

7. *Coordination and cooperation*

(a) Within your bureau, division, or office: Utilization to the maximum extent of existing Bureau personnel for administrative, fiscal, procurement, welfare, and supervisory services to the tribes.

(c) With other Federal Government departments or agencies: Working under memorandum of agreement with PHA and PHS to coordinate programs, provide organizing and supervisory assistance which cannot be performed by those agencies for the tribes.

(e) With local governments or communities: Assistance to tribal housing authorities established by the tribal councils.

(h) With business enterprises: Not applicable.

For (b), (d), (f), (g), and (i): None.

8. *Laws and regulations*

U.S. Housing Act of 1949 and subsequent revisions.

Department of the Interior appropriation bills, 1963, 1964, 1965, and 1966.

Department of Agriculture appropriation bills.

PART II. DATA BEARING ON ECONOMIC ASPECTS AND IMPACTS OF THE PROGRAM

9. *Economic effects*

For (a), (b), (c), (d), and (g): Not determinable. For (f) and (h): None.

(e) Any benefits (not included above) resulting from the particular governmental program: Vastly improved living conditions.

10. *Economic classification of program expenditures.* (See table 2.)

Program: Housing programs for Indians.

Department or agency, and office or bureau: Department of Interior, Bureau of Indian Affairs.

TABLE 2.—*Economic classification of program expenditures for fiscal year 1965*

Federal Government:

Purchases of goods and services:

Wages and salaries.....	\$125, 010
Other.....	733, 126

Total, Federal expenditures.....	¹ 858, 136
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¹ Total expenditures listed represent only funds expended by BIA for supervision and assistance to tribes for public housing and for material, equipment, and labor on Indian home improvement. PHA loans to housing authorities amounting to \$35,000,000 not included.

Bureau of Mines

ACCIDENT-PREVENTION EDUCATION

PART I. DESCRIPTION OF THE PROGRAM

1. *Objectives*

The Bureau's accident-prevention educational program is based on the philosophy that it is far better to prevent accidents and personal injuries by avoiding the development of hazardous situations than to rely on detecting and eliminating them after they occur.