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Major releases

- **Monthly Survey of Manufacturing,** December 2004 — 2
  Canadian manufacturers began 2004 with a bang as order books filled and assembly lines hummed. But the tide seemed to turn as the year drew to a close. In December, finished-product inventories climbed to a record high as unfilled orders weakened steadily.

- **New motor vehicle sales,** December 2004 and annual 2004 — 7
  After falling in November, new motor vehicles sales declined 3.1% in December. As in 2003, incentives were not enough to spur sales which fell for a second consecutive year.

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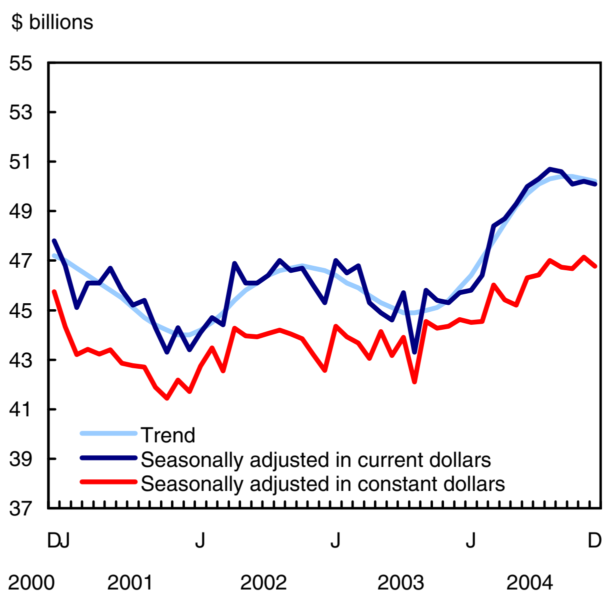
Major releases

Monthly Survey of Manufacturing

December 2004

Canadian manufacturers began 2004 with a bang as order books filled and assembly lines hummed. But the tide seemed to turn as the year drew to a close. In December, finished-product inventories climbed to a record high as unfilled orders weakened steadily. Conversely, new orders advanced 0.4% to $49.9 billion, the first increase since July.

Shipments end year on a down note



Manufacturing shipments slipped 0.2% to $50.1 billion in December; however, the decline was driven by falling petroleum prices. The trend for shipments has been gradually weakening since late summer. In constant dollars, shipments fell back for the third time in four months, decreasing 0.8% to $46.8 billion.

Petroleum prices fell sharply

Beginning in late 2003, industrial prices for petroleum and coal products have risen steadily, reaching record levels by the fall of 2004. These gains came to an abrupt end in November. Prices have dropped just over 10% in the last two months, pulling down total manufacturing shipments in December.

Note to readers

The 2004 annual review of manufacturing shipments by province will be released in April.

Non-durable goods industries *include food, beverage and tobacco products, textile mills, textile product mills, clothing, leather and allied products, paper, printing and related support activities, petroleum and coal products, chemicals and plastic and rubber products.*

Durable goods industries *include wood products, non-metallic mineral products, primary metals, fabricated metal products, machinery, computer and electronic products, electrical equipment, appliances and components, transportation equipment, furniture and related products and miscellaneous manufacturing.*

Unfilled orders *are a stock of orders that will contribute to future shipments assuming that the orders are not cancelled.*

New orders *are those 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 people interpret new orders as orders that will lead to future demand. This is inappropriate since the "new orders" variable includes orders that have already been shipped. Readers should take note that the month-to-month change in new orders may be volatile. This will happen particularly if the previous month's change in unfilled orders is closely related to the current month's change.*

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

Excluding the petroleum and coal products industry, manufacturers posted a modest 0.4% increase in total shipments. Despite the many obstacles currently facing Canadian manufacturing, the sector continues to hold its own as shipments have plateaued over the last few months.

Manufacturing boomed in the first half of 2004

Strong global demand, particularly from the United States and China, fuelled Canadian manufacturing over the first eight months of 2004, with shipments reaching record levels by mid-year. Manufacturers capped off the year reporting shipments of $591.7 billion, up 8.4% compared with 2003. This marked the largest annual increase in shipment activity since the most recent booms of 1999 (+16%) and 2000 (+10%).

Prospects began to turn in the second half of 2004, as the strong value of the Canadian dollar, coupled with high production costs took a toll on the manufacturing sector. The fourth quarter of 2004 ended with a 0.8% drop in shipments. This was the first quarterly decline since the second quarter of 2003, when a sharp drop in petroleum prices, a slowdown in motor vehicle manufacturing, and the start of the mad-cow crisis contributed to a 4.0% decline in manufacturing activity.

A more detailed look at manufacturing shipments by province in 2004 will be released in April.

Manufacturers concerned about short-term prospects

As reported in the January 2005 Business Conditions Survey, manufacturers anticipate lower production and employment levels in the coming months, resulting from dissatisfaction with the current levels of orders and inventories. Just 13% of manufacturers stated that they would increase production in the next three months, down from 21% in the October survey.

Nondurable goods manufacturing recedes

Just over half (11 of 21) of the manufacturing industries, accounting for 48% of total shipments, reported decreases in December. The decline was concentrated in the petroleum and coal products industry which pulled down shipments of nondurable goods by 1.0% to $21.7 billion. Meanwhile, big-ticket durable goods manufacturers reported the first increase in four months, rising 0.4% to $28.3 billion.

Milder winter temperatures in December, coupled with reports of higher than expected petroleum supplies on hand in the United States, contributed to the substantial weakening of the price of crude oil. As a result, the value of petroleum shipments retreated a significant 6.3% to just over $4.0 billion in December. Although this marked the first decrease in 14 months, shipments remained 33% above levels of one year ago.

A decline in orders for machinery in recent months contributed to a 2.7% drop in shipments to $2.3 billion. Strong demand had fuelled widespread increases in machinery manufacturing during the first half of 2004, but production has slowed since shipments peaked in August ($2.4 billion). The non-metallic mineral products industry also reported a 5.3% drop in shipments to $1.1 billion in December. The booming construction sector contributed to strong gains in the industry earlier in 2004.

Largely offsetting the lower shipments in December, manufacturers of motor vehicles boosted year-end production 2.3% to $6.1 billion. This was only the second increase for motor vehicle manufacturing in the last six months. Higher shipments were also reported by the beverage, paper and railroad rolling stock industries.

Six provinces reported lower shipments

New Brunswick (-$105 million), Nova Scotia (-$38 million) and British Columbia (-$36 million) led the six provinces reporting lower shipments in December. Offsetting the declines, Ontario (+$67 million) and Quebec (+$37 million) both had small gains, making up some of the ground lost in November.

Manufacturing shipments, provinces and territories

	November 2004[r]	December 2004[p]	November to December 2004
	seasonally adjusted		
	$ millions		% change
Canada	**50,169**	**50,063**	**-0.2**
Newfoundland and Labrador	262	272	3.9
Prince Edward Island	116	121	4.3
Nova Scotia	798	761	-4.7
New Brunswick	1,314	1,209	-8.0
Quebec	11,457	11,493	0.3
Ontario	25,997	26,064	0.3
Manitoba	1,106	1,076	-2.7
Saskatchewan	856	845	-1.3
Alberta	4,625	4,620	-0.1
British Columbia	3,631	3,595	-1.0
Yukon	2	1	-3.7
Northwest Territories including Nunavut	6	6	3.7

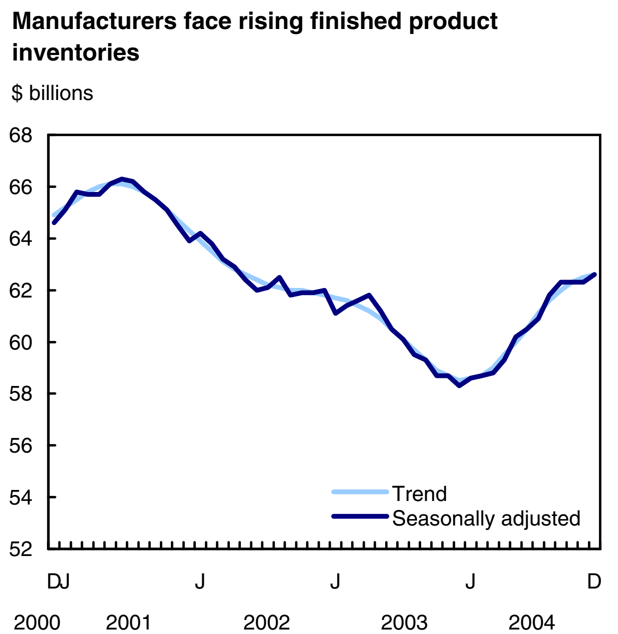
r *Revised data.*
p *Preliminary data.*

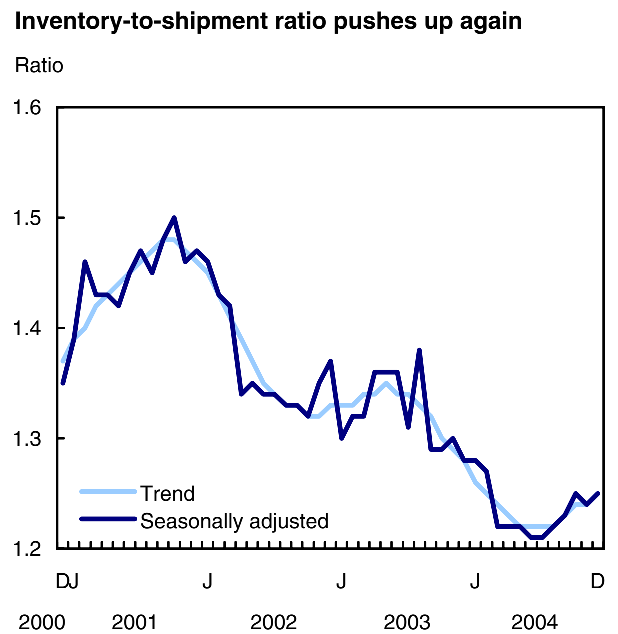
Finished products inventories hit record high

Finished product inventories increased 1.4% in December to $21.6 billion, surpassing the previous record high of June 2001 ($21.4 billion). Although finished products had been on an upward trend through much of 2004, sizeable gains in recent months coupled with a slowdown in production may indicate manufacturers' difficulty in moving goods. Inventories of finished products rose just over 7.0% during 2004.

Goods-in-process inventories also rose 0.7% to $14 billion in December. Meanwhile, manufacturers reduced their stock of raw materials on hand by 0.6%, the second decrease in three months. Raw materials had been on a steady rise in 2004, but have retracted somewhat in the fourth quarter.

Gains in inventories of chemical products (+2.2%) and motor vehicles (+6.2%) were counterbalanced by decreases in the computer (-2.7%) and petroleum (-3.4%) industries. Total inventories climbed 0.4% to $62.6 billion in December, the first significant rise in two months.





Inventory-to-shipment ratio edged up

Weak shipments and a build-up in inventories contributed to December's rise in the inventory-to-shipment ratio. The ratio shifted up to 1.25 from 1.24 in November. The inventory-to-shipment ratio is a key measure of the time, in months, that would be required in order to exhaust inventories if shipments were to remain at their current level.

New orders rose in December

New orders rose 0.4% to $49.9 billion, following four consecutive decreases. December's increase was wide ranging, and included the motor vehicle (+3.7%), fabricated metal products (+5.5%), and aerospace (+15.5%) industries.

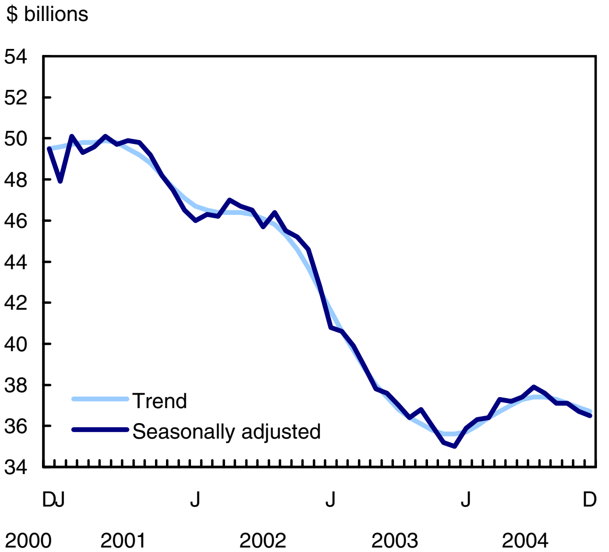
Backlog of unfilled orders continued to shrink

Despite December's boost in new orders, the backlog of unfilled orders ended the year on a weak note. Unfilled orders declined a further 0.4% to $36.5 billion in December, the fifth decrease in a row.

Orders had started 2004 on a healthy upward trend, but manufacturers have since lost most of the ground gained earlier in the year. According to the January 2005 Business Conditions Survey, 24% of manufacturers expressed a lower-than-normal backlog of unfilled orders, compared with 18% in October 2004.

Computer and electronic products (-4.7%) and machinery (-2.5%) manufacturing were among several industries reporting lower unfilled orders in December. The decrease was slightly offset by a build-up in orders for the aerospace products industry (+1.0%).

Manufacturers unfilled orders decline five months straight



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

Definitions, data sources and methods: survey number 2101.

The December issue of the *Monthly Survey of Manufacturing* (31-001-XIE, $17/$158) will soon be available. This publication will be discontinued in March. The final issue of the publication will be for the reference month of December 2004. Data for the Monthly Survey of Manufacturing program will continue to be available on CANSIM, *Canadian Statistics* and by special request.

Data for shipments by province in greater detail than normally published may be available on request.

Data from the January 2005 Monthly Survey of Manufacturing will be released on March 15.

For general information or to order data, contact the dissemination officer (1-866-873-8789; 613-951-9497; fax: 613-951-9499; *manufact@statcan.ca*). To enquire about the concepts, methods or data quality of the release, contact Russell Kowaluk (613-951-0600, *kowarus@statcan.ca*), Manufacturing, Construction and Energy Division.

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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	
December 2003	45,678	1.5	58,301	-0.7	35,020	-0.5	45,493	2.9	1.28
January 2004	45,801	0.3	58,572	0.5	35,931	2.6	46,712	2.7	1.28
February 2004	46,355	1.2	58,671	0.2	36,346	1.2	46,770	0.1	1.27
March 2004	48,366	4.3	58,838	0.3	36,362	0.0	48,381	3.4	1.22
April 2004	48,749	0.8	59,304	0.8	37,279	2.5	49,667	2.7	1.22
May 2004	49,296	1.1	60,154	1.4	37,226	-0.1	49,243	-0.9	1.22
June 2004	49,988	1.4	60,492	0.6	37,375	0.4	50,136	1.8	1.21
July 2004	50,325	0.7	60,938	0.7	37,906	1.4	50,856	1.4	1.21
August 2004	50,667	0.7	61,823	1.5	37,592	-0.8	50,353	-1.0	1.22
September 2004	50,552	-0.2	62,268	0.7	37,144	-1.2	50,104	-0.5	1.23
October 2004	50,064	-1.0	62,333	0.1	37,121	-0.1	50,041	-0.1	1.25
November 2004	50,169	0.2	62,346	0.0	36,685	-1.2	49,733	-0.6	1.24
December 2004	50,063	-0.2	62,592	0.4	36,537	-0,4	49,915	0.4	1.25

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	seasonally adjusted							
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change
December 2003	37,445	1.2	55,234	-0.7	33,255	-0.7	37,226	2.9
January 2004	37,579	0.4	55,507	0.5	34,130	2.6	38,454	3.3
February 2004	38,228	1.7	55,457	-0.1	34,487	1.0	38,585	0.3
March 2004	39,665	3.8	55,473	0.0	34,387	-0.3	39,564	2.5
April 2004	39,922	0.6	55,799	0.6	35,196	2.4	40,731	2.9
May 2004	40,374	1.1	56,713	1.6	35,133	-0.2	40,311	-1.0
June 2004	41,007	1.6	57,086	0.7	35,321	0.5	41,195	2.2
July 2004	41,366	0.9	57,496	0.7	35,787	1.3	41,832	1.5
August 2004	41,594	0.6	58,291	1.4	35,572	-0.6	41,378	-1.1
September 2004	41,391	-0.5	58,785	0.8	35,224	-1.0	41,044	-0.8
October 2004	41,358	-0.1	58,902	0.2	35,310	0.2	41,444	1.0
November 2004	41,565	0.5	59,044	0.2	34,874	-1.2	41,130	-0.8
December 2004	41,327	-0.6	59,207	0.3	34,630	-0.7	41,082	-0.1

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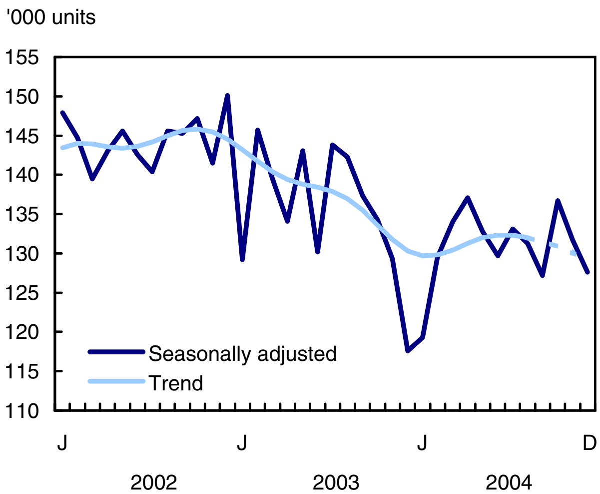
New motor vehicle sales

December 2004 and annual 2004

After falling in November, new motor vehicles sales declined 3.1% in December. These two declines almost erased the significant 7.5% gain observed in October. As in 2003, incentives were not enough to spur sales which fell for a second consecutive year.

Consumers purchased 127,586 new motor vehicles in December, approximately 4,110 fewer units compared with November with 80% of the decline attributable to trucks. Sales of trucks fell 5.1% in December compared with a decline of only 1.2% for passenger cars. Trucks include minivans, sport-utility vehicles, light and heavy trucks, vans and buses.

New motor vehicle sales register a second consecutive decline in December



The last few points could be subject to revisions when more data are added. This is indicated by the dashed line.

Sales of both passenger cars and trucks increased at the start of 2004, following a period of steep declines that became more pronounced in the second half of 2003. This downward movement first appeared in sales of passenger cars, which began to decline in the fall of 2002. For truck sales, the weakness began to appear in mid-2003.

Based on preliminary estimates from the auto industry, the number of new motor vehicles sold in January is estimated to have fallen approximately 1%, the third consecutive monthly decline.

Note to readers

At the end of each calendar year, seasonally adjusted monthly figures are revised to equal the sum of the unadjusted estimates. Revised seasonally adjusted figures are presented this month for September to November 2004. The complete revision of seasonally adjusted data for the 2004 calendar year will be released in April. All annual comparisons in this release use the sum of unadjusted monthly estimates.

All data referring to December are adjusted for seasonality. Seasonally adjusted provincial data back to January 1991 are available on CANSIM.

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

***North American-built new motor vehicles** include vehicles manufactured or assembled in Canada, the United States or Mexico. All other new motor vehicles are considered to have been manufactured overseas.*

***Vehicles built by transplant automakers** are vehicles built or assembled in North America by foreign automakers that have established themselves here.*

For reasons of confidentiality, data for Yukon, the Northwest Territories and Nunavut are included with those for British Columbia.

The New Motor Vehicle Sales Survey is compiled on the basis of figures obtained from motor vehicle manufacturers and importers. These results may vary from those obtained directly from auto dealers, due to possible differences in record keeping.

Continued weakness in annual sales

After reaching a record high in 2002, new motor vehicle sales registered their second consecutive year-over-year decline in 2004.

New motor vehicle dealers sold 1,575,242 units in 2004, down 3.1% from 2003 and the lowest level since 1999. The drop in sales occurred despite various incentive programs. These have become the norm in the industry since the fall of 2001 and have been promoted most aggressively by North American automakers. Some macroeconomic indicators in 2004 were fairly positive, including the growth of full-time employment. However, the average pump price of gasoline in 2004 was also up in most urban centres.

Annual sales of trucks were almost unchanged, while car sales declined

The decline in overall sales of new vehicles in 2004 was mainly attributable to weak sales of passenger cars, which fell by 45,373 units compared with 2003, whereas truck sales declined by only 5,853 units.

New truck sales were down 0.8% to 755,140 units in 2004 following a 4.7% drop in 2003. The number of new North American-built trucks sold in 2004 fell by 0.4% while sales of overseas-built trucks fell 2.9%.

New passenger car sales were down (-5.2% to 820,102 units) compared with 2003 when sales fell 7.4%. The decline is attributable both to cars built overseas (-7.7%) and to those built in North America (-4.2%).

This was the second consecutive year that sales of overseas-built cars registered a lower growth rate than sales of North American-built cars, a contrast with the strong performance they had posted in previous years. In fact, between 1997 and 2002, sales of overseas-built cars posted double-digit growth rates.

Transplant automakers continue to increase their market share

The combined market share of transplant automakers to North America continued to grow in 2004, as seen in sales of both passenger cars and trucks.

They captured 31.0% of the market for new passenger cars in 2004, up from 24.2% in 2000. In 1992, their market share was 7.8%.

While the market for new trucks is largely dominated by the Big Three (71.8%), transplant automakers captured a 9.5% share in 2004 compared with 6.4% in 2000. In 1992, their share was only 0.7%.

Sales of vehicles built by transplant automakers to North America skyrocketed in the mid-1990s. It was not until 1999 that they started to register more moderate increases.

Transplant automakers market share (units sold[1])

	Passanger cars	Trucks	Total
	%		
1992	7.8	0.7	5.3
1996	24.7	2.4	14.6
2000	24.2	6.4	15.9
2004	31.0	9.5	20.7

1. Includes only North American built vehicles sold in Canada.

Alberta and British Columbia come out ahead

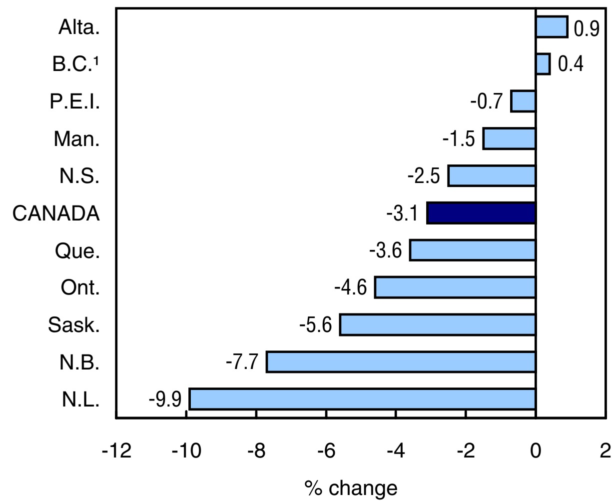
New motor vehicle sales declined in all provinces except Alberta and the region formed by British Columbia and the three territories in 2004. Except for Saskatchewan, the Western provinces were foremost among the provinces posting results above the national average.

The advance in Alberta (+0.9%) was entirely attributable to truck sales, with car sales declining. The gain observed in the region formed by British Columbia and the three territories (+0.4%) was attributable to cars, with truck sales declining.

Prince Edward Island (-0.7%), Manitoba (-1.5%) and Nova Scotia (-2.5%) posted year-over-year declines below the national average (-3.1%).

Quebec (-3.6%), Ontario (-4.6%), and Saskatchewan (-5.6%) reported declines above the national average. The largest decreases were posted in Newfoundland and Labrador (-9.9%) and in New Brunswick (-7.7%).

New motor vehicle sales were down in nearly all provinces in 2004



1. Includes Yukon, the Northwest Territories and Nunavut

Available on CANSIM: tables 079-0001 and 079-0002.

Definitions, data sources and methods: survey number 2402.

The December 2004 issue of *New Motor Vehicle Sales* (63-007-XIE, $14/$133) will soon be available.

Data on new motor vehicle sales for January 2005 will be released on March 14.

For general information or to order data, contact Client Services (1-877-421-3067; 613-951-3549; *retailinfo@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Clérance Kimanyi (613-951-6363), Distributive Trades Division

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New motor vehicle sales

	December 2003	November 2004r	December 2004p	December 2003 to December 2004	November to December 2004
	seasonally adjusted				
	number of vehicles			% change	
New motor vehicles	**117,636**	**131,696**	**127,586**	**8.5**	**-3.1**
Passenger cars	63,953	67,382	66,553	4.1	-1.2
North American[1]	43,130	47,346	47,793	10.8	0.9
Overseas	20,823	20,036	18,760	-9.9	-6.4
Trucks, vans and buses	53,684	64,315	61,033	13.7	-5.1
New motor vehicles					
Newfoundland and Labrador	2,264	1,916	1,847	-18.4	-3.6
Prince Edward Island	343	355	405	18.1	14.1
Nova Scotia	3,760	3,620	3,609	-4.0	-0.3
New Brunswick	2,619	2,763	2,820	7.7	2.1
Quebec	29,777	34,094	31,953	7.3	-6.3
Ontario	44,475	49,524	48,524	9.1	-2.0
Manitoba	3,345	3,639	3,662	9.5	0.6
Saskatchewan	3,203	3,330	3,066	-4.3	-7.9
Alberta	13,692	17,062	16,420	19.9	-3.8
British Columbia[2]	14,158	15,363	15,279	7.9	-0.5

	December 2003	November 2004	December 2004p	December 2003 to December 2004
	unadjusted			
	number of vehicles			% change
New motor vehicles	**112,870**	**120,295**	**117,822**	**4.4**
Passenger cars	55,707	60,462	57,573	3.3
North American[1]	39,213	43,188	42,932	9.5
Overseas	16,494	17,274	14,641	-11.2
Trucks, vans and buses	57,163	59,833	60,249	5.4
New motor vehicles				
Newfoundland and Labrador	1,555	1,444	1,271	-18.3
Prince Edward Island	295	299	363	23.1
Nova Scotia	3,312	2,879	3,096	-6.5
New Brunswick	2,298	2,251	2,362	2.8
Quebec	24,640	28,610	25,474	3.4
Ontario	44,856	46,838	46,200	3.0
Manitoba	3,303	3,370	3,438	4.1
Saskatchewan	3,534	3,160	3,238	-8.4
Alberta	14,835	17,150	17,005	14.6
British Columbia[2]	14,242	14,294	15,375	8.0

r *Revised figures.*
p *Preliminary figures.*
1. *Manufactured or assembled in Canada, the United States or Mexico.*
2. *Includes Yukon, the Northwest Territories and Nunavut.*

Sales of new motor vehicles
2004

	Total	Passenger cars	Trucks	Total	Passenger cars	Trucks
		Number of vehicles			% change from 2003	
Canada	**1,575,242**	**820,102**	**755,140**	**-3.1**	**-5.2**	**-0.8**
Newfoundland and Labrador	22,898	12,322	10,576	-9.9	-12.8	-6.4
Prince Edward Island	4,700	2,655	2,045	-0.7	0.1	-1.6
Nova Scotia	45,185	25,753	19,432	-2.5	-3.0	-1.9
New Brunswick	34,515	18,152	16,363	-7.7	-8.5	-6.9
Quebec	405,081	260,470	144,611	-3.6	-5.0	-1.0
Ontario	600,928	300,689	300,239	-4.6	-8.1	-0.8
Manitoba	45,356	20,045	25,311	-1.5	-4.3	0.8
Saskatchewan	38,821	14,298	24,523	-5.6	-10.9	-2.3
Alberta	196,152	72,877	123,275	0.9	-0.2	1.5
British Columbia[2]	181,606	92,841	88,765	0.4	1.8	-1.0

2. *Includes Yukon, the Northwest Territories and Nunavut.*

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Other releases

Non-residential building construction price index

Fourth quarter 2004

The composite price index (1997=100) for non-residential building construction reached 130.1 in the fourth quarter, up 1.3% from the third quarter and 8.6% higher compared with the fourth quarter of 2003. This year-to-year percentage increase was mainly due to higher prices for construction materials and was the highest measured since the 10.2% advance in the second quarter of 1982.

Vancouver's index rose 1.7% from the third quarter, followed by Edmonton (+1.6%), Toronto and Calgary (both +1.3%), Ottawa–Gatineau, Ontario part (+1.1%), Montréal (+1.0%) and Halifax (+0.9%).

Vancouver also had the highest change (+11.4%) from the fourth quarter of 2003, followed by Calgary (+9.3%), Edmonton (+9.2%), Toronto (+8.4%), Montréal (+7.3%), Ottawa–Gatineau, Ontario part (+7.1%) and Halifax (+6.7%).

Non-residential building construction price indexes[1]
(1997=100)

	Fourth quarter 2004	Fourth quarter 2003 to fourth quarter 2004	Third quarter 2004 to fourth quarter 2004
		% change	
Composite	**130.1**	**8.6**	**1.3**
Halifax	118.6	6.7	0.9
Montréal	126.0	7.3	1.0
Ottawa–Gatineau, Ontario part	130.4	7.1	1.1
Toronto	135.7	8.4	1.3
Calgary	131.1	9.3	1.3
Edmonton	129.2	9.2	1.6
Vancouver	122.2	11.4	1.7

1. *Go online to view the census subdivisions that comprise the census metropolitan areas.*

Note: Non-residential building construction price indexes provide an indication of changes in construction costs in six census metropolitan areas or CMAs (Halifax, Montréal, Toronto, Calgary, Edmonton and Vancouver) and the Ontario part of the Ottawa–Gatineau CMA. Three construction categories (industrial, commercial and institutional buildings) are represented by selected models (a light factory building, an office building, a warehouse, a shopping centre and a school). Besides the census metropolitan areas and composite indexes, a further breakdown of the changes in costs is available by trade group (structural, architectural, mechanical and electrical) within the building types. These price indexes are derived from surveys of general and special trade group contractors. They report data on various categories of costs (material, labour, equipment, taxes, overhead and profit) relevant to the detailed construction specifications included in the surveys.

Available on CANSIM: tables 327-0039 and 327-0040.

Definitions, data sources and methods: survey numbers, including related surveys, 2317 and 2330.

The fourth quarter 2004 issue of *Capital Expenditure Price Statistics* (62-007-XPB, $26/$85) will be available in April.

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

Dairy statistics

December 2004 (preliminary)

Consumers purchased 253 800 kilolitres of milk and cream in December 2004, up 0.4% from December 2003. Sales of milk increased 0.4% from year ago levels while sales of cream were virtually unchanged.

Available on CANSIM: tables 003-0007 to 003-0012, 003-0029, 003-0033 and 003-0034.

Definitions, data sources and methods: survey numbers, including related surveys, 3430, 3431 and 3432.

The fourth quarter 2004 issue of *The Dairy Review* (23-001-XIB, $29/$96) will soon be available.

For more information, contact Anna Michalowska (613-951-2442; 1-800-465-1991; fax: 613-951-3868), Agriculture Division. ■

Shipments of solid fuel burning heating products

Fourth quarter 2004

Data on shipments of solid fuel burning heating products are now available for September.

Available on CANSIM: table 303-0063.

Definitions, data sources and methods: survey number 2189.

Note: The publication *Solid Fuel Burning Heating Products* (25-002-XIB) has been discontinued.

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

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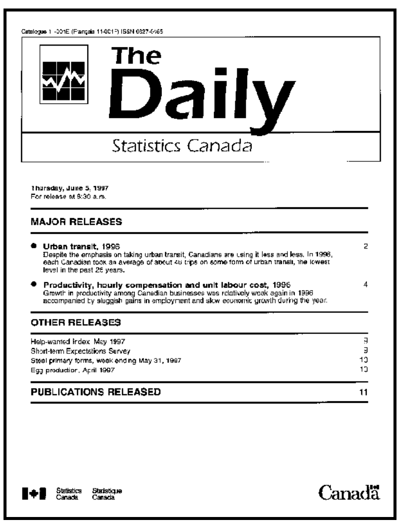
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The Daily

Statistics Canada

Thursday, June 5, 1997
For release at 8:30 a.m.

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