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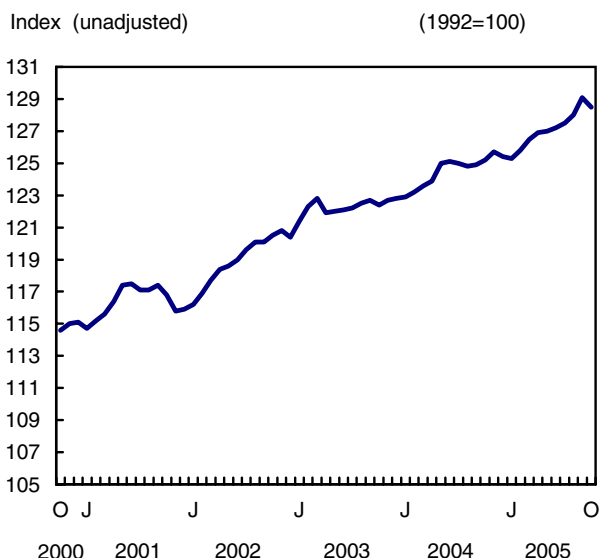
Releases

Consumer Price Index

October 2005

Consumer prices eased off on average in October as the price of gasoline fell from record highs in September. The all-items Consumer Price Index (CPI) declined 0.5% from September, the fastest monthly decrease since April 2003.

The Consumer Price Index



Prices at the pump were also the main factor in the 12-month change in the all-items index. Consumers in October this year paid 2.6% more than they did in October 2004 for goods and services, compared to 3.4% in September. Gasoline prices in recent months have apparently not yet had a major impact on other consumer prices.

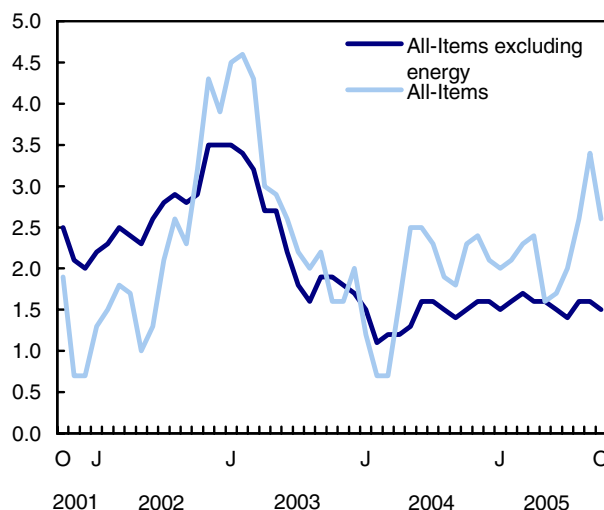
The all-items index, excluding energy, was 1.5% higher in October this year compared to a year earlier, a slightly slower pace than the September index.

Gasoline prices were 17.0% higher than they were in October last year. In contrast, in September, gasoline prices were 34.7% higher than they were a year earlier.

The All-items index excluding the eight volatile components as defined by the Bank of Canada remained unchanged in October. The 12-month change was also stable at 1.7%.

Percentage change from the same month of the previous year

% change



Price of gasoline had a strong influence on the 12-month change

The price of gasoline, which accounts for about 5% of spending in the CPI basket, was the main factor in the slowdown of the 12-month change of the CPI. The 17.0% rise in gasoline prices between October 2004 and October 2005 accounted for one-third of the 2.6% increase in the CPI. Other factors also served to push up the CPI, specifically, the cost of purchasing and leasing automotive vehicles, natural gas, homeowners' replacement cost, fuel oil and property taxes. Lower prices for computer equipment and supplies (-16.6%) had the most substantial moderating effect on the rise in the CPI.

Gasoline exerted the strongest upward pressure on the 12-month change in the All-items index, increasing 17.0%. Price increases varied between 14.4% in Quebec to 28.2% in Prince Edward Island.

Prices for the purchase and leasing of automotive vehicles were up 3.9% over the past 12 months. The 6.4% increase in November 2004 and the lower financial incentives being offered by manufacturers pushed up the index.

Natural gas prices rose 19.2% in Canada between October 2004 and October 2005. Almost half of this

increase can be attributed to higher prices in Alberta (+44.1%). The Alberta government responded to the substantially higher natural gas prices in recent weeks by moving up the start of the rebate program that normally runs from November 1 to March 31. This rebate is consumption based and is applied directly to consumers' bills. Since October 2004, natural gas prices have increased by 19.5% in Quebec, 16.1% in British Columbia, 13.0% in Ontario and 8.2% in Manitoba.

Homeowners' replacement cost, which represents the worn out structural portion of housing and is estimated using new housing prices (excluding land), rose by 4.7% over October 2004. The main factors in this increase were higher costs for labour and the transportation of materials.

Fuel oil prices have climbed 29.0% since last year. Higher world prices for crude oil in the past year pushed up prices. Price increases varied from 25.1% in Quebec to 47.0% in Yellowknife.

The transportation (+6.0%), housing (+3.4%) and food (+1.9%) indices exerted the strongest upward pressure on the All-items index.

Lower prices for gas and accommodation help push down the monthly CPI

The All-items CPI fell 0.5% in October mostly under the influence of gasoline prices. This was the most significant decrease since the index fell 0.7% in April 2003 when the lower gasoline prices reduced the index. Lower prices for traveller accommodation, arising from the introduction of off-season rates, was the second strongest contributor to the monthly drop in the index. Women's clothing also played a moderating role. The decline in the index was slowed by higher prices for the purchase and leasing of automotive vehicles and higher property taxes. The CPI excluding energy remained stable from September to October.

Gasoline prices fell an average of 8.9% from September to October, the result of lower wholesale prices and lower crude oil prices on the world market. Lower prices were experienced throughout Canada, with the exception of Iqaluit where gasoline prices remained generally stable. The largest decline in prices was reported in Ontario (-10.0%), while prices in Yellowknife fell only 1.0%.

Hotels normally slowly lower their prices in the fall. The drop of 9.2% in prices from September to October 2005 matches that for the same period last year. The largest reduction in rates (-12.0%) was noted in October 2001 following the events of September 11. The decline in prices over the past few years can be attributed to reduced demand resulting from fewer American visitors, mainly in the major urban centres.

Rates in October 2005 were 4.2% lower than their level a year ago. The 12-month change in the index has been negative since June 2001,

Consumers took advantage of numerous discount sales in the women's clothing sector in October. Prices for women's clothing were down 3.9%. Reductions of this nature normally occur in November. This month-over-month drop was the highest recorded for an October since this introduction of this series in 1982. Quebec posted the largest decrease (-6.7%), while prices in Prince Edward Island (+1.6%) rose slightly.

Prices for purchasing or leasing an automotive vehicle were up 0.6% in October. Less generous financial incentives from manufacturers pushed up the index.

Changes in property taxes (including special fees) are reflected in the CPI once a year, in October. This year, property taxes were up 3.2%. This was the second largest increase since 1992. The biggest jump in rates was recorded in New Brunswick (+7.3%), while rate reductions were noted in Manitoba (-0.7%). Residents of British Columbia (+6.3%), Nova Scotia (+5.2%), Prince Edward Island (+4.3%), Alberta (+3.5%), Ontario (+3.2%), Quebec (+2.0) and Newfoundland-Labrador (+0.6%) all experienced increased taxes, while Saskatchewan (-0.2%) residents enjoyed lower taxes.

Seasonally-adjusted CPI edges down between September and October

Seasonally adjusted, the CPI was down 0.3% between September and October 2005.

Downward pressure came from the indexes for transportation (-2.4%), clothing and footwear (-1.0%), household operations and furnishings (-0.2%), recreation, education and reading (-0.1%).

The indexes for shelter (+0.6%), food (+0.3%), health and personal care (+0.1%) exerted an upward pressure on the seasonally adjusted All-items index.

The seasonally adjusted index for alcohol and tobacco remained unchanged.

All-items index excluding the eight most volatile components

The All-items index excluding the eight volatile components as defined by the Bank of Canada rose by 1.7% between October 2004 and October 2005. The main contributors to this increase were prices for the purchase and leasing of automotive vehicles (+3.8%), homeowners' replacement cost (+4.7%), restaurant meals (+3.3%), and property taxes (+3.2%). The increase was offset by lower prices for computer equipment and supplies (-16.6%), sports and athletic equipment (-8.8%) and women's clothing (-2.3%).

Between September and October 2005, the All-items index excluding the eight volatile components identified by the Bank of Canada remained stable. The main factor behind the upward pressure was the rise in property taxes (+3.2%), while most of the downward pressure was due to a decrease in prices for traveller accommodation (-9.2%).

Energy

After jumping 21.4% between September 2004 and September 2005, the energy index rose 13.5% between October 2004 and October 2005.

Higher gasoline prices (+17.0%) were the main contributor to this increase, although the prices for natural gas (+19.2%), fuel oil (+29.0%), electricity (+2.6%), and recreational vehicle parts and supplies (+10.5%) were also factors.

On a monthly basis, the energy index was down 4.6% largely under the influence of lower prices for gasoline (-8.9%) and recreational vehicle parts and supplies (-4.4 %). The decline was moderated by higher prices for natural gas (+1.8%), fuel oil (+2.9%) and electricity (+0.2%).

Available on CANSIM: tables 326-0001, 326-0002, 326-0009, 326-0012 and 326-0016 to 326-0018.

Definitions, data sources and methods: survey number 2301.

More information about the concepts and use of the CPI are also available online in *Your Guide to the Consumer Price Index* (62-557-XIB, free).

Available at 7 a.m. online under *Today's news releases from The Daily*, then *Latest Consumer Price Index*.

The October issue of the *Consumer Price Index*, Vol. 84, no. 10 (62-001-XIB, \$9/\$83; 62-001-XPB, \$12/\$111) is now available. See *How to order products*.

The November Consumer Price Index will be released on December 20.

For more information, or to enquire about the concepts, methods or data quality of this release, call Mark Martin (1-866-230-2248; 613-951-9606; fax 613-951-1539; infounit@statcan.ca), Prices Division.

□

Consumer Price Index and major components (1992=100)

	Relative importance ¹	October 2005	September 2005	October 2004	September to October 2005	October 2004 to October 2005
unadjusted						
					% change	
All-items	100.00²	128.5	129.1	125.2	-0.5	2.6
Food	16.89	127.7	127.3	125.3	0.3	1.9
Shelter	26.75	126.0	125.2	121.8	0.6	3.4
Household operations and furnishings	10.58	115.7	116.2	115.0	-0.4	0.6
Clothing and footwear	5.37	104.5	105.8	105.4	-1.2	-0.9
Transportation	19.79	153.3	157.0	144.6	-2.4	6.0
Health and personal care	4.52	121.2	121.1	119.1	0.1	1.8
Recreation, education and reading	11.96	128.0	129.1	128.4	-0.9	-0.3
Alcoholic beverages and tobacco products	4.13	147.9	148.3	144.5	-0.3	2.4
All-items (1986=100)		164.6				
Purchasing power of the consumer dollar expressed in cents, compared to 1992		77.8	77.5	79.9		
Special aggregates						
Goods	48.84	123.8	125.2	120.1	-1.1	3.1
Services	51.16	133.8	133.5	131.0	0.2	2.1
All-items excluding food and energy	74.27	124.1	124.2	122.3	-0.1	1.5
Energy	8.84	175.8	184.2	154.9	-4.6	13.5
All-items excluding the 8 most volatile components ³	82.75	127.2	127.2	125.1	0.0	1.7

1. 2001 CPI basket weights at June 2004 prices, effective July 2004. Detailed weights are available under the Documentation section of survey 2301 at (<http://www.statcan.ca/english/sdds/index.htm>).
2. Figures may not add to 100% due to rounding.
3. Excluded from the All-items CPI are the following eight volatile components, as defined by the Bank of Canada: fruit, fruit preparations and nuts; vegetables and vegetable preparations; mortgage interest cost; natural gas; fuel oil and other fuel; gasoline; inter-city transportation; and tobacco products and smokers' supplies. The Bank of Canada further adjusts this series to obtain their measure of core inflation, which also excludes the effect of changes in indirect taxes. For data and information on core inflation, please consult the Bank of Canada Web site (www.bankofcanada.ca/en/inflation/index.htm).

Consumer Price Index by province, and for Whitehorse, Yellowknife and Iqaluit¹ (1992=100)

	October 2005	September 2005	October 2004	September to October 2005	October 2004 to October 2005
Unadjusted					
				% change	
Newfoundland and Labrador	126.8	128.5	124.2	-1.3	2.1
Prince Edward Island	131.3	131.6	125.5	-0.2	4.6
Nova Scotia	131.6	132.3	127.2	-0.5	3.5
New Brunswick	128.5	129.5	125.1	-0.8	2.7
Quebec	124.5	125.3	121.7	-0.6	2.3
Ontario	129.4	130.0	126.2	-0.5	2.5
Manitoba	132.3	132.7	128.7	-0.3	2.8
Saskatchewan	133.0	133.6	130.5	-0.4	1.9
Alberta	136.2	136.6	131.6	-0.3	3.5
British Columbia	126.3	126.5	123.5	-0.2	2.3
Whitehorse	125.6	125.6	121.8	0.0	3.1
Yellowknife ²	125.0	124.5	120.7	0.4	3.6
Iqaluit (Dec. 2002=100)	103.3	103.8	101.2	-0.5	2.1

1. View the geographical details for the city of Whitehorse, the city of Yellowknife and the town of Iqaluit.
2. Part of the increase first recorded in the shelter index for Yellowknife for December 2004 inadvertently reflected rent increases that actually occurred earlier. As a result, the change in the shelter index was overstated in December 2004, and was understated in the previous two years. The shelter index series for Yellowknife has been corrected from December 2002. In addition, the Yellowknife All-items CPI and some Yellowknife special aggregate index series have also changed. Data for Canada and all other provinces and territories were not affected.

■

Study: A decade-long look at registered apprentices

1992 to 2002

About one-half of the individuals who registered in some form of apprenticeship program in 1992 in Ontario, Alberta and New Brunswick had actually completed training a decade later in the trade they had chosen, according to a new pilot study.

Depending on the province, a small minority, between 5% and 12% of the apprentices who started their program in 1992, were still in training by 2002. Some of these, however, had completed their 1992 trade and were learning a new trade.

Overall, between 46% and 51% of apprentices interrupted their studies at some point, and about one-tenth of the apprentices who interrupted their studies eventually completed the program.

The pilot study was established to examine completion rates among these registered apprentices. The issue is important because there is growing concern about potential shortages in various trades across the country and the relatively low completion rate for some apprenticeship programs.

The study traced the path of a group of about 14,000 apprentices who registered in 1992 — 8,300 in Ontario, 4,800 in Alberta and 900 in New Brunswick. The total represented about half of all individuals who registered as an apprentice in 1992.

Although the report does not analyze reasons for non-completion, further research may be able to measure the effect of employment opportunities, costs of the apprenticeship training, a lack of journeymen available for training apprentices, family reasons and union jurisdictional roles.

Just over 900 people started new apprenticeship training in 1992 in New Brunswick. The most common trades were carpenter, construction electrician, automotive service technician, cook and plumber/gasfitter.

After the 11-year period, 452 individuals, or slightly over one-half of the total, had completed a trade. Six out of 10 completers received their certificate within the expected duration of the apprenticeship.

Of the 451 individuals who dropped out, 88% never returned to training, the highest proportion of the three provinces. This finding highlights the challenge of retaining apprentices.

The highest dropout rate among New Brunswick apprentices occurred in building construction trades. Some 93 of 133 individuals enrolled as carpenters failed to complete their course, a rate of about 70%. Other trades with high dropout rates were cooks, and truck and transport mechanics.

Note to readers

This release is based on a report from a pilot study into completion rates of registered apprentices in three provinces: New Brunswick, Ontario and Alberta.

The study, a co-operative effort by Human Resource and Skills Development Canada, Statistics Canada and other agencies, was created in the wake of forecasts about potential shortages in various trades across the country.

It traced the activities of a group of about 14,000 apprentices between the time they registered in 1992 through to 2002.

Only three provinces were included in this study because they had individual level of data throughout the entire 11-year period. The other provinces and territories will be added in subsequent studies.

More than 8,300 people registered in apprenticeship programs in Ontario in 1992. Nine out of 10 were men and more than one-third were aged 20 to 24, the age group with the largest number of apprentices.

The most common trades were automotive service technician, construction electrician, carpenter, cook, hair stylist and industrial electrician.

After 11 years, Ontario had a lower completion rate than the two other provinces. Just over 3,900 individuals, or about 47% of the total, obtained their certificate.

Among the main trades, those that had a completion rate above the national average included construction electricians, plumbers and gasfitters, and industrial mechanics. Carpenters and cooks had a fairly low completion rate.

More than one-third of the people who registered as apprentices in 1992 were still continuing their program after six years. After 11 years, 12% were still participating.

In addition, about 83% of these people who were participating were still in the same trade, the highest proportion among the three provinces.

Not surprisingly, many of the apprentices in Alberta were in trades related to the oil industry.

More than 4,800 individuals started a new apprenticeship program in 1992 in Alberta, only 14% of them women. However, this was the highest proportion of women registered as apprentices in the three provinces. The vast majority of these women were enrolled in programs in food and trade services. Just over one-third of apprentices were aged 20 to 24, the age group with the largest number of apprentices.

Popular trades were construction electrician, carpenter, welder, automotive service technician, heavy duty equipment mechanic technician, and plumber and gasfitter.

Of the 4,800 apprentices, some 2,850 or 59% completed their program, the highest proportion of

the three provinces. Completion rates were highest in hairdressing, industrial mechanics and heavy duty equipment mechanics.

Alberta has only about 10% of Canada's population, but it trains more than 20% of the nation's apprentices, and it is a net importer of skilled workers. This is likely a reflection of demand generated by the oil patch. However, it may also be an indication of the organization of the province's apprenticeship programs.

Eight out of 10 of the province's completers finished the trade they had started in 1992 without interruption. Moreover, of the 2,255 individuals who dropped out, about one-quarter returned.

Only about 15% of individuals who registered as apprentices in 1992 were still continuing their program after six years, and only 5% after 11 years. These lower

proportions are likely the result of high numbers of apprentices who finished their programs more quickly, and the number in short programs, such as hairdressing.

Definitions, data sources and methods: survey number 3154.

The report *Registered Apprentices: The Class of 1992, a Decade Later* (81-595-MIE2005035, free) is now available online. From the *Our products and services* page under *Browse our Internet products*, choose *Free* then *Education*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (1-800-307-3382; 613-951-7608; educationstats@statcan.ca), Culture, Tourism and the Centre for Education Statistics. ■

Railway carloadings

Third quarter 2005 and September 2005

Railways had an unexpectedly busy summer in 2005, as they loaded a record tonnage of cargo for the third quarter when their activity generally cools off.

Driven by strong economic growth, particularly in Asia, Canada's railways loaded more than 71.9 million metric tonnes of goods between July and September. This was 3.2 million tonnes higher than the previous third-quarter record set in 2000.

With such high loadings, rail activity this summer has defied trends set throughout the previous five years, in part reflecting the efforts deployed by the rail companies to enhance the overall efficiency of the rail network.

Coal and iron ore carloadings still led the list of freight in the third quarter. However, railways loaded 4.1 million tonnes of lumber, up substantially from 3.5 million tonnes during the third quarter last year.

This increase was partly a result of the many large reconstruction projects occurring around the world in the wake of this year's numerous natural disasters.

At the same time, railways received just over 6.5 million tonnes of freight from the United States. This was a 2.9% gain from the third quarter of 2004.

The favourable third-quarter results occurred despite declines in shipments between August and September, which was unusual because September loadings are typically higher than those in August.

On a monthly basis, the non-intermodal portion of freight totalled 21.7 million tonnes in September, down 3.6% from August. About 275,000 railcars were required to ship all of September's non-intermodal freight.

Loadings of intermodal freight, that is, containers and trailers hauled on flat cars, amounted to 2.3 million tonnes, down 2.0% from August.

Freight coming from the United States, either destined for or passing through Canada, fell 3.0% to 2.2 million tonnes.

On a year-over-year basis, non-intermodal tonnage was up 11.6% from September last year. Intermodal traffic rose 4.1%, while traffic received from south of the border was up 4.4%.

Available on CANSIM: table 404-0002.

Definitions, data sources and methods: survey number 2732.

The September issue of *Monthly Railway Carloadings*, Vol. 82, no. 9 (52-001-XIE, \$9 / \$83) 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 the Dissemination Unit (1-866-500-8400; fax: 1-613-951-0009; Transportationstatistics@statcan.ca), Transportation Division. ■

Production and disposition of tobacco products

October 2005

Total cigarettes sold in October by Canadian manufacturers decreased 9.8% from September to 2.9 billion cigarettes. The year-over-year decline was 15.0%.

Cigarette production reached 3.5 billion cigarettes in October, up 5.6% from 3.3 billion cigarettes in September, and 2.3% higher compared with the level observed in October 2004.

At 5.1 billion cigarettes, the level of closing inventories for October increased by 6.4% from September and stood 40.6% over the level recorded in October 2004.

Available on CANSIM: table 303-0062.

Definitions, data sources and methods: survey number 2142.

The October issue of *Production and Disposition of Tobacco Products*, Vol. 34, no. 10 (32-022-XIE, \$6/\$51) is now available. See *How to order products*.

For general information, or to enquire about the concepts, methods or data quality of this release, contact the dissemination officer (613-951-9497; 1-866-873-8789; manufact@statcan.ca), Manufacturing, Construction and Energy Division. ■

Deliveries of major grains

October 2005

Western Canadian farmers delivered 8 million metric tonnes of the major grains in the first three months of 2005/06, up 11% over the same period of 2004, according to *Cereals and Oilseeds Review*.

But deliveries dropped 9% compared with the previous 10-year average. Since 1995/96, only crop years 2002/03 and 2004/05 had lower volumes of grain delivered between August and October. Wheat (excluding durum wheat) deliveries, although up from last year, were still 23% below the 10-year average. A wet and late harvest contributed to the decline.

In contrast, canola deliveries rose 17% over the first three months of 2004/05, 8% ahead of the 10-year average. Farmers increased cash flow by reducing large on-farm inventories despite low prices.

Data on October grain deliveries are now available.

Available on CANSIM: table 001-0001.

Definitions, data sources and methods: survey numbers, including related surveys, 3403, 3404 and 3443.

The October issue of *Cereals and Oilseeds Review* (22-007-XIB, \$12/\$120) will be available in December.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Susan Anderson (613-951-3859; sue.anderson@statcan.ca), or contact Client Services (1-800-465-1991; agriculture@statcan.ca), Agriculture Division. ■

Cereals and oilseeds review

September 2005

Supplies of the eight major grains were higher for the third year in a row according to the September issue of *Cereals and Oilseeds Review*.

Supplies have risen dramatically since the 2002/03 drought when they were only 62 million metric tonnes. In the 2005/06 crop year, there are expectations that supplies could reach 85 million tonnes. The rise is a result of substantial 2005 production, particularly of canola and flaxseed, combined with large stocks carried over from 2004/05.

However, quality is as much of a concern as quantity this year. Much of the grain left from last year was of lower grades and some 2005 crops have been adversely affected by the late, wet harvest. While early indications showed most of the canola crop grading number one, supplies of good quality, low protein malting barley and milling oats are limited. Grades of wheat are reported to be lower-than-normal but better than in 2004.

Data that will appear in the September issue of *Cereals and Oilseeds Review* (22-007-XIB, \$12/\$120) are now available. An overview of current grain supplies and markets will also be included in this publication, which will be available later in November.

For general information, contact Client Services (1-800-465-1991; agriculture@statcan.ca). To enquire about the concepts, methods and data quality of this release, contact Les Macartney (613-951-8714; les.macartney@statcan.ca), Agriculture Division. ■

Crushing statistics

October 2005

Oilseed processors crushed 299 356 metric tonnes of canola in October, according to Statistics Canada's monthly survey of crushing plants. Oil production totalled 126 619 tonnes in October while meal production amounted to 176 854 tonnes.

The pace of canola crushings thus far into the 2005/06 crop year was 799 572 tonnes, 9.3% ahead of the previous 10-year average. The August to October crush was up 3.6% from the same quarter of 2004/05 and 1.5% ahead of the 2003/04 pace when a record 3.4 million tonnes were crushed over the full crop year.

Available on CANSIM: table 001-0005.

Definitions, data sources and methods: survey number 3404.

The October 2005 issue of *Cereals and Oilseeds Review* (22-007-XIB, \$12/\$120) will be available in December.

For general information, contact Client Services (1-800-465-1991; agriculture@statcan.ca). To enquire about the concepts, methods and data quality of this release, contact Les Macartney, (613-951-8714; les.macartney@statcan.ca), Agriculture Division. ■

New products

Analytical Studies Branch Research Paper Series: Differences in the Distribution of High School Achievement: The Role of Class Size and Time-in-term, no. 270
Catalogue number 11F0019MIE2005270
(free).

Production and Disposition of Tobacco Products, October 2005, Vol. 34, no. 10
Catalogue number 32-022-XIE (\$6/\$51).

Monthly Railway Carloadings, September 2005, Vol. 82, no. 9
Catalogue number 52-001-XIE (\$9/\$83).

The Consumer Price Index, October 2005, Vol. 84, no. 10
Catalogue number 62-001-XIB (\$9/\$83).

The Consumer Price Index, October 2005, Vol. 84, no. 10
Catalogue number 62-001-XPB (\$12/\$111).

Retail Trade, September 2005, Vol. 77, no. 9
Catalogue number 63-005-XIE (\$18/\$166).

Culture, Tourism and the Centre for Education Statistics — Research Papers: Registered Apprentices: The Class of 1992, a Decade Later, 1992 to 2002, no. 35
Catalogue number 81-595-MIE2005035
(free).

Science, Innovation and Electronic Information Division Working Papers: Industrial R&D Statistics by Region: 1994 to 2003, no. 17
Catalogue number 88F0006XIE2005017
(free).

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 The Daily	
Statistics Canada	
Thursday, June 5, 1997 For release at 9:30 a.m.	
MAJOR RELEASES	
● Urban transit, 1995 Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took an average of about six trips on some form of urban transit, the lowest level in the past 25 years.	2
● Productivity, hourly compensation and unit labour cost, 1995 Growth in productivity among Canadian businesses also noticeably weak again in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.	4
OTHER RELEASES	
Map-based Index: May 1997	3
Short-term Expectations Survey	9
Steel primary forms, week ending May 31, 1997	12
Egg production: Apr 1997	12
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Statistics Canada's official release bulletin

Catalogue 11-001-XIE.

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