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  Following a lacklustre finish to 2004, manufacturers rebounded in January with solid gains in shipments and orders.

- **Health Reports: Use of alternative health care,** 2003 — 7
  More and more Canadians are using forms of alternative health care such as chiropractors, massage therapists, and acupuncturists, according to new data from the Canadian Community Health Survey.

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MAJOR RELEASES

Monthly Survey of Manufacturing

January 2005

Following a lacklustre finish to 2004, manufacturers rebounded in January with solid gains in shipments and orders. Wide ranging increases contributed to a 3.0% surge in shipments to $51.5 billion, while new orders soared 7.1% and manufacturers' backlog of unfilled orders jumped 5.2% ending a five-month slide.

The impact of the strong Canadian dollar, coupled with high input costs took a toll on the manufacturing sector in the later months of 2004. Prospects however, improved in January as a combination of higher volumes of production and a bounce-back in industrial prices contributed to strong shipment gains at the start of the year. At 1997 prices, shipments jumped 3.2% to $48.6 billion in January, following a 0.4% decline in December.

Strength across most manufacturing sectors

The bulk of manufacturing industries (16 of 21), posted increases accounting for 86% of total shipments in January. Durable goods manufacturers boosted output by a sizable 4.5% to $29.7 billion. Leading the way were big-ticket industries including aircraft and parts, heavy trucks, motor vehicles and machinery, as they worked their way through various orders during the month.

Shipments of nondurable goods rose 1.0% to $21.9 billion, making up some of the ground lost in December when lower petroleum prices contributed to a 1.4% drop in shipment values.

In January, the transportation equipment sector contributed to sizable increases in shipments for Ontario and Quebec, where most of Canada's manufacturing takes place. Most provinces posted higher shipments with only Newfoundland and Labrador, Prince Edward Island and the territories reporting declines.

Employment picked up in January

January's boost in shipments was in step with a small rise in factory jobs. According to the Labour Force Survey, manufacturing employment edged up by 14,000 jobs in January, but fell by 28,000 in February bringing losses over the last nine months to 43,000 (-1.9%).

Note to readers

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.

US manufacturers continued to deliver

In contrast to Canada over the last few months, US manufacturers have been enjoying a long run. Canada's principal trading partner reported big gains in computer manufacturing which boosted total US shipments by 1.4% to $389.4 billion in January, the eighth increase in the last nine months. Meanwhile, US unfilled orders declined for only the first time in the past 11 months (-0.2%). Strong domestic and foreign demand has benefited US manufacturers over the last year.

Manufacturing shipments, provinces and territories

	December 2004[r]	January 2005[p]	December 2004 to January 2005
	seasonally adjusted		
	$ millions		% change
Canada	**50,024**	**51,520**	**3.0**
Newfoundland and Labrador	265	243	-8.4
Prince Edward Island	117	111	-4.7
Nova Scotia	756	759	0.4
New Brunswick	1,206	1,264	4.9
Quebec	11,488	12,007	4.5
Ontario	26,053	26,901	3.3
Manitoba	1,057	1,094	3.4
Saskatchewan	845	897	6.1
Alberta	4,647	4,651	0.1
British Columbia	3,582	3,586	0.1
Yukon	1	1	-8.8
Northwest Territories including Nunavut	6	6	-11.2

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

Transportation equipment drives manufacturing

Robust demand for heavy duty trucks and Canadian-built autos and light trucks boosted motor vehicle shipments 5.9% to $6.4 billion in January.

In recent months, some manufacturers of heavy trucks have experienced a shortage of parts, which is now contributing to the sizable gain in January's shipments of motor vehicles as product starts to move again. Meanwhile, Canada is home to the assembly of several popular models of automobiles and light trucks, which also contributed to the overall boost in shipments. January marked the second increase in a row for motor vehicle shipments. The industry's trend has been slowly improving over the last couple of months.

On the whole, the transportation equipment sector, which also includes aerospace and motor vehicle parts manufacturing, posted an 8.6% rise in shipments. Excluding the transportation sector, total manufacturing shipments remained up a healthy 1.5%, further confirming the extent of the bounce back in manufacturing activity in January.

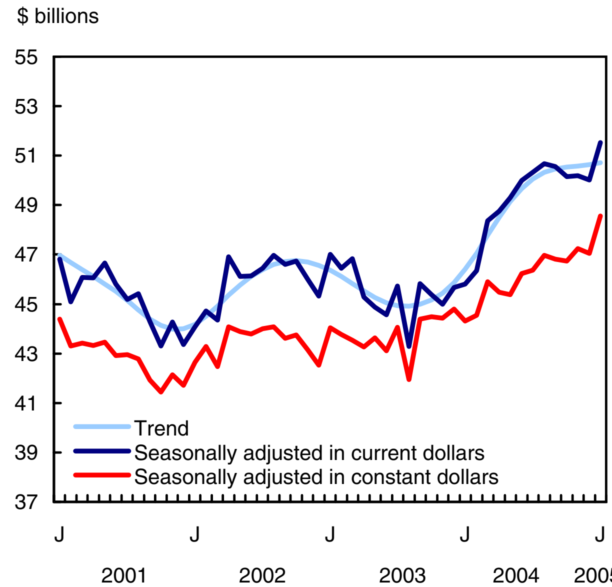
However, recent reports have indicated a slowdown in automobile sales, particularly in the United States. High gasoline costs and over-consumption of new cars in recent years are some of the several factors which may contribute to a softening of demand in the months to come. Close to 80% of Canadian-made vehicles are exported south of the border.

Production of aerospace products and parts soared 32.8% to $1.3 billion in January, the highest level since the summer of 2001. Unfilled orders for aircraft and parts, which bottomed out at $11 billion in September 2004, have been gradually on the rise once again. The machinery (+7.7%) and the motor vehicle parts (+5.3%) industries also reported healthy increases in shipments to start the new year.

Manufacturers' inventories on a steady rise

In January, manufacturers' inventories climbed another 1.2% to $63.7 billion, marking the 13th successive increase. The last time inventories behaved like this was during the high-tech boom of 1999 and 2000 when 14 consecutive monthly increases were registered. Industries contributing to the higher inventory levels included primary metals (+3.1%), fabricated metal products (+3.3%) and aerospace products and parts (+2.6%) manufacturing.

Widespread gains boost total shipments in January



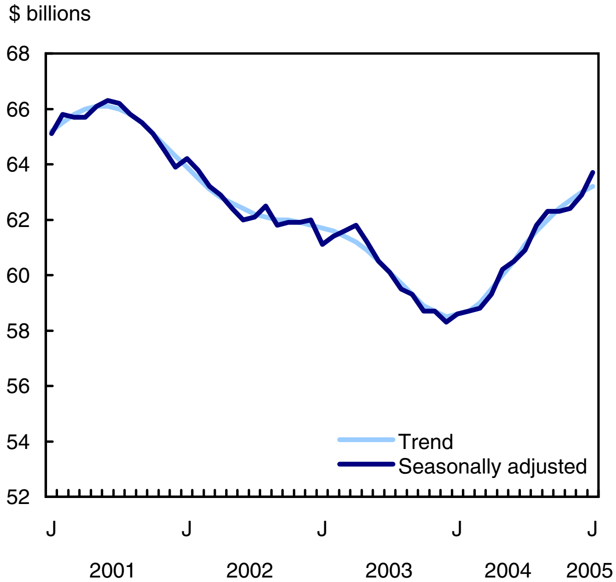
Inventories of raw materials rose 1.3% to $27.5 billion, the highest level since May 2001. Weaker demand in the fourth quarter of 2004 saw manufacturers reduce raw materials in recent months.

Finished product inventories, which have been on an upward trend over the last year, increased another 1.0% to $21.9 billion in January. Meanwhile, aerospace and motor vehicle manufacturers contributed to a 1.5% rise in goods-in-process inventories to $14.3 billion.

Big shipment gains pulls down the inventory-to-shipment ratio

January's strong rebound in shipments largely contributed to the downward movement of the inventory-to-shipment ratio to 1.24 from December's recent high of 1.26. This marks the lowest ratio since September (1.23). The ratio began to trend upwards in the second half of 2004 as the manufacturing sector showed signs of weakening.

Inventories continue on upward trend



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 soar

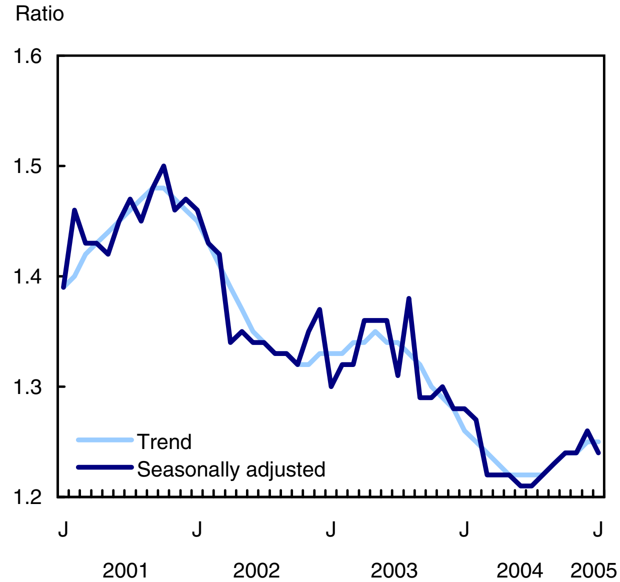
Manufacturers loaded their books with new contracts in January. A surge in new orders for aerospace products and parts and motor vehicles drove up total orders 7.1% to $53.4 billion.

Although the lion's share of the rise in new orders was concentrated in the transportation equipment sector, other durable goods industries including machinery and fabricated metal products, contributed to the wide ranging scope of the increase. Excluding the transportation sector, new orders remained up a healthy 3.2%.

The surge in new contracts lifts unfilled orders

Following five monthly declines, manufacturers reported a 5.2% jump in unfilled orders to $38.5 billion, the highest level since April 2003. The trend for unfilled orders had markedly weakened over the second half of 2004, but has since moderated with January's strong report.

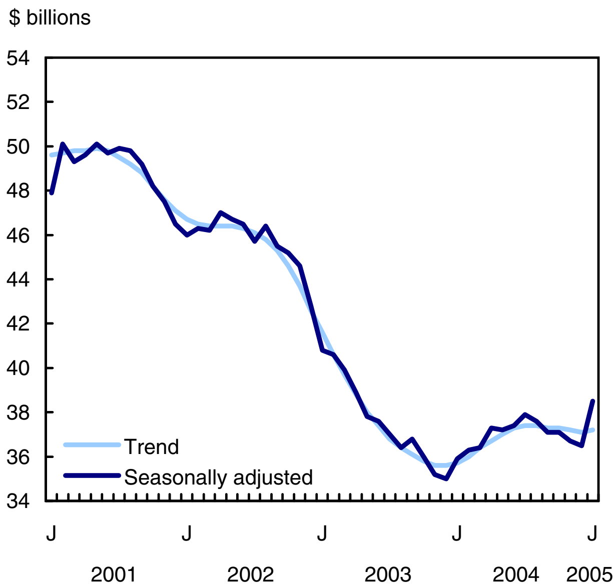
Inventory-to-shipment ratio falls back



A combination of new contracts received and a slowdown in the manufacturing of heavy trucks due to the parts' shortages in recent months boosted the orders' books of manufacturers. The aerospace industry, which has been in the doldrums since late 2001, has shown signs of a possible renewal. International demand for business jets, parts and other aerospace products boosted orders 11.5% to $12.9 billion, a 19-month high.

Other industries including machinery (+3.9%), motor vehicles (+20.6%) and fabricated metal products (+3.3%) added orders to their backlog in January.

Big surge in unfilled orders



Available on CANSIM: tables 304-0014, 304-0015 and 377-0008.

Definitions, data sources and methods: survey number 2101.

Data on real manufacturing shipments, orders, inventories, and inventory-to-shipment ratio, seasonally adjusted and deflated to 1997 prices are now available on CANSIM: Table 377-0008. All data have been revised back to January 1997 and will now be updated on a monthly basis.

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

The publication *Monthly Survey of Manufacturing* (31-001-XIE) has been discontinued. Reference month December 2004 was the final issue of the publication. Data for the Monthly Survey of Manufacturing program will continue to be available on CANSIM, *Canadian Statistics* and by special request.

Data from the February 2005 Monthly Survey of Manufacturing will be released on April 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.

For more information on the deflation of the Monthly Survey of Manufacturing data, contact Bernard Lefrançois (613-951-3622; fax 613-951-3688; *bernard.lefrancois@statcan.ca*), Industry Measures and Analysis 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	
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	50,146	-0.8	62,364	0.2	37,096	-0.1	50,098	0.0	1.24
November 2004	50,194	0.1	62,435	0.1	36,711	-1.0	49,809	-0.6	1.24
December 2004	50,024	-0.3	62,958	0.8	36,598	-0.3	49,910	0.2	1.26
January 2005	51,520	3.0	63,740	1.2	38,509	5.2	53,432	7.1	1.24

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	seasonally adjusted							
	$ millions	% change	$ millions	% change	$ millions	% change	$ millions	% change
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	41,420	0.1	58,930	0.2	35,284	0.2	41,480	1.1
November 2004	41,596	0.4	59,124	0.3	34,897	-1.1	41,209	-0.7
December 2004	41,267	-0.8	59,555	0.7	34,687	-0.6	41,057	-0.4
January 2005	42,265	2.4	60,354	1.3	36,416	5.0	43,994	7.2

■

Health Reports: Use of alternative health care

2003

More and more Canadians are using forms of alternative health care such as chiropractors, massage therapists and acupuncturists, according to new data from the Canadian Community Health Survey (CCHS).

In 2003, one-fifth of Canadians aged 12 or older, or an estimated 5.4 million people, reported having used some type of alternative or complementary health care in the year before the survey, confirming a trend toward higher use. About 15% of Canadians aged 18 or older had used alternative health care in the year before the 1994/95 National Population Health Survey.

An estimated 11% of the population aged 12 or older had consulted a chiropractor (the most common form of alternative care) in the year before the 2003 survey. Around 8% had consulted a massage therapist, 2% an acupuncturist, and 2% a homeopath or naturopath.

Regardless of the type of care, women were more likely than men to report having had a consultation. The age groups most likely to use alternative health care spanned mid-life, while the very young and seniors were less likely to have used such care. Use was also higher in the western provinces than in other parts of the country.

Alternative care related to income and education

Because the costs of many types of alternative care are only partially covered by provincial programs, it is not surprising that the use of such services rose with income.

Around one-quarter (26%) of individuals in the highest household income group had used alternative care in 2003. In contrast, only 13% of those in the lowest income group had done so.

In addition, use tended to rise with level of education. More than one-quarter of postsecondary graduates used some kind of alternative or complementary health care in 2003, compared with 16% of people with less than secondary graduation.

About one-quarter of people who reported having at least one diagnosed chronic condition had consulted an alternative practitioner in 2003. This contrasts with 16% of people who did not report any chronic conditions.

For more information on this article, contact Jungwee Park (613-951-4598; *jungwee.park@statcan.ca*), Health Statistics Division

This issue of *Health Reports* also features articles on breastfeeding practices, non-fatal injuries among Aboriginal Canadians, passengers of intoxicated drivers and asthma.

Breastfeeding: One in six women met recommended guidelines

About one in six new mothers are meeting breastfeeding guidelines recommended by health agencies, according to a second article in *Health Reports*.

The study, also based on data from the 2003 CCHS, found that 17% of women who had had a baby in the five years before the survey had breastfed their infants exclusively for at least six months.

Exclusive breastfeeding is the practice of feeding an infant only breast milk, without the addition of water, breast milk substitutes, other liquids or solid food.

Guidelines prepared by the Public Health Agency of Canada (formerly Health Canada) in 2004, which align with those of the World Health Organization, recommend exclusive breastfeeding for the first six months of life, because "it provides all the nutrients, growth factors and immunological components a health term infant needs." Previously, Health Canada had recommended a minimum of four months.

The CCHS showed that an overwhelming majority of mothers, around 85%, attempted to breastfeed their most recent baby. However, many stopped in the first month, and fewer than half breastfed for at least six months. Only half of the group that breastfeed for six months did so exclusively.

Nonetheless, the proportion of women who attempted to breastfeed their infant has more than tripled during the past 40 years. In the mid-1960s, only about one-quarter of women made such an attempt.

For more information on this article, contact Wayne J. Millar (613-951-1631; *wayne.millar@statcan.ca*), Health Statistics Division.

Passengers of intoxicated drivers

Only a small proportion of Canadians aged 12 or older say that in the past 12 months they had been passengers in a vehicle driven by someone who had too much to drink.

Just over 4% of people aged 12 or older in six provinces for which data were available (Prince Edward Island, Nova Scotia, Quebec, Ontario, Alberta and British Columbia) said they had been passengers of drivers whom they perceived as having had too much to drink.

According to the 2000/01 CCHS, the individuals most likely to have reported that they had done so were in the youngest age group, 15 to 29.

The proportion of individuals who had been passengers of a drunk driver peaked at 18% among 19-year-old respondents.

On the other hand, nearly two-thirds of licensed drivers aged 16 or older reported that they always arranged for a designated driver when accompanying family or friends to a place where alcohol would be consumed.

For more information on this article, contact Anik Lacroix (613-951-1807; *anik.lacroix@statcan.ca*), Health Statistics Division.

Other articles

This edition of *Health Reports* contains two other articles. "Non-fatal injuries among Aboriginal Canadians" shows higher rates of activity-limiting injury among the off-reserve Aboriginal population in the provinces, compared with other provincial residents. In the territories, injury rates of Aboriginal and non-Aboriginal people did not differ significantly.

For more information on this article, contact Michael Tjepkema (416-952-4620; *michael.tjepkema@statcan.ca*), Health Statistics Division.

"Asthma" provides recent prevalence, hospitalization and mortality data for the disease.

For more information on this article, contact Helen Johansen (613-722-5570; *johahel@statcan.ca*), Health Statistics Division, or Yue Chen (613-562-5800, extension 8287; *ychen@uottawa.ca*), University of Ottawa.

Complete articles appear in the March 2005 issue of *Health Reports*, Vol. 16, No. 2 (82-003-XIE, $17/$48; 82-003-XPE, $22/$63), which is now available. See *How to order products*.

Definitions, data sources and methods: survey number 3226.

For more information about *Health Reports*, contact Anik Lacroix (613-951-1807; *anik.lacroix@statcan.ca*), Health Statistics Division. ■

OTHER RELEASES

Study: Is postsecondary access more equitable in Canada or the United States?
2001

Household income plays a much stronger role in determining whether a student pursues a university education in the United States than in Canada, according to a new study.

In the United States, 63% of high school students in the top income quartile (the 25% of households with the highest incomes) attended university shortly after high school, compared to only 15% in the bottom income quartile (the 25% of households with the lowest incomes).

Percentage who attended university by income group

	Canada	United States
	%	
Bottom income quartile	24	15
2nd income quartile	24	32
3rd income quartile	38	45
Top income quartile	46	63
Total	**33**	**39**

In Canada, the gap was much narrower, as only 46% of students from households in the top income quartile attended university, but 24% of students in the bottom income quartile pursued a university education.

The university access gaps in Canada and the United States held up even after differences in other factors were taken into account, such as parental education, sex, visible minority status, immigrant status, and local unemployment rates.

The lower university participation rate among students from disadvantaged backgrounds in the United States compared to their Canadian counterparts may be related to a lack of affordable options available to some US students.

For example, about one out of every three universities in the United States is privately funded and far more expensive to attend than public universities. This leaves US students with fewer affordable options than their Canadian counterparts.

Specifically, only 51% of high school students in the United States have access to a public university within their community, compared to 83% of Canadian students. Even when a public university is available locally to US students, tuition fees are 31% higher than in Canadian universities, on average.

Although the gap in university attendance between children from high and relatively low income families was lower in Canada than in the United States, overall a higher percentage of US students attended university shortly after high school (39% compared to 33% in Canada)

Regarding college participation, the study found that household income also matters more in the United States. However, income is less of a factor in determining whether a student goes on to college compared to university in both countries.

The study also found that the correlation between university participation and factors such as parental education, sex, and membership in specific visible minority groups was more or less the same in both countries.

This release is based on a research paper that compares the likelihood that students from different socio-economic backgrounds in Canada and the United States will participate in university or college shortly after high school.

The results are based on Statistics Canada's Survey of Labour and Income Dynamics and the United States Bureau of Labor Statistics' National Longitudinal Survey of Youth 1997 Cohort. The analysis examined the socio-economic background of students aged 14 to 16 years old in 1996, as well as their participation in university or college until 2001, when they were 19 to 21 years old. Since it normally takes an additional year to attend university in Ontario and Quebec, students aged 20 to 22 years old in 2001 were examined in these provinces.

University and college participation rates were examined by income quartile (groups consisting of one-quarter of the student population ranked according to their parent's income in their country). Other factors such as parental education, sex, and whether the student was a member of a specific visible minority group were also examined.

Definitions, data sources and methods: survey number 3889.

The research paper *Is Post-secondary Access More Equitable in Canada or the United States?* no. 244 (11F0019MIE2005244, free) is now available online. From our home page select *Studies*, then under *Browse periodical and series* choose *Free and for sale*. Under Series select *Analytical Studies Branch*.

Related studies from the Business and Labour Market Analysis Division can be found at *Update on analytical studies reseach* on our Web site (11-015-XIE, free).

For further information or to enquire about the concepts, methods or data quality of this release, contact Marc Frenette (613-951-4228, *marc.frenette@statcan.ca*), Business and Labour Market Analysis Division. ■

Road motor vehicle registrations

2004 (preliminary)

There were 19.1 million road motor vehicles registered in Canada in 2004.

Of this total, 17.9 million (94%) were passenger cars and light vehicles such as pickup trucks and minivans. The remainder consisted of 77,450 buses, 408,700 motorcycles and mopeds, and 674,450 truck tractors and trucks (weighing at least 4 500 kg).

In addition to these road motor vehicles, 4.5 million trailers and 1.5 million off-road, construction and farm vehicles were also registered.

Provincial data are available on an annual and quarterly basis, enabling users to analyse seasonal variation.

Note: These data are not comparable with the motor vehicle registrations prior to 1999. Although the data still come from provincial and territorial governments, vehicle counts were tabulated from registration files used by the Canadian Vehicle Survey. A standardized methodology was applied to the files, providing more consistent results across jurisdictions.

Available on CANSIM: table 405-0004.

Definitions, data sources and methods: survey number 2747.

Annual data for 2004 are now available free in a table online from the *Canadian Statistics* module of our Web site. Quarterly data are available upon request.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (1-866-500-8400; *transportationstatistics@statcan.ca*), Transportation Division. ■

National Tenant Satisfaction Survey

2004

Data from the National Tenant Satisfaction Survey, conducted between October 2004 and December 2004 on behalf of Public Works and Government Services Canada (PWGSC), are now available.

This survey covered federal government employees who work in buildings for which PWGSC is responsible. It measured the level of employee satisfaction with aspects such as their work environment, amenities and availability of services within their office building, and the level of satisfaction with day-to-day operations and maintenance.

Definitions, data sources and methods: survey number 5000.

For more information or to order data, contact Client Services (1-800-461-9050; 613-951-3321; fax: 613-951-4527; *ssd@statcan.ca*), Special Surveys Division. ■

Consulting Engineering Services Price Index

2003 (preliminary)

The Consulting Engineering Services Price Index (CESPI) is now available for 2003 (1997=100). The CESPI measures the change in the total price of engineering services, as well as changes in the wage rate and realized net multiplier components. Detailed indexes are available for fields of specialization and for regional, domestic and foreign markets.

The Canada total CESPI for 2003 was 110.8, up 1.1% from the revised index of 109.6 for 2002.

Available on CANSIM: table 327-0007.

Definitions, data sources and methods: survey number 2328.

Consulting engineering services price indexes will be published in the fourth quarter 2004 issue of *Capital Expenditure Price Statistics* (62-007-XPB, $26/$85), which will be available in April.

For more information on these indexes, contact Client Services (1-866-230-2248; 613-951-9606; *infounit@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Fred Barzyk (613-951-2493; *fred.barzyk@statcan.ca*), Prices Division. ■

NEW PRODUCTS

Infomat: A Weekly Review, March 15, 2005
Catalogue number 11-002-XWE ($100).

Analytical Studies Branch Research Paper Series: Is Post-Secondary Access more Equitable in Canada or the United States?, no. 244
Catalogue number 11F0019MIE2005244 (free).

New Motor Vehicle Sales, January 2005, Vol. 77, no. 1
Catalogue number 63-007-XIE ($14/$133).

Health Reports, 2004, Vol. 16, no. 2
Catalogue number 82-003-XIE ($17/$48).

Health Reports, 2004, Vol. 16, no. 2
Catalogue number 82-003-XPE ($22/$63).

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

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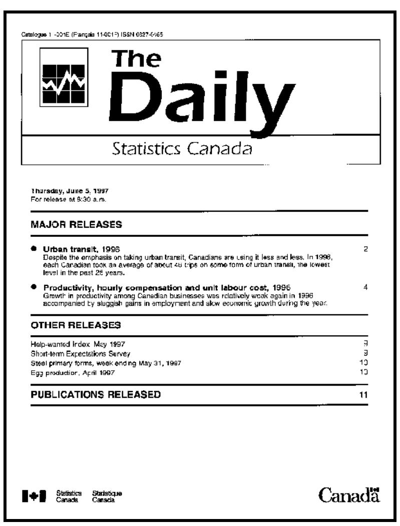
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The Daily

Statistics Canada

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MAJOR RELEASES

- **Urban transit, 1996** 2
Despite the emphasis on taking urban transit, Canadians are using it less and less. In 1996, each Canadian took an average of about 46 trips on some form of urban transit, the lowest level in the past 25 years.
- **Productivity, hourly compensation and unit labour cost, 1996** 4
Growth in productivity among Canadian businesses was relatively weak again in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.

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