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MAJOR RELEASES

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NEW PRODUCTS

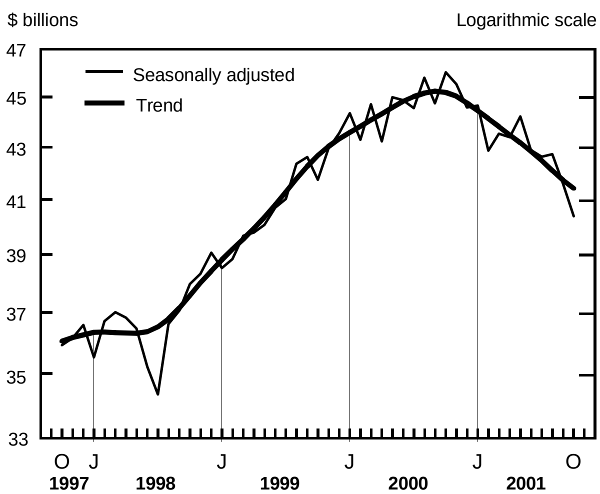
MAJOR RELEASES

Monthly Survey of Manufacturing

October 2001

Manufacturers' shipments declined 2.9% in October to $40.4 billion—the lowest level since May 1999. Temporary plant closures in the motor vehicle industry, slowing production in the aerospace sector, and declining petroleum and coal products prices held down shipments for a second consecutive month. Shipments also dropped 2.6% in September and have been on a downward trend since the fourth quarter of 2000. It was just a year earlier in October 2000 when manufacturers posted record high shipments. However, the economic slowdown has persisted throughout 2001 and shipments have fallen a substantial 11.3% from that peak.

Manufacturing shipments fall in October



During the first 10 months of 2001, the uncertainty in the global economy led to production cuts and job losses in the Canadian manufacturing sector. Manufacturers have attempted to trim costs and reduce inventories, as domestic and foreign demand weakened, evidenced by cancelled or delayed orders. As October's Quarterly Business Conditions Survey noted, manufacturers were not satisfied with their demand prospects and, accordingly, anticipated making adjustments to their production and employment levels in the fourth quarter. Thirteen of 21 industries, representing 62% of total shipments, reported lower shipment values in October.

Note to readers

In addition to current month estimates, data for the previous three months are regularly revised. Factors influencing revisions include late receipt of company data, incorrect information reported earlier, replacement of estimates with actual figures (once available) and seasonal adjustments. Consult the appropriate CANSIM tables for revised data.

Unfilled orders are a stock of orders that will contribute to future shipments, assuming the 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 plus the change in unfilled orders. Some readers interpret new orders as orders that will lead to future demand. This is inappropriate because the "new orders" variable includes orders that have already been shipped. Readers should be aware that the month-to-month change in new orders may be volatile, particularly if the previous month's change in unfilled orders is large in relation to the current month's change.

Not all orders will be translated into Canadian factory shipments, since portions of large contracts can be subcontracted out to manufacturers in other countries.

As well, shipments were down in six provinces and the territories.

Shipments by province and territory

	September 2001	October 2001	September to October 2001
	seasonally adjusted		
	$ millions		% change
Newfoundland	195	176	-9.8
Prince Edward Island	100	101	1.1
Nova Scotia	731	736	0.7
New Brunswick	1,058	902	-14.7
Quebec	9,812	9,832	0.2
Ontario	21,990	21,119	-4.0
Manitoba	920	933	1.4
Saskatchewan	577	564	-2.2
Alberta	3,491	3,311	-5.2
British Columbia	2,735	2,711	-0.9
Yukon, the Northwest Territories and Nunavut	6	4	-40.9

As demand has declined, manufacturers have trimmed output, but the impact on their inventories has been more gradual. Drawn down by goods-in-process and finished products in October, the contraction in inventories has been gaining momentum in recent months. Inventories fell 0.9% to $63.4 billion—the fifth consecutive drop and the lowest level since July 2000. Inventory levels peaked at $65.8 billion in November 2000.

The weakening of the manufacturing sector is reflected not only in lower shipments, but also in employment. According to the latest results of the Labour Force Survey, manufacturing employment fell by 30,000 in November, largely due to job losses in the computer and electronic products industry. After strong growth in 2000, manufacturing employment fell by 105,000 (-4.5%) in the first 11 months of 2001. The majority (61,500) of the manufacturing jobs lost this year occurred in October and November.

Industrial capacity utilization rates also continued to decline in the third quarter of 2001, largely because of the contraction in the manufacturing sector. Manufacturers operated at 77.4% of their capacity in the third quarter, down 2.6 percentage points from the second, reflecting lower output levels. Of the 21 major groups in manufacturing, 16 reported lower capacity utilization rates. The computer and electronic products industry was the hardest hit, followed by the motor vehicle, chemicals and wood products industries.

Motor vehicle shipments slump to their lowest level since July 1998

Temporary shutdowns at several automobile assembly plants in October resulted in a 14.4% drop in motor vehicle shipments—the fifth consecutive monthly decline. October's shipments ($4.4 billion) were the lowest reported since July 1998, when labour unrest in the United States forced the short-term closure of several assembly plants in Canada. The lower shipments in recent months had been a result of the ongoing slowdown in the motor vehicle industry, continuing attempts to adjust retail inventory levels, as well as shortages of parts due to delays at the Canada–U.S. border. Output from the motor vehicle industry has been gradually decelerating since the fourth quarter of 1999.

Decreasing petroleum and coal prices and lower production capacity led to a 12.6% decline in shipments of petroleum and coal products. This followed a 9.5% drop in September. Prices fell 7.9% in October, while several refineries operated at reduced volumes because of ongoing maintenance shutdowns. Shipments totalling $2.3 billion were the lowest in almost two years.

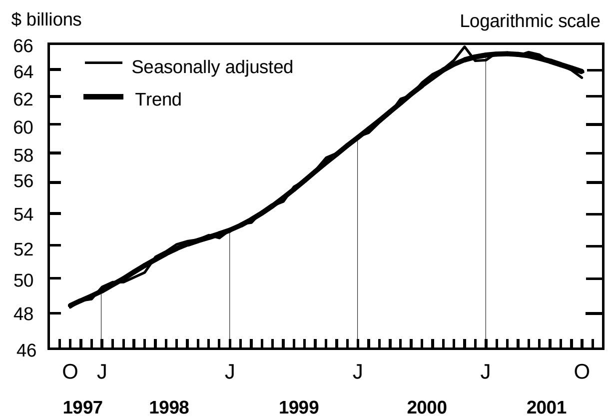
The aerospace product and parts industry reported a shipment drop of 11.8% in October to $973 million, reflecting the recent uncertainty in this sector. This industry's shipment levels have fallen considerably since mid-summer. As well, weak international demand continued to afflict the computer and electronic products industry, where shipments fell 4.7% to $1.7 billion. This followed decreases of 8.8% in both August and September. Output in the industry was down 53% from the August 2000 peak.

Slightly offsetting the decreases in October were higher shipments in the paper industry (+4.3%) and the food industry (+0.9%).

Inventories decrease for a fifth straight month

Over the last year, manufacturers have reduced production in an attempt to lower their finished-product inventories. In October, total inventories fell 0.9% to $63.4 billion—the fifth consecutive decline. Inventories have been gradually declining since their peak of $65.8 billion in November 2000. The production cuts in recent months have been fairly successful in trimming inventories. Although October's decline was concentrated in goods-in-process (-2.2%), finished-product inventories were also down (-0.6%). Finished-product inventories stood at $19.7 billion—their lowest level since January 2001 and 2.5% off of their June 2001 peak of $20.2 billion. The trend for finished-product inventories has been one of measured decline since the summer of 2001.

Inventories fall for fifth straight month



The primary contributor to October's lower inventories was the aerospace product and parts industry, where inventories dropped 2.5%—the industry's first decline this year. The industry's total inventories of $8.0 billion were pulled down by a 4.1% decrease in goods-in-process inventory. The continuing insecurity of the world's aerospace sector contributed to sharp cuts in production and, subsequently, the lower inventories.

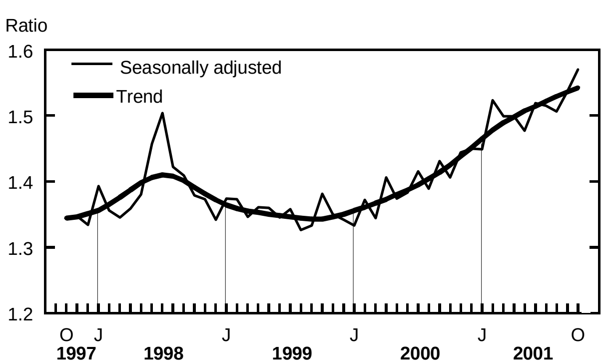
Following a 4.7% decrease in September, manufacturers of computer and electronic products reduced inventories a further 1.7% in October, to $5.7 billion—the fourth decrease in a row. Raw-material (-2.1%) and finished-product (-1.5%) inventories also declined over the month. Global demand for computer-related products has faltered sharply, while finished-product inventories have remained persistently high. As these manufacturers have scaled back production and cut employment, inventories have slowly started to contract. Their finished-product inventories have dropped 6.7% since peaking at $1.6 billion in November 2000.

A 5.4% decrease in the petroleum and coal products industry rounded out the top three contributors to October's lower inventory levels. Falling petroleum and coal product prices and ongoing maintenance shutdowns at some plants have reduced production levels in recent months.

Also, the chemical products industry reported a 1.1% increase in inventories in October, to $5.0 billion. It was the industry's first increase in inventories since April 2001. This marginally offset October's overall decrease in inventories.

The inventory-to-shipments ratio jumped in October to 1.57—its highest level since early 1992. October's decrease in inventories was exceeded by the significant decline in shipments, thus triggering the sharp rise in the ratio. The trend, which had been climbing consistently since late 1999, remained unchanged for a second month. The finished-products inventory-to-shipments ratio increased to 0.49 in October—its highest level since July 1998. This ratio has been steadily rising since mid-2000.

Inventory-to-shipments ratio jumps

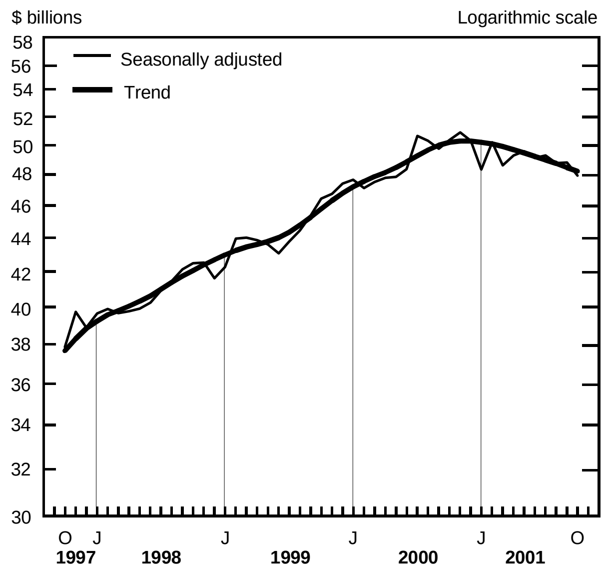


Unfilled orders skid to 17-month low

Unfilled orders skidded 1.8% in October to $47.9 billion. This drop followed a modest increase in September. October marked the first time orders dipped below the $48-billion mark since May 2000. Despite some variability in 2001, orders have been gradually declining since peaking at $50.9 billion in November 2000. This has coincided with the general deceleration of the economy. Excluding the impact of the aerospace products and parts industry, unfilled orders declined 0.9% in October.

In the aerospace products and parts industry, unfilled orders fell 2.9% to $20.6 billion. This followed a slight increase in September. In the motor vehicle industry, orders dropped 8.5%. At $858 million, unfilled orders in the industry hit an eight-year low. The decrease was largely due to the ongoing downturn in the heavy-duty truck industry. In the electrical equipment, appliance and components industry, orders fell 6.0%—this industry's 10th consecutive decrease. Offsetting October's overall decline, unfilled orders in the machinery industry rose for a third straight month, up 4.0% to $6.6 billion.

Unfilled orders skid to 17-month low



New orders dropped 5.1% in October to $39.5 billion—the lowest level since early 1999. Excluding the impact of the aerospace products and parts industry, new orders were down 3.0%.

Available on CANSIM: tables 304-0014 and 304-0015.

The October 2001 issue of the *Monthly Survey of Manufacturing* (31-001-XIB, $15/$147) will be available soon. See *How to order products*.

Data on shipments by province are available in greater detail on request. To order data, or for general information, contact the Dissemination

Officer (1-866-873-8789, 613-951-9497, *manufact@statcan.ca*), Marketing and Dissemination Section. For analytical information, or to enquire about the concepts, methods or data quality of this release, contact Russell Kowaluk (613-951-0600; *kowarus@statcan.ca*), Manufacturing, Construction and Energy Division.

Shipments, inventories and orders in all manufacturing industries

	Shipments		Inventories		Unfilled orders		New orders		Inventories-to-shipments ratio
	seasonally adjusted								
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change	
October 2000	46,042	2.9	64,724	1.1	50,342	1.2	46,638	5.5	1.41
November 2000	45,536	-1.1	65,771	1.6	50,874	1.1	46,069	-1.2	1.44
December 2000	44,592	-2.1	64,675	-1.7	50,302	-1.1	44,019	-4.4	1.45
January 2001	44,668	0.2	64,723	0.1	48,352	-3.9	42,719	-3.0	1.45
February 2001	42,868	-4.0	65,287	0.9	50,186	3.8	44,701	4.6	1.52
March 2001	43,535	1.6	65,239	-0.1	48,634	-3.1	41,983	-6.1	1.50
April 2001	43,397	-0.3	65,071	-0.3	49,277	1.3	44,040	4.9	1.50
May 2001	44,231	1.9	65,350	0.4	49,570	0.6	44,524	1.1	1.48
June 2001	42,886	-3.0	65,146	-0.3	49,121	-0.9	42,437	-4.7	1.52
July 2001	42,633	-0.6	64,585	-0.9	49,292	0.3	42,804	0.9	1.51
August 2001	42,733	0.2	64,349	-0.4	48,767	-1.1	42,208	-1.4	1.51
September 2001	41,615	-2.6	63,958	-0.6	48,806	0.1	41,654	-1.3	1.54
October 2001	40,389	-2.9	63,402	-0.9	47,949	-1.8	39,532	-5.1	1.57

Manufacturing industries except motor vehicle, parts and accessories industry

	Shipments		Inventories		Unfilled orders		New orders	
	seasonally adjusted							
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change
October 2000	37,190	2.7	61,023	1.1	48,481	1.5	37,896	6.2
November 2000	37,109	-0.2	62,104	1.8	48,989	1.0	37,617	-0.7
December 2000	36,557	-1.5	60,998	-1.8	48,501	-1.0	36,069	-4.1
January 2001	37,082	1.4	61,238	0.4	46,614	-3.9	35,195	-2.4
February 2001	35,606	-4.0	61,808	0.9	48,426	3.9	37,418	6.3
March 2001	35,882	0.8	61,782	-0.0	46,949	-3.1	34,405	-8.1
April 2001	35,520	-1.0	61,652	-0.2	47,610	1.4	36,182	5.2
May 2001	35,891	1.0	61,919	0.4	47,952	0.7	36,232	0.1
June 2001	34,994	-2.5	61,765	-0.2	47,544	-0.8	34,587	-4.5
July 2001	34,744	-0.7	61,172	-1.0	47,738	0.4	34,938	1.0
August 2001	35,016	0.8	60,978	-0.3	47,166	-1.2	34,444	-1.4
September 2001	33,935	-3.1	60,686	-0.5	47,259	0.2	34,028	-1.2
October 2001	33,487	-1.3	60,115	-0.9	46,491	-1.6	32,719	-3.8

■

Crime comparisons between Canada and the United States

2000

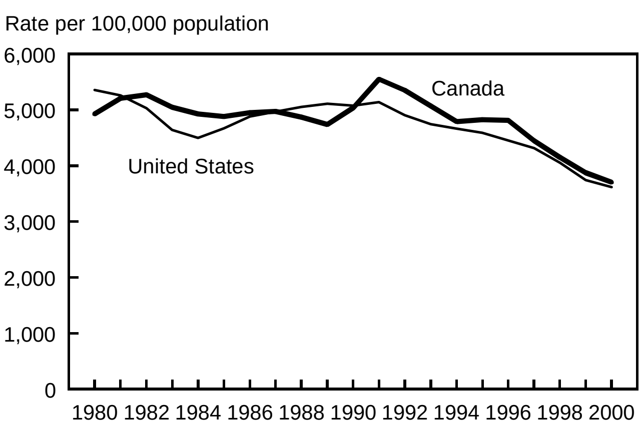
Over the past 20 years, Canada recorded much lower rates of violent crime than the United States did. However, rates for property offences have generally been higher in Canada, according to a comparison of police-reported crime between the two nations.

Crime rates in both countries have followed similar trends during the past two decades. After peaking in 1991, rates for both violent and property crime generally declined throughout the 1990s.

Based on selected offences, the United States has had a much higher rate of reported violent crime than Canada. The homicide rate was three times higher in the United States than it was in Canada, while the American rate for aggravated assault was double the Canadian rate. For robbery, the rate was 65% higher in the United States.

On the other hand, since 1990, Canada has recorded slightly higher rates of property crime, although the rates have gradually been converging during the late 1990s. Canada has higher reported rates than the United States for breaking and entering, motor vehicle theft and arson.

Canadian and U.S. rates of property crime[1] converged in the late 1990s



1 *Property crimes include break and enter, motor vehicle theft, and theft.*

Rates for both violent and property offences also followed similar regional patterns in the two nations, rising from east to west.

Compared to American cities, Canadian cities had lower rates of homicides, aggravated assaults and robberies. However, property crime was more prevalent in Canadian urban centres.

Note to readers

This release is based on analysis in a new report, Juristat: Crime comparisons between Canada and the United States, *which is available today from the Canadian Centre for Justice Statistics. The data came from the Canadian and American Uniform Crime Reporting (UCR) programs and the Canadian and American Homicide Surveys.*

The different number of offences collected in the two UCR programs— 106 in Canada and 8 in the United States— prevents direct comparison of the American and Canadian total crime rates. However, it is possible to group comparable offences to indicate overall crime patterns.

This release compares violent crime in the two countries on the basis of homicide, aggravated assault and robbery. Property crime is compared on the basis of breaking and entering, motor vehicle theft, theft and arson. Minor modifications were made for aggravated assault and arson to allow comparisons to be made.

These crime comparisons are based on incidents that come to the attention of police and do not necessarily represent the total volume of crime. Police-reported crime rates are influenced by a number of factors, including the willingness of the public to report crimes to the police, enforcement practices and reporting by police to the UCR programs. As a result, caution must be taken any time comparisons are made.

According to the 2000 International Crime Victimization Survey, which collects comparable information on victimization across countries, the percentage of victims reporting crimes to the police is similar in Canada and the United States, and has been relatively stable in both countries over time.

Violent crime: U.S. rates higher for homicide, assault and robbery

In 2000, police in the United States reported 5.5 homicides for every 100,000 population—triple the Canadian rate of 1.8. The number of homicides has declined in both countries during the 1990s, particularly south of the border. Two decades ago, the American homicide rate was about four times that of Canada.

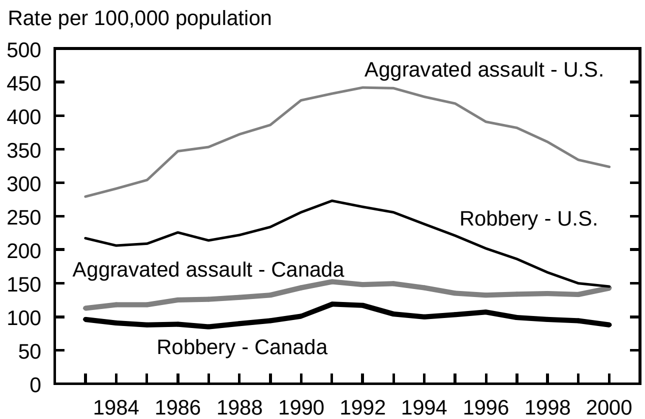
About two-thirds of homicides in the United States involved a firearm, compared with one-third in Canada.

To make the American and Canadian categories of aggravated assault comparable, three Canadian offences—attempted murder, assault with a weapon and aggravated assault—were collapsed into one.

In 2000, Americans were far more likely than Canadians to be victims of aggravated assault. The U.S. rate of 324 aggravated assaults for every 100,000 population was more than double the Canadian rate of 143. However, the U.S. rate has been falling since 1994, culminating with a 3% decline in 2000. In contrast, the Canadian rate has remained relatively stable since 1994, but was up 7% in 2000.

The American rate of reported robbery was 65% higher than in Canada in 2000, and the difference was much more pronounced with respect to robberies committed with a firearm. In 2000, firearms were involved in 41% of robberies south of the border, compared with only 16% in Canada. Since 1991, police-reported robbery rates have been declining in both countries. During this period, rates fell 47% in the United States—almost twice the 26% decline in Canada.

Rates of aggravated assault[1] and robbery higher in the U.S.



¹ For comparison purposes, the Canadian category of aggravated assault includes attempted murder, assault with a weapon and aggravated assault.

Property crime: Canadian rates higher for break-ins, motor vehicle theft and arson

Reported rates for break-ins, motor vehicle theft and arson were all higher in Canada in 2000, whereas the United States reported 11% more thefts.

For most of the 1980s, the Canadian and American rates for breaking and entering were similar. However, between 1989 and 1991, the Canadian rate rose 21%, whereas the American fell 2%. Since 1991, both nations have reported declines. In 2000, Canada had a nationwide rate of 954 break-ins for every 100,000 population, compared with the American rate of 728.

In 2000, Canadian police reported 521 motor vehicle thefts for every 100,000 population, 26% higher than the rate of 414 in the United States. Canada's rate has surpassed the U.S. level for the past five years.

This difference was primarily due to the fact that Canadians were twice as likely as Americans to experience thefts of trucks, minivans or sports utility vehicles. The rate of stolen cars is virtually the same between the two countries.

While shoplifting and "other thefts," such as pick-pocketing, were greater in the United States, Canadian police reported higher rates of bicycle theft. Since 1991, both countries have experienced general declines in total thefts.

Canada's arson rate of 45 per 100,000 population in 2000 was 41% higher than the American rate.

Urban crime: U.S. cities lead in violent crime

On average, for metropolitan areas with populations over 500,000, American cities had higher rates of homicide, aggravated assault, and robbery than did Canadian cities. This is consistent with the overall national patterns.

Police-reported rates of breaking and entering and motor vehicle theft were higher among Canadian urban centres with populations over 500,000 than among American cities with populations exceeding 500,000.

Drug offences: U.S. arrest rate three times that of Canada

Two decades ago, the Canadian and American drug arrest rates were almost equal. In 2000, however, U.S. police arrested 561 persons with drug offences for every 100,000 population—three times higher than the Canadian rate of 177.

It should be noted that the difference in these arrest rates may be more a reflection of the level of police enforcement and resources rather than actual behavioural patterns.

Since 1980, the American arrest rate for drug possession, trafficking and production has doubled, whereas the Canadian rate has declined 29%. That large increase in the United States is due to increases in arrests for drug possession. In 2000, U.S. police arrested 454 people for every 100,000 population for drug possession—over four times the rate of 100 in Canada.

Crime rate comparisons between Canada and the United States
2000

	Canada		United States	
	Real terms	Rate[1]	Real terms	Rate[1]
Homicide	542	1.8	15,517	5.5
Aggravated assault[2]	43,933	143	910,744	324
Robbery	27,012	88	407,842	145
Break and enter	293,416	954	2,049,946	728
Motor vehicle theft	160,268	521	1,165,559	414
Other theft	683,997	2,224	6,965,957	2,475
Arson	13,724	45	78,280	32

1 *Rates are per 100,000 population.*
2 *For comparison purposes, the Canadian category of aggravated assault includes attempted murder, assault with a weapon and aggravated assault.*

The vol. 21, no. 11 issue of *Juristat: Crime comparisons between Canada and the United States* (85-002-XIE, $8/$70; 85-002-XPE, $10/$93) is now available. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Information and Client Services (613-951-9023 or 1 800 387-2231), Canadian Centre for Justice Statistics. ■

OTHER RELEASES

Travel between Canada and other countries

October 2001

Travel to and from Canada tumbled for a second straight month in October, according to preliminary data on international travel.

Compared with August, travel was down in every category in October. However, the monthly declines recorded in October were not nearly as dramatic as they were immediately following September 11. Just over 2.9 million Canadians went abroad in October, a 4.8% decline from September. (Unless otherwise noted, all data are seasonally adjusted and cover both same-day and overnight trips.)

The majority of these travellers, an estimated 2.6 million, went to the United States, a decline of 4.5% from September. About 369,000 Canadians travelled to overseas countries, down 6.5%.

A comparison of October's figures to travel before September 11 shows that Canadian travel to the United States in October was down 25.0% from August, while travel to overseas countries was down 10.1%.

Same-day car trips to the United States plunged 28.7% between August and October.

The story was much the same in terms of American travel to Canada. The number of American travellers who came to Canada in October fell 1.0% from September to just under 2.9 million. But this figure was 24.4% lower than in August.

An estimated 297,000 travellers arrived in Canada from other overseas countries in October, down 3.5% from September, but 13.9% lower than in August.

Nevertheless, there were signs of a slight rebound in some areas compared with September. For example, an estimated 319,000 Canadians flew to the United States for an overnight stay in October, up 9.4% from September. However, this was 21.6% below the level in August.

Similarly, an estimated 285,000 Americans flew to Canada in October, up 16.5% from September—the strongest growth rate of any category. Still, this was 13.2% below the figure in August.

Only 4 of Canada's top 12 overseas markets showed increases in same-day and overnight trips in October compared with September. Mexico posted the strongest increase (+12.4%), followed by France (+4.6%), the United Kingdom (+1.2%) and the Netherlands (+1.2%).

In contrast, the number of trips to Canada by residents of China was down 17.6%, while trips by South Korean residents fell 14.6%.

Available on CANSIM: tables 427-0001 to 427-0006.

The October 2001 (Vol. 17, no. 10) issue of *International travel* (66-001-PIB, $6/$55) is now available. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Sylvie Bonhomme (613-951-5366; *sylvie.bonhomme@statcan.ca*) or Client Services (1 800 307-3382; 613-951-7608; fax: 613-951-2909; *cult.tourstats@statcan.ca*), Culture, Tourism and the Centre for Education Statistics. □

Travel between Canada and other countries

	September 2001[r]	October 2001[p]	September to October 2001	August 2001 to October 2001	October 2001[p]	October 2000 to October 2001
	seasonally adjusted				unadjusted	
	'000		% change		'000	% change
Canadian trips abroad[1]	**3,070**	**2,923**	**-4.8**	**-23.4**	**2,714**	**-29.1**
to the United States	2,676	2,555	-4.5	-25.0	2,423	-31
to Other countries	394	369	-6.5	-10.1	291	-8.7
Same-day car trips to the United States	1,621	1,545	-4.7	-28.7	1,495	-34.2
Total trips, one or more nights	1,385	1,328	-4.1	-15.5	1,155	-21.2
United States[2]	990	960	-3.1	-17.4	864	-24.7
Car	597	553	-7.5	-14.7	486	-20.0
Plane	291	319	9.4	-21.6	308	-31.0
Other modes of transportation	102	88	-13.6	-17.7	70	-24.8
Other countries[3]	394	369	-6.5	-10.1	291	-8.7
Travel to Canada[1]	**3,210**	**3,170**	**-1.2**	**-23.5**	**2,693**	**-26.9**
from the United States	2,902	2,873	-1.0	-24.4	2,430	-26.9
from Other Countries	307	297	-3.5	-13.9	263	-26.7
Same-day car trips from the United States	1,617	1,552	-4.0	-31.5	1,382	-35.7
Total trips, one or more nights	1,386	1,476	6.5	-12.0	1,175	-13.0
United States[2]	1,092	1,191	9.0	-11.3	922	-9.1
Car	692	748	8.1	-12.7	549	-9.3
Plane	245	285	16.5	-13.2	266	-13.7
Other modes of transportation	155	157	1.5	0.0	107	6.2
Other countries[3]	294	285	-3.2	-14.7	254	-25.1
Most important overseas markets[4]						
United Kingdom	68	69	1.2	-8.4	57	-12.7
France	27	28	4.6	-1.9	29	-18.7
Germany	27	26	-2.3	-8.8	23	-23.0
Japan	25	24	-3.5	-35.2	27	-57.3
Australia	13	12	-10.0	-10.4	9	-21.0
Mexico	9	11	12.4	-23.1	7	-12.9
South Korea	12	10	-14.6	-22.7	9	-15.4
Hong Kong	10	9	-5.5	-17.7	6	-24.3
Netherland	9	9	1.0	-5.8	7	-17.9
Taiwan	8	8	-2.9	-23.9	6	-43.8
Switzerland	7	7	-1.5	-5.2	6	-23.7
China	7	6	-17.6	-23.3	6	-4.6

r *Revised figures.*
p *Preliminary figures.*
1 *Totals exceed the sum of "same-day car trips" and "total trips, one or more nights" because they include all of the same-day trips.*
2 *Estimates for the United States include counts of cars and buses, and estimated numbers for planes, trains, boats and other methods.*
3 *Figures for other countries exclude same-day entries by land only, via the United States.*
4 *Includes same-day and one or more night trips.*

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Monthly Survey of Large Retailers

October 2001

In October, sales by the group of large retailers rose to $6.8 billion, up 6.8% from October 2000. This marked a turnaround from much weaker year-over-year sales in September. October was back on pace with the 6.2% year-over-year cumulative growth witnessed before September. Every major commodity group recorded sales increases. The largest sales increases compared to October 2000 were in health and personal care products, hardware, lawn and garden products and home furnishings and electronics. (All data are unadjusted for seasonality and all percentages represent year-over-year changes.)

Sales by commodity for the group of large retailers

	September 2001r	October 2000	October 2001p	October 2000 to October 2001
	unadjusted			
	$ millions			% change
Commodities				
Food and beverages	2,183	2,077	2,165	4.2
Clothing, footwear and accessories	1,290	1,290	1,378	6.7
Home furnishings and electronics	967	969	1,052	8.6
Health and personal care products	543	502	566	12.8
Housewares	307	304	323	6.2
Sporting and leisure goods	262	310	315	1.8
Hardware, lawn and garden products	209	197	222	12.6
All other goods and services	721	701	760	8.4
Total	**6,482**	**6,349**	**6,780**	**6.8**

r *Revised figures.*
p *Preliminary figures.*

Department stores led the rally, up 9.5%. Food retailers and the remaining merchandise stores within the group of large retailers did somewhat less well, posting moderate gains of 6.1% and 5.7% respectively.

Health and personal care product sales continued to lead the sales increases. Except in April, this commodity group has had the largest year-over-year sales increase in every month of 2001. Drug sales, in particular prescription drugs (+18.4%), contributed to these sustained advances. In October, the price of prescription drugs was up only 1.3% compared to October 2000, so the rapid growth in sales by the group largely reflected the ongoing expansion into pharmaceutical product sales by department stores and food retailers.

Sales of hardware, lawn and garden products were also up strongly in October. In particular, sales of lawn and garden products grew rapidly (+38.7%).

After a weak September, home furnishings and electronics posted a much better month in October (+8.6%). This reflected a slightly above-average sales increase for 2001, as the average year-over-year gain for this commodity group prior to September was 7.5%. Within this group, furniture showed the largest sales increase, followed by household appliances, which had another month of strong sales.

Clothing, footwear and accessory sales climbed back into positive territory after a moderate decline in September. Footwear sales in particular were strong (+16.6%), as were children's clothing sales (+10.5%). Within clothing, the smallest sales increase was for men's clothing, up only 3.2%.

Sporting and leisure goods was the only commodity group to show weak growth in October. Although sales of sporting goods climbed 9.0% as a result of strong ski and golf equipment sales, toy sales languished (-7.2%). This resulted in a total gain of only 1.8% for this commodity group.

Monthly Retail Trade Survey results for October will be released Thursday, December 20.

Note: The Monthly Survey of Large Retailers provides a breakdown of sales on the basis of commodities at the national level for a group of about 80 large retailers. Sales data for more than 100 commodities are available monthly. The survey includes large retailers, mainly in the food, clothing, home furnishings, electronics, sporting goods and general merchandise sectors. These retailers represent about 37% of total annual retail sales, excluding recreational and motor vehicle dealers.

Available on CANSIM: table 080-0009.

To order data, or for general information, contact Client Services (1 877 421-3067; 613-951-3549; *retailinfo@statcan.ca*). For analytical information, or to enquire about the concepts, methods or data quality of this release, contact Elton Cryderman (613-951-0669; *elton.cryderman@statcan.ca*), Distributive Trades Division. ■

Employment Insurance coverage
2000

The coverage rate (i.e., potential eligibility) for the regular benefits of Employment Insurance (EI) dropped slightly in 2000, a period during which the unemployed population decreased, according to the 2000 Employment Insurance Coverage Survey.

On average, 1.05 million people were unemployed during the weeks when the survey was taken, down 6.0% from 1999. About 524,000 people (or 49.9% of unemployed individuals) were potentially eligible for EI benefits, a decrease from 52.0% in 1999.

Of the 524,000 unemployed who were potentially eligible for EI benefits, some 436,000 (83.2%) were eligible — that is, they accumulated enough hours of paid work to make a claim. This increase from 80.4% in 1999 was due partly to an increase in the eligibility of unemployed women. Higher eligibility occurs when individuals are able to obtain more hours of insurable employment in the 52-week period prior to making an EI claim. The hours of insurable employment required by the program vary according to regional unemployment rates.

The most common reason for not being covered by the EI program was lack of any recent employment (that is, during the previous 12 months). After 12 months, benefit periods usually terminate and it is no longer possible to receive benefits on a claim.

In 2000, an estimated 30.4% of the unemployed were not potentially eligible for EI for this reason. Other causes for exclusion from the program include self- or non-insurable employment or quitting jobs for reasons deemed not valid by the *Employment Insurance Act*.

The decrease in potential eligibility in 2000 was due to the greater proportion of the unemployed who left a recent job voluntarily and could not be considered for benefits. Their proportion increased from 11.2% of the unemployed in 1999 to 14.6% in 2000. This increase, as well as a slight increase in the proportion who had never worked, more than offset the decline in the proportion of unemployed who last worked more than a year ago, and whose current spell of unemployment was not covered by Employment Insurance.

Coverage and eligibility of the unemployed population for EI Benefits

	1999	2000	1999 to 2000
	'000		% change
All unemployed	**1,118**	**1,051**	**-6.0**
	%		percentage-point change
As a proportion of all unemployed			
Potentially eligible	52.0	49.9	-2.1
Not potentially eligible	48.0	50.1	2.1
Leaving job for reasons not deemed valid by EI	11.2	14.6	3.4
No insurable employment	4.8	5.1	0.3
Last worked more than 12 months ago	22.3	19.7	-2.6
Had never worked	9.7	10.7	1.0
As a proportion of unemployed potentially eligible			
Eligible	80.4	83.2	2.8

Note: The Employment Insurance Coverage Survey was conducted for Human Resources Development Canada. About 3,200 unemployed individuals were surveyed by telephone in 2000 to assess the characteristics of jobless people who may or may not receive EI benefits. The survey permits a systematic assessment of the categories of workers and the services received from the EI program. Four cycles of the EI Coverage Survey were conducted in March, June, October and December.

The *Report of the main results of the Employment Insurance Coverage Survey, 1998* (73F0008XIE, free) contains a detailed analysis of the indicators used in the survey. It is available on Statistics Canada's website (*www.statcan.ca*). From the *Products and services* page, choose *Downloadable publications (free),* then *Labour*.

To order custom tabulations, for more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (1 888 297-7355; 613-951-7355; fax: 613-951-3012; *ssd@statcan.ca*), Special Surveys Division. ■

Construction Union Wage Rate Index

November 2001

The Construction Union Wage Rate Index (including supplements) for Canada increased 0.3% in November compared to the October level of 119.6 (1992=100). The composite of this index rose 1.9% compared with the November 2000 index.

Union wage rates are published for 16 trades in 20 metropolitan areas for both the basic rates and the rates including selected supplementary payments. Indexes (1992=100) are calculated for the same metropolitan areas and are published for those where a majority of trades are covered by current collective agreements.

Available on CANSIM: tables 327-0003 and 327-0004.

The fourth quarter 2001 issue of *Construction price statistics* (62-007-XPB, $24/$79) will be available in March 2002. See *How to order products*.

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

Construction type plywood

September 2001

In September, Canadian firms produced 175 791 cubic metres of construction-type plywood, up 12.9% from the 155 704 cubic metres produced in September 2000.

Year-to-date production to the end of September totalled 1 542 451 cubic metres, a 4.3% increase from the 1 479 467 cubic metres produced during the same period in 2000.

Available on CANSIM: table 303-0005.

The September 2001 issue of *Construction type plywood* (35-001-XIB, $5/$47) is now available. See *How to order products*.

For general information, or to order data, contact the Dissemination Officer (1-866-873-8789; 613-951-9497; *manufact@statcan.ca*). For more information, or to enquire about the concepts, methods or data quality of this release, contact Sara Breen (613-951-3521; *sara.breen@statcan.ca*), Manufacturing, Construction and Energy Division. ■

Rental and leasing services industries

1999

The 1999 data are now available for three industries: automotive equipment rental and leasing, consumer goods rental, and commercial and industrial machinery and equipment rental and leasing. These data provide information such as these industries' revenue, expenditures, salaries and wages, profit margins, and the percentage distribution of revenue earned by type of service and client base.

Available on CANSIM: tables 352-0008, 352-0009 and 352-0010.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Susan Horsley (613-951-0440, *horsley@statcan.ca*), Service Industries Division. ■

Small for-hire and owner operators of motor carriers of freight

1999

There were an estimated 6,516 Canada-based small for-hire carriers (with annual revenues between $30,000 and $1 million) in 1999. Their 1999 operating revenues totalled $2.44 billion, slightly exceeding the $2.34 billion incurred in expenses in small for-hire trucking operations.

On a per-carrier basis, total revenues were an estimated $374,000. Although these carriers represent almost 72% of the total number of Canada-based for-hire carriers, their revenues account for only about 13% of the total operating revenues of the entire for-hire trucking industry, which were estimated at $19 billion in 1999.

These survey results also cover 37,000 owner–operators who work for the for-hire and private carriers. In 1999, operating revenues generated by owner–operators decreased almost 3% from 1998, down to $5.9 billion. Operating expenses totalled $5.2 billion.

Results from the 1999 Small for-hire Carriers and Owner Operators Survey are now available. Data from the Annual Motor Carriers of Freight Survey: Small For-hire Carriers and Owner Operators will appear in *Surface and marine transport service bulletin* (50-002-XIB, $10), which will be available in January 2002. See *How to order products*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Robert Larocque (613-951-2486; *laroque@statcan.ca*) or Gilles Paré (613-951-2517; fax: 613-951-0579; *paregil@statcan.ca*), Transportation Division. ■

NEW PRODUCTS

Construction type plywood, September 2001, Vol. 49, no. 9
Catalogue number 35-001-XIB ($5/$47).

Quarterly financial statistics for enterprises, Third quarter 2001
Catalogue number 61-008-XIE ($26/$86).

International travel, Vol. 17, no. 10, October 2001
Catalogue number 66-001-PIB ($6/$59).

Employment, earnings and hours, September 2001
Catalogue number 72-002-XIB ($24/$240).

Juristat: Crime comparison between Canada and the United States, 2000, Vol. 21, no. 11
Catalogue number 85-002-XPE ($10/$93).

Juristat: Crime comparison between Canada and the United States, 2000, Vol. 21, no. 11
Catalogue number 85-002-XIE ($8/$70).

Science statistics, Vol. 25, no. 11
Catalogue number 88-001-XIB ($6/$59).

All prices are in Canadian dollars and exclude sales tax. Additional shipping charges apply for delivery outside Canada.

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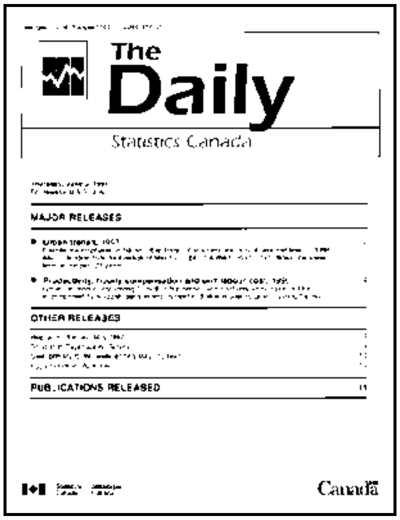
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