

Mr. RIDER: The mileage allowances at the present time are basically 10 cents per mile for the first 8,000 miles. This in Newfoundland is 12 cents a mile. All mileage in excess of 8,000 miles in one year is eight cents a mile, and in Newfoundland 10 cents a mile. In addition to this, an additional allowance of one cent a mile is paid for the first 5,000 miles, in any year, travelled on government business where the employee who is using his own automobile has third party liability insurance of at least \$100,000 in respect of any one accident. Employees travelling in the Yukon or the Northwest Territories operate on 15 cents a mile. Any other travel, other than that done by welfare officers, where normally public transportation could be used but is not quite as effective, is paid for at a rate of 4½ cents a mile.

The CHAIRMAN: Is there no further question on veterans' welfare services? I understand there are other items on page 502 to be dealt with. We will allow Mr. Rider to complete the items in which he is interested at the top of page 502.

Mr. HERRIDGE: For the information of members of the committee could Mr. Rider explain the co-operation that exists between other federal departments and any provincial departments in dealing with welfare services?

Mr. RIDER: Yes, sir. There is co-operation at all levels of the branch. We co-operate very closely with the national employment service, for example, here in Ottawa. At the district level the district superintendent will co-operate with the local national employment service officers, veterans' organizations and private and public organizations, provincial government organizations and municipal organizations. For example, in Ontario, in the London office in the next few days there will be a course given for officers from the national employment service offices in that area, a refresher course to reacquaint them with what is done for veterans, so that when a veteran goes to see them they know what we do and they can give general counselling. If that is not sufficient then they can make an appointment with the welfare officer. The individual welfare officer is expected to be a knowledgeable individual in that we expect him to know not only what our department can do for the veteran but what any other federal department can do for them, what the provincial government can do for them in the fields of social welfare and what the municipal government and other private agencies can do for them. For example, a welfare officer will work very closely with schools concerning children under the educational assistance act. They will work with private agencies in their local areas. If there is a specialized agency, say, for family counselling, they will work with them. If the welfare officer runs into a difficult family problem, he will refer the case to the local agency which can see the veteran at any time, whereas the welfare officer might only be able to see him each two weeks or even less frequently. We try to make use of all the agencies there are. We accept the fact that many of these agencies are more knowledgeable than we are in dealing with these problems, and wherever we can use someone better qualified than ourselves to help solve the veteran's problem, we do so, whether it is a private, public, municipal, provincial or federal agency. This means that we must keep a good liaison constantly alive. The individual welfare officer in the field will, on occasion, meet a provincial welfare officer, and they will refer cases to one another, they will trade cases. Where the welfare officer has run across a veteran who may not be eligible for the war veterans' allowance but is eligible for provincial benefit, he will refer the case to the provincial officer to assist the veteran in getting the provincial benefit. On the other hand, if a provincial officer runs across a veteran who is eligible for war veterans' assistance, this officer will refer him to our welfare officer to assist the veteran in getting the W.V.A. There is a very close working relationship.