

\$86,000,000 in gold and \$191,000,000 in Dominion notes, part of which, of course, is covered by, and immediately convertible into gold, and part of which is also secured by the deposit of securities, as I explained to the House when the resolution preceding this Bill was under consideration.

I have now an amendment to propose. The committee will recall that I moved that when the resolution under Order 25 had been concurred in, it should be considered when Bill No. 27 was in committee. The intention is to have one Bill instead of two, and I beg to move therefore, Mr. Chairman, that the following be added to the Bill:

3. The Governor in Council, by proclamation, which shall be published in the Canada Gazette, may, from time to time and for any period or periods, declare and proclaim that the export of gold coin, gold bullion and fine gold bars from the Dominion of Canada shall be prohibited, except in such cases as may be deemed desirable by the Minister of Finance, and under licenses to be issued by him.

This section shall only continue in operation for two years after the termination of the present war.

That merely embodies the resolution which has just been adopted by the House.

Amendment agreed to.

Sir THOMAS WHITE: I have also an amendment to propose to the title. I move that the title of the Bill be amended by adding thereto: "and to authorize the prohibition of the export of gold." The title will now read:

An Act to provide for the Continuance in force of a certain Proclamation made under the Finance Act, 1914, and to authorize the prohibition of the export of gold.

Amendment agreed to and Bill reported as amended.

#### SUPPLY.

The House again in Committee of Supply, Mr. Boivin in the Chair.

Steam Service between Canadian Atlantic Ports and Australia and New Zealand. . . . .	\$140,000
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Mr. A. K. MACLEAN: This is the same amount that was voted for this purpose prior to the war. The contractors for this particular route are the New Zealand Shipping Company, New Zealand.

Mr. SINCLAIR (Guysborough): How many boats have they on the line?

Mr. A. K. MACLEAN: There were five, namely: the Mahana, Mahia, Parattah, Sussex and Whakatane. Since 1914, however, the service has been limited owing to some of the boats having been requisitioned by the British Admiralty.

Under the contract they are to sail monthly on the 20th, during the St. Lawrence season of navigation from the port of Montreal, and during the winter season from either Halifax or St. John.

Mr. SINCLAIR (Guysborough): Do they go direct to Australia without calling at intermediate ports?

Mr. A. K. MACLEAN: The ports of call are Auckland, Wellington, Lyttleton and Dunedin, New Zealand, and the ports of Melbourne and Sydney, Australia. The boats are to call at such other ports in Australia and New Zealand as the Government may from time to time determine. While the rate of traffic was apparently growing prior to the war, I notice by the figures that since that time it has been gradually decreasing. For instance, in 1914 the tonnage carried amounted to 44,245 tons; the following year it amounted to 29,124 tons; in 1916, to 19,738 tons; in 1917, to 11,882 tons; in 1918 no service was performed at all apparently.

Mr. PEDLOW: Does it not seem rather inconsistent to subsidize these vessels to bring freight to Canada and at the same time to have a tariff wall so high as to prevent the importation of goods? It seems to me to be an actual waste of money to subsidize shipping companies to bring goods to Canada when we will not allow them to enter the country except over a high tariff wall.

Mr. A. K. MACLEAN: My hon. friend's protest involves a great many questions which I would not like to discuss on the vote before the committee. He had better reserve that very broad question for the Budget debate. I know, however, that Canadian producers were very, very anxious for the restoration of the subsidized service to Australia and New Zealand after the armistice, in order that they might resume a trade that was growing in a very satisfactory manner before the war. I think it is quite true that we are more interested in our outward freight to Australia and New Zealand than in any inward freight those boats may bring back. This particular service has been of some use in developing our export trade.

Mr. ROBB: What control has the department over the freight rates charged? I notice that they are subsidizing these vessels on the basis of \$7 a ton on the tonnage carried during the last year, and a little more than \$3 a ton on the highest tonnage carried in 1914.