



# The Daily

Statistics Canada

Thursday, September 9, 1999

For release at 8:30 a.m.

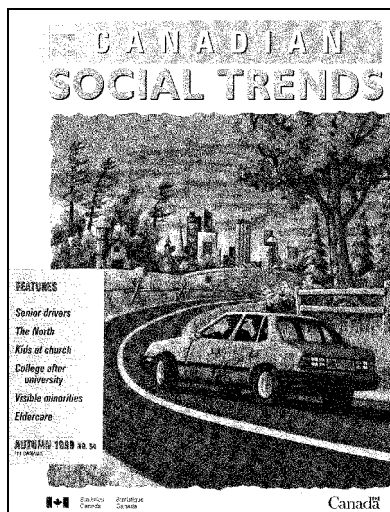
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## MAJOR RELEASES

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- **Seniors behind the wheel, 1996** 3  
In 1996, about one-half of seniors living in private households were driving a car, minivan or truck. In addition, those who lived in small towns and rural areas were more likely to drive than those in large urban areas.
  
- **Field crop reporting series: grain stocks, July 31, 1999** 5  
On July 31, total stocks of major grains were higher than last year's levels, and, with the exception of wheat excluding durum, they were higher than their recent five-year averages.

(continued on following page)



### Canadian social trends

Autumn 1999

The Autumn 1999 issue of *Canadian social trends* features articles on seniors and driving; a geographical definition of the North; children attending religious services; university graduates at college; visible minorities in Toronto, Vancouver and Montréal; and caregivers of the elderly.

Each quarter, *Canadian social trends* integrates data from many sources to examine emerging social trends and issues. It also features the latest social indicators, as well as information about Statistics Canada's products and services.

The Autumn 1999 issue of *Canadian social trends* (11-008-XPE, \$11/\$36; 11-008-XIE, \$8/\$27) is now available. See *How to order publications*.

For more information, contact Susan Crompton (613-951-2556; [cstsc@statcan.ca](mailto:cstsc@statcan.ca)), Housing, Family and Social Statistics.



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## OTHER RELEASES

New Housing Price Index, July 1999	6
Domestic sales of refined petroleum products, July 1999	6
Pipeline transportation of crude oil and refined petroleum products, June 1999	7
Sugar sales, second quarter 1999	7
Restaurants, caterers and taverns, July 1999	8

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## PUBLICATIONS RELEASED

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9

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## REGIONAL REFERENCE CENTRES

---

11

### **StatCan: CANSIM directory disc**

September 1999

The September 1999 *StatCan: CANSIM directory disc* is now available. This CD-ROM contains the CANSIM time series directory — a guide to the data contained in the CANSIM time series database. It also includes the Statistical data documentation system (SDDS), a database of the surveys and statistical programs used at Statistics Canada, as well as the latest version of the Statistics Canada thesaurus.

Finding information in this Windows version of the CD-ROM is easier than ever. An entire CANSIM matrix or SDDS survey can be searched as a single entity and you can narrow a search to include only active series or those with a specific security level. Specially designed dialogue boxes guide users through the most typical searches. Hyperlinks between the CANSIM matrices and the SDDS surveys allow quick access to more detail for both.

The September 1999 edition of the *StatCan: CANSIM directory disc* (10F0005XCB) is now available in a Windows format on CD-ROM. An annual subscription of four quarterly issues is \$103.

For more information, contact your nearest Statistics Canada Regional Reference Centre.

## MAJOR RELEASES

### Seniors behind the wheel

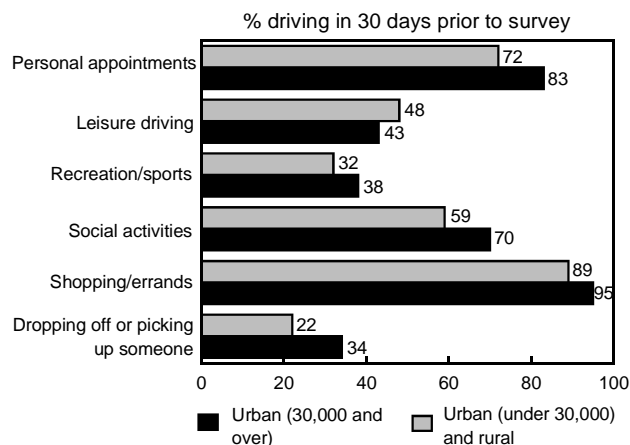
1996

In 1996, about one-half of Canadians aged 65 and over living in private households (about 1.7 million) were driving a car, minivan or truck. Seniors who lived in small towns and rural areas were more likely to be drivers: 60% compared with 46% of seniors in large urban centres. This is not surprising, considering that small towns and rural areas often have little or no public transit or special-needs transportation and their residents tend to live farther from basic amenities. As a result, to maintain their independence in performing routine tasks such as shopping and getting to personal appointments, seniors must rely more heavily on their cars.

#### Most seniors drive only a few times a week and use their car for routine tasks

Regardless of whether seniors were rural or urban residents, most people aged 65 and over drove only a few times a week. The majority of their trips were relatively short, with total distance travelled ranging from 11 to 17 km per day on average. Most often, seniors used their car for shopping, personal appointments such as visiting physicians, and family or social get-togethers. Relatively few older drivers used the car for long-distance trips or to pick up and drop off others.

#### Seniors use their cars most often for shopping and personal appointments



#### Note to readers

This report is based on an article in the Autumn 1999 edition of Canadian social trends, which examines various facets of car use among seniors and highlights the differences between those living in urban and rural areas.

Most of the data in this article come from the National Private Vehicle Use Survey, conducted by Statistics Canada with the co-operation and support of Natural Resources Canada. The sample includes individuals 15 years and over living in 2,013 private households in Canada's 10 provinces.

Data on the health of seniors come from the 1996-97 National Population Health Survey (NPHS). The NPHS interviewed over 13,000 Canadians aged 65 years and over in residential households in all provinces and territories. Populations on Indian reserves, Canadian Forces Bases and some remote areas of Quebec and Ontario were excluded.

Large towns or cities are defined as urban areas with populations of 30,000 or more people; small towns are urban areas with populations under 30,000. Rural areas are regions with populations less than 1,000. Valid provincial driver's licences do not include learning permits or suspended or expired licences.

Senior men — both rural and urban residents — were far more likely to drive than senior women. Results of the 1996 National Private Vehicle Use Survey indicate that in the majority (55%) of households where the husband held a valid licence, he was the exclusive driver of the household vehicle. Whether or not the wife had a licence made little difference — the husband still did the bulk of the driving.

The difference was most pronounced in small towns and rural areas, where 77% of husbands aged 65 and over drove the family car during the 30 days prior to the survey, over twice the rate of married older women (36%). In large urban centres, 65% of husbands drove compared with 37% of wives. Similar patterns, although not as pronounced, were observed for unmarried seniors: men were much more likely to sit behind the wheel.

The apparent lack of driving experience among women aged 65 and over may have important consequences, particularly in rural and suburban areas not served by public transit. Women tend to outlive their husbands; once alone, they may find that, unless they drive, they must significantly curtail their activities, pay for transportation or rely on friends and family for transportation. Any of these options could limit their ability to lead active, independent lives.

## Age-related health limitations may affect driving behaviour

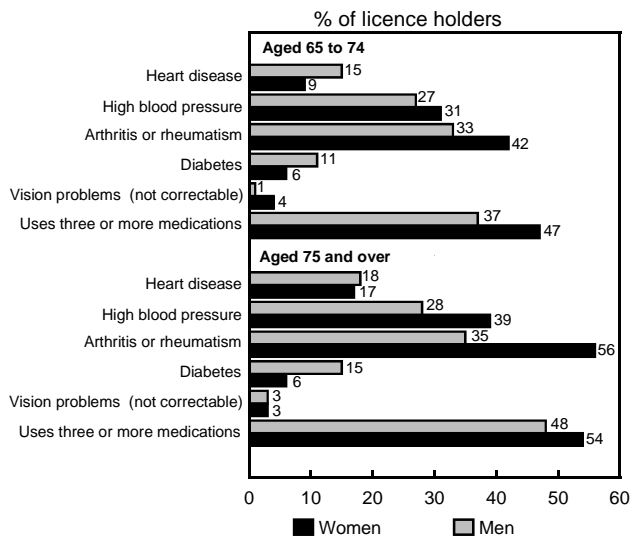
As time goes by, the independence offered by having a vehicle may be jeopardized by deteriorating health, which can affect the ability of some seniors to drive. For example, results of the 1996-97 National Population Health Survey showed that 35% of men and 56% of women aged 75 and over who had a driver's licence suffered from chronic arthritis or rheumatism, conditions that could make manoeuvres such as those required to make sharp turns or to merge with heavy traffic particularly difficult.

As well, roughly half of both male and female licence holders aged 75 and over were taking three or more medications around the time of the survey. The simultaneous use of multiple medications may result in slowing reaction time by that fraction of a second needed to avoid an accident. However, an Ontario government study found that, on the basis of kilometres driven, older drivers actually get into approximately the same number of accidents as their 16- to 24-year-old counterparts. Other studies have found that older drivers tend to compensate for these age-related health limitations by driving shorter distances and avoiding night driving, busy highways and downtown areas.

This release is based on an article in *Canadian social trends* (11-008-XPE, \$11/\$36; 11-008-XIE, \$8/\$27), which is now available. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Irwin Bess (613-951-9605), Transportation Division. ■

**Many seniors with driver's licences have a health condition**



## Field crop reporting series: grain stocks

July 31, 1999

On July 31, total stocks of major grains were higher than last year's levels. As well, with the exception of wheat excluding durum, stocks were higher than their recent five-year averages.

### Total stocks of grain at July 31

	1998	1999	1998 to 1999
	'000 tonnes		% change
All wheat	6,009	7,365	23
Wheat excl. durum	5,252	5,413	3
Barley	2,459	2,687	9
Canola	361	611	69
Durum wheat	757	1,952	158
Oats	846	1,092	29
Flax	41	162	295

### Record production and lowered exports inflate stocks of durum wheat

Total stocks of durum wheat (stocks held on farms plus stocks in commercial positions) were 2.0 million tonnes, 158% greater than the 757,000 tonnes recorded last year and 32% higher than the five-year average (1994-1998) of 1.5 million tonnes. Only 22% of total stocks were left in storage on farms. More durum was left in the elevators because the production of durum wheat in 1998 reached a record level while exports from August 1998 to July 1999 declined 9%.

### Wheat (excluding durum) stocks fall below five-year average

Total stocks of wheat (excluding durum) on July 31 were 5.4 million tonnes, 3% higher than the 5.3 million tonnes in storage on July 31, 1998 but 13% less than the recent five-year average of 6.2 million tonnes. Production of wheat (excluding durum) declined 8% in 1998, helping to draw stocks down.

#### Note to readers

The July Farm Survey of 17,800 farm operators was conducted by telephone from July 28 to August 5. Farmers were asked to report the amounts of grain in storage. Commercial stocks of western grains originate from the Canadian Grain Commission. Commercial stocks of corn and soybeans will be available October 8.

### Canola stocks are only slightly above five-year average despite record 1998 production

Total stocks of canola were 611,000 tonnes, 69% above last year's level of 361,000 tonnes and 6% above the five-year average of 575,000 tonnes. A record production in 1998 was depleted by exports that exceeded last year's level by 31%. Exports to China accounted for a large part of the increase in sales.

*Field crop reporting series no. 6: Stocks of Canadian grain at July 31, 1999 (22-002-XPB, \$15/\$88) is now available. See How to order publications.*

For more information, or to enquire about the concepts, methods and data quality of this release, contact Dave Roeske (613-951-0572; [dave.roeske@statcan.ca](mailto:dave.roeske@statcan.ca)) or Dave Burroughs (613-951-5138; [dave.burroughs@statcan.ca](mailto:dave.burroughs@statcan.ca)), Crops Section, Agriculture Division. ■

## OTHER RELEASES

### New Housing Price Index

July 1999

The New Housing Price Index increased 0.2% from June to July. On an annual basis, this index of contractors' selling prices for new houses rose 0.6%.

In response to very good market conditions, the highest monthly increase occurred in Ottawa-Hull (+1.2%), as higher construction costs such as lumber and drywall were passed on to new home buyers. Significant increases were also observed in Charlottetown (+1.0%), Halifax (+0.6%), St. Catharines-Niagara (+0.5%) and Edmonton (+0.5%), mostly as a result of higher material costs. Vancouver registered a marginal increase (+0.1%) but this was its first monthly increase since December 1997 when it edged up 0.2%. Monthly decreases occurred in 4 of the 21 cities surveyed, with the largest decrease in Victoria (-0.3%). Five of the surveyed cities registered no change.

### New housing price indexes (1992=100)

	July 1999	July 1998 to July 1999	June to July 1999
		% change	
<b>Canada total</b>	<b>100.8</b>	<b>0.6</b>	<b>0.2</b>
House only	101.7	1.0	0.2
Land only	102.0	0.2	0.1
St. John's	96.3	0.3	-
Halifax	111.7	3.7	0.6
Charlottetown	104.1	2.7	1.0
Saint John-Moncton- Fredericton	93.7	0.3	-0.1
Quebec City	100.5	1.6	-
Montréal	104.4	2.1	-
Ottawa-Hull	100.4	2.7	1.2
Toronto	103.5	1.3	0.1
Hamilton	102.5	0.7	-0.2
St. Catharines-Niagara	101.5	1.7	0.5
Kitchener-Waterloo	102.3	1.9	0.4
London	98.3	0.6	-
Windsor	105.6	0.2	0.2
Sudbury-Thunder Bay	99.4	-0.8	-0.2
Winnipeg	113.4	1.0	0.1
Regina	128.4	3.6	0.2
Saskatoon	114.2	1.4	-
Calgary	129.1	3.9	0.2
Edmonton	109.6	1.6	0.5
Vancouver	84.2	-4.0	0.1
Victoria	75.8	-3.3	-0.3

- Nil or zero.

Annual changes varied considerably among the cities surveyed. The highest annual increases occurred in Calgary (+3.9%), Halifax (+3.7%) and Regina (+3.6%). These increases, however, were partially offset by significant decreases in Vancouver and Victoria where the market conditions remain very competitive.

**Note:** The total New Housing Price Index for July has fallen below the level of its two components, the House-only Index and the Land-only Index. (This situation has occurred in several previous months.) This happened because the component index series is derived and linked independently. Linking, in particular, creates total indexes that are not, in a strict sense, averages of their sub-indexes.

**Available on CANSIM: matrix 9921.**

The third quarter 1999 issue of *Construction price statistics* (62-007-XPB, \$24/\$79) will be available in December. See *How to order publications*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Louise Chaîné (613-951-3350; fax: 613-951-1539; [infounit@statcan.ca](mailto:infounit@statcan.ca)), Client Services Unit, Prices Division. ■

### Domestic sales of refined petroleum products

July 1999 (preliminary)

Sales of refined petroleum products totalled 7 957 700 cubic metres in July, down 1.4% from the same month a year earlier. Sales decreased for four of the seven major product groups over the same period in 1998, with the largest drops recorded for heavy fuel oil (-94 000 cubic metres or -15.4%) and in the "other refined products" category (-39 700 cubic metres or -3.9%), which contains products such as asphalt, lube oils, petroleum coke and stove oil.

Year-to-date sales of refined petroleum products were up 594 900 cubic metres, or 1.1% over the same period in 1998. Sales increased for four of the seven major product groups with the largest advance recorded for motor gasoline (+587 100 cubic metres or +2.7%), which accounted for 41.2% of the total sales. The gain for light fuel oil (+195 500 cubic metres or +6.8%) was mostly due to greater use of the product for heating in

the first four months of the year. The decline for heavy fuel oil (-275 300 cubic metres or -5.9%) was due to greater use of natural gas in place of heavy fuel oil by the industrial sector.

### Sales of refined petroleum products

	July 1998 <sup>r</sup>	July 1999 <sup>p</sup>	July 1998 to July 1999
	thousands of cubic metres		% change
<b>Total, all products</b>	<b>8,068.4</b>	<b>7,957.7</b>	<b>-1.4%</b>
Motor gasoline	3,495.2	3,484.2	-0.3%
Diesel fuel oil	1,827.7	1,833.6	0.3%
Light fuel oil	142.5	138.6	-2.7%
Heavy fuel oil	611.4	517.4	-15.4%
Aviation turbo fuels	547.5	553.1	1.0%
Petrochemical feedstocks <sup>1</sup>	429.1	455.5	6.2%
All other refined products	1,015.0	975.3	-3.9%
	Jan. to July 1998 <sup>r</sup>	Jan. to July 1999 <sup>p</sup>	Jan.-July 1998 to Jan.-July 1999
	thousands of cubic metres		% change
<b>Total, All Products</b>	<b>52,608.0</b>	<b>53,202.9</b>	<b>1.1%</b>
Motor gasoline	21,350.4	21,937.5	2.7%
Diesel fuel oil	12,114.7	12,316.9	1.7%
Light fuel oil	2,882.5	3,078.0	6.8%
Heavy fuel oil	4,664.5	4,389.2	-5.9%
Aviation turbo fuels	3,471.2	3,386.4	-2.4%
Petrochemical feedstocks <sup>1</sup>	2,842.4	2,972.9	4.6%
All other refined products	5,282.3	5,122.0	-3.0%

<sup>r</sup> Revised figures.

<sup>p</sup> Preliminary figures.

<sup>1</sup> Materials produced by refineries that are used by the petrochemical industry to produce chemicals, synthetic rubber and a variety of plastics.

### Available on CANSIM: matrices 628-642 and 644-647.

The July 1999 issue of *Refined petroleum products* (45-004-XPB, \$21/\$206), will be available in October. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Eleonore Harding (613-951-5708; [hardele@statcan.ca](mailto:hardele@statcan.ca)) or Michel Palardy (613-951-7174; [palamic@statcan.ca](mailto:palamic@statcan.ca)), Energy Section, Manufacturing, Construction and Energy Division. ■

### Pipeline transportation of crude oil and refined petroleum products

June 1999

Net receipts of crude oil and equivalent hydrocarbons totalled 12 220 218 cubic metres in June, down 2.7% from June 1998. Year-to-date receipts to the end of June 1999 (72 608 027 cubic metres) were down 6.3% over the same period in 1998. Net receipts of liquefied petroleum gases and refined petroleum products in June (6 152 403 cubic metres) increased 4.2% from June 1998. Year-to-date receipts increased 1.3% to 38 542 361 cubic metres.

Pipeline exports of crude oil (5 733 939 cubic metres) decreased 11.2% from June 1998 and pipeline imports (1 819 968 cubic metres) increased 32.5%. Year-to-date exports (31 946 374 cubic metres) were down 13.5% from 1998. Year-to-date imports (9 908 443 cubic metres) increased 10.1%.

June deliveries of crude oil by pipeline to Canadian refineries totalled 5 564 911 cubic metres, down 3.0% from 1998. June deliveries of liquefied petroleum gases and refined petroleum products increased 30.5% to 577 070 cubic metres. Year-to-date deliveries of crude oil to refineries at the end of June 1999 totalled 33 165 877 cubic metres, up 0.4% from the same period in 1998.

### Available on CANSIM: matrices 181 and 591-595.

The June 1999 issue of *Pipeline transportation of crude oil and refined petroleum products*, formerly entitled *Oil pipeline transport* (55-001-XIB, \$9/\$86) will be available shortly. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Eleonore Harding (613-951-5708; [hardele@statcan.ca](mailto:hardele@statcan.ca)), Energy Section, Manufacturing, Construction and Energy Division. ■

### Sugar sales

Second quarter 1999

Refiners' sales totalled 289 011 metric tonnes for all types of sugar in the second quarter of 1999, comprising 287 168 metric tonnes in domestic sales and 1 843 metric tonnes in export sales.

This compares with total sales of 289 538 metric tonnes for the second quarter of 1998, of which 288 367 metric tonnes were domestic sales and 1 171 metric tonnes were export sales.

### Available on CANSIM: matrix 141.

The second quarter 1999 issue of *The sugar situation* (32-013-XIB, \$10/\$31) is now available. See *How to order publications*.

For more information, or to enquire about the concepts, methods and data quality of this release, contact Peter Zylstra (613-951-3511; [zylspet@statcan.ca](mailto:zylspet@statcan.ca)), Manufacturing, Construction, and Energy Division. ■

## **Restaurants, caterers and taverns**

July 1999

Estimated total receipts of restaurants, caterers and taverns for July totalled \$2.6 billion, a 2.3% increase over the July 1998 estimate.

**Available on CANSIM: matrix 62.**

For more information, or to enquire about the concepts methods and data quality of this release, contact Bill Birbeck (613-951-3506), Services Industries Division. ■

## PUBLICATIONS RELEASED

**Canadian social trends**, Autumn 1999

**Catalogue number 11-008-XIE**

(Canada: \$8/\$27; outside Canada: US\$8/US\$27).

**Canadian social trends**, Autumn 1999

**Catalogue number 11-008-XPE**

(Canada: \$11/\$36; outside Canada: US\$11/US\$36).

**Field crop reporting series no. 6: Stocks of Canadian grain at July 31, 1999**, vol 78, no. 6,  
**Catalogue number 22-002-XPB**

(Canada: \$15/\$88; outside Canada: US\$15/US\$88).

**The sugar situation**, second quarter 1999

**Catalogue number 32-013-XIB**

(Canada: \$10/\$31; outside Canada: US\$10/US\$31).

**Labour force information**, week ending August 21

**Catalogue number 71-001-PPB**

(Canada: \$11/\$103; outside Canada: US\$11/US\$103).

**Available at 7 a.m. on Friday, September 10. Also available on the Internet at [www.statcan.ca](http://www.statcan.ca).**

**Employment, earnings and hours**, June 1999

**Catalogue number 72-002-XPB**

(Canada: \$32/\$320; outside Canada: US\$32/US\$320).

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
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 <b>The Daily</b>	
Statistics Canada	
Thursday, June 9, 1999	
For release at 8:30 a.m.	
<b>MAJOR RELEASES</b>	
• <b>Urban transit, 1995</b>	2
Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1995, each Canadian took an average of about 40 trips on some form of urban transit, the lowest level in the past 25 years.	
• <b>Productivity, hourly compensation and unit labour cost, 1995</b>	4
Growth in productivity among Canadian businesses was notably weak again in 1995, accompanied by sluggish gains in employment and slow nominal growth during the year.	
<b>OTHER RELEASES</b>	
• <b>Help-wanted index, May 1997</b>	3
• <b>Short-term Expectations Survey</b>	2
• <b>Steel primary forms, week ending May 31, 1997</b>	12
• <b>Egg production, April 1997</b>	12
<b>PUBLICATIONS RELEASED</b>	11

### **Statistics Canada's official release bulletin**

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Fax: 1-604-666-4863

National toll-free enquiries line (Canada and the United States): 1-800-263-1136  
Toll-free order-only line (Canada and the United States): 1-800-267-6677  
Toll-free fax order line (Canada and the United States): 1-877-287-4369  
Toll-free telecommunications device for the hearing impaired: 1-800-363-7629