

conduct our shuttle service between district offices and institutions, and this is the principle Mr. Mace has just referred to.

Mr. ROGER: I can see that; but suppose you were hiring a welfare officer today would one of the stipulations be that he supply a car?

Mr. LALONDE: It would not be a stipulation. We would not even consider that when hiring him; we would hire him on his merits. Whether he has a car or not makes no difference because he would have to go through a competition anyway. If he is the successful candidate, we would not want to disbar him because he does not have a car. However, once he is hired we put it to him: you will have to do a certain amount of travelling; can you provide a car and be placed on a mileage allowance? If he says yes, that is the answer; but if he says he cannot buy a car, then we will provide him with a departmental vehicle.

Mr. HERRIDGE: What percentage of the men are unable to buy a car or say they are unable to buy a car?

Mr. MACE: I would not think many of them, sir. As you know, the position of a veterans welfare officer is a reasonably senior classification. I think most of them would drive cars. I am not too familiar with the situation. This condition arises in the districts and I am not so familiar with the circumstances that I could give you a very accurate answer but I believe when Mr. Parliament is before the committee he will be able to give you a better idea of the situation.

Mr. LALONDE: I think the answer to your question, Mr. Herridge, is in the amount which is shown in the estimates under the next vote, No. 450—travelling expenses—staff—\$165,000 a year. If you compare that with the travelling expenses for head office, it is only \$27,000. The bulk of the \$165,000 shown for travelling expenses in the welfare services vote is made up of mileage allowance. So that gives you an idea of the volume.

Mr. ORMISTON: Is there any variation in the mileage allowance?

Mr. MACE: In the department?

Mr. ORMISTON: Yes.

Mr. MACE: No, it follows the travelling regulations which are laid down by treasury board.

Mr. ORMISTON: The reason I asked was that I was wondering if a person using his car in southern Ontario would receive the same allowance as someone in northern Saskatchewan?

Mr. MACE: Yes.

Mr. MACDONALD (*Kings*): Would the bulk of these vehicles be used in connection with the administration of hospitals?

Mr. LALONDE: Yes, the bulk of the departmental vehicles would be used for that purpose.

Mr. MACDONALD (*Kings*): They would require a fair number of vehicles to administer a hospital.

Mr. LALONDE: Yes.

Mr. CARTER: What mileage rate do you pay for welfare officers?

Mr. MACE: The rates approved by the regulations are 4 cents a mile for occasional travel. This is where a person travels occasionally by means of his own car where other means of public transportation are convenient. But for the man with a continuous travel status, he will be reimbursed at the rate of 13 cents a mile, subject to his carrying certain levels of insurance; and I think this is \$100,000 comprehensive coverage. The rate drops to 11 cents a mile after a certain mileage. I think it is after 20,000 miles but I am not too sure.