Catalogue 11-001-XIE (Français 11-001-XIF) ISSN 0827-0465

The Daily

Statistics Canada

Wednesday, June 1, 2005
Released at 8:30 a.m. Eastern time

Releases

Index: May 2005

Releases

Study: Work and commuting in urban centres

1996 to 2001

Commuting patterns in Canada's largest urban centres have become more complex as a result of stronger employment growth in the suburbs than in city core areas, according to a new report analyzing work and commuting in urban areas.

Jobs are still strongly concentrated in downtown core areas in most urban centres. However, between 1996 and 2001, the relative economic importance of inner cities declined, as the number of jobs in the suburbs increased at more than four times the pace that they did in the core areas.

Between 1996 and 2001, the number of jobs within 5 km of the city centres of census metropolitan areas rose increased by 156,000. On the other hand, the number of jobs outside 5 km rose by 733,200.

As a result, more and more people are commuting cross-town to these suburban areas.

And in most instances, cross-town commuters have been driving to work rather than taking public transit. This tendency to commute by car increased the farther jobs were located from the city centre.

Altogether, 58% of commuters drove to work when their job was located less than 5 km from the city centre. This rose to about 80% when the job was more than 20 km out.

The report concluded that large urban areas face a challenge in promoting public transit use among workers employed outside of the downtown core. When the job was within 5 km of the city centre, 24% of commuters took public transit. However, this falls quickly to 14% when the job was between 5 and 10 km from the city centre. Public transit take-up rates were lower still for jobs farther than 10 km from downtown.

Public transit captured larger shares of riders destined for the city cores of Toronto and Montréal. However, few commuters in these metropolitan areas took public transit to jobs located more than 20 km from downtown.

Despite the decentralization of jobs and more car traffic to jobs in the suburbs, the proportion of commuters who took public transit remained stable between 1996 and 2001. That is because a larger share of commuters heading for the city centre took public transit.

The report also found that during this five-year period, jobs in the downtown core were higher skilled and higher paid, and that earnings increased faster for jobs in the city centre.

Note to readers

This report is the seventh in a series that develops statistical measures to shed light on important issues for Canada's cities. Statistics Canada has worked on this project in collaboration with the Cities Secretariat, Infrastructure Canada.

The objective is to provide statistical measures of trends and conditions in our larger cities and the neighbourhoods within them. These measures will be available for use in city planning and in policy development.

The report examined the location of jobs in 27 census metropolitan areas, paying particular attention to developments in the largest 8 metropolitan areas: Québec, Montréal, Ottawa–Hull, Toronto, Winnipeg, Calgary, Edmonton and Vancouver. It analysed the modes commuters used to travel to work, emphasising public transit and car (as driver or passenger) commute modes.

The report classifies jobs according to their distance (in kilometres) from the city centre. The city centre is defined as the location of the city hall of the core municipality. The term "suburb" is used to refer to locations that are distant from the city core.

Data came from the 1996 and 2001 censuses of Canada.

Employment grew faster in locations farther from the city centre

This report had two major findings with respect to the location of jobs in urban centres between 1996 and 2001.

First, jobs in these urban areas were still strongly concentrated in the downtown core. Secondly, employment increased at a faster pace in locations farther from the city centre in virtually all metropolitan areas, especially manufacturing jobs.

In 2001, 38% of all jobs in all 27 major metropolitan areas combined were located within 5 km of the city centre. Not surprisingly, the concentration was heaviest in the downtown cores of smaller urban centres. In Regina, for instance, the vast majority (91%) of all workers were located within 5 km of the city centre.

In contrast, workers in Toronto, Montréal and Vancouver were more likely to work away from the downtown core. Still, the proportion of jobs within 5 km of the downtown core was significant in all three: 23% in Toronto, 28% in Montréal and 31% in Vancouver.

The relative economic importance of the inner core declined in most metropolitan areas. Between 1996 and 2001, the proportion of jobs rose in areas located beyond 5 km of the city centre at the expense of cores.

The nature of the change was not the same in all metropolitan areas. In many metropolitan areas, the number of jobs located near the city centre actually declined. This occurred in centres such as St. John’s, Halifax, Saint John, Chicoutimi–Jonquière, Québec, Trois–Rivières, Kingston, Hamilton, Sudbury, Thunder Bay and Winnipeg.

In others, the number of jobs increased in the downtown core, but they grew more slowly than in locations farther from the core.

In Montréal and Toronto, the share of jobs within 5 km of the city centre remained stable. In Montréal, job growth was concentrated beyond 10 km of the city core, and in Toronto, the growth was concentrated beyond 20 km of the core.

One characteristic of increasing employment in suburban locations was the shifting of manufacturing activities to the suburbs. In Toronto, for example, the proportion of manufacturing workers in areas at least 20 km from the city centre rose from 51% in 1996 to 57% in 2001. Retail trade also shifted towards more suburban locations.

Cars top choice for commuting in suburbs

In 2001, workers employed in the city centre were much more likely to take public transit to work than those employed farther out. Altogether, 24% of workers in metropolitan areas commuted on public transit when their job was within 5 km of the city centre. In the largest metropolitan areas this rate was much higher, nearly 45% in Montréal and 53% in Toronto.

But in the case of jobs outside the city core, most workers drive to work. In most large metropolitan areas about 9 out of every 10 workers took a car to work, either as driver or passenger, when the job was 20 km or more from the city centre.

This has significant implications because most job growth has been in the suburbs.

For example, in Toronto, 208,300 more workers were commuting to locations over 20 km from the city centre in 2001 than in 1996. Nearly 90% of these workers commuted in cars. In just five years, the number of people commuting by car in the metropolitan area of Toronto has increased 14%, while the number commuting by car to locations more than 20 km from the city centre rose 26%.

Commuting patterns have become more complex, with smaller shares of commuters travelling on the traditional "suburb-to-core" routes upon which many metropolitan transit systems were originally built.

For example, in Ottawa–Hull, suburb-to-suburb commuters accounted for 41% of all employment growth between 1996 and 2001. But only 7% to 8% of suburb-to-suburb commuters took public transit.

Despite the decentralization of jobs that took place over this period, most metropolitan areas were able to maintain or increase the share of commuters riding on public transit. The largest increase was in Montréal where the share of commuters on public transit rose from 21.7% to 23.1% between 1996 and 2001.

The share of commuters taking public transit remained stable even in Toronto, where employment growth was more heavily concentrated in locations distant from the city centre.

Transit maintained its share by increasing take-up among commuters destined for city centre locations. For example, in Montréal, the share of commuters heading to city centre jobs on public transit rose from 39.7% in 1996 to 44.7% in 2001.

Workers employed in city centre had higher earnings

Workers with a job in the city core had higher annual earnings and higher skills than those in the suburbs, according to the report.

For example, in Vancouver, workers employed within 5 km of the city centre earned $51,300 on average in 2001, compared with $46,500 for workers employed between 10 and 15 km from downtown.

Workers in the downtown core were also more likely to be in occupations requiring high levels of education, and were more likely to be in the producer services industry.

Employees in the downtown core also enjoyed a faster increase in earnings than others between 1996 and 2001.

For example, in 1996, a worker employed in downtown Vancouver earned 5% more than an average worker did in that metropolitan area. By 2001, a worker employed in downtown Vancouver earned 10% more.

Definitions, data sources and methods: survey number 3901.

The seventh research paper in the new series *Trends and Conditions in Census Metropolitan Areas* entitled *Work and Commuting in Census Metropolitan Areas, 1996 to 2001*, no. 7 (89-613-MIE2005007, free), is now available online. To access the series, go to the Statistics Canada home page, select *Studies* on the left sidebar, then under *Browse periodical and series*, choose *Free and for sale*.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Andrew Heisz (613-951-3748; *andrew.heisz@a.statcan.ca*) or Sébastien LaRochelle-Côté (613-951-0803; *sebastien.larochelle-cote@statcan.ca*) Business and Labour Market Analysis.

Growth in number of commuters by distance of job from city centre, 1996 to 2001

	<5 km	5 to 10 km	10 to 15 km	15 to 20 km	20 to 25 km	>25 km	**All**
Québec	-2,200	9,100	3,400	1,500	-100	1,400	**13,000**
Montréal	31,900	17,500	21,200	23,400	14,900	25,500	**134,400**
Ottawa–Hull	11,900	17,700	5,900	15,300	11,600	1,300	**63,600**
Toronto	72,700	10,300	9,200	9,400	92,300	116,000	**309,800**
Winnipeg	-3,300	15,700	2,700	1,600	1,500	500	**18,600**
Calgary	29,700	15,200	29,000	2,200	2,400	3,900	**82,500**
Edmonton	4,200	18,800	16,200	6,900	-300	9,800	**55,500**
Vancouver	4,800	14,200	13,100	2,300	26,900	12,300	**73,600**

Commuters taking public transit by distance of job from city centre, 2001

	<5 km	5 to 10 km	10 to 15 km	15 to 20 km	20 to 25 km	>25 km	**All**
	%						
Québec	14.8	10.4	6.9	2.9	1.5	2.6	**11.1**
Montréal	44.7	24.3	14.1	10.1	7.6	2.7	**23.1**
Ottawa–Hull	29.1	13.4	12.2	8.9	5.5	2.1	**19.4**
Toronto	53.3	28.7	22.6	16.7	9.9	5.7	**23.1**
Winnipeg	18.4	10.1	11.3	2.6	0.6	0.5	**14.3**
Calgary	19.2	10.9	7.6	6.2	3.1	0.5	**14.7**
Edmonton	17.0	8.1	6.4	1.7	0.2	0.8	**9.9**
Vancouver	25.2	11.6	8.2	7.3	4.8	2.3	**13.0**

■

Domestic travel

Fourth quarter 2004 and annual 2004

Travel in Canada by Canadian residents increased 1.6% to 175.1 million trips in 2004 compared to 2003. However, the number of domestic trips taken in 2004 was 6.8% less than the highest annual level recorded in seven years (187.9 million trips in 2002).

During the same period, Canadians took 41.8 million trips to foreign countries, a 6.5% gain over 2003. Over 36 million of these trips were to the United States as many Canadians took advantage of a more favourable exchange rate with the American dollar.

Canadians made 2.5% more domestic trips for business or to attend a convention in 2004, taking 20.1 million trips compared to 19.6 million in 2003, which was the lowest level in seven years.

Pleasure trips (67.6 million), which represented 39% of all domestic trips made in 2004, edged up 0.2% compared to 2003. Meanwhile, trips for visiting friends or relatives increased 2.3% to 62.8 million. Together, these two types of trips represented three-quarters of all domestic trips made in 2004.

In 2004, 88.7 million or 50.7% of all trips made in Canada by Canadians included nights away from home. For each overnight trip taken, Canadians stayed on average three nights away from home and spent $265 per person. The average trip distance was 421 km (one way) and the average party size included two travellers.

The number of overnight stays increased 2.0% to 284.1 million nights in 2004 compared to a year earlier. The number of nights spent in non-commercial accommodation (175.0 million) was up 2.9% while the number of nights spent in commercial accommodation (109.1 million) increased more moderately at 0.7%.

Of the 109.1 million nights spent in commercial establishments, more than half were in hotels/motels. Hunting and fishing lodges recorded the largest increase (+34.9%) in overnight stays, as Canadian spent 1.4 million nights in these establishments while travelling in Canada in 2004.

On the non-commercial side, overnight stays in private cottages or vacation homes increased the most (+5.3%) as Canadians spent 37.0 million nights in this type of accommodation in 2004.

Total spending on domestic travel reached $29.7 billion in 2004, up 4.4% compared to 2003. All categories of expenditures were up, with increases ranging between 3.7% (clothing and other purchases) and 7.3% (recreation and entertainment).

This gain in travel expenditures was sustained by both an increase in the volume of domestic travel and a rise in the prices of goods and services purchased by travellers (+2.0%).

When taking inflation into account, spending on domestic travel expenditures increased by 2.4% to $26.2 billion (in 1997 dollars) in 2004.

The fourth quarter had a relatively small impact on the annual domestic travel results, accounting for 23% of all trips taken during 2004.

Spending on domestic travel reached $7.1 billion in the fourth quarter, while the total number of overnight stays in all types of accommodation was 59.5 million nights.

Note: Domestic travel is defined as any trip of 80 kilometres or more one way, taken by a Canadian resident to a Canadian destination. Data for trips by Canadian residents abroad and by foreigners to Canada come from the International Travel Survey.

Canadian travel within Canada

	2003	2004	2003 to 2004
	trips (in millions)		% change
Total trips	**172.2**	**175.1**	**1.6**
Intra-provincial trips	151.2	153.5	1.5
Inter-provincial trips	21.0	21.6	2.9
Same day trips	85.9	86.4	0.6
Overnight trips	86.3	88.7	2.7
Visiting friends or relatives	61.4	62.8	2.3
Pleasure	67.4	67.6	0.2
Personal[1]	23.8	24.6	3.3
Business and convention	19.6	20.1	2.5
	nights (in millions)		% change
Total nights	**278.5**	**284.1**	**2.0**
Non-commercial nights	170.1	175.0	2.9
Commercial nights	108.4	109.1	0.7
	expenditures ($ millions)		% change
Total expenditures	**28,455**	**29,708**	**4.4**
Transportation	10,665	11,082	3.9
Accommodation	4,711	4,959	5.3
Food and beverage	6,928	7,219	4.2
Recreation and entertainment	1,924	2,065	7.3
Other[2]	4,227	4,383	3.7
	expenditures (in millions of 1997 dollars)		% change
Total expenditures	**25,571**	**26,188**	**2.4**
Transportation	9,866	10,056	1.9
Accommodation	4,225	4,339	2.7
Food and beverage	5,983	6,077	1.6
Recreation and entertainment	1,720	1,831	6.4
Other[2]	3,777	3,885	2.9

1. *Including not stated trips.*
2. *Clothing and other purchases.*

This constitutes the last release of domestic travel estimates based on the Canadian Travel Survey.

Since the beginning of 2005, the new Travel Survey of Residents of Canada (TSRC) has been conducted to measure domestic travel in Canada. Featuring several definitional changes and a new questionnaire, this new survey will provide estimates of domestic travel that are more in line with the international guidelines recommended by the United Nations.

It is expected that the first quarter 2005 results from TSRC will be released at the end of 2005.

Available on CANSIM: tables 426-0001 to 426-0006.

Definitions, data sources and methods: survey number 3810.

For general information or to order data, contact Client Services (1-800-307-3382; 613-951-7608; fax: 613-951-2909; *cult.tourstats@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Lizette Gervais-Simard (613-951-1672; fax: 613-951-2909; *gervliz@statcan.ca*), Culture Tourism, and the Centre for Education Statistics.

For additional context and perspective on the tourism industry, contact Scott Meis (613-954-3909; fax: 613-954-3826; *meis.scott@ctc-cct.ca*), Canadian Tourism Commission. ■

Residential construction investment

First quarter 2005

Residential construction expenditures totalled $15.3 billion in the first quarter of 2005, up 8.6% from the same period in 2004, a record year for residential construction. The advance was due to gains in all three components of residential construction investment (new housing, renovations and acquisition costs).

Nevertheless, the 8.6% annual growth rate in the first quarter of 2005 actually reflects a minor slowdown, as it was the lowest annual growth rate since the second quarter of 2000.

Low mortgage rates and their impact on affordability, higher disposable income and strong consumer confidence continue to boost the housing market. Higher house prices and buoyancy in the renovations sector are also driving up residential construction outlays.

Expenditures for new housing construction amounted to $7.6 billion in the first quarter of 2005, 6.6% more than the $7.1 billion invested in the first quarter of 2004. The biggest contributor to this increase was higher spending on new apartments/condominiums (+16.1% to $1.8 billion). Investment in new single-family dwellings also played a part in the increase (+4.7% to $4.7 billion). For both apartments and single-family homes, the advances are attributable to a rise in the average value of the units started.

Spending on renovations jumped 10.8% to $6.2 billion in the first quarter of 2005, up from $5.6 billion invested in the first quarter of 2004. Expenditures on renovations accounted for 40.8% of the total residential construction investment. Acquisition costs rose 9.7% to $1.4 billion.

At the provincial level, Ontario had by far the largest dollar increase. Residential construction investment totalled $6.0 billion in the first quarter of 2005, 10.6% higher than in the same period of 2004. The gain was due to a sizable advance in renovation expenditures. Alberta ranked second as a result of increases in the new housing and renovations components. Manitoba and Saskatchewan were the only provinces to post declines.

Residential construction investment

Provinces/Territories	First quarter 2004	First quarter 2005	First quarter 2004 to first quarter 2005
	$ millions		% change
Canada	**14,052.2**	**15,258.2**	**8.6**
Newfoundland and Labrador	112.9	138.3	22.5
Prince Edward Island	29.6	49.7	67.9
Nova Scotia	316.1	321.5	1.7
New Brunswick	187.4	208.8	11.4
Quebec	3,174.2	3,376.5	6.4
Ontario	5,382.7	5,954.2	10.6
Manitoba	301.0	296.6	-1.5
Saskatchewan	285.0	241.8	-15.2
Alberta	1,791.0	2,031.7	13.4
British Columbia	2,433.9	2,608.7	7.2
Yukon	9.9	12.1	22.3
Northwest Territories	21.6	14.2	-34.3
Nunavut	6.8	4.1	-40.2

Note: *Data may not add to totals due to rounding.*

Note: Residential construction investment is divided into three main components. The first is new housing construction, which includes single dwellings, semi-detached dwellings, row housing and apartments, cottages, mobile homes and additional housing units created from non-residential buildings or other types of residential structures (conversions). The second component of residential construction investment (renovations) includes alterations and improvements in existing dwellings. The third component is acquisition costs, which refers to the value of services relating to the sale of new dwellings. These costs include sales tax, land development and service charges, as well as record-processing fees for mortgage insurance and the associated premiums.

Because ownership transfer costs are not included in the investment totals presented in this release and in CANSIM table 026-0013, the figures here do not match the figures published in the National economic accounts (CANSIM table 380-0010).

Available on CANSIM: table 026-0013.

Definitions, data sources and methods: survey number 5016.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Étienne Saint-Pierre (613-951-2025; *bdp_information@statcan.ca*), Investment and Capital Stock Division. ■

Coal and coke statistics

March 2005

Data on coal and coke are now available for March.

Available on CANSIM: table 303-0016.

Definitions, data sources and methods: survey numbers, including related surveys, 2003 and 2147.

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; *energ@statcan.ca*), Manufacturing, Construction and Energy Division. ■

Electric power statistics

March 2005

Data on electric power are now available for March.

Available on CANSIM: table 127-0001.

Definitions, data sources and methods: survey number 2151.

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; *energ@statcan.ca*), Manufacturing, Construction and Energy Division. ■

Mineral wool including fibrous glass insulation

April 2005

Data on mineral wool including fibrous glass insulation are now available for April.

Available on CANSIM: table 303-0059.

Definitions, data sources and methods: survey number 2110.

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. ■

New products

Whole Farm Database Reference Manual, 2003
Catalogue number 21F0005GIE
(free).

Exports by Commodity, March 2005, Vol. 62, no. 3
Catalogue number 65-004-XMB ($40/$387).

Exports by Commodity, March 2005, Vol. 62, no. 3
Catalogue number 65-004-XPB ($84/$828).

Trends and Conditions in Census Metropolitan Areas: Work and Commuting in Census Metropolitan Areas, 1996 to 2001, no. 7
Catalogue number 89-613-MIE2005007
(free).

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

Catalogue numbers with an -XWE, -XIB or an -XIE extension are Internet versions; those with -XMB or -XME are microfiche; -XPB or -XPE are paper versions; -XDB or –XDE are electronic versions on diskette and -XCB or –XCE are electronic versions on compact disc.

How to order products

To order by phone, please refer to:

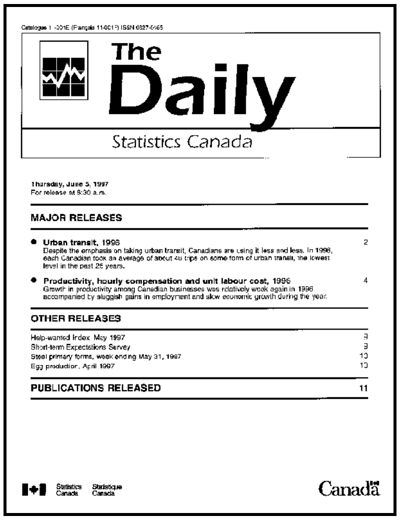
- The title
- The catalogue number
- The volume number
- The issue number
- Your credit card number.

From Canada and the United States, call:	**1-800-267-6677**
From other countries, call:	**1-613-951-7277**
To fax your order, call:	**1-877-287-4369**
For address changes or account inquiries, call:	**1-800-700-1033**

To order by mail, write to: Statistics Canada, Circulation Management, Dissemination Division, Ottawa, K1A 0T6. Include a cheque or money order payable to **Receiver General of Canada/Publications**. Canadian customers add 7% GST and applicable PST.

To order by Internet, write to: *infostats@statcan.ca* or download an electronic version by accessing Statistics Canada's website *(www.statcan.ca)*. From the *Our products and services* page, under *Browse our Internet publications*, choose *For sale*.

Authorized agents and bookstores also carry Statistics Canada's catalogued publications.


Catalogue 11-001E (Français 11-001F) ISSN 0827-0465

The Daily

Statistics Canada

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

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.

OTHER RELEASES

Help-wanted Index, May 1997	9
Short-term Expectations Survey	9
Steel primary forms, week ending May 31, 1997	10
Egg production, April 1997	10

PUBLICATIONS RELEASED 11

Statistics Canada Statistique Canada

Canada

Statistics Canada's official release bulletin

Catalogue 11-001-XIE.

Published each working day by the Communications Division, Statistics Canada, 10-H, R.H. Coats Bldg., Tunney's Pasture, Ottawa, Ontario K1A 0T6.

To access *The Daily* on the Internet, visit our site at *http://www.statcan.ca*. To receive *The Daily* each morning by e-mail, send an e-mail message to *listproc@statcan.ca.* Leave the subject line blank. In the body of the message, type "subscribe daily firstname lastname".

Catalogue 11-001-XIE (Français 11-001-XIF) ISSN 0827-0465

The Daily

Statistics Canada

Index

May 2005

Subject	Reference period	Release date
Adult Literacy and Life Skills Survey	2003	May 11, 2005
Aircraft movement statistics	April 2005	May 19, 2005
Aircraft movement statistics: Major airports	January 2005	May 6, 2005
Annual Survey of Consumer Goods Rental	2003	May 2, 2005
Annual Survey of Manufactures	2003	May 5, 2005
Annual Survey of Manufactures: Products shipped by Canadian manufacturers	2002	May 3, 2005
Apartment Building Construction Price Index	First quarter 2005	May 16, 2005
Arts, entertainment and recreation services	2003	May 12, 2005
Asphalt roofing	March 2005	May 3, 2005
Bioproducts Development Survey	2003	May 16, 2005
Biotechnology spending by the federal government	2003/04	May 11, 2005
Building permits	March 2005	May 5, 2005
Business Conditions Survey: Traveller accommodation industries	Second quarter 2005	May 16, 2005
Canada's balance of international payments	First quarter 2005	May 30, 2005
Canada's international transactions in securities	March 2005	May 18, 2005
Canadian economic accounts	First quarter 2005 and March 2005	May 31, 2005
Canadian Economic Accounts Quarterly Review	First quarter 2005	May 31, 2005
Canadian Economic Observer	May 2005	May 12, 2005
Canadian international merchandise trade	March 2005	May 11, 2005
Canadian Vehicle Survey	First quarter 2004	May 19, 2005
Cattle Survey	April 2005	May 16, 2005
Cement	March 2005	May 10, 2005

Index: May 2005

Subject	Reference period	Release date
Cereals and oilseeds review	February 2005	May 5, 2005
	March 2005	May 24, 2005
Characteristics of international travellers	Fourth quarter and annual 2004	May 27, 2005
Coal and coke statistics	February 2005	May 2, 2005
Collecting Data on Aboriginal People in the Criminal Justice System: Methods and Challenges		May 10, 2005
Commercial Software Price Index	March 2005	May 11, 2005
Computer and peripherals price indexes	March 2005	May 30, 2005
Construction Union Wage Rate Index	April 2005	May 19, 2005
Consumer Price Index	April 2005	May 20, 2005
Consumption of purchased fuel and electricity by Canadian manufacturers	2003	May 4, 2005
Crude oil and natural gas	March 2005	May 27, 2005
Crude oil and natural gas production	March 2005	May 20, 2005
Crushing statistics	April 2005	May 24, 2005
Dairy statistics	March 2005	May 13, 2005
Deliveries of major grains	April 2005	May 24, 2005
Domestic sales of refined petroleum products	March 2005	May 2, 2005
Early sexual intercourse, condom use and sexually transmitted diseases	1998/99 to 2000/01 and 2003	May 3, 2005
Electric power selling price indexes	January to April 2005	May 30, 2005
Electric power statistics	February 2005	May 2, 2005
Electric utility construction price indexes	2003 (final) and 2004	May 4, 2005
Employer pension plans: Trusteed pension funds	1992 to 2002	May 30, 2005
Employment Insurance	March 2005	May 24, 2005
Export and import price indexes	March 2005	May 11, 2005
Family income	2003	May 12, 2005
	2003	May 20, 2005
Farm cash receipts	First quarter 2005	May 25, 2005
Farm Product Price Index	March 2005	May 31, 2005
Farm product prices	March 2005	May 9, 2005
Financial Information of Universities and Colleges Survey	2003/04	May 26, 2005
Food consumption	2004	May 26, 2005
Foreign affiliate trade statistics	2003	May 25, 2005
Foreign direct investment	2004	May 17, 2005
Impact of compulsory school laws on educational attainment and earnings	1920 to 1990	May 19, 2005
Income of individuals	2003	May 5, 2005
Industrial chemicals and synthetic resins	March 2005	May 17, 2005
Industrial concentration in the manufacturing sector	2003	May 5, 2005
Industrial product and raw materials price indexes	April 2005	May 30, 2005

Index: May 2005

Index: May 2005

Subject	Reference period	Release date
Railway carloadings	March 2005	May 20, 2005
Refined petroleum products	March 2005	May 16, 2005
Restaurants, caterers and taverns	March 2005	May 27, 2005
Retail trade	March 2005	May 20, 2005
Sawmills and planing mills	February 2005	May 4, 2005
School libraries and teacher-librarians	2003/04	May 4, 2005
Shipments of solid fuel burning heating products	First quarter 2005	May 6, 2005
Steel pipe and tubing	March 2005	May 13, 2005
Steel primary forms- weekly data	Week ending May 7, 2005	May 13, 2005
Steel primary forms, weekly data	Week ending April 30, 2005	May 9, 2005
	Week ending May 14, 2005	May 20, 2005
	Week ending May 21, 2005	May 30, 2005
Steel wire and specified wire products	March 2005	May 12, 2005
Stocks of frozen and chilled meats	May 2005	May 26, 2005
Stocks of frozen poultry meat	May 1, 2005	May 18, 2005
Stocks of grain	March 31, 2005	May 6, 2005
Study: Demographic trends in Canada's communities	1981 to 2001	May 31, 2005
Study: Food insecurity in Canadian households	2000/01	May 3, 2005
Study: Gift cards	2002 to 2005	May 24, 2005
Study: Is inflation higher for seniors?	1992 to 2004	May 17, 2005
Study: Plant closures and capital retirement	1960 to 1999	May 4, 2005
Study: Research and development personnel	1993 to 2002	May 3, 2005
Study: Too many trucks on the road?	2000 to 2003	May 13, 2005
Study: Urban-rural clash: Environmental management on farms	2001	May 25, 2005
Study: Who's calling at dinner time?	1987 to 2004	May 25, 2005
Survey of Household Spending: Public-use Microdata File	2003	May 27, 2005
Telecommunications statistics	2004 and fourth quarter 2004	May 16, 2005
Travel between Canada and other countries	March 2005	May 18, 2005
Wholesale trade	March 2005	May 18, 2005