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Releases

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Canada

Releases

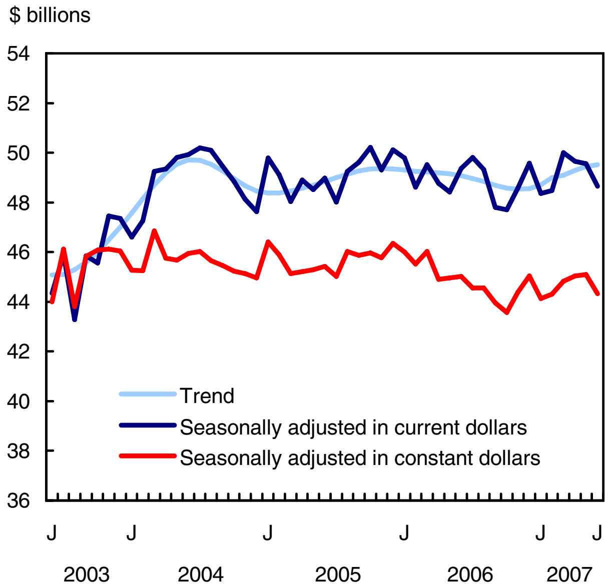
Monthly Survey of Manufacturing

June 2007

Manufacturing shipments tumbled in June, falling 1.8% to $48.6 billion. This was the largest decrease since January and the third consecutive monthly decline.

Despite these decreases, second-quarter shipments still managed to gain 0.7% compared with the first quarter of 2007. This was due to high shipment levels at the start of the second quarter after a particularly strong March. Examining the first six months of this year, manufacturing shipments were up 0.1% compared with the first six months of 2006.

Factory shipments move lower in June



Using constant dollars, which take price fluctuations into account, the volume of manufacturing shipments decreased 1.7% in June to $44.3 billion. This was only the second decrease in constant dollar shipments in the past nine months.

In addition to the sharp decline in the transportation equipment industry, many other sectors also reported a drop in shipments in June. On a sector-by-sector basis, 13 of 21 manufacturing industries decreased, representing about 75% of total shipments.

Excluding motor vehicles and parts, shipments in June were notably less weak, losing only 0.5%.

Note to readers

Preliminary estimates are provided for the current reference month. Estimates, based on late responses, are revised for the three prior months.

Non-durable goods industries *include food, beverage and tobacco products, textile mills, textile product mills, clothing, leather and allied products, paper, printing and related support activities, petroleum and coal products, chemicals, and plastics and rubber products.*

Durable goods industries *include wood products, non-metallic mineral products, primary metals, fabricated metal products, machinery, computer and electronic products, electrical equipment, appliances and components, transportation equipment, furniture and related products and miscellaneous manufacturing.*

Unfilled orders *are a stock of orders that will contribute to future shipments assuming that the orders are not cancelled.*

New orders *are those received whether shipped in the current month or not. They are measured as the sum of shipments for the current month plus the change in unfilled orders. Some people interpret new orders as orders that will lead to future demand. This is inappropriate since the "new orders" variable includes orders that have already been shipped. Readers should note that the month-to-month change in new orders may be volatile. This will happen particularly if the previous month's change in unfilled orders is closely related to the current month's change.*

Not all orders will be translated into Canadian factory shipments because portions of large contracts can be subcontracted out to manufacturers in other countries. Also, some orders may be cancelled.

Shipment decreases were led once again by durable goods manufacturers, whose shipments dropped 3.2%, a third consecutive monthly decrease. Transportation equipment, primary metals and machinery manufacturers were the primary contributors to the slump. Shipments of non-durable goods also fell, slipping 0.3% to $22.9 billion. Price-driven declines in petroleum and pulp and paper helped to fuel this reduction.

Unfilled factory orders, a proxy for future shipment performance, were strong once again, increasing 2.0% in June to $49.8 billion. New orders dipped slightly by 1.0% to $49.6 billion, as a result of weakness within the transportation sector.

Manufacturers' shipments pulled down by transportation industry

The automotive industry was at the forefront of weaker shipments in June. Motor vehicle shipments plunged for the third consecutive month, decreasing by almost $650 million (-13.3%), the largest monthly loss since August 2003. An appreciating Canadian dollar and soft conditions in the US auto market, which is the primary destination for over 85% of domestically produced automotive products, contributed to the recent downturn in motor vehicle shipments.

Among the largest remaining shipment decreases were those by aerospace products and parts manufacturers (-4.6%) and machinery manufacturers (-2.8%).

Primary metal shipments lost ground for a second consecutive month, slipping by 0.8%. A volume-led increase was negated by a price decrease of 3.6% in June, following declines in the value of several primary metals, including nickel and copper alloys. In addition, an ongoing labour dispute at a major primary metal factory played a limiting role, hindering an otherwise strong first half of 2007 for the sector.

On the other hand, shipments were up for miscellaneous manufacturers (+8.5%), printing and related support activities (+7.0%) and wood product manufacturers (+2.0%).

Four largest provinces hurt by drops in key industries

The four largest provinces (British Columbia, Alberta, Ontario and Quebec) in terms of manufacturing shipments each posted decreases in June, while the Maritime Provinces, as well as Manitoba and Saskatchewan, reported moderate-to-strong increases during the month.

Ontario was particularly hard hit by the sharp drop in shipments by the automotive industry in June. The transportation equipment industry, which tumbled 9.1% during the month, accounts for about 30% of Ontario's total manufacturing output. Excluding Ontario, manufacturing shipments for the rest of Canada decreased only 0.3%.

After starting the year off strongly, shipments in Quebec decreased for a second consecutive month. Transportation equipment shipments also led the decline in Quebec, falling 5.3% compared with May. Primary metal manufacturers in the province also reported decreased shipments (-4.9%). A strike at a major plant and a 3.6% drop in primary metal prices were leading contributors to this decline.

Shipments in the Maritime Provinces were particularly strong in June, led by a 15.6% surge in New Brunswick and a 13.2% gain in Newfoundland and Labrador. Shipment strength in both provinces came largely from non-durable goods manufacturers.

Shipments in Manitoba continued to be a good news story, reporting a 1.0% increase compared with May. Over the first six months of 2007, Manitoba was up 13.7% compared with the same period in 2006. Most of the growth in shipments for Manitoba has come from primary metal manufacturers, as well as the transportation equipment and miscellaneous manufacturing industries.

Manufacturing shipments, provinces and territories

	May 2007^r	June 2007^p	May to June 2007
	Seasonally adjusted		
	$ millions		% change
Canada	**49,559**	**48,647**	**-1.8**
Newfoundland and Labrador	274	310	13.2
Prince Edward Island	122	129	5.8
Nova Scotia	773	784	1.4
New Brunswick	1,140	1,318	15.6
Quebec	12,047	11,843	-1.7
Ontario	23,821	22,980	-3.5
Manitoba	1,321	1,334	1.0
Saskatchewan	865	873	0.9
Alberta	5,680	5,572	-1.9
British Columbia	3,507	3,496	-0.3
Yukon	2	2	-6.4
Northwest Territories including Nunavut	7	7	0.6

r *revised*
p *preliminary*

Unfilled orders surge as boats and planes are built

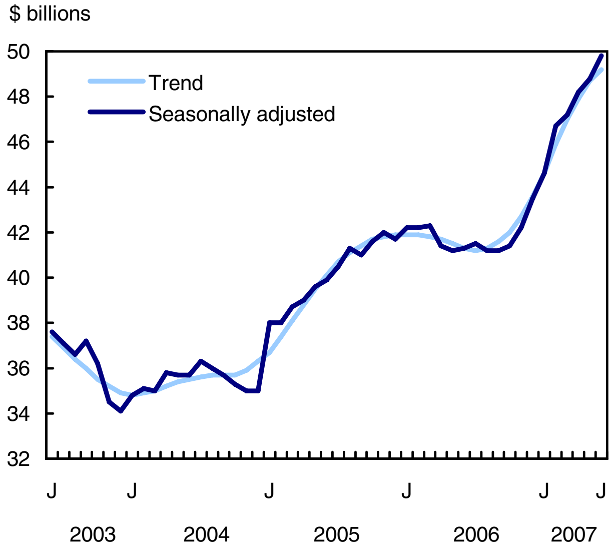
Unfilled orders continued to pile up, as manufacturers reported a ninth consecutive month of increases. Unfilled orders are considered an indicator of future shipments, assuming orders are not cancelled. Manufacturers' backlog of orders rose 2.0% in June to $49.8 billion. The trend for unfilled orders has been steadily improving since last summer, after remaining relatively flat for a one-year period starting in the summer of 2005.

Ship and boat building manufacturers saw unfilled orders surge ahead 130.4% or $456 million, as a number of new contracts were received in June.

In addition, demand for both military and civilian aircraft and their parts continued to be a major contributor to the recent increase in total orders. Unfilled orders for aerospace products and parts jumped 2.7% to 21.8 billion, the highest level since January 2002.

Manufacturers in the miscellaneous group also saw unfilled orders continue to surge, gaining 22.2% compared with May. This was the seventh increase in unfilled orders in the past eight months. Unfilled orders in this industry have more than doubled since January 2007, largely because of strength in medical equipment and supplies manufacturing as well as in jewellery and silverware manufacturing.

Manufacturers see continued gains in unfilled orders



New orders continue to slide from recent high

After peaking at an all-time high in December 2006, new orders decreased for the fourth time in six months in June, slipping below the $50-billion mark to $49.6 billion.

New orders were down 1.0% from May with motor vehicle manufacturers leading the slowdown. This sector's new orders diminished by 13.8% or $678 million, its third consecutive monthly decline.

Alternatively, new orders for ship and boat building experienced a massive boost in June (+583.9% or +$458 million), as several new major contracts were announced during the month. This gain helped to mitigate some of the slide seen in other industries.

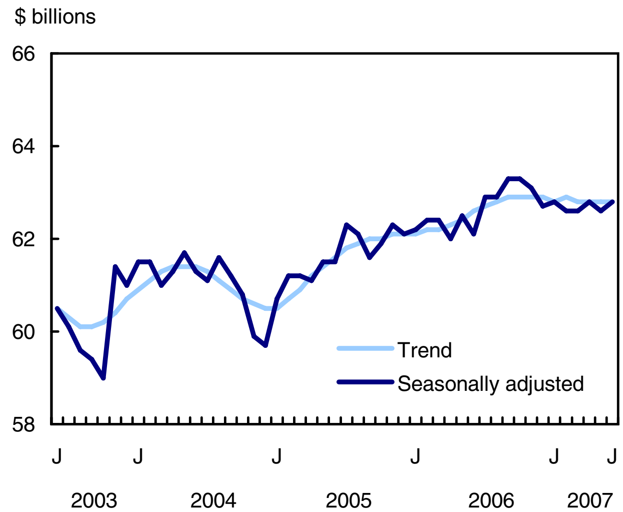
Inventory levels increase slightly

Manufacturers' total inventories increased slightly in June, gaining 0.4% to $62.8 billion. Previously, inventories had decreased 0.4% in May, remaining fairly stable over the past year.

In June, 11 of 21 industries reported an increase to their inventories, although most of the increase came on the back of two major gains during the month. Automotive vehicle manufacturers reported a sizeable 11.5% increase in inventories during the month, possibly due to early preparation for summer shutdowns. Chemical product manufacturers also reported an increase, with inventory levels rising by 2.7% or $178 million.

These increases were partially offset by a 2.5% decrease in inventories for aerospace products and parts manufacturers.

Manufacturers' inventory levels increase slightly

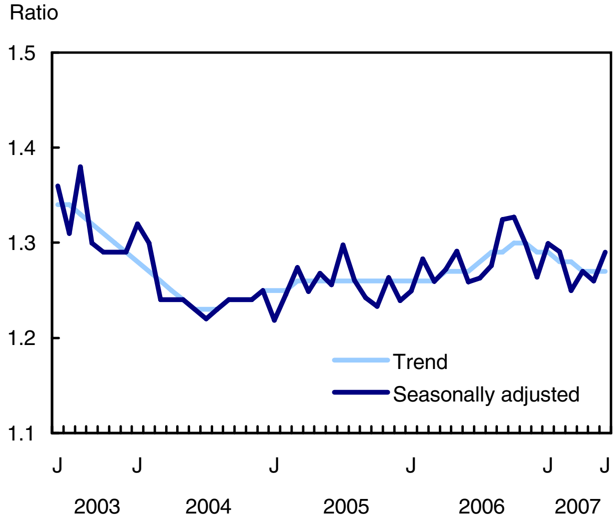


Inventory-to-shipment ratio edges up on weaker shipments

With shipments dipping and inventory levels increasing slightly, the inventory-to-shipment ratio edged up to 1.29 in June. The ratio had reached a recent low of 1.25 in March after having peaked at a three-year high of 1.33 in October 2006.

The inventory-to-shipment ratio is a measure of the time, in months, that would be required to exhaust inventories if shipments were to remain at their current level.

Inventory-to-shipment ratio edges up



Available on CANSIM: tables 304-0014, 304-0015 and 377-0008.

Definitions, data sources and methods: survey number 2101.

All data are benchmarked to the 2004 Annual Survey of Manufactures and Logging.

Data from the July Monthly Survey of Manufacturing will be released on September 14.

For general information, or to order data, contact the dissemination officer (toll-free 1-866-873-8789; 613-951-9497; fax: 613-951-9499; *manufact@statcan.ca*). To enquire about the concepts, methods or data quality of the release, contact Elton Cryderman (613-951-4317; *elton.cryderman@statcan.ca*), Manufacturing, Construction and Energy Division.

Shipments, inventories and orders in all manufacturing industries

	Shipments		Inventories		Unfilled orders		New orders		Inventory-to-shipments ratio
	Seasonally adjusted								
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change	
June 2006	49,356	1.9	62,132	-0.6	41,298	0.3	49,474	2.7	1.26
July 2006	49,805	0.9	62,898	1.2	41,485	0.5	49,992	1.0	1.26
August 2006	49,326	-1.0	62,935	0.1	41,207	-0.7	49,048	-1.9	1.28
September 2006	47,791	-3.1	63,302	0.6	41,202	0.0	47,786	-2.6	1.32
October 2006	47,701	-0.2	63,303	0.0	41,403	0.5	47,903	0.2	1.33
November 2006	48,703	2.1	63,370	0.1	42,192	1.9	49,493	3.3	1.30
December 2006	49,572	1.8	62,652	-1.1	43,523	3.2	50,976	3.0	1.26
January 2007	48,368	-2.4	62,840	0.3	44,633	2.6	49,478	-2.9	1.30
February 2007	48,480	0.2	62,626	-0.3	46,705	4.6	50,552	2.2	1.29
March 2007	50,008	3.2	62,577	-0.1	47,185	1.0	50,487	-0.1	1.25
April 2007	49,655	-0.7	62,836	0.4	48,165	2.1	50,636	0.3	1.27
May 2007	49,559	-0.2	62,582	-0.4	48,763	1.2	50,157	-0.9	1.26
June 2007	48,647	-1.8	62,838	0.4	49,753	2.0	49,636	-1.0	1.29

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	Seasonally adjusted							
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change
June 2006	41,966	1.7	59,464	-0.5	38,722	0.7	42,239	3.0
July 2006	42,448	1.2	59,959	0.8	38,988	0.7	42,715	1.1
August 2006	42,103	-0.8	60,119	0.3	38,965	-0.1	42,080	-1.5
September 2006	40,959	-2.7	60,394	0.5	39,271	0.8	41,265	-1.9
October 2006	40,996	0.1	60,345	-0.1	39,860	1.5	41,585	0.8
November 2006	41,217	0.5	60,483	0.2	40,869	2.5	42,225	1.5
December 2006	41,538	0.8	59,872	-1.0	42,317	3.5	43,063	2.0
January 2007	40,988	-1.3	59,980	0.2	43,329	2.4	42,001	-2.5
February 2007	41,029	0.1	59,818	-0.3	45,486	5.0	43,185	2.8
March 2007	41,983	2.3	59,818	0.0	46,070	1.3	42,568	-1.4
April 2007	42,419	1.0	60,069	0.4	46,997	2.0	43,345	1.8
May 2007	42,474	0.1	59,910	-0.3	47,565	1.2	43,043	-0.7
June 2007	42,245	-0.5	60,035	0.2	48,573	2.1	43,253	0.5

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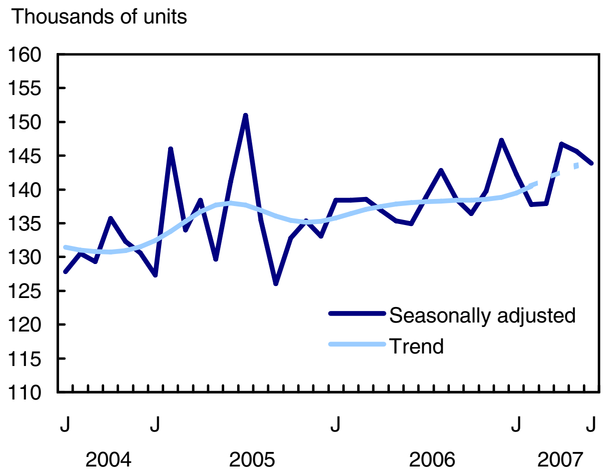
New motor vehicle sales

June 2007

New motor vehicle sales dipped slightly for a second consecutive month in June, but remained roughly in line with April's and May's high levels.

There were 143,900 new vehicles sold in June, representing a 1.2% decline from May, according to seasonally adjusted data from the New Motor Vehicle Sales Survey.

Motor vehicle sales drop slightly in June, but remain at high levels



Note: The last few points could be subject to revisions when more data are added. This is indicated by the dashed line.

The decrease in June was entirely due to a fall in sales of trucks (which include minivans, sport-utility vehicles, light and heavy trucks, vans and buses). This decline was partially offset by an increase in passenger car sales, which were up as a result of increases in both North American-built and overseas-built models.

Preliminary industry data indicate that sales of new motor vehicles declined again (-3%) in July.

Despite the modest declines in May and June, new motor vehicle sales were up a healthy 4.4% in the second quarter. This was largely due to a major sales surge in April (+6.3%).

Decrease in truck sales overwhelms rebound in car sales

Sales of new trucks fell by 3.9% in June to 69,179. Despite the decline in June, truck sales were strong in the second quarter (+2.7%) as dealers maintained comparatively high sales levels throughout the three-month period.

New car sales rebounded (+1.4%) after a decrease in May. Car sales rose by just over 1,000 units to 74,720 in June. Sales of passenger cars have experienced various ups and downs recently, but were strong on the whole as sales in the second quarter increased 6.0% over the first quarter.

Sales of North American-built and overseas-built cars rose in June by 1.1% and 3.1% respectively. The volatility in new car sales has come mainly from the North American-built component as sales of overseas-built models have grown steadily throughout the year so far, stalling only twice.

Sales in most provinces decrease

The overall decline in sales of new motor vehicles was spread across most provinces, as only Nova Scotia and Alberta recorded growth in June. Nova Scotia had the highest percentage increase (+9.5%), compensating for some of the declines experienced in May. Gains in the number of sales in Alberta (+3.4%) more than offset decreases in May, but were not enough to overcome declines in April.

Unit sales in every other province were down in June. Quebec (-3.6%) gave back the increase in May, its sales of new motor vehicles settling at a level of 35,825, similar to April. Ontario sales were down (-1.4%) for the second consecutive month. In the East, Prince Edward Island (-6.9%), Newfoundland and Labrador (-3.8%), and New Brunswick (-1.7%) all slipped after recording increases in May. Saskatchewan (-5.1%), British Columbia (-2.0%) and Manitoba (-1.0%) also contributed to the national decline in June.

> ***Note to readers***
>
> *All data in this release are seasonally adjusted.*
>
> ***Passenger cars*** *include those used for personal and commercial purposes, such as taxis or rental cars.* ***Trucks*** *include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.*
>
> ***North American-built new motor vehicles*** *include vehicles manufactured or assembled in Canada, the United States or Mexico. All other new motor vehicles are considered to have been manufactured overseas.*
>
> *For reasons of confidentiality, data for Yukon, the Northwest Territories and Nunavut are included with those for British Columbia.*
>
> *The New Motor Vehicle Sales Survey is compiled on the basis of figures obtained from motor vehicle manufacturers and importers. These results may vary from those obtained directly from auto dealers, due to possible differences in record keeping.*

Available on CANSIM: tables 079-0001 and 079-0002.

Definitions, data sources and methods: survey number 2402.

The June 2007 issue of *New Motor Vehicle Sales* (63-007-XWE, free) will be available soon.

Data on new motor vehicle sales for July will be released on September 18.

For more information, or to order data, contact Client Services (toll-free 1-877-421-3067; 613-951-3549; *retailinfo@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Joseph Dunlavy (613-951-0193), Distributive Trades Division.

New motor vehicle sales

	June 2006	May 2007[r]	June 2007[p]	June 2006 to June 2007	May to June 2007
	Seasonally adjusted				
	number of vehicles			% change	
New motor vehicles	**134,914**	**145,649**	**143,900**	**6.7**	**-1.2**
Passenger cars	72,413	73,689	74,720	3.2	1.4
North American[1]	47,403	46,552	47,082	-0.7	1.1
Overseas	25,010	26,803	27,638	10.5	3.1
Trucks, vans and buses	62,501	71,959	69,179	10.7	-3.9
New motor vehicles					
Newfoundland and Labrador	2,112	2,420	2,329	10.3	-3.8
Prince Edward Island	396	467	435	9.8	-6.9
Nova Scotia	3,698	3,708	4,062	9.8	9.5
New Brunswick	2,817	3,260	3,206	13.8	-1.7
Quebec	32,399	37,160	35,825	10.6	-3.6
Ontario	50,524	52,107	51,373	1.7	-1.4
Manitoba	3,731	3,870	3,833	2.7	-1.0
Saskatchewan	3,337	3,946	3,745	12.2	-5.1
Alberta	19,932	21,421	22,154	11.1	3.4
British Columbia[2]	15,967	17,289	16,936	6.1	-2.0

	June 2006	May 2007	June 2007[p]	June 2006 to June 2007
	Unadjusted			
	number of vehicles			% change
New motor vehicles	**162,029**	**189,039**	**172,424**	**6.4**
Passenger cars	88,055	102,564	91,729	4.2
North American[1]	56,827	65,400	58,700	3.3
Overseas	31,228	37,164	33,029	5.8
Trucks, vans and buses	73,974	86,475	80,695	9.1
New motor vehicles				
Newfoundland and Labrador	2,903	3,684	3,322	14.4
Prince Edward Island	561	638	593	5.7
Nova Scotia	4,856	5,353	5,406	11.3
New Brunswick	3,674	4,538	4,090	11.3
Quebec	39,043	52,143	41,679	6.8
Ontario	61,376	65,218	62,457	1.8
Manitoba	4,328	4,698	4,498	3.9
Saskatchewan	3,897	4,624	4,522	16.0
Alberta	22,356	26,945	25,537	14.2
British Columbia[2]	19,035	21,198	20,320	6.8

r *revised*
p *preliminary*
1. *Manufactured or assembled in Canada, the United States or Mexico.*
2. *Includes Yukon, the Northwest Territories and Nunavut.*

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Apartment Building Construction Price Index
Second quarter 2007

The composite price index for apartment building construction was 154.1 (1997=100) in the second quarter of 2007, up 3.2% from the previous quarter and up 10.2% from the second quarter of 2006. The quarterly increase was mostly the result of higher labour and materials costs and a strong market for building construction, particularly in Western Canada. Also, the year-to-year advance was the largest since the index was first published in the first quarter of 1988.

Western Canada recorded the highest quarterly increases, led by Edmonton (+5.3%), followed by Calgary (+4.5%) and Vancouver (+4.1%). Lower price rises were observed in Eastern Canada, with Montréal recording an advance of 2.6%, followed by Toronto (+2.3%), Ottawa–Gatineau, Ontario part (+2.2%) and Halifax (+1.9%).

Calgary (+23.4%) experienced the highest gain over the second quarter of 2006, followed by Edmonton (+20.9%), Vancouver (+15.7%), Toronto (+6.5%), Ottawa–Gatineau, Ontario part (+5.7%), Halifax (+5.3%) and Montréal (+4.2%).

Note: The apartment building construction price indexes provide an indication of new construction cost changes in six census metropolitan areas (CMAs) (Halifax, Montréal, Toronto, Calgary, Edmonton and Vancouver) and the Ontario part of the Ottawa–Gatineau CMA. Besides each of the CMA indexes and the composite index, there are further breakdowns of cost changes by trade groups within the building (structural, architectural, mechanical and electrical). These price indexes are derived from surveys of general and special trade-group contractors who report on the categories of costs (material, labour, equipment, taxes, overhead and profits) relevant to the detailed construction specifications included in the surveys.

Available on CANSIM: table 327-0040.

Definitions, data sources and methods: survey numbers, including related surveys, 2317 and 2330.

The second quarter 2007 issue of *Capital Expenditure Price Statistics* (62-007-XWE, free) will be available in October.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (toll-free 1-866-230-2248; 613-951-9606; fax 613-951-1539; *prices-prix@statcan.ca*), Prices Division.

Apartment Building Construction Price Index[1]

	Second quarter 2007	Second quarter 2006 to second quarter 2007	First quarter to second quarter 2007
	(1997=100)	% change	
Composite index	**154.1**	**10.2**	**3.2**
Halifax	136.0	5.3	1.9
Montréal	140.0	4.2	2.6
Ottawa–Gatineau, Ontario part	149.7	5.7	2.2
Toronto	156.2	6.5	2.3
Calgary	182.8	23.4	4.5
Edmonton	174.6	20.9	5.3
Vancouver	162.1	15.7	4.1

1. *Go online to view the census subdivisions that comprise the census metropolitan areas.*

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Domestic travel

Second quarter 2006 (preliminary)

Available today is a set of tables containing data on domestic visits for the second quarter of 2006 from the Travel Survey of Residents of Canada (TSRC).

This survey, which started in 2005, provides estimates of domestic visits that are more in line with international guidelines as recommended by the World Tourism Organization.

A domestic visit is one that originates and occurs within Canada, is less than 365 days in duration, ends during the reference period, and is outside the respondent's "usual" environment.

The visits made by Canadian travellers in Canada totalled 49.4 million during the second quarter of 2006.

Visits for pleasure, vacations, holidays and visiting friends and relatives represented 88% of all domestic visits. Together, these visits increased 2.8% in the second quarter of 2006 compared with the same period in 2005.

Intra-provincial visits reached 45.5 million in the second quarter of 2006, while inter-provincial visits totalled 4.2 million.

In Canada, 9 domestic visits out of 10 were taken in the traveller's province of residence.

Same-day visits reached 28.6 million in the second quarter of 2006, while 20.7 million overnight visits were recorded.

Canadian residents spent an average of three nights away from home when making an overnight visit. Of the 54.5 million nights spent away from home, 19.3 million were spent in a commercial establishment.

Distributed by month, the number of visits in Canada was 15.0 million in April, 16.0 million in May and 18.4 million in June.

Canadian travellers spent $7.2 billion within the country during the second quarter of 2006. When taking inflation into account, spending on domestic visits totalled $6.7 billion (in 2002 dollars) for this same quarter.

Almost two-thirds of all domestic expenditures were for transportation ($2.6 billion) and food and beverages ($2.0 billion).

In the second quarter of 2006, Canadian spending on domestic visits for pleasure, vacations, holidays and visiting friends or relatives, increased 5.9% compared with the same period in 2005.

Note: The total domestic visit estimates for the second quarter of 2006 are preliminary and are not comparable with the preliminary data released for the second quarter of 2005. Two categories of visits (business and other) are affected as a result of changes made to the TSRC questionnaire, starting from the reference month of September 2005. These two categories represented 12% of domestic visits in the second quarter of 2006. The remaining categories of visits, which include visits for pleasure, vacations, holidays and visiting friends and relatives, are comparable.

Definitions, data sources and methods: survey number 3810.

For general information, or to obtain data, contact Client Services (toll-free 613-951-9169; fax: 613-951-2909; *tourism@statcan.ca*). To enquire about the concepts, questionnaires, methods or data quality of this release, contact Lizette Gervais-Simard (613-951-1672; fax: 613-951-2909; *gervliz@statcan.ca*), Culture, Tourism, and the Centre for Education Statistics. ■

Dairy statistics

June 2007 (preliminary)

Cheese manufacturers produced 12 162 metric tonnes of cheddar cheese and 18 343 metric tonnes of specialty cheeses in June. Processed cheese production decreased to 6 665 metric tonnes from 7 121 metric tonnes a year earlier.

Available on CANSIM: tables 003-0007 to 003-0012, 003-0029, 003-0033 and 003-0034.

Definitions, data sources and methods: survey numbers, including related surveys, 3430, 3431 and 3432.

The second quarter 2007 issue of *Dairy Statistics*, Vol. 2, no. 2 (23-014-XWE, free), is now available from the *Publications* module of our website.

For more information, or to enquire about the concepts, questionnaires, methods or data quality of this release, contact Anna Michalowska (toll-free 1-800-465-1991; 613-951-2442; fax: 613-951-3868), Agriculture Division. ■

Steel pipe and tubing

June 2007

Data on the production and shipments of steel pipe and tubing are now available for June.

Available on CANSIM: table 303-0046.

Definitions, data sources and methods: survey number 2105.

The June 2007 issue of *Steel, Tubular Products and Steel Wire* (41-019-XWE, free) will soon be available.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the dissemination officer (toll-free 1-866-873-8789; 613-951-9497; *manufact@statcan.ca*), Manufacturing, Construction and Energy Division. ■

New products

Dairy Statistics, Vol. 2, no. 2
Catalogue number 23-014-XWE
(free).

All prices are in Canadian dollars and exclude sales tax. Additional shipping charges apply for delivery outside Canada.

Catalogue numbers with an -XWE, -XIB or an -XIE extension are Internet versions; those with -XMB or -XME are microfiche; -XPB or -XPE are paper versions; -XDB or -XDE are electronic versions on diskette; -XCB or -XCE are electronic versions on compact disc; -XVB or -XVE are electronic versions on DVD and -XBB or -XBE a database.

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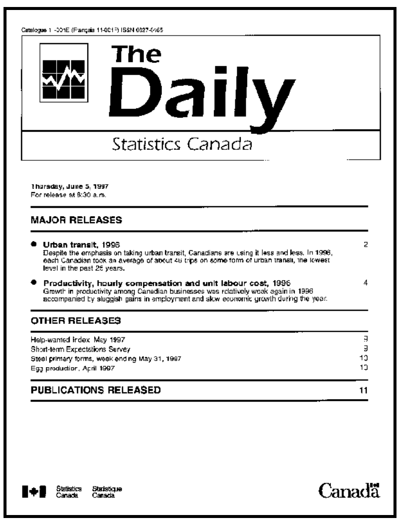
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  Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took an average of about 46 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1996** 4
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OTHER RELEASES

Help-wanted Index, May 1997	9
Short-term Expectations Survey	9
Steel primary forms, week ending May 31, 1997	10
Egg production, April 1997	10

PUBLICATIONS RELEASED 11

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