Commission.

MONEY PAID TO OFFICIALS.

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.

STEAMER "ADMIRAL."

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.

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."

SOUTH WALL