



# The Daily

Statistics Canada

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## MAJOR RELEASES

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- **Family income after separation, 1987 to 1993**  
 The economic situation of spouses following separation or divorce differs greatly between men and women. One year after separation, women experienced an appreciable loss (-23%) in adjusted family income while men registered a gain of 10%.

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  - **New motor vehicle sales, February 1997**  
 New motor vehicle sales rose 5.1% in February, nearly reversing January's decline.

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## OTHER RELEASES

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- New Housing Price Index, February 1997

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  - Annual Survey of Manufactures, 1995

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### Family income after separation

*Family income after separation* is an in-depth study of the financial implications of separation. This report analyzes the changes in after-tax income and family composition before and after separation. The focus is on married persons who became separated between 1987 and 1993 and who had children before the breakup. For the first time, support payments have been taken into account in the assessment of payers' income changes.

New rules relating to the setting of child support payments will come into effect May 1, 1997. *Family income after separation* should enrich the discussion on this issue.

This analysis is based on a new version of the Longitudinal Administrative Data file, which covers virtually the entire Canadian population.

*Family income after separation* (13-588-MPB no. 5, \$33) is now available. See *How to order publications*.

For further information on this release, contact Diane Galarneau (613-951-4626), Labour and Household Surveys Analysis Division, or Jim Sturrock (613-957-3732), Department of Justice.



## MAJOR RELEASES

### Family income after separation

1987 to 1993

The economic situation of spouses following separation or divorce differs greatly between men and women. One year after separation, women experienced an appreciable loss (-23%) in family income, adjusted for the number of family members. At the same time, men registered a gain of 10%.

#### Median changes<sup>1</sup> in adjusted family income, all separated persons

1987 to 1993

	Years after separation				
	1	2	3	4	5
	%				
<b>Men</b>					
Total	10	10	12	12	15
Couples	11	12	14	15	18
Single parents	1	1	3	3	5
Single persons	14	14	13	13	16
<b>Women</b>					
Total	-23	-18	-13	-10	-5
Couples	8	9	11	13	14
Single parents	-31	-29	-26	-24	-21
Single persons	-32	-29	-25	-22	-19
	1993 \$				
<b>Men</b>					
Total	2,000	2,000	2,200	2,400	2,800
Couples	2,100	2,300	2,700	2,900	3,200
Single parents	100	100	500	500	800
Single persons	2,800	2,600	2,500	2,600	2,900
<b>Women</b>					
Total	-3,900	-3,000	-2,300	-1,600	-1,000
Couples	1,300	1,500	1,900	2,300	2,600
Single parents	-5,700	-5,400	-4,800	-4,300	-3,700
Single persons	-6,800	-6,100	-5,100	-4,700	-3,600

<sup>1</sup> The median of percentage changes does not necessarily correspond to the median income changes because medians were calculated separately.

Source: Longitudinal Administrative Data file, 1986 to 1993.

Two factors explain the gap: first, women generally earn less than men, and thus lose a major source of financial support upon separation; second, most women have custody of children upon separation.

After one year of separation, women recovered a major portion of their losses. Five years after separation, however, women were still 5% or \$1,000 below their pre-separation adjusted family income. In contrast, men gained 15% or \$2,800 five years after separation.

#### Note to users

This release is based on the analytical report Family income after separation, which is now available. It is an in-depth study of the financial implications of separation. This study analyses the changes in after-tax income and family composition before and after separation. The focus is on married persons who became separated between 1987 and 1993 and who had children before the breakup. For the first time, support payments have been taken into account in the assessment of payers' income changes.

New rules relating to the setting of child support payments will come into effect May 1, 1997. Family income after separation should enrich the discussion on this issue.

The income examined in this report is based on after-tax 1993 dollars and is adjusted to take into account the number of family members. Income changes are expressed in medians only, which is the amount that divides the distribution into two equal groups — those with income changes above the median and those below.

#### Only single mothers or women on their own experienced a loss

These income changes varied according to family type, with greater variations for women. A year after separation, adjusted family income had fallen by 32% or \$6,800 for single women, and 31% or \$5,700 for heads of single-parent families. On the other hand, women who formed new relationships had an increase in adjusted family income of around 8% or \$1,300.

Five years after separation, women who formed new relationships increased their adjusted family income by 14%. In contrast, single mothers still had 21% (-\$3,700) less than their pre-separation income, and women without partners still experienced a 19% (-\$3,600) shortfall. Five years after separation, these last two groups accounted for over 55% of separated women.

For men, the gain varied little according to family composition. One year after separation, single men had the highest increases (+14%) in adjusted family income and single fathers the lowest (+1%). Five years after separation, adjusted family income increased 16% for single men and 5% for single fathers.

These calculations reflect the payment and receipt of support payments, but do not take into account all factors that come into play during a separation, such as moving costs, division of family property and shared custody. It is difficult to evaluate to what extent these considerations would influence results, since no data are currently available.

**Median changes<sup>1</sup> in adjusted family income for payers and recipients<sup>2</sup> 1987 to 1993**

	Years after separation				
	1	2	3	4	5
	%				
<b>Payers (men)</b>					
Total	20	20	22	24	30
Couples	25	26	27	30	35
Single parents	7	7	8	9	9
Single persons	22	21	21	23	26
<b>Recipients (women)</b>					
Total	-29	-26	-22	-19	-14
Couples	9	10	10	11	14
Single parents	-33	-32	-29	-28	-24
Single persons	-40	-41	-32	-29	-21
	1993 \$				
<b>Payers (men)</b>					
Total	4,200	4,300	4,500	5,000	5,900
Couples	5,200	5,500	5,700	6,200	7,100
Single parents	1,400	1,300	1,700	1,800	1,700
Single persons	4,400	4,300	4,200	4,600	5,300
<b>Recipients (women)</b>					
Total	-6,100	-5,400	-4,500	-3,900	-3,000
Couples	1,900	2,200	2,100	2,100	2,900
Single parents	-7,000	-6,700	-6,100	-5,900	-5,100
Single persons	-9,500	-9,500	-8,000	-6,100	-5,900

<sup>1</sup> The median of percentage changes does not necessarily correspond to the median income changes because medians were calculated separately.

<sup>2</sup> In this article, male recipients of support payments and female payers have been excluded because of their small number (less than 2% each). Broken down into small segments, the figures are not significant.

Source: Longitudinal Administrative Data file, 1986 to 1993.

**The gap between men and women widens**

The gap in adjusted family income between men and women widens when the analysis is restricted to payers and recipients of support payments. One year after separation, recipients have heavier losses, (-29% or -\$6,100) than separated women generally (-23% or -\$3,900). Payers experience gains in adjusted family income (+20% or +\$4,200) twice those of separated men in general (+10% or +\$2,000).

In subsequent years, compared with all separated women, recipients recover a lower portion of their losses and do so at a slower rate. On the other hand, compared with separated men overall, payers see larger increases in adjusted family income.

**How does family composition change?**

From 1987 to 1993, an estimated 829,200 legally married Canadians with children separated. This involved 963,000 dependent children under the age of 18, or 1.2 children per separated person. One year after separation, 89% of women were living with children under 18 years old. This compared with 36% for men. Five years after separation, the proportion fell to 76% for women and increased to 42% for men.

A significant proportion of both men (30%) and women (26%) formed a new relationship in the year following separation. Five years after separation, 54% of men had a new partner compared with 45% of women.

*Family income after separation* (13-588-MPB no. 5, \$33) is now available. See *How to order publications*.

For further information on this release, contact Diane Galarneau (613-951-4626), Labour and Household Surveys Analysis Division, or Jim Sturrock (613-957-3732), Department of Justice. ■

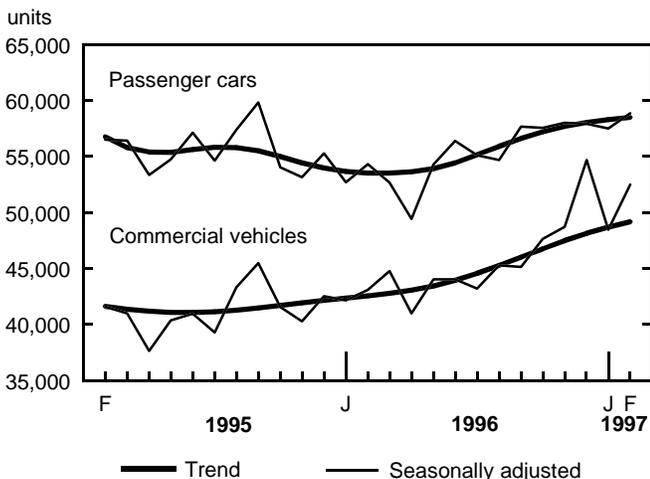
## New motor vehicle sales

February 1997

New motor vehicle sales rose 5.1% (seasonally adjusted) in February to reach 111,377 vehicles, nearly reversing January's 5.8% decline. New vehicle sales have followed an upward trend since early 1996. Early indications of March sales released by the automotive industry suggest a month-to-month gain in both cars and trucks.

Truck sales remained highly volatile. February's 8.3% jump follows a decline of 11.3% in January and an 11.6% increase in December. Overall, the underlying trend in truck sales is upward.

Trend in car and truck sales on the rise



Car sales rose 2.4% from January. The gain came almost entirely from sales of cars built overseas (+12.3%). Car sales by the Big Three were unchanged while sales by the other automakers rose 5.8%. Car sales have generally been increasing since April 1996. Current car sales levels are back to where they were

### Note to readers

Data on the average amount spent on new vehicles is derived from unadjusted figures and excludes data reported by heavy truck and bus companies. These estimates are based on data reported by companies who primarily sell light vehicles.

at the beginning of 1995, but have not regained the ground lost in previous years.

### Consumers pay more for new vehicles

Consumers who purchased new vehicles (excluding most heavy trucks and buses) in February spent an average of \$25,960 (before tax), 5.7% more than they spent in February 1996. The average spent on new vehicles reflects consumers' choices of model and options, changes in standard equipment, as well as a 3.1% increase in price (as measured by the Consumer Price Index, purchase of automotive vehicles component).

### Average spent on new vehicles rising faster than average household income

The average amount consumers paid for new vehicles (excluding most heavy trucks and buses) has been rising faster than average household income. Between 1992 and 1995, the last year for which average household income estimates are available, average household income (in current dollars) increased 3.5%, from \$46,465 to \$48,085. During the same period, consumers paid 22.7% more for new vehicles, from \$18,410 in 1992 to \$22,590 in 1995.

### Available on CANSIM: matrix 64.

The February 1997 issue of *New motor vehicle sales* (63-007-XPB, \$16/\$160) will be available shortly. See *How to order publications*.

For analytical information, contact Mary Beth Garneau at (613-951-9824; Internet: [lozimar@statcan.ca](mailto:lozimar@statcan.ca)), Retail Trade, Distributive Trades Division. For further information, contact Louise G n reux at (613-951-3549). □

**New motor vehicle sales**

	Feb. 1996	Jan. 1997 <sup>f</sup>	Feb. 1997 <sup>p</sup>	Feb. 1996 to Feb. 1997	Jan. 1997 to Feb. 1997
seasonally adjusted					
				% change	
<b>New motor vehicles</b>	<b>97,307</b>	<b>105,975</b>	<b>111,377</b>	<b>14.5</b>	<b>5.1</b>
Passenger cars	54,304	57,512	58,875	8.4	2.4
North American <sup>1</sup>	47,041	50,039	50,484	7.3	0.9
Imports	7,263	7,473	8,391	15.5	12.3
Big Three automakers	35,385	34,204	34,218	-3.3	0.0
Other automakers	18,919	23,308	24,657	30.3	5.8
Trucks, vans and buses	43,004	48,463	52,502	22.1	8.3
	Feb. 1996	Feb. 1997 <sup>p</sup>	Feb. 1996 to Feb. 1997	Market share	
				Feb. 1996	Feb. 1997
unadjusted					
				% change	%
<b>New motor vehicles</b>	<b>81,180</b>	<b>89,201</b>	<b>9.9</b>		
Passenger cars	44,904	46,063	2.6		
North American <sup>1</sup>	39,663	40,120	1.2	88.3	87.1
Imports	5,241	5,943	13.4	11.7	12.9
Big Three automakers	30,511	27,627	-9.5	67.9	60.0
Other automakers	14,393	18,436	28.1	32.1	40.0
Trucks, vans and buses	36,276	43,138	18.9		
North American <sup>1</sup>	34,570	38,760	12.1	95.3	89.9
Imports	1,706	4,378	156.6	4.7	10.1

<sup>r</sup> Revised figures.

<sup>p</sup> Preliminary figures.

<sup>1</sup> Manufactured or assembled in Canada, the United States or Mexico.



**New housing price indexes  
(1986=100)**

	Feb. 1997	Feb. 1996 to Feb. 1997	Jan. 1997 to Feb. 1997
	% change		
<b>Canada</b>	<b>132.4</b>	-	<b>0.2</b>
House only	122.4	0.2	0.3
Land only	165.4	-0.3	-
Saint. John's	125.7	-0.8	-
Halifax	121.0	-	0.2
Charlottetown	116.7	1.0	0.5
Saint John-Moncton- Fredericton	113.3	-1.1	-0.5
Quebec	133.4	-1.8	0.3
Montreal	137.8	0.9	-
Ottawa-Hull	119.6	0.3	-0.7
Toronto	137.2	0.7	0.3
Hamilton	127.6	2.9	1.5
St. Catharines-Niagara	123.9	1.7	-1.0
Kitchener-Waterloo	121.6	-0.7	-0.3
London	142.4	1.1	0.5
Windsor	133.3	3.9	0.6
Sudbury-Thunder Bay	137.4	0.1	0.4
Winnipeg	120.2	1.6	0.1
Regina	135.6	2.0	0.1
Saskatoon	116.5	2.0	-
Calgary	149.4	5.7	0.2
Edmonton	146.6	0.8	0.4
Vancouver	127.0	-4.1	0.2
Victoria	107.8	-4.0	-0.1

- Nil or zero.

From January to February 1997, the Index increased 0.2%. In 13 of the 21 cities surveyed, monthly increases were registered. Five cities recorded monthly decreases and the remaining three cities showed no monthly change in February.

The improvement of housing markets in recent months has been attributable to higher consumer confidence coupled with favourable interest rates. However, the competitive nature of the housing markets has moderated price increases in a number of surveyed cities in spite of reported increases in construction costs in these cities.

**Available on CANSIM: matrix 2032.**

The first quarter 1997 issue of *Construction price statistics* (62-007-XPB, \$23/\$76) will be available in June 1997. See *How to order publications*.

For further information on this release, contact Paul-Roméo Danis (613-951-3350; fax: 613-951-2848; Internet: [danipau@statcan.ca](mailto:danipau@statcan.ca)), Client Services Unit, Prices Division. ■

**Annual Survey of Manufactures  
1995**

The Annual Survey of Manufactures provides information on over 200 different industries. Principal statistics for each industry will be released as they

become available. Data for the industries listed in the following table are now available.

As of today, principal statistics, at the national level, are available for 198 industries.

**Available on CANSIM: matrices 5425, 5434, 5464-5466, 5472, 5484, 5485, 5487, 5526, 5549, 5557, 5576 and 5580.**

Data for the industries listed in the following table will appear in *Primary textile industries* (34-250-XPB,

\$40), *Textile products industries* (34-251-XPB, \$40), *Wood industries* (35-250-XPB, \$55), *Paper and allied products industries* (36-250-XPB, \$40), *Fabricated metal products industries* (41-251-XPB, \$40), *Transportation equipment industries* (42-251-XPB, \$40) and *Electrical and electronic products industries* (43-250-XPB, \$40). The publications will be released at a later date. See *How to order publications*.

For further information, look under Contact in the following table (fax: 613-951-9499; Internet: [desrosi@statcan.ca](mailto:desrosi@statcan.ca)).

### Value of shipments

Industry (SIC)	1994	1995	1994 to 1995	Catalogue number	Contact (613)	
	\$ millions		% change			
Man-made fibre and filament yarn (1811)	1,069.8	1,233.4	15.3	34-250-XPB	N. Charron	951-3510
Contract textile dyeing and finishing (1992)	272.1	296.4	8.9	34-251-XPB	N. Charron	951-3510
Wooden kitchen and bathroom vanity (2542)	937.1	957.2	2.1	35-250-XPB	B. Pépin	951-3516
Wooden door and window (2543)	1,173.0	1,023.8	-12.7	35-250-XPB	B. Pépin	951-3516
Other millwork (2549)	1,127.6	1,141.0	1.2	35-250-XPB	B. Pépin	951-3516
Other wood, not elsewhere classified (2599)	299.1	359.3	20.1	35-250-XPB	B. Pépin	951-3516
Newsprint (2712)	7,534.7	11,456.2	52.0	36-250-XPB	B. Pépin	951-3516
Paperboard (2713)	1,927.1	2,645.9	37.3	36-250-XPB	B. Pépin	951-3516
Other paper (2719)	3,367.8	4,578.5	35.9	36-250-XPB	B. Pépin	951-3516
Other stamped and pressed metal products (3049)	2,186.9	2,440.5	11.6	41-251-XPB	D. Higgins	951-9837
Aircraft and aircraft parts (3211)	5,743.5	6,769.3	17.9	42-251-XPB	A. Shinnan	951-3515
Motor vehicle stampings (3253)	3,294.9	3,736.4	13.4	42-251-XPB	A. Shinnan	951-3515
Other communication and electronic equipment (3359)	2,618.7	2,642.6	0.9	43-250-XPB	L. Vincent	951-3523
Electrical transformer (3371)	607.4	695.2	14.5	43-250-XPB	L. Vincent	951-3523

## PUBLICATIONS RELEASED

**Family income after separation**, Income analytic report no. 5  
**Catalogue number 13-588-MPB**  
 (Canada: \$33; United States: US\$33; other countries: US\$33).

**Gross domestic product by industry**, January 1997  
**Catalogue number 15-001-XPB**  
 (Canada: \$15/\$145; United States: US\$15/US\$145; other countries: US\$15/US\$145).

### How to order publications

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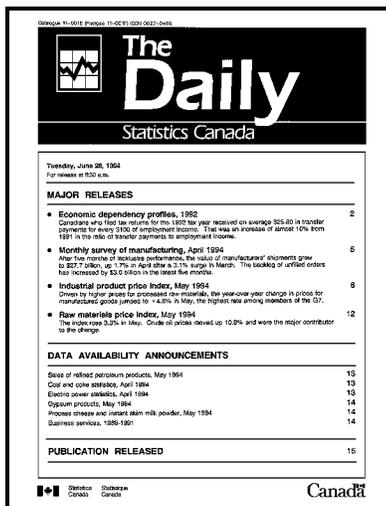
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Editor: Duncan Currie (613-951-1103)  
 Head of Official Release: Chantal Prévost (613-951-1189)

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