

your appropriation is \$5,200; in other words, you spent \$700 more than was budgeted for.

Mr. MACE: In theory, that is true; and what we have to do is submit to treasury board a transfer between allotment in order to transfer \$700 from some other primary which is under expended.

Mr. McINTOSH: Other items?

Mr. MACE: Within that vote, of course.

Mr. SPEAKMAN: I notice under this and the other items there is an item for allowances, and it varies in each case. Will you tell us what these allowances are?

Mr. MACE: In the case of this particular vote the major items of expense are in respect to living allowances of classified employees in our London, England office. As you know, this is controlled through treasury board and everyone serving abroad qualifies for certain allowances. Of the \$11,000, \$10,300 is for that particular item.

I might as well answer your question completely. Of course, in this vote there are other allowances. We have an allowance by way of an honorarium to certain members of our staff who act as fire-fighters in their spare time. In other words, these persons are on call and they are paid a \$100 a year honorarium. There are also terminable allowances where an employee may have assumed duties beyond what is required in his present classification. This arrangement may be only temporary and, therefore, instead of reclassifying him to a higher grade for a few months and then downgrading him, you compensate him by a payment of a terminable allowance.

We also have another allowance called "in lieu of board and quarters". These are in respect to the interns in Dr. Crawford's vote. These are the types of allowances which appear in the different votes.

Mr. ROGERS: I see that you are still buying departmental cars. This has been going on for eight or nine years. Is this dropping gradually, or why do we buy departmental cars?

Mr. MACE: When we say, "cars", we refer to passenger cars, station wagons, ambulances, light trucks, heavy trucks and buses. As a matter of fact, we do not buy buses anymore, but we do require a large number of vehicles, mainly in association with the operations of the institutions.

Mr. ROGERS: So there are not very many departmental cars?

Mr. MACE: The number of vehicles operated by the department as of April 1, 1958 is 169, of which 74 were actual passenger cars; and this is what you are referring to, are you not?

Mr. ROGERS: Yes.

Mr. MACE: There are a number of our district offices—Vancouver, for instance—where our office is downtown, and we have Shaughnessy and George Derby hospitals. Hence, there is quite a bit of interdistrict travel which is conveniently done by passenger cars.

I think a number of these cars are used by people who are travelling continuously, but I think by far the greater portion of our travel where cars are involved is done by the privately-owned motor car of the employee, and he is paid a mileage allowance.

Mr. LALONDE: As a matter of policy we supply a departmental car—to a welfare officer, for instance—to do his travelling only when he says that he cannot afford to buy one. Whenever our travelling officials—and by that I mean the persons who do a fair amount of travelling—say they have a car or are capable of buying one, we place them on a mileage allowance. It is not our policy to buy more departmental cars, but we do need some passenger cars to