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The Daily

Statistics Canada

Friday, July 16, 1999
For release at 8:30 a.m.

MAJOR RELEASES

OTHER RELEASES

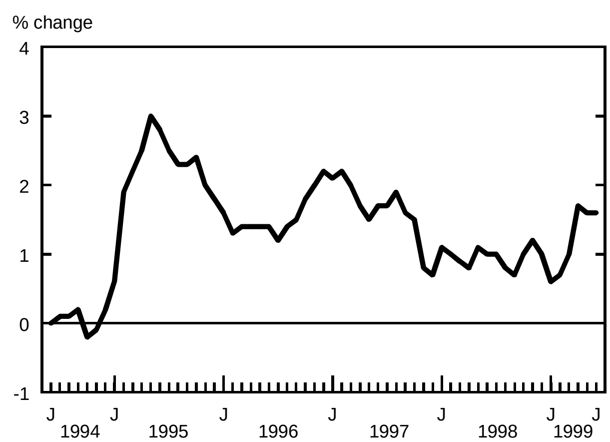
MAJOR RELEASES

Consumer Price Index
June 1999

In June 1999, consumers paid 1.6% more than they did a year ago for the goods and services contained in the Consumer Price Index (CPI) basket. This upward movement follows annual increases of 1.7% in April and 1.6% in May. Since April, the annual price increases have approached the average annual increases for 1997 and 1996.

The price increases that most affected the consumer's budget since June of last year occurred in transportation, notably in higher air fares and gasoline prices. While consumers continued to benefit from lower prices for computer equipment and telephone services, these decreases were not sufficient to offset the upward pressure on the All-items index.

Percentage change in the Consumer Price Index from the same month of the previous year



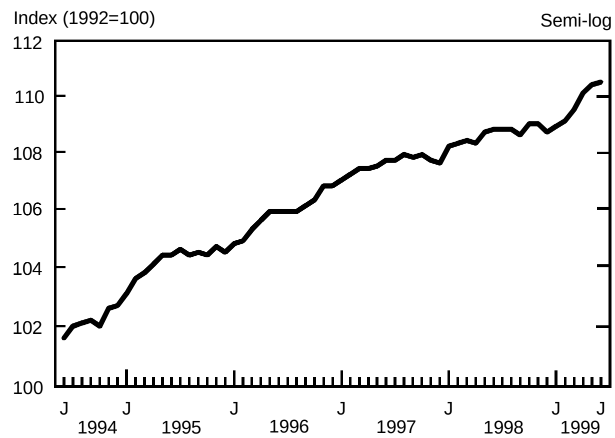
The annual increase in air transportation prices slowed slightly to 16.2% in June, after rising 16.7% in May. This increase is partly attributable to rising air fares for North American flights.

Following annual increases of 5.9% in April and 5.0% in May, the price of gasoline rose just 3.7% in June. These increases were primarily due to higher world prices for crude oil and a reduced supply of petroleum products on the North American market.

The CPI rose 0.1% from May to June

From May to June, consumer prices rose, on average, a moderate 0.1%, marking a slowdown from the increases in April (+0.5%) and May (+0.3%).

The Consumer Price Index (not seasonally adjusted)



In June, the monthly increase was due primarily to higher traveller accommodation costs and to higher prices for some food items. Lower prices for gasoline, men's clothing and fresh fruit helped to mitigate the overall increase in the CPI.

The 10.6% rise in traveller accommodation rates was fuelled by the usual strong demand of the summer vacation period. The June increase was slightly lower than the 11.3% advance in May.

Following three successive increases of 0.2%, food prices rose 0.4% from May to June. This upward movement is mostly attributable to rises in prices for fresh vegetables (+5.6%), confectionery items (+5.2%) and beef (+1.6%).

Price increases for potatoes (+19.4%) and other fresh vegetables (+3.7%) were the most significant contributors to the rise in prices for fresh vegetables. The seasonal depletion of domestic potato stocks forced retailers to replenish their stocks with higher priced new crops from the United States.

In addition, the upward movement in beef prices (+1.6%) is attributable to stronger demand during the barbecue season, which is in full-swing, coupled with a decline in the volume of beef available on the market.

In June, prices for gasoline were down 1.5% following three successive months of increases. According to the Raw Materials Price Index, the rise in the price of crude oil in May was limited to 0.9% after jumping 46.5% between February and April. It usually takes about one month before motorists see the effect of changes in the price of crude oil. Competition also added to the downward pressure on gasoline prices, notably in Ontario and Quebec.

Prices for men's clothing dropped 3.0% in June, following a rise of 0.5% between April and May. Consumers buying men's clothing enjoyed lower prices for a wide range of items, notably for suits, sport jackets, jackets, jeans, shirts and swimsuits.

As local crops became available, fresh fruit prices decreased 1.3% following an increase of 3.6% in May. The 3.8% decline in prices for other fresh fruit more than offset the seasonal increase of 3.2% in the price of apples, helping to slow the upward movement of the food index.

Provincial highlights

Since June 1998, both Ontario and Manitoba registered the largest increase among provincial CPIs at 1.9%, while Prince Edward Island and British Columbia had the smallest increase (+1.0%).

Between May and June, the All-items index for Prince Edward Island and British Columbia led the increases among provinces with a 0.4% rise. Over the same period, residents of New Brunswick and Saskatchewan benefited from a 0.2% decline in consumer prices.

Provincial spotlight: British Columbia and Newfoundland

Over the preceding 12 months, the increase in the CPI for British Columbia (+1.0%) was less than that for Canada (+1.6%), while Newfoundland's increase (+1.7%) was slightly higher.

The year-over-year advance in the CPI for British Columbia was led by a rise in the index for transportation mainly due to higher prices for gasoline, inter-city transportation and the purchase, leasing and rental of automotive vehicles. Price increases for household furnishings, natural gas and food purchased from restaurants also contributed to the province's 1.0% increase in the All-items index. In British Columbia, prices of gasoline rose 7.9% in the last 12 months, while they increased on average 3.7% for Canada as a whole. Consumers in British Columbia also experienced bigger price increases for natural gas than that for the Canadian consumer on average.

The 0.2% increase in food prices for British Columbia was substantially smaller, however, than the 1.2% increase for Canada. Partly offsetting these price increases were declines in the prices for owned accommodation, recreational equipment and services, women's clothing, and vegetables and vegetable preparations. Costs related to owned accommodation were down 2.2% in British Columbia while they increased 1.2%, on average, in Canada.

Over the last year, price increases in Newfoundland for meat, owned accommodation, the purchase, leasing and rental of automotive vehicles, health and personal care, tuition fees and inter-city transportation were mainly responsible for the increase in the province's All-items CPI. Other notable increases were registered for fuel oil, the operation of automotive vehicles and travel services. Fuel oil costs went up 6.1% in Newfoundland over the preceding 12 months, while they were down 4.2% in Canada as a whole. Consumers from Newfoundland experienced, however, a 5.3% increase in their tuition fees, lower than the 7.8% increase for Canada as a whole.

Counterbalancing part of these increases were price decreases for furniture and household textiles, non-alcoholic beverages, electricity, and clothing accessories and jewellery. For these commodities, Newfoundlanders benefited from price declines while prices increased, on average, for Canada.

Available on CANSIM: matrices 9940-9970.

Available at 7 a.m. on the Internet at *www.statcan.ca*.

The June 1999 issue of the *Consumer Price Index* (62-001-XPB, $11/$103) is now available. See *How to order publications*.

The July 1999 *Consumer Price Index* will be released on August 18, 1999.

For more information, or to enquire about the concepts, methods or data quality of this release, contact (613-951-9606; 613-951-1539; *infounit@statcan.ca*), Prices Division. □

The Consumer Price Index and major components

1992=100

	June 1999	May 1999	June 1998	May to June 1999	June 1998 to June 1999
	not seasonally adjusted				
				% change	
All-items	**110.5**	**110.4**	**108.8**	**0.1**	**1.6**
Food	111.5	111.1	110.2	0.4	1.2
Shelter	104.7	104.6	103.5	0.1	1.2
Household operations and furnishings	109.2	109.1	108.0	0.1	1.1
Clothing and footwear	104.5	104.9	103.2	-0.4	1.3
Transportation	123.7	124.1	120.7	-0.3	2.5
Health and personal care	110.5	110.4	108.2	0.1	2.1
Recreation, education and reading	120.6	119.6	118.5	0.8	1.8
Alcoholic beverages and tobacco products	94.7	94.7	92.6	0.0	2.3
Goods	107.6	107.7	106.2	-0.1	1.3
Services	113.9	113.6	111.9	0.3	1.8
All-items excluding food and energy	110.6	110.4	108.8	0.2	1.7
Energy	107.6	108.4	105.1	-0.7	2.4
Purchasing power of the consumer dollar expressed in cents, compared to 1992	90.5	90.6	91.9		
All-items (1986=100)	141.6				

The Consumer Price Index by province, Whitehorse and Yellowknife

1992=100

	June 1999	May 1999	June 1998	May to June 1999	June 1998 to June 1999
	not seasonally adjusted				
				% change	
Newfoundland	110.1	110.1	108.3	0.0	1.7
Prince Edward Island	106.8	106.4	105.7	0.4	1.0
Nova Scotia	110.0	109.9	108.4	0.1	1.5
New Brunswick	109.1	109.3	107.4	-0.2	1.6
Quebec	108.1	107.9	106.7	0.2	1.3
Ontario	110.9	110.9	108.8	0.0	1.9
Manitoba	115.2	115.1	113.1	0.1	1.9
Saskatchewan	113.6	113.8	112.2	-0.2	1.2
Alberta	113.3	113.0	111.3	0.3	1.8
British Columbia	111.5	111.1	110.4	0.4	1.0
Whitehorse	112.2	112.2	111.3	0.0	0.8
Yellowknife	109.3	109.0	108.6	0.3	0.6

■

Composite Index

June 1999

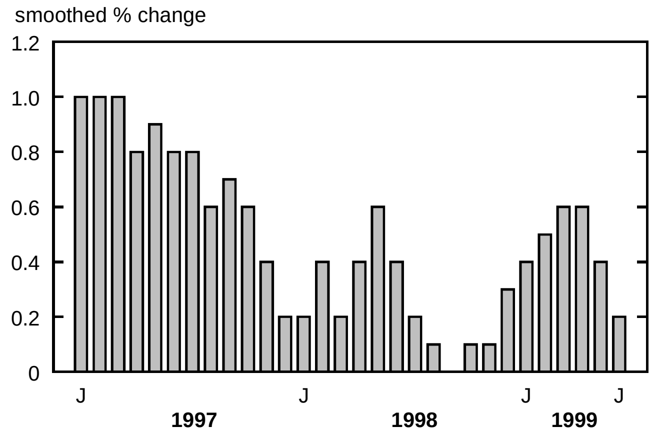
The leading indicator continued to advance, up 0.2% in June, although this was slower than the 0.4% gain in May and the 0.5% average since the start of the year. While domestic demand has recently lost some of its vigour, 7 out of 10 components continued to expand, the same as in May.

New orders posted a ninth straight increase, although their growth was the slowest in a year. The slowdown partly originated in investment-related industries, in line with a second consecutive drop in non-residential building permits. Consumer goods industries also turned down. The ratio of shipments to stocks, however, increased at the same pace as it has since the start of the year, as manufacturers have kept inventories firmly under control.

The housing index continued to rise briskly, up 2.1%. Elsewhere, household demand lost some of its recent vigour, as income growth has been slow and employment has levelled off. The slack in demand was felt by services, where employment fell 0.4%, its largest drop since 1992.

The U.S. leading indicator has shown no signs of slowing in recent months; only 1 of the 10 components in June's index was down. This, together with rising commodity prices, is encouraging for Canadian exports.

Composite Index



Available on CANSIM: matrix 191.

The July issue of *Canadian economic observer* (11-010-XPB, $23/$227) will be released next week. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Francine Roy (613-951-3627), Current Economic Analysis Group. □

Composite Index

	Jan. 1999	Feb. 1999	March 1999	April 1999	May 1999	June 1999	Last month of data available
							% change
Composite leading indicator (1981=100)	**209.6**	**210.7**	**212.0**	**213.2**	**214.1**	**214.5**	**0.2**
Housing index (1981=100)[1]	124.5	124.4	125.4	127.1	129.1	131.8	2.1
Business and personal services employment ('000)	2,316	2,332	2,341	2,348	2,347	2,337	-0.4
TSE 300 stock price index (1975=1,000)	6,247	6,265	6,321	6,446	6,573	6,706	2.0
Money supply, M1 ($ millions, 1981)[2]	41,515	41,488	41,714	41,709	41,583	41,406	-0.4
U.S. composite leading indicator (1967=100)[3]	226.3	226.8	227.3	227.9	228.4	228.8	0.2
Manufacturing							
Average workweek (hours)	38.8	38.8	38.8	38.7	38.6	38.5	-0.3
New orders, durables ($ millions, 1981)[4]	16,061	16,243	16,408	16,703	16,849	16,903	0.3
Shipments/inventories of finished goods[4]	1.60	1.61	1.63	1.64	1.66	1.67	0.01[5]
Retail trade							
Furniture and appliance sales ($ millions, 1981)[4]	1,390	1,397	1,408	1,417	1,422	1,423	0.1
Other durable goods sales ($ millions, 1981)[4]	4,609	4,619	4,649	4,690	4,736	4,770	0.7
Unsmoothed composite	212.5	213.3	216.4	214.9	214.2	213.4	-0.4

1 *Composite index of housing starts (units) and house sales (multiple listing service).*
2 *Deflated by the Consumer Price Index for all items.*
3 *The figures in this row reflect data published in the month indicated, but the figures themselves refer to data for the month immediately preceding.*
4 *The figures in this row reflect data published in the month indicated, but the figures themselves refer to data for two preceding months.*
5 *Difference from previous month.*

■

OTHER RELEASES

Manufacturing shipments: national and provincial levels

1997, 1996 (revised)

Manufacturing shipments advanced 6.8% in 1997 to $434.1 billion, rebounding from a relatively calm year in 1996. Solid performances in most major sectors led to this hike in shipments, with the main contributors being the transportation equipment, machinery, wood and furniture industries.

Value of manufacturing shipments by major group

	1996r	1997	1996 to 1997
	$'000,000		% change
All manufacturing industries	**406,579.1**	**434,082.9**	**6.8**
Food	47,987.7	50,468.6	5.2
Beverage	6,857.2	7,183.3	4.8
Tobacco products	2,670.8	2,810.1	5.2
Rubber products	4,092.4	4,406.5	7.7
Plastic Products	9,126.2	9,819.8	7.6
Leather and allied products	923.4	950.6	3.0
Primary textile	3,479.9	3,752.0	7.8
Textile products	3,258.1	3,431.9	5.3
Clothing	6,612.6	6,904.9	4.4
Wood	24,665.0	26,810.4	8.7
Furniture and fixture	5,584.7	6,464.6	15.8
Paper and allied products	31,162.1	30,405.4	-2.4
Printing, publishing and allied	15,317.8	15,759.1	2.9
Primary metal products	25,955.6	27,918.9	7.6
Fabricated metal products	22,045.7	23,783.2	7.9
Machinery (except electrical machinery)	16,008.6	17,930.1	12.0
Transportation equipment	87,180.7	96,052.0	10.2
Electrical and electronic products	28,062.6	30,040.2	7.0
Non-metallic mineral products	7,771.9	8,386.3	7.9
Refined petroleum and coal products	20,976.3	21,036.1	0.3
Chemical and chemical products	28,696.8	31,002.4	8.0
Other manufacturing industries	8,143.1	8,766.2	7.7

r *Revised figures*

This pick up in 1997 manufacturing shipments was largely due to the performance of most manufacturing sectors, with increases in 21 of the 22 major groups. The advance was largely attributable to the excellent performance of transportation equipment industries, with deliveries totalling $96 billion, up 10.2% over 1996. The other major groups most contributing to increased deliveries in 1997 were the furniture and fixture (+15.8%), machinery (+12.0%), wood (+8.7%) and chemical and chemical products industries (+8.0%). Together, these sectors represented some 50% of the increased shipments in 1997. The only decrease was in the paper and allied products industry, down 2.4%.

Manufacturing shipments increased in all provinces in 1997; however, Canada's economic disparity resulted in considerable differences in each province's performance. In 1997, the largest percentage increases were in Prince Edward Island (+16.3%), Saskatchewan (+15.8%), Alberta (+11.6%) and Manitoba (+11.4%). While Ontario and Quebec posted more modest rises, they contributed, respectively, 57% and 20% shares of the $27.5 billion increase in manufacturing shipments for 1997.

Following the substantial drop of 1996s, British Columbia posted a slight increase in 1997. This province is slowly recovering from slackened manufacturing activity. Its weakness was largely due to the collapse of the Asia-Pacific economies that began in the summer of 1997. This crisis resulted in reduced demand for primary materials, resulting in downward pressure on their prices. British Columbia is the province in which manufacturing activity is particularly focused in the wood and paper industries, the products of which are largely exported.

Value of manufacturing shipments by province

	1996r	1997	1996 to 1997
	$'000,000		% change
Canada	**406,579.1**	**434,082.9**	**6.8**
Newfoundland	1,614.3	1,658.2	2.7
Prince Edward Island	689.8	802.3	16.3
Nova Scotia	6,307.4	6,464.6	2.5
New Brunswick	8,365.0	8,434.6	0.8
Quebec	97,305.1	102,825.6	5.7
Ontario	212,864.0	228,505.2	7.3
Manitoba	8,948.9	9,969.3	11.4
Saskatchewan	5,281.8	6,114.5	15.8
Alberta	31,069.5	34,675.7	11.6
British Columbia	34,075.2	34,582.7	1.5
Yukon and Northwest Territories	58.0	50.4	-13.1

r *Revised figures*

Note: Data from the Annual Survey of Manufacturers for 1996 have been revised. Most of these changes apply to industries made up of numerous small businesses, with information coming from administrative sources. The revisions for the most important variables of the survey are: value of manufacturing shipments (+0.02%), wages (+4.41%), fuel and electricity costs (+1.79%) and raw materials costs (+1.90%). Four-figure SIC data published in 1997 have similarly been revised. These changes have also been made to data pertaining to major groups and provinces appearing for the first time in CANSIM.

Available on CANSIM: matrices 5378-6899.

The 1997 edition of *Manufacturing industries of Canada: national and provincial areas* (31-203-XPB, $68) will be available shortly. See *How to order publications*.

Upon request, information is available on census divisions, time series and any other special tabulations. For more information, or to enquire about the concepts, methods or data quality of this release, contact Bruno Pépin (613-951-3529; *manufact@statcan.ca*), Disclosure and Dissemination Unit, Manufacturing, Construction and Energy Division.

For more information concerning revisions to date in the Annual Survey of Manufacturers, contact Richard Vincent (613-951-4070), Manufacturing, Construction and Energy Division. ■

The passenger bus industry

First half 1998

For the bus industry as a whole, the first six months of 1998 produced financial improvements over the same months of 1997, with some increases in the number of passengers carried.

Revenue (excluding subsidies) for the bus industry for the first two quarters of 1998 increased 6.6% over the first half of 1997, rising from $1.48 billion to $1.58 billion. Gains were made in almost all sectors of the industry, in particular sightseeing bus companies that grew from $2.7 million in 1997 to $6.8 million in 1998. This segment has grown significantly from the $1 million earned in 1995. Much of the increase in 1998 over 1997 was the result of new sightseeing company startups (primarily in Ontario and British Columbia), indicating that the sightseeing bus industry is continuing to grow.

Overall, bus companies were able to reduce expenditures by 1.4%, dropping from $2.42 billion in 1997 to $2.39 billion in 1998.

The number of scheduled intercity passengers increased from 1995 to 1996 and again from 1996 to 1997, rising each year by about 4.5%. This growth stabilized between 1997 and 1998, with virtually no change. During the first half of 1998, 6.9 million passengers travelled on Canadian scheduled intercity buses. The number of intercity passengers has dropped significantly over the years, from about 30 million in the early 1980s. It is premature at this time to determine whether or not the long term declines have stabilized.

Shuttle bus companies increased their revenues by 34%, rising from $15 million to $20 million, while charter bus carriers maintained their revenue levels at about $123 million.

During the first half of 1998, urban transit companies carried 714 million passengers, a 2.1% increase from the 699 million carried during the first two quarters of 1997. Urban transit ridership for the first six months of 1996 was 688 million passengers, indicating that urban transit companies have been able to increase national ridership levels for the third consecutive year.

At the same time, excluding subsidies, revenues also increased, rising from $879 million for the first half of 1997 to $906 million in 1998. As with the number of passengers, revenue gains since 1995 have been steady. Revenue for the same period in 1995 was $774 million. Operating expenditures by urban transit companies increased 1.4% in 1998 over 1997, rising to $1.74 billion.

Note: All data in this release are based on the first two quarters of the calendar year. The information is derived from quarterly surveys completed by 101 urban transit companies and approximately 575 other bus companies that earn at least $200,000 annually. The 575 companies provide scheduled intercity passenger, charter, school bus, shuttle and sightseeing services. The data exclude all school bus companies with annual revenues less than $2 million. Data are preliminary and subject to change.

Available on CANSIM: matrices 346 and 347.

To obtain data, contact Robert Larocque (613-951-2486; *laroque@statcan.ca*), Dissemination Unit, Transportation Division.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Harold Kohn, (613-951-0162; *kohnhar@statcan.ca*), Transportation Division. ■

Air fare statistics

First quarter 1998 (preliminary)

In the first quarter of 1998, the average domestic air fare (all types) paid by passengers was $184, up 4.0% from the first quarter of 1997. This was the fourth quarterly increase following seven consecutive quarterly decreases. The average international air fare was $350, up 6.5% from the same quarter of 1997 and the sixth consecutive quarterly increase. Both domestic and international average air fares remained well below their record levels of $204 and $419, respectively.

In the first quarter of 1998, 85.5% of passengers on domestic scheduled services flew on a discount fare, up 5.1 percentage points from 80.4% in the first quarter of 1997.

The greatest use of discount fares was on international scheduled services, where 90.9% of passengers travelled on a discount, up 2.5 percentage points from the first quarter of 1997.

Preliminary estimates are now available for the first quarter of 1998. Information on the types of fares used by passengers is based on data from four Level I air carriers (AirBC, Air Canada, Canadian Airlines International Ltd. and Time Air) and from Air Alliance, Air Nova, Air Ontario, Inter-Canadien, and Ontario Express.

These estimates will appear in the July issue of *Aviation: service bulletin* (51-004-XIB, $8/$82). A print-on-demand service is available at a different price. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Bradley Snider (613-951-0071; *snidbra@statcan.ca*), Aviation Statistics Centre, Transportation Division. ■

Civil aviation operating statistics

April 1999

In April, Air Canada and Canadian Airlines Ltd. reported decreases in scheduled domestic passenger volume of 12% and 10%, respectively.

Available on CANSIM: matrix 385 (series 1 to 6).

The April civil aviation operating statistics for Air Canada and Canadian Airlines Ltd. will appear in the July issue of *Aviation: service bulletin* (51-004-XIB, $8/$82). A print-on-demand service is also available at a different price. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Lisa Di Piétro (613-951-0146; *dipilis@statcan.ca*), Aviation Statistics Centre, Transportation Division. ■

Civil aviation financial statistics

First quarter 1999

Financial data for the first quarter of 1999 on civil aviation (Air Canada and Canadian Airlines Ltd.) are now available.

Available on CANSIM: matrix 385 (series 7 to 9).

The first quarter 1999 civil aviation financial statistics for Air Canada and Canadian Airlines Ltd. will appear in the July issue of *Aviation: service bulletin* (51-004-XIB, $8/$82). A print-on-demand service is also available at a different price. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Lisa Di Piétro (613-951-0146; *dipilis@statcan.ca*), Aviation Statistics Centre, Transportation Division. ■

Public use microdata file: households and housing file

1996 Census

Public use microdata files (PUMFs) are based on a 2.8% sample of unaggregated, anonymous records from the 1996 Census database. This unique series allows the user to combine variables and generate tables not included in other census products. The series is composed of three files: the *Individuals file*, the *Families file*, and the *Households and housing file*. The price for one file is $1,000, with second and third files priced at $300 and $200 respectively.

Released today is the third in the series: The *Households and housing file - flat file (ASCII)*, (95M0015XCB). Featuring 138 variables, the file provides housing information such as structural type, number of rooms and shelter costs, along with details of household composition and socio-economic information pertaining to the household maintainers and their families. The geographic information for this product is quite limited. Data are provided for 12 selected census subdivisions, 19 selected census metropolitan areas, the provinces and the territories.

The CD-ROM released today contains the data file in flat ASCII format only and includes input-record descriptions in both SAS and SPSS syntaxes. A second CD-ROM, to be released at a later date, will contain the data file in both the flat ASCII format and the Beyond 20/20™ format accompanied by the Beyond 20/20™ analytical software.

For more information, or to purchase the *PUMF: households and housing file*, contact your nearest Statistics Canada Regional Reference Centre. ■

PUBLICATIONS RELEASED

Infomat - A weekly review, July 16, 1999
Catalogue number 11-002-XIE
(Canada: $3/$109).

Infomat - A weekly review, July 16, 1999
Catalogue number 11-002-XPE
(Canada: $4/$145; outside Canada: US$4/US$145).

Industry price indexes, May 1999
Catalogue number 62-011-XPB
(Canada: $22/$217; outside Canada: US$22/US$217).

Quarterly demographic statistics,
January-March 1999
Catalogue number 91-002-XIB
(Canada: $8/$25).

Quarterly demographic statistics,
January-March 1999
Catalogue number 91-002-XPB
(Canada: $10/$33; outside Canada: US$10/US$33).

All prices exclude sales tax.

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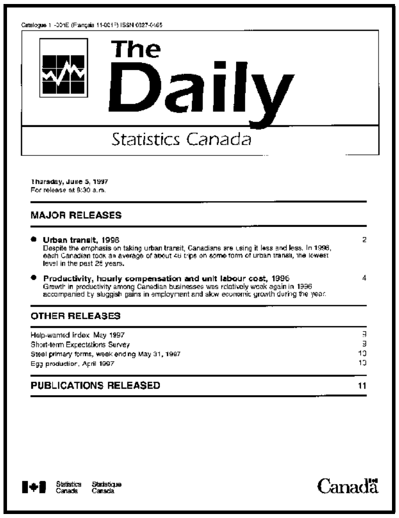

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The Daily

Statistics Canada

Thursday, June 5, 1997
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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 48 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

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PUBLICATIONS RELEASED 11

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Editor: Dan Smythe (613-951-1103, smytdan@statcan.ca)
Head of Official Release: Chantal Prévost (613-951-1088), prevcha@statcan.ca

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Release date	Title	Reference period
19	**Monthly Survey of Manufacturing**	May 1999
20	**Canadian international merchandise trade**	May 1999
20	**Wholesale trade**	May 1999
20	**Health indicators**	1997
21	**Retail trade**	May 1999
21	**Crime statistics**	1998
22	**Canadian economic observer**	July 1999
22	**Canada's international transactions in securities**	May 1999
22	**Radio listening**	Fall 1998