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The Daily

Statistics Canada

Wednesday, September 10, 1997
For release at 8:30 a.m.

MAJOR RELEASES

OTHER RELEASES

(continued on following page)

Perspectives on labour and income
Autumn 1997

The Autumn 1997 issue of *Perspectives on labour and income* features five articles. The first provides an in-depth examination of trends and developments in the labour market during the first half of 1997. The second studies non-permanent paid work and compares wages, hours, benefits and work schedules of permanent and non-permanent jobs. Another piece looks at trends in adult full-time education from 1976 to 1996 and examines who goes back to school. A brief overview of a conference on "Intergenerational equity in Canada" also appears in this issue. The final article examines whether job instability and job loss have increased in the 1990s. The "Key labour and income facts" section provides charts and analysis on work hours of the self-employed.

The Autumn 1997 issue of *Perspectives on labour and income* (75-001-XPE, $18/$58) is now available. See *How to order publications.* For further information, contact Jeffrey Smith (613-951-6894) or Jeannine Usalcas (613-951-4628), Labour and Household Surveys Analysis Division.

MAJOR RELEASES

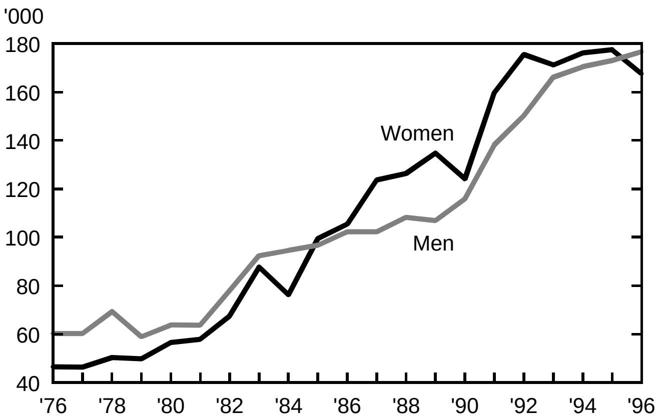
Facing the future: Adults who go back to school
1976 to 1996

More adults are returning to school full time. Some of the groups more likely to do so are those aged 25 to 29, those with postsecondary education and young women who are single parents.

From October 1976 to October 1996, the number of adults attending school full time more than tripled, from 107,000 to 344,000. This increase vastly outpaced the rate of growth in the adult population itself. As a result, the percentage of adults attending school full time more than doubled, from 1.0% to 2.1%.

In 1976, men were close to one-and-one-half times more likely than women to be attending school full time. By the start of the 1990s, however, around 20,000 more women than men were in school. Women's attendance trends appear more volatile than men's, however, and by the mid-1990s men and women were found in the classroom in roughly equal numbers.

Since the mid-1980s, adult women attending school full time have generally outnumbered men



Source: Labour Force Survey, October data

Improving one's work prospects is the dominant reason for going back to school full time. According to the 1994 Adult Education and Training Survey, 8 in 10 students cited present or future job as the main reason for returning to school full time.

Who goes back to school full time?

Young adults were much more likely to go back to school full time: those in their late twenties were more than twice as likely as people in their early thirties to do so, and 10 times as likely as people aged 40 to 64. More men than women in their late twenties went back to school; however, by their late thirties a higher proportion of women had returned to the classroom.

Those with postsecondary education are also most likely to upgrade their qualifications later on, while people who did not complete high school are least likely to do so. The difference between high school leavers and graduates is greater among men than women. Male high school leavers are much less likely to return as adults than those who graduate from high school. In contrast, women who return do so whether they finished high school or not.

People with children have an obvious incentive to upgrade their income earning skills. On the other hand, family responsibilities may reduce their freedom to take such a step. Among adults living with partners, having children seems to discourage a return to full-time school for both men and women up to age 40.

Young women who are single parents stand out: 10.4% of female single parents under age 30 go back to school, more than young adults as a whole (6.7%), and over four times the rate of young mothers with husbands present (2.4%). This is likely because of their high unemployment rate (27.1%), by far the highest of all groups studied.

Coming from behind

Many of the people who appear to have the greatest need for improved economic prospects are not participating in adult education. For example, the unemployment rate of high school leavers is nearly three times that of university graduates (12.5% versus 4.8%), but the percentage of high school leavers who return to school full time (1.0%) is much lower than that of those with a university degree (3.9%). This is particularly true for older men with lower education.

Nor is adult education being pursued in regions with high unemployment. Except for Newfoundland, provinces with high unemployment rates do not have high percentages of adult full-time students.

This release is based on an article in the Autumn 1997 issue of *Perspectives on labour and income* (75-001-XPE, $18/$58), which is now available. See *How to order publications*. This study uses data from the Labour Force Survey and the 1994 Adult Education and Training Survey.

For further information on this release, contact Dave Gower (613-951-4616), Labour and Household Surveys Analysis Division. ■

New motor vehicle sales
July 1997

New motor vehicle sales increased by 3.3% in July, based almost entirely on advances in truck sales. Truck sales advanced by 7.1% in July compared with a month earlier, while car sales edged up 0.1% (seasonally adjusted).

Total sales since the beginning of the year (794,458 units) for new motor vehicle sales were 17.4% higher compared with the same period a year earlier. The gains in sales this year are due both to recent improvements in new motor vehicle sales and the fact that sales in the previous years have generally been low.

There were 116,973 new motor vehicles sold in July (seasonally adjusted). This was the second highest monthly level recorded in 1997 (the highest was in March). Sales in July were up 19% over the same period in 1996, the 10th consecutive year-over-year increase.

July increase due to truck sales

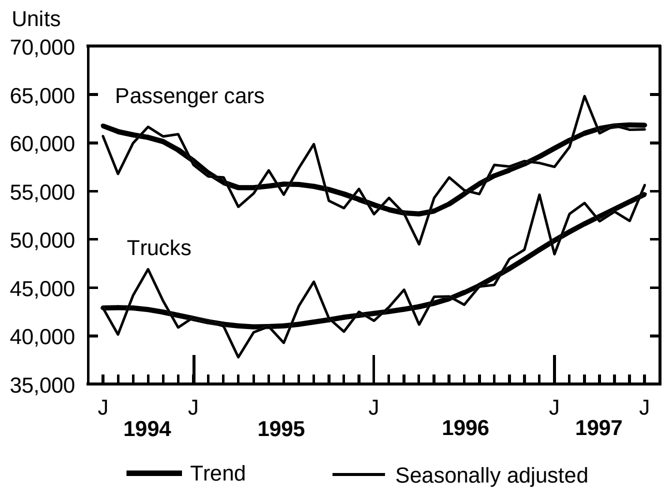
For the past three years, new motor vehicle sales in July have been slower than in June. This year the trend was reversed when 3,725 more units were sold in July than in June (seasonally adjusted). However, this monthly advance was due almost entirely to stronger truck sales, which accounted for 99% of the advance or 3,692 additional units sold.

Both passenger cars (+11.4%) and trucks (+28.6%) have had strong year-over-year sales advances. Truck sales have generally been increasing since 1995.

Note to readers

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

Trend in car and truck sales on the rise



Consumer preference for minivans and sport utility vehicles has been growing since the minivan first appeared on the market in the fall of 1983. That year, dealers sold 3.5 cars for every truck. By 1996, the gap had declined to 1.2 cars for every truck, and this level has been maintained for the first seven months of 1997.

This has resulted in an increase in the market share for truck sales over time. In the early 1990s, trucks represented about one-third of the market share in new motor vehicle sales. With the continued strong sales of trucks, particularly since mid 1995, the total market share of trucks in new motor vehicles sales has continued to slowly increase from just over 45% by the end of 1996 to 45.5% by July 1997 (unadjusted).

Early indications for August

Industry sources suggest that as a result of a variety of conditions including low interest rates, consumer confidence and incentive programs, that sales will continue to advance in August.

Available on CANSIM: matrix 64.

The July 1997 issue of *New motor vehicle sales* (63-007-XPB, $17/$165) will be available shortlly. See *How to order publications*.

For further information, contact Serge Dumouchel (613-951-2210), or for analytical information, contact Doug Higgins (613-951-9824; Internet: *higgdou@statcan.ca*), Retail Trade Section, Distributive Trades Division.

New motor vehicle sales

	July 1996	June 1997[r]	July 1997[p]	July 1996 to July 1997	June 1997 to July 1997
	seasonally adjusted				
				% change	
New motor vehicles	**98,319**	**113,248**	**116,973**	**19.0**	**3.3**
Passenger cars	55,093	61,341	61,374	11.4	0.1
North American vehicles [1]	47,523	52,819	52,773	11.0	-0.1
Imports	7,569	8,522	8,601	13.6	0.9
Big Three automakers	34,367	36,532	35,985	4.7	-1.5
Other automakers	20,726	24,809	25,389	22.5	2.3
Trucks, vans and buses	43,226	51,907	55,599	28.6	7.1

	July 1996	July 1997[p]	July 1996 to July 1997	Market share July 1996	Market share July 1997
	unadjusted				
			% change	%	
New motor vehicles	**100,108**	**121,102**	**21.0**		
Passenger cars	57,613	66,045	14.6		
North American vehicles [1]	49,086	55,793	13.7	85.2	84.5
Imports	8,527	10,252	20.2	14.8	15.5
Big Three automakers	36,193	38,452	6.2	62.8	58.2
Other automakers	21,420	27,593	28.8	37.2	41.8
Trucks, vans and buses	42,495	55,057	29.6		
North American[1]	40,485	50,344	24.4	95.3	91.4
Imports	2,010	4,713	134.5	4.7	8.6

r *Revised figures.*
p *Preliminary figures.*
1 *Manufactured or assembled in Canada, the United States or Mexico.*

■

OTHER RELEASES

Raw materials price indexes — early estimate
August 1997 (preliminary)

The Raw Materials Price Index (RMPI) is estimated to have increased 0.4% in August compared with July 1997. With the exception of the mineral fuels index (+2.3%), all major components showed a decline or no change in August. The wood index fell 1.3% while metals and vegetable and animal products remained virtually unchanged. The RMPI, excluding mineral fuels, is estimated to have decreased 0.4% in August 1997.

This is an early estimate of the August 1997 movement of the Raw Materials Price Index. These numbers are based on partial returns and other indicators. The regular index will be published at the end of this month.

For further information, contact Paul-Roméo Danis (613-951-3350; fax: 613-951-2848), Client Service Unit, Prices Division. ■

Steel wire and specified wire products
July 1997

Shipments of steel wire and specified wire products totalled 63 658 tonnes in July, up 2.9% from 61 866 tonnes in July 1996. Production and export market data for selected commodities are also available.

Available on CANSIM: matrix 122 (series 19).

The July 1997 issue of *Steel wire and specified wire products* (41-006-XPB, $7/$62) will be available shortly. See *How to order publications*.

For further information on this release, contact Brian Preston (613-951-3509; Internet: *presbri@statcan.ca*), Manufacturing, Construction and Energy Division. ■

PUBLICATIONS RELEASED

Production and shipments of steel pipe and tubing, July 1997
Catalogue number 41-011-XPB
(Canada: $7/$62; outside Canada: US$7/US$62).

Industrial chemicals and synthetic resins, July 1997
Catalogue number 46-002-XPB
(Canada: $7/$62; outside Canada: US$7/US$62).

Building permits, July 1997 (microfiche version)
Catalogue number 64-001-XMB
(Canada: $25/$140; outside Canada: US$25/US$140).

Building permits, July 1997 (paper version)
Catalogue number 64-001-XPB
(Canada: $25/$248; outside Canada: US$25/US$248).

Perspectives on labour and income, Autumn 1997
Catalogue number 75-001-XPE
(Canada: $18/$58; outside Canada: US$18/US$58).

All prices exclude sales tax.

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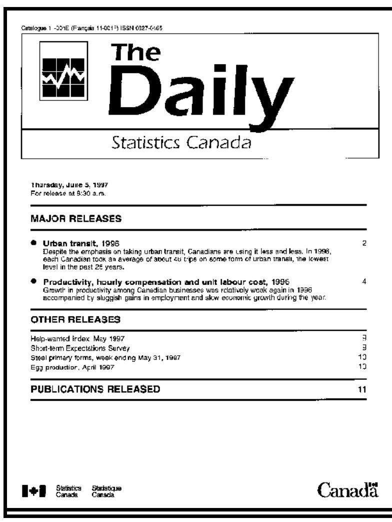
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MAJOR RELEASES

- **Urban transit, 1996** 2
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
Growth in productivity among Canadian businesses was relatively weak again in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.

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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