



# Infommat

## A Weekly Review

Friday, November 21, 1997

### OVERVIEW

#### ◆ Shipments decrease slightly

Although total manufacturing shipments edged down in September, the level of shipments was generally in line with the solid growth that has been sustained since early last year.

#### ◆ Consumer prices up in October

Consumers paid 1.5% more for the goods and services that make up the Consumer Price Index basket in October than they did a year earlier.

#### ◆ Vehicle sales down

Sales of new cars and trucks fell in September. Despite this monthly decline, new motor vehicle sales for the first nine months of this year reached their highest level since 1989.

#### ◆ More trips to overseas countries

Canadians made fewer same-day car trips to the United States in September, but they took more trips of one night or more to overseas countries.

#### ◆ Increase in RRSP contributors

In 1996, more Canadians made deposits in registered retirement savings plans (RRSPs), and contributions reached a record level.

#### ◆ Impaired driving charges continue to decline

Fewer people were charged with impaired driving offences in 1996—the 13th consecutive decline. However, the number charged with impaired driving causing death has remained fairly constant in recent years.

#### ◆ Graduates' employment situation improves

Between 1992 and 1995, the employment situation for 1990 graduates of postsecondary education programs improved vastly.

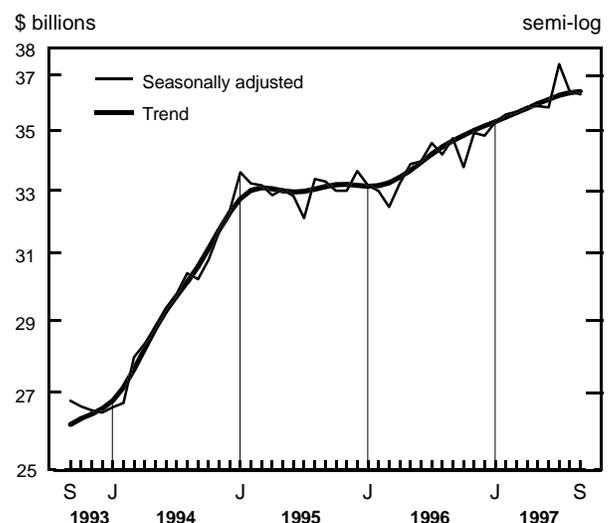
### Shipments decrease slightly

Total manufacturing shipments edged down 0.3% to \$36.3 billion in September, as they were held back by temporary maintenance shutdowns and production difficulties in some industries. September's performance contrasts with the sharp swings during the previous two months, when shipments surged in July before receding in August. Despite September's decline, the level of shipments was generally in line with the solid growth that manufacturers have sustained since early 1996.

In September, temporary maintenance shutdowns affected the chemical (-4.4%), refined petroleum (-2.4%) and motor vehicle (-2.1%) industries. The motor vehicle industry was also hampered by production difficulties caused by supplier delays. Shipments of wood also experienced their fourth consecutive decline. Overall, the decreases tended to be in some of the larger industries, as 9 of the 22 major industry groups were down (accounting for about 40% of shipments). Increases in the aircraft and parts (+8.3%) and the electrical and electronic parts (+2.4%) industries partly offset the declines.

(continued on page 2)

#### Shipments



### ... Shipments decrease slightly

Unfilled orders advanced 1.7% to \$39.9 billion in September, the eighth increase in nine months. The largest increases came from the aircraft and parts (+4.4%), motor vehicle (+2.5%), machinery (+2.3%) and primary metal (+4.9%) industries. The electrical and electronic parts (-3.8%) industry posted the largest offsetting decline.

Manufacturers' inventories rose 0.8% to \$47.2 billion. The decline in shipments and the rise in inventories combined to increase the inventory-to-shipments ratio to 1.30, up from 1.29 in August. Although the inventory-to-shipments ratio has generally been declining for the better part of two years, the steady growth in inventories in recent months has produced a gradual flattening

#### Manufacturers' shipments, September 1997 Seasonally adjusted

	\$ millions	% change, previous month
<b>Canada</b>	<b>36,290</b>	<b>- 0.3</b>
Newfoundland	148	7.1
Prince Edward Island	81	5.0
Nova Scotia	522	- 1.0
New Brunswick	686	- 2.6
Quebec	8,628	1.3
Ontario	19,080	- 1.7
Manitoba	888	5.8
Saskatchewan	526	5.5
Alberta	290	2.9
British Columbia	282	- 1.2
Yukon and Northwest Territories	3	2.0

#### Note to readers

*Unfilled orders are a stock of orders that will contribute to future shipments, assuming that orders are not cancelled. New orders represent orders received whether shipped in the current month or not. They are measured as the sum of shipments for the current month (orders received this month and shipped within the same month) plus the change in unfilled orders.*

*Some orders will not be translated into Canadian factory shipments, as portions of large contracts can be subcontracted out to other countries.*

of the ratio. (In the short term, a declining inventory-to-shipments ratio indicates that manufacturers have been drawing down their inventories to meet demand; a flat ratio indicates that inventories are being replenished as quickly as they are being used up.)

An important part of September's increase came from heightened activity in aircraft and parts (+2.7%), electrical and electronic products (+2.2%) and machinery (+1.9%). Inventories in the wood industry were also up. The largest offsetting decreases were observed in other transportation equipment (-23.3%), chemicals (-0.8%) and refined petroleum and coal products (-1.3%).

**Available on CANSIM: matrices 9550-9559, 9562-9579, 9581-9595.**

*The September 1997 issue of **Monthly Survey of Manufacturing** (31-001-XPB, \$20/\$196) will be available shortly. For further information, contact Richard Evans (613-951-9834) or Robert Traversy (613-951-9497), Manufacturing, Construction and Energy Division. (See also "Current trends" on page 8.)*

## Consumer prices up in October

In October, consumers paid 1.5% more for the goods and services that make up the Consumer Price Index (CPI) basket than they did a year earlier. This annual increase was largely attributable to higher charges for transportation (new vehicles, auto insurance and air transportation), university tuition, local telephones, food, clothing and cigarettes. At the same time, consumers continued to benefit from less costly mortgage loans and computer equipment.

Between September and October, the CPI rose by 0.1%. This small increase resulted from a number of opposing price movements. Higher piped gas rates (+3.0%), clothing and footwear prices (+1.3%) and food and alcohol prices (+0.2%) pushed the CPI upwards in October. Property taxes also rose, up 1.8% across Canada in 1997. (Property tax changes are introduced into the CPI once a year, in October.) Lower prices for gasoline, traveller accommodation, air transportation, mortgage loans, homeowners' maintenance and repairs, and furniture largely offset these increases.

#### Consumer Price Index, October 1997

% change, previous year, not seasonally adjusted

	All-items	Food	Energy	Housing	Transportation
<b>Canada</b>	<b>1.5</b>	<b>0.8</b>	<b>1.0</b>	<b>- 0.2</b>	<b>3.3</b>
Newfoundland	1.5	0.1	7.7	2.4	3.4
Prince Edward Island	0.8	1.3	-2.9	-2.2	1.6
Nova Scotia	1.6	-0.1	5.0	1.1	3.6
New Brunswick	1.6	-0.1	8.6	2.6	2.5
Quebec	1.0	1.0	1.7	-0.2	2.1
Ontario	1.8	-0.2	-1.3	-0.3	5.3
Manitoba	1.6	0.5	2.1	0.8	2.7
Saskatchewan	0.7	1.5	-2.1	1.1	-0.5
Alberta	1.9	2.8	3.1	0.8	2.0
British Columbia	0.6	2.0	2.0	-1.8	1.6
Whitehorse	2.4	6.1	4.8	1.4	3.4
Yellowknife	-0.4	-1.9	-1.7	-1.9	4.6

(continued on page 3)

### ... Consumer prices up in October

Gasoline price declines moderated the overall rise in the CPI in October. Traveller accommodation charges fell 8.2%. Seasonal price declines on most routes explained the 4.8% drop in air fares; however, air fares remained one of the most notable contributors to the annual rise in the CPI. In October, they were 14.6% above their October 1996 level.

Between October 1996 and October 1997, increases in provincial CPIs ranged from 0.6% in British Columbia to 1.9% in Alberta. In the territories, Whitehorse showed a much greater annual increase than the national average. Prices in Yellowknife were, on average, lower than a year ago.

In monthly terms, changes in provincial CPIs in October ranged from a decline of 0.3% in British Columbia to a rise of 0.4% in Prince Edward Island. Newfoundland also registered a decline, while Alberta showed no change. All the other provinces recorded increases of 0.1%.

**Available on CANSIM: matrices 7440-7454, 7477 and 7478.**

The October 1997 issue of the **Consumer Price Index** (62-001-XPB, \$11/\$103) is now available. For further information, contact Sandra Shadlock (613-951-9606; fax: 613-951-2848; Internet: shadsan@statcan.ca), Prices Division. (See also "Current trends" on page 8.)

## Vehicle sales down

**S**ales of new motor vehicles fell by 3.3% between August and September. Despite this monthly decline, sales for the first nine months of 1997 jumped 17.4% over the same period of last year, to reach their highest level since 1989. On a year-over-year basis, new motor vehicle sales advanced 13.2% compared with September 1997.

Dealers sold 116,615 new motor vehicles in September. Sales of passenger cars were down 4.7%, while truck sales declined 1.6%. Both truck and car sales contributed to the increase between January and September 1997. Truck sales reached a record level, up 22.3% over the same period in 1996. Passenger car sales for the first nine months of this year were up 13.4% compared with the same period of last year.

In the January-to-September period, every province posted double-digit increases in new motor vehicle sales compared with the same period in 1996. Based on provincial data (not seasonally adjusted), Newfoundland recorded the highest increase (+34.3%), followed by Alberta (+22.3%) and Prince Edward Island (+22.0%). British Columbia reported the lowest increase (+11.2%).

Between January and September, truck sales accounted for more than half of all new motor vehicles sold in British Columbia and the Prairies (unadjusted). The highest trucks sales were posted in Saskatchewan and Alberta: 64.1% and 63.7% of total new vehicle sales, respectively. Quebec and Nova Scotia sold fewer trucks than cars (34.4% and 39.8%, respectively).

The automotive industry has indicated that new motor vehicle sales will show an increase in October.

**Available on CANSIM: matrix 64.**

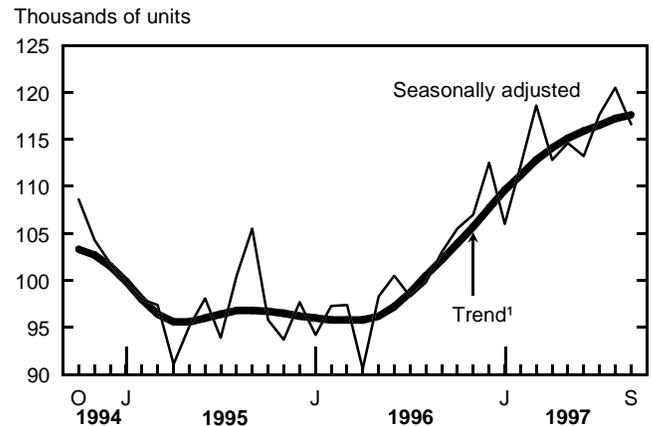
The September 1997 issue of **New motor vehicle sales** (63-007-XPB, \$17/\$165) will be available shortly. For further information,

### Note to readers

Passenger cars include those used for personal and commercial purposes (for example, taxis and rental cars). Trucks include minivans, sport utility vehicles, light and heavy trucks, vans, coaches and buses.

All numbers have been seasonally adjusted unless otherwise specified.

### New motor vehicle sales



## More trips to overseas countries

Canadians made fewer same-day car trips to the United States in September. However, the number of trips of one night or more between Canada and overseas countries rose slightly, while those between Canada and the United States remained relatively stable.

During September, Canadians made 2.9 million same-day car trips to the United States, down 4.3% from August. Americans made 2.1 million automobile excursions to Canada, up slightly (+0.3%) from the previous month. Americans entering Canada via the Rainbow and Whirlpool bridges in Niagara Falls made 53% more trips this September than they did in the same month of

### Travel between Canada and other countries, September 1997

	thousands		% change, previous month	
	seasonally adjusted	unadjusted		
<b>Canadian trips abroad</b>				
Auto trips to the United States				
Same-day	2,877	26,808	- 4.3	- 3.8
One or more nights	737	7,587	- 3.3	- 4.0
Total trips, one or more nights				
United States <sup>1</sup>	1,246	12,164	- 0.2	- 1.4
Other countries	332	3,185	1.0	8.4
<b>Travel to Canada</b>				
Auto trips from the United States				
Same-day	2,069	19,636	0.3	6.1
One or more nights	675	7,017	- 1.5	- 0.3
Total trips, one or more nights				
United States <sup>1</sup>	1,095	11,017	- 0.3	1.8
Other countries <sup>2</sup>	359	3,572	1.5	- 2.9

1. Estimates for the United States include counts of cars and buses, and estimated numbers for planes, trains, boats and other methods.

2. Figures for other countries exclude same-day entries by land only, via the United States.

### Note to readers

Unless otherwise specified, the data are seasonally adjusted (adjusted for variations that repeat annually and for variability caused by the different volumes of travellers associated with different days of the week).

Month-to-month comparisons use seasonally adjusted data. Year-over-year comparisons use unadjusted data (the actual traffic counts).

An adjustment was also made to the seasonal adjustment process to correct the effect caused by an early occurrence of Labour Day in September. American visitors are counted when they enter Canada and not when they return to the United States. Without this adjustment, when the Labour Day weekend starts in August, the results for that month are slightly inflated while those for September drop.

Seasonally adjusted series have been revised back to January 1972. New seasonally adjusted and unadjusted series have been added to better track the trend in overnight travel by plane between Canada and the United States. Some related series have been revised.

last year. A casino located on the Ontario side opened in December 1996.

For the second consecutive month, overseas visitors made more overnight trips (+359,000), up 1.5% over August. Meanwhile, Canadians took 332,000 trips to overseas destinations (+1.0%).

Americans took 1.1 million trips of one night or more to Canada in September, a slight decrease (-0.3%) compared with August. Canadians made 1.2 million trips of at least one night to the United States, virtually the same number recorded in August.

**Available on CANSIM: matrices 2661-2697, 5780-6046 and 8200-8328.**

The September 1997 issue of *International travel, advance information* (66-001-PPB, \$8/\$73) will be available shortly. For further information, contact Luc Dubois (613-951-1674; fax: 613-951-2909, Internet: [duboluc@statcan.ca](mailto:duboluc@statcan.ca)), Culture, Tourism and the Centre for Education Statistics.

## Increase in RRSP contributors

In 1996, almost 6 million Canadians contributed a record \$26 billion to registered retirement savings plans (RRSPs). This represents a 6% increase in participants and a 13% jump in contributions compared with 1995.

The number of contributors as well as the amount contributed increased in all provinces and territories. Prince Edward Island had the largest increase in the number of contributors (+9%), while Quebec and Newfoundland had the largest growth in contributions (+16%).

Canadians contributed only 13% of the total \$179 billion that could have been contributed to RRSPs, commonly known as "RRSP room." The 1996 RRSP room is the sum of unused RRSP room carried forward since 1991 and the new room that accrued for 1996. Data on 1997 RRSP room will be released in December.

### Note to readers

More than \$22 billion, or 86% of total registered retirement savings plan (RRSP) contributions, were within the standard deduction limits in 1996. These contributions reduce the contributors' RRSP room. The remaining \$4 billion consisted of rollovers, which are transfers over and above the standard deduction limits. The proportion of normal contributions to total contributions has increased since 1991 and will undoubtedly continue to do so as transfers of retiring allowances and severance pay, the bulk of rollovers, are being phased out. Only retiring allowances and severance pay relative to years of employment prior to 1996 are now eligible for these transfers.

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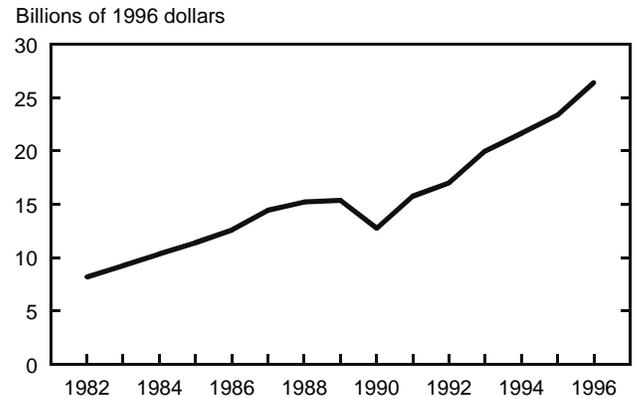
### ... Increase in RRSP contributors

In 1996, the average RRSP contributor was 42 years old. In general, older people contribute more than younger people. RRSP contributions ranged from an average of \$2,488 for contributors under 30 years of age to \$6,235 for those aged 55 and over. Overall, the average contribution was \$4,398.

The median RRSP contribution rose to \$2,500 in 1996. It was \$2,000 for women and \$3,000 for men. The median contribution for men was higher than that for women in all the provinces and territories.

For further information, contact Client Services (613-951-9720; fax: 613-951-4745; Internet: [saadinfo@statcan.ca](mailto:saadinfo@statcan.ca)), Small Area and Administrative Data Division.

### RRSP contributions



## Impaired driving charges continue to decline

In 1996, the number of people charged with an impaired driving offence fell for the 13th consecutive year. Police charged 78,894 persons with impaired driving offences in 1996, down 6% from 1995. The number charged with impaired driving causing death, however, has remained fairly constant in recent years. In 1996, 133 persons were charged with impaired driving causing death.

All provinces and territories followed the national trend, with fewer impaired driving charges in 1996. Saskatchewan continued to report the highest provincial rate: 718 persons charged per 100,000 population 16 and over. Prince Edward Island followed with the next highest rate (507 per 100,000), while Newfoundland reported the lowest rate (265).

Eight of the nine largest census metropolitan areas also reported decreases between 1991 and 1996, ranging from 28% in Montreal

#### Note to readers

Impaired driving is defined as operating or having the care or control of a motor vehicle, vessel, aircraft or railway equipment with a blood alcohol concentration over the legal limit of 80 milligrams per 100 millilitres of blood.

to 54% in Vancouver. Québec, which was the only large urban area that did not follow this trend, reported a slight decrease (-0.6%). During each of the last five years, Toronto has reported the lowest rate among the largest census metropolitan areas, and Edmonton the highest. Edmonton's 1996 rate (421) was over three times higher than that of Toronto (133).

Although young drivers are often believed to have a high incidence of impaired driving, data from a sample of police agencies show that young drivers aged 16 to 19 accounted for 5% of both accused persons and licensed drivers. Impaired driving is highest among 20- to 44-year-olds and falls off dramatically for older Canadians.

The Criminal Code provides for a minimum fine of \$300 for a first conviction of impaired driving, 14 days in prison for a second offence and 90 days in prison for subsequent offences. Of the almost 50,000 persons found guilty by provincial courts in nine jurisdictions in 1995/96, 66% were sentenced to a fine (as the most serious sentence), 22% to imprisonment, 9% to probation and 3% to another type of sentence. The median jail term was 30 days. In addition to Criminal Code provisions, most provinces have implemented their own acts and regulations to help reduce the incidence of impaired driving.

Available on CANSIM: matrices 2198-2200.

*Juristat: Impaired driving in Canada in 1996, Vol. 17, no. 12 (paper version: 85-002-XPE, \$10/\$90; Internet version: 85-002-XIE, \$7) is now available. For further information, contact Sylvain Tremblay (613-951-6622) or Information and Client Services (613-951-9023 or 1 800 387-2231), Canadian Centre for Justice Statistics.*

### Number and rate of persons charged with impaired driving

	1995		1996		1995 to 1996
	number	rate	number	rate	% change in rate
<b>Canada</b>	<b>84,085</b>	<b>362</b>	<b>78,894</b>	<b>335</b>	<b>- 7.5</b>
Newfoundland	1,333	295	1,191	265	- 10.2
Prince Edward Island	554	530	538	507	- 4.3
Nova Scotia	2,816	380	2,444	327	- 13.9
New Brunswick	2,721	453	2,635	435	- 4.0
Quebec	21,324	365	19,098	324	- 11.2
Ontario	25,995	298	24,686	279	- 6.4
Manitoba	3,454	395	3,082	350	- 11.4
Saskatchewan	5,675	740	5,552	718	- 3.0
Alberta	10,660	511	10,311	486	- 4.9
British Columbia	8,916	299	8,767	287	- 4.0
Yukon	326	1,442	253	1,074	- 25.5
Northwest Territories	311	716	337	766	7.0

## Graduates' employment situation improves

The 1995 Follow-up Survey of 1990 Graduates found that the employment situation for 1990 graduates of postsecondary education programs improved vastly between 1992 and 1995.

In 1995, the unemployment rate for 1990 graduates in trade/vocational, college and university programs was down compared with 1992. For example, about 11% of 1990 university graduates were unemployed in 1992. However, by 1995, their unemployment rate had dropped to 6%. The decline was most pronounced among graduates in commerce, education, engineering and social sciences. In addition, by 1995, four out of five university graduates from the class of 1990 were working full time, compared with three out of four in 1992.

Graduates from the class of 1990 were also earning more in 1995 than they were in 1992. Engineering and health sciences continued to provide the highest paying jobs for college and university graduates. College level engineers and health professionals earned about \$35,000 in 1995, while university level engineers and health professionals earned about \$45,000.

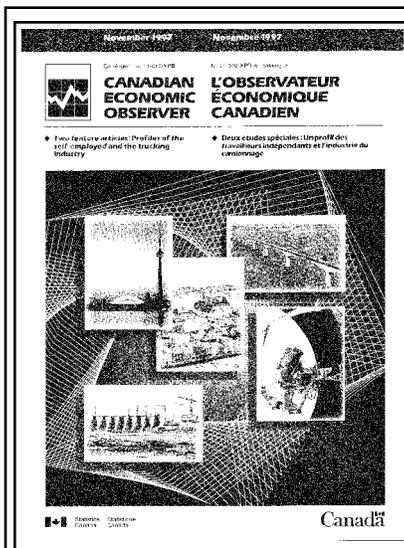
### Note to readers

Statistics Canada conducted the 1995 Follow-up Survey of 1990 Graduates in June 1995 in partnership with Human Resources Development Canada. The initial National Graduates Survey of 1990 Graduates, conducted in 1992, interviewed 36,000 trade/vocational, college and university graduates two years after graduation. About 85% of these graduates (31,000) were interviewed again for the follow-up survey.

For college level engineers, this represented a 17% increase from 1992, the highest increase in earnings among all fields of study at this level. Other university graduates from general arts and sciences and commerce fields reported an 18% increase during the same time period.

For further information, contact Daniel Perrier (613-951-1503), Culture, Tourism and the Centre for Education Statistics. For a copy of **The class of 1990 revisited**, contact the Public Inquiries Centre, Communications Branch (fax: 819-953-7260), Human Resources Development Canada, or access it on the Internet at <http://www.hrhc-drhc.gc.ca/hrdc/corp/stratpol>. A public use microdata file will be available later this year.

## New from Statistics Canada



### Canadian economic observer November 1997

The November 1997 issue of *Canadian economic observer*, Statistics Canada's flagship publication for economic statistics, analyses the current economic conditions and summarizes the major economic events that occurred in October. It also presents two feature articles: one on the self-employed, and another on trucking in Canada. A separate statistical summary contains a wide range of tables and graphs on the principal economic indicators for Canada, the provinces and the major industrial nations.

The November 1997 issue of *Canadian economic observer* (11-010-XPB, \$23/\$227) is now available. For further information, contact Cyndi Bloskie (613-951-3634), Current Economic Analysis Group (Internet: [ceo@statcan.ca](mailto:ceo@statcan.ca)).

## New from Statistics Canada – concluded

### Street network files

1996

The 1996 *Street network files* (SNFs) are now available. These digital files represent the street network for most large urban centres in Canada. The files also contain other visible physical and cultural features (such as water features, railroads or pipelines) and attribute information (for example, street and water feature names and address ranges for streets with assigned addresses). Streets and addresses are updated to reflect the information collected on Census Day, which fell on May 14, 1996.

Most of the 344 municipalities covered by SNFs are in census metropolitan areas (CMAs) and tracted census agglomerations (CAs). Some CMAs and CAs are only partially covered by *Street network files*.

New for 1996 are *Street network and feature extension files* (SNFEFs), which integrate the SNFs with a complementary road and feature network obtained from Geomatics Canada, Natural Resources Canada. These files include the SNFs covering 344 municipalities, plus a new digital coverage for 298 municipalities to provide full coverage for all CMAs and tracted CAs. The extended coverage does not include all the features and attributes of the SNF (notably, address ranges are missing). Nevertheless, these files are useful for thematic mapping and display of entire urban centres. A reference guide covering both the SNF and SNFEF is also available.

For further information on *Street network files* (92F0024XDE) and the *Street network and feature extension files* (92F0100XDE to 92F0136XDE), contact the nearest Statistics Canada Regional Reference Centre.

### Savers, investors and investment income

1996

The 1996 data on savers, investors and investment income are now available. Produced annually, these data are a unique source of information on small areas and are ideal for supporting market analyses and policy decisions. Data are available for provinces and territories, cities, towns, census metropolitan areas, census divisions, as well as forward sortation areas (the first three characters of postal codes) and letter carrier walks (groupings of postal codes).

For further information on *Canadian savers* (17C0009), *Canadian investors* (17C0007) and *Canadian investment income* (17C0008), contact Client Services (613-951-9720; fax: 613-951-4745; Internet [saadinfo@statcan.ca](mailto:saadinfo@statcan.ca)), Small Area and Administrative Data Division.

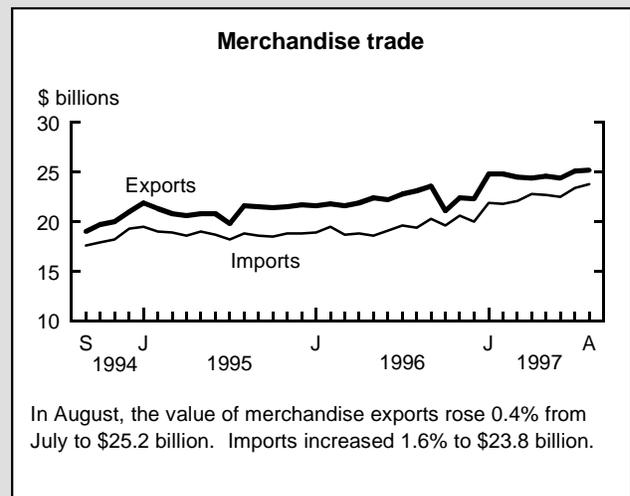
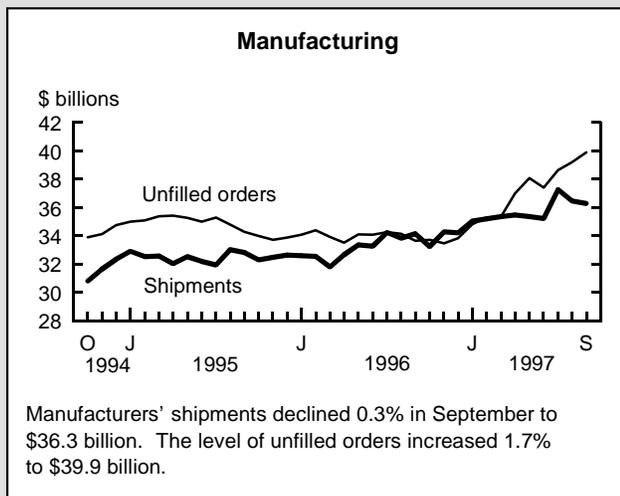
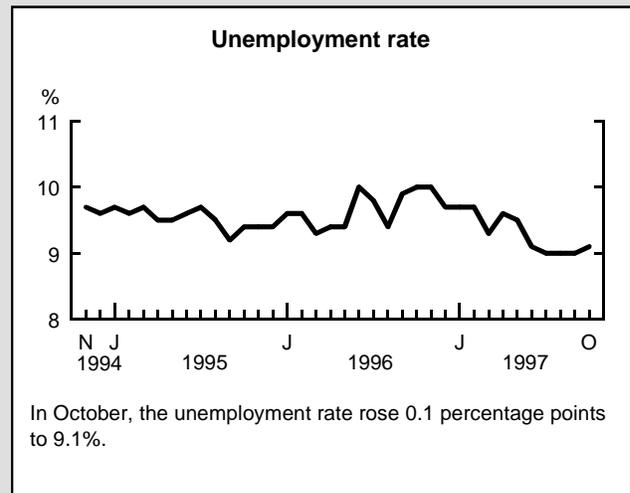
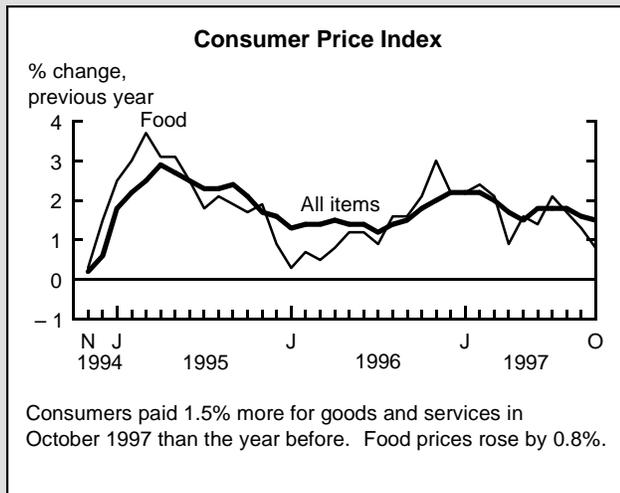
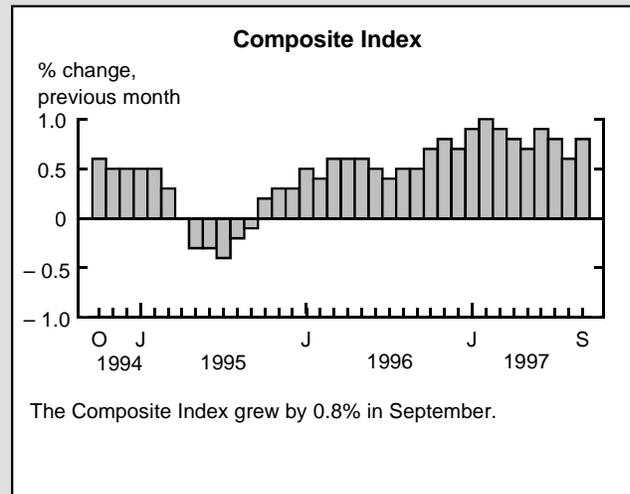
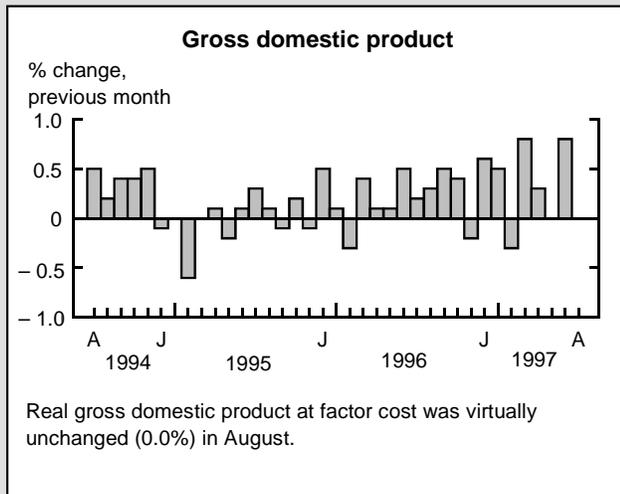
### RRSP contributions

1996

The 1996 data on contributions to registered retirement savings plans (RRSPs) are now available. Produced annually, these data are a unique source of information on small areas and are ideal for supporting market analyses and policy decisions. The data are available for provinces and territories, cities, towns, census metropolitan areas, census divisions, as well as forward sortation areas (the first three characters of postal codes) and letter carrier walks (groupings of postal codes).

For further information on *RRSP contributors* (17C0006) and *Canadian taxfilers* (17C0010), contact Client Services (613-951-9720; fax: 613-951-4745; Internet: [saadinfo@statcan.ca](mailto:saadinfo@statcan.ca)), Small Area and Administrative Data Division.

## Current trends



**Note:** All series are seasonally adjusted except the Consumer Price Index.

## Latest monthly statistics

	Period	Level	Change, previous period	Change, previous year
<b>GENERAL</b>				
Gross domestic product (\$ billion, 1986)	August	575.7	0.0%	4.1%
Composite Index (1981=100)	September	199.8	0.8%	10.6%
Operating profits of enterprises (\$ billion)	Q2 1997	26.5	0.5%	13.9%
Capacity utilization (%)	Q2 1997	84.8	0.9†	2.8†
<b>DOMESTIC DEMAND</b>				
Retail trade (\$ billion)	August	19.5	- 0.1%	7.9%
New motor vehicle sales (thousand of units)	September*	116.6	- 3.3%	13.2%
<b>LABOUR</b>				
Employment (millions)	October	14.0	- 0.1%	2.3%
Unemployment rate (%)	October	9.1	0.1†	- 0.9†
Participation rate (%)	October	64.9	0.0†	- 0.1†
Labour income (\$ billion)	June	37.32	0.1%	3.9%
Average weekly earnings (\$)	August	598.55	- 0.2%	1.7%
<b>INTERNATIONAL TRADE</b>				
Merchandise exports (\$ billion)	August	25.2	0.4%	4.0%
Merchandise imports (\$ billion)	August	23.8	1.6%	19.4%
Merchandise trade balance (all figures in \$ billion)	August	1.4	- 0.3	- 2.9
<b>MANUFACTURING</b>				
Shipments (\$ billion)	September*	36.3	- 0.3%	4.5%
New orders (\$ billion)	September*	37.0	0.2%	7.1%
Unfilled orders (\$ billion)	September*	39.9	1.7%	16.6%
Inventory/shipments ratio	September*	1.30	0.01	- 0.01
<b>PRICES</b>				
Consumer Price Index (1986=100)	October*	138.2	0.1%	1.5%
Industrial Product Price Index (1992=100)	September	119.8	- 0.2%	0.5%
Raw Materials Price Index (1992=100)	September	123.7	- 2.2%	- 5.9%
New Housing Price Index (1986=100)	September	133.0	0.1%	1.1%

*Note: All series are seasonally adjusted with the exception of the price indexes.*

\* new this week

† percentage point

# Infomat

## A weekly review

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