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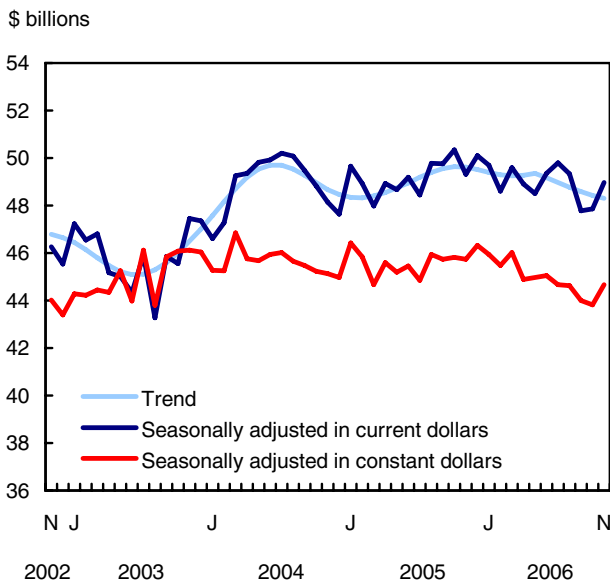
Monthly Survey of Manufacturing

November 2006

Factory shipments bounced back in November mainly because of a strong showing in the transportation equipment sector, which rebounded after hitting their lowest level in nearly two years in the third quarter.

Canadian manufacturers shipped goods worth an estimated \$49.0 billion, up 2.3% from October.

Factory shipments stage year-end rally



Taking price fluctuations into account, the volume of shipments increased 2.0% to \$44.7 billion, the largest single monthly constant dollar increase in 15 months, after trending downward for most of the year. Widespread price declines had little effect on the value of shipments, especially in the petroleum and coal industry, where the monthly drop in prices for petroleum and coal was the smallest in two years.

On a year-to-date basis, the volume of shipments fell 1.6% between January and November 2006, compared with the same period in 2005.

November's increase was widespread as 13 sectors, representing 73% of total output, increased.

Durable goods shipments increased for a second consecutive month following three months of decline, rising 3.1% to \$26.8 billion, thanks to a strong showing in the transportation equipment sector.

Note to readers

Preliminary estimates are provided for the current reference month. Estimates, based on late responses, are revised for the three prior months.

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 plastics 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 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. Also, some orders may be cancelled.

In spite of softening commodity prices, higher volumes helped non-durable goods shipments increase by 1.3% to \$22.2 billion in November. Lower commodity prices, were the main factor behind the declines observed in the previous three months.

Coincident with November's increase in shipments, the Labour Force Survey indicated that manufacturing employment also rebounded in November, rising an estimated 13,200 to over 2.1 million. Despite November's increase, year-to-date job losses in the industry totaled 72,000.

Transportation equipment shipments highest in eight months

Following the introduction of new model launches, motor vehicle shipments increased 13.7% to \$5.2 billion, helping the transportation equipment sector bounce back from four consecutive losses. The sector shipped \$9.7 billion worth of product in November, the highest level in eight months.

Aerospace shipments rose 9.5% to \$1.3 billion following a similar sized decline in October. For the first 11 months of 2006, aerospace shipments were 1.8% lower than in the same period of 2005.

Shipments from Canadian refineries increased by 4.6% to \$4.7 billion. Unlike the previous four months, price changes had little effect on the value of shipments with November's moderate price decline being the smallest in two years.

Food manufacturing, the second largest after transportation equipment, made up some lost ground in November with a 1.2% increase to \$5.7 billion — the third highest level in two years.

Ontario and Quebec drive shipments increase

Shipments in Ontario and Quebec benefited from resurgence in the transportation equipments sector in November.

Ontario shipments increased 3.7% to just under \$24 billion. Overall, 12 of the 21 industries registered increases but it was the transportation equipment sector that led Ontario's jump in shipments, contributing 84% of the \$859 million increase. After four consecutive months of decline, when plant model change-overs were delayed, motor vehicles bounced back to the highest level since February of 2006. Excluding transportation, shipments would have risen 0.8%.

In Quebec, shipments increased 2.0% to \$12.0 billion as petroleum and coal shipments rose by 8.4% to \$1.2 billion. The province's largest manufacturing industry, primary metals, continued to post strong gains, bolstered by near record commodity prices. Shipments from the aerospace and chemical industries also contributed to the November increase.

Shipments from Alberta fell by 0.7% to \$5.2 billion in November. While the price of petroleum and coal products fell slightly, shipments increased by 1.8% to \$1.0 billion. At the peak of prices for petroleum and coal in August 2006, the value of shipments of petroleum and coal were neck and neck with chemicals. Since then, with commodity prices falling, chemical shipments, have declined, but at a slower pace, to \$1.2 billion, now nearly 20% higher than shipments from petroleum and coal.

Shipments from British Columbia declined 1.5% to \$3.5 billion. Declines in the shipments of paper accounted for roughly half of this total, falling 5.8% to \$459 million. Overall, 12 of 21 industries in British Columbia declined while primary metals provided the largest off-setting increase, rising 5.9% to just under one-third of a billion dollars.

Manufacturing shipments, provinces and territories

	October 2006 ^r	November 2006 ^p	October to November 2006
Seasonally adjusted			
	\$ millions		% change
Canada	47,866	48,962	2.3
Newfoundland and Labrador	173	166	-4.1
Prince Edward Island	121	122	0.8
Nova Scotia	769	765	-0.6
New Brunswick	1,044	1,190	13.9
Quebec	11,767	12,004	2.0
Ontario	23,110	23,969	3.7
Manitoba	1,205	1,199	-0.5
Saskatchewan	864	827	-4.3
Alberta	5,270	5,235	-0.7
British Columbia	3,532	3,478	-1.5
Yukon	3	3	-2.3
Northwest Territories including Nunavut	7	6	-10.1

^r revised

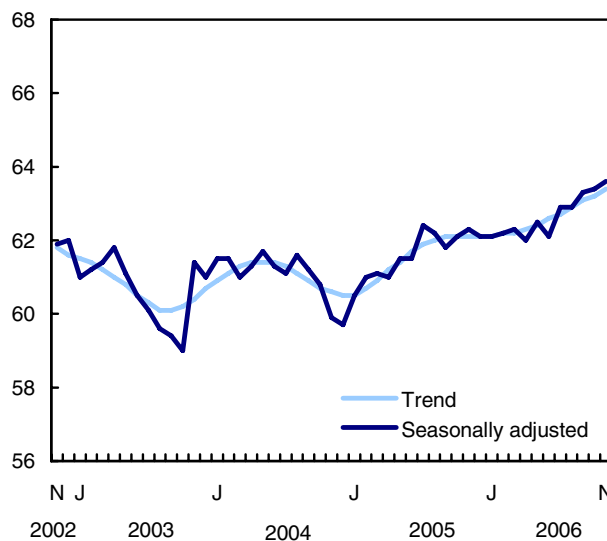
^p preliminary

Inventories increase for fifth month in a row

Total inventories for manufacturers increased 0.3% to \$63.6 billion in November, the fifth increase in a row and an increase of \$1.5 billion since the start of the year.

Inventories rise steadily

\$ billions



Transportation equipment inventories increased 0.5% to \$8.9 billion — the highest level since March 2006. Most of the increase was observed in the aerospace industry, which grew 2.6% to \$4.2 billion.

Inventory levels in the petroleum and coal industry were also up, increasing 5.0% to \$3.6 billion after falling for three months.

By stage of fabrication, goods in process inventories had climbed consistently over the past two years, but fell marginally in November. Inventories of raw materials and finished products rose marginally in November. Petroleum and coal finished product inventories rose on warmer weather in Eastern Canada and the United States, while aerospace inventories progressed from in-process to finished stages of manufacture.

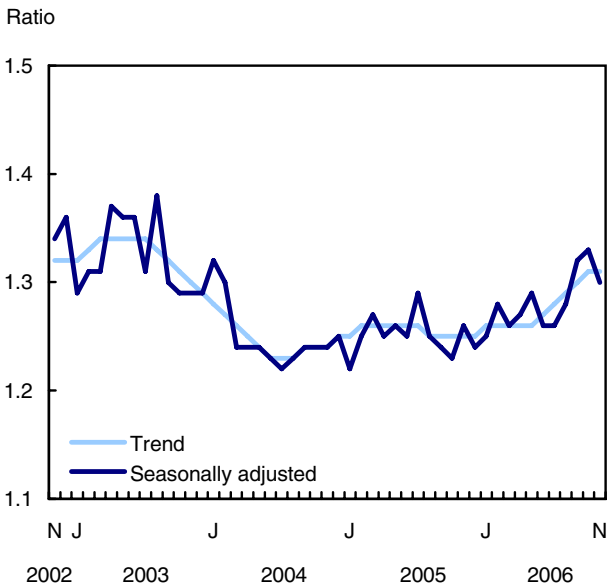
Inventory-to-shipment ratio down from recent high

The inventory-to-shipment ratio fell to 1.30 from 1.33 in October. The ratio had risen for three consecutive months before turning back in November.

With shipments rising faster than finished goods inventories, the finished product inventory-to-shipment ratio fell back modestly to 0.46 from October's ratio of 0.47.

The inventory-to-shipment ratio is a key measure of the time, in months, that would be required to exhaust inventories if shipments were to remain at their current level.

Inventory-to-shipment ratio falls from recent peak



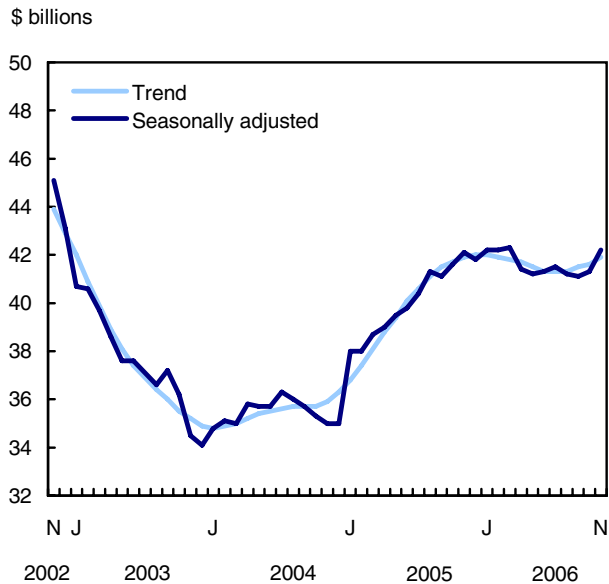
New orders for motor vehicles and aerospace climb

In November, new orders jumped by more than a billion dollars, increasing 3.9% to \$49.9 billion. The modest increase in October saw the manufacturing sector turn a corner after trending downward for the last 13 months. November's increase was almost entirely a result of a one and a half billion dollar surge in orders in the transportation equipment sector, divided between an \$800 million increase in motor vehicle manufacturing and a \$726 million jump in aerospace orders. Excluding transportation, new orders would have risen only slightly.

Unfilled orders for aerospace at highest level in over three years

Unfilled orders increased 2.3% to \$42.2 billion. Because of the high value and time lags between the order of transportation equipment, aerospace and motor vehicles typically account for half of all unfilled orders in the manufacturing sector. Unfilled orders in the transportation equipment industry increased by three-quarters of a billion dollars in November. Strong order bookings in aerospace resulted in a one billion dollar increase in orders destined for delivery at a future date, to their highest level in over three years, while year-end orders for motor vehicles tailed-off to offset some of the gain.

Unfilled orders near highest level for 2006



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

Definitions, data sources and methods: survey number 2101.

All data are benchmarked to the 2004 Annual Survey of Manufactures.

Data from the December Monthly Survey of Manufacturing will be released on February 15.

For general information or to order data, contact the dissemination officer (toll-free 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 Daryl Keen (613-951-1810, keendar@statcan.ca), Manufacturing, Construction and Energy Division.

Shipments, inventories and orders in all manufacturing industries

	Shipments		Inventories		Unfilled orders		New orders		Inventories-to-shipments ratio
	Seasonally adjusted								
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change	
November 2005	49,319	-2.0	62,289	0.3	42,083	1.0	49,755	-2.2	1.26
December 2005	50,098	1.6	62,051	-0.4	41,753	-0.8	49,769	0.0	1.24
January 2006	49,668	-0.9	62,066	0.0	42,179	1.0	50,094	0.7	1.25
February 2006	48,479	-2.4	62,216	0.2	42,183	0.0	48,483	-3.2	1.28
March 2006	49,469	2.0	62,292	0.1	42,308	0.3	49,594	2.3	1.26
April 2006	48,827	-1.3	62,003	-0.5	41,386	-2.2	47,905	-3.4	1.27
May 2006	48,505	-0.7	62,495	0.8	41,154	-0.6	48,273	0.8	1.29
June 2006	49,356	1.8	62,132	-0.6	41,298	0.4	49,474	2.5	1.26
July 2006	49,805	0.9	62,898	1.2	41,485	0.5	49,992	1.0	1.26
August 2006	49,326	-1.0	62,935	0.1	41,207	-0.7	49,048	-1.9	1.28
September 2006	47,775	-3.1	63,281	0.6	41,078	-0.3	47,646	-2.9	1.32
October 2006	47,866	0.2	63,434	0.2	41,269	0.5	48,058	0.9	1.33
November 2006	48,963	2.3	63,640	0.3	42,217	2.3	49,911	3.9	1.30

Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
	Seasonally adjusted							
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
November 2005	41,351	-1.5	59,298	0.3	39,906	1.0	41,728	-1.9
December 2005	42,067	1.7	59,060	-0.4	39,447	-1.2	41,607	-0.3
January 2006	42,034	-0.1	59,053	-0.0	39,771	0.8	42,358	1.8
February 2006	40,787	-3.0	59,329	0.5	39,652	-0.3	40,669	-4.0
March 2006	42,086	3.2	59,496	0.3	39,552	-0.3	41,985	3.2
April 2006	41,432	-1.6	59,275	-0.4	38,668	-2.2	40,548	-3.4
May 2006	41,330	-0.2	59,782	0.9	38,422	-0.6	41,084	1.3
June 2006	41,966	1.5	59,464	-0.5	38,722	0.8	42,239	2.8
July 2006	42,448	1.2	59,959	0.8	38,988	0.7	42,715	1.1
August 2006	42,103	-0.8	60,119	0.3	38,965	-0.1	42,080	-1.5
September 2006	40,976	-2.7	60,373	0.4	39,150	0.5	41,160	-2.2
October 2006	41,145	0.4	60,470	0.2	39,730	1.5	41,725	1.4
November 2006	41,510	0.9	60,740	0.4	40,893	2.9	42,673	2.3

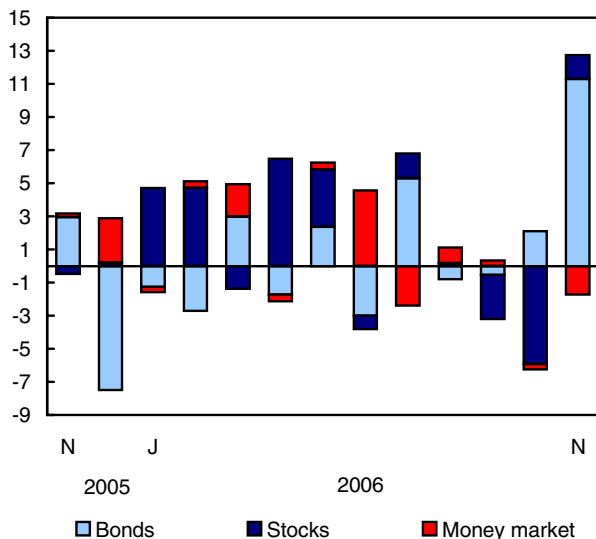
Canada's international transactions in securities

November 2006

Foreign investment in Canadian securities surged by \$11.0 billion in November, mostly going to bonds. This pushed the year-to-date investment to \$28.9 billion just over the average for the last five years and easily surpassing the \$8.5 billion invested in 2005.

Foreign portfolio investment in Canadian securities

\$ billions



Meanwhile, Canadians added \$5.3 billion worth of foreign securities to their investment portfolios over the month, with nearly three-quarters going to foreign stocks. Canadian acquisitions of foreign securities have been strong since February 2005. Year-to-date investment has totaled a record \$72.5 billion for 2006.

Foreign investments in Canadian bonds soar

Building on October's \$2.1 billion purchase, non-residents invested a further \$11.3 billion in Canadian bonds in November, the second highest month on record. November saw the largest foreign purchases of net new issues (new issues less retirements) in Canadian bonds in two years, which accounted for two-thirds of November's investment.

Foreign acquisitions of Canadian bonds over the month were almost equally split between corporate bonds and government bonds. On a sector basis,

Related market information

In November, the short-term **interest rates** in both Canada and the United States rose 2 basis points, to 4.18% and 4.94% respectively. The resulting differential of 0.76% remained unchanged from the month before.

Canadian long-term rates fell in November to 3.94% from 4.17% the month before and US rates dropped to 4.52% from 4.78% in October. This caused the differential between the two countries to narrow to 0.58%.

Canadian **stock prices** increased for a second consecutive month in November. The S&P/TSX Composite Index ended the month at 12,752.4, moving up 3.3% from October's close. Meanwhile, US stock prices, as measured by the Standard and Poor's Composite Index, rose 1.6%, closing November at 1,400.6.

The **Canadian dollar** slipped another 0.59 US cents in November and closed the month at 88.01 US cents.

Definitions

The data series on international security transactions cover portfolio transactions in stocks, bonds and money market instruments for both Canadian and foreign issues.

Stocks include common and preferred equities, as well as warrants.

Debt securities include bonds and money market instruments.

Bonds have an original term to maturity of more than one year.

Money market instruments have an original term to maturity of one year or less.

the \$3.4 billion purchase of federal government bonds was all in outstanding issues. However, the investment of \$5.1 billion in corporate bonds and \$2.4 billion in provincial government bonds were mostly through new issues placed in foreign markets.

Geographically, European investors acquired a record \$4.9 billion worth of Canadian bonds in November, after buying \$3.4 billion worth the month before. American investors were a close second, buying \$4.3 billion worth in November.

On a currency basis, just over half (\$6.1 billion) were bonds denominated in foreign currencies. The \$5.2 billion of bonds denominated in Canadian-dollars were largely concentrated in outstanding issues.

Large sales of Canadian money market paper

November saw sizable sales of Canadian money market paper by non-residents, totalling \$1.7 billion. Overall, non-residents have bought \$3.4 billion worth so far in 2006, largely due to the record \$4.6 billion purchased in June.

On a sector basis, November's sell-off was focused on Canadian government t-bills and paper of federal enterprises, amounting to \$1.5 billion. Geographically, European investors accounted for 70% of all the Canadian money market paper divested in the month.

Buying of Canadian shares remains moderate

Non-residents acquired \$1.5 billion of Canadian stocks in November, with American investors buying \$3.2 billion worth, partially offset by a \$1.0 billion sell-off by European investors.

Overseas shares continue to attract Canadian investment

Following two quiet months, November saw Canadian investment in foreign stocks rebound to \$3.7 billion, mainly on the strength of purchases of overseas stocks (\$3.4 billion). Canadian investment of \$317 million in US shares rounded out the buying in November. Overseas mining, oil and gas extraction, banking, and insurance firms were top picks for the month. Canadian mutual funds and pension funds led all investors in November.

Acquisitions of foreign bonds soften

Investment in foreign bonds was significantly lower in November at \$1.1 billion, following the record purchase of \$5.8 billion in October. Nevertheless, purchases of foreign bonds have been strong over the past three years, particularly in 2006. The total purchases so far in 2006 have amounted to nearly \$40 billion, far surpassing the annual investment of \$27.6 billion over the record year of 2005.

Acquisitions of overseas bonds showed no sign of slowdown. Canadians bought \$2.8 billion worth over November, adding to the back-to-back record purchases totalling \$6.1 billion over the previous two months. Meanwhile, acquisitions of US corporate bonds remained robust at \$1.0 billion while Canadians sold off \$2.8 billion US government bonds.

Canadians invested \$2.4 billion in maple bonds over the month. Those issued by US corporations totalled \$1.5 billion, nearly twice the amount issued by overseas issuers.

Investment in foreign money market paper continues

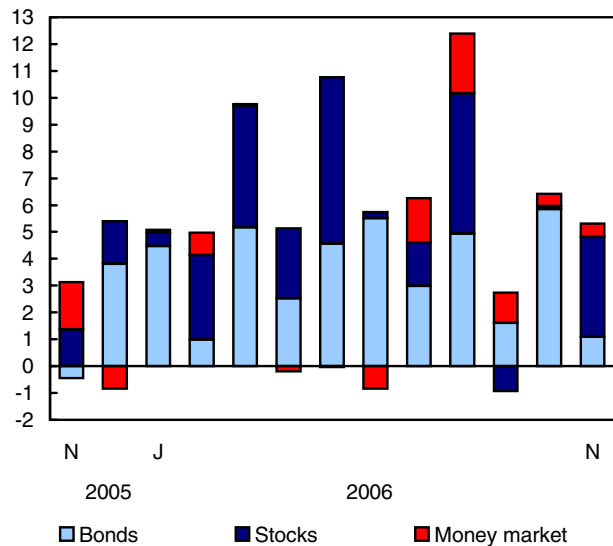
Residents bought \$496 million worth of foreign money market paper in November, up slightly from the \$457 million acquired in October. However, November's buying shifted from US corporate paper to

overseas paper. Canadians have been buying overseas paper five months in a row totalling \$4.1 billion. November alone saw foreign investment of \$628 million worth in overseas paper.

Canadian portfolio investment in foreign securities

\$ billions

Reverse of balance of payments signs



Available on CANSIM: tables 376-0018 to 376-0029, 376-0042, 376-0058 and 376-0063.

Definitions, data sources and methods: survey number 1535.

The November 2006 issue of *Canada's International Transactions in Securities* (67-002-XWE, free) will soon be available.

Data on Canada's international transactions in securities for December 2006 will be released on February 19.

For general information or to order data, contact Client Services (613-951-1855; infobalance@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Yiling Zhang (613-951-2057), Balance of Payments Division.

□

Canada's international transactions in securities

	August 2006	September 2006	October 2006	November 2006	January to November 2005	January to November 2006
	\$ millions					
Foreign investment in Canadian securities	297	-2,905	-4,181	10,998	13,091	28,939
Bonds (net)	-806	-544	2,087	11,276	6,320	13,932
Outstanding	-1,070	-154	2,066	4,455	3,994	9,383
New issues	1,472	3,306	3,440	9,818	31,757	38,756
Retirements	-2,001	-3,421	-3,795	-3,370	-31,288	-35,764
Change in interest payable ¹	792	-275	376	373	1,858	1,558
Money market paper (net)	954	329	-352	-1,741	-2,169	3,381
Government of Canada	656	181	-398	-1,006	-391	2,681
Other	298	147	46	-735	-1,777	700
Stocks (net)	149	-2,690	-5,916	1,463	8,939	11,626
Outstanding	370	-2,883	3,292	1,140	11,298	21,937
Other transactions	-221	194	-9,208	323	-2,359	-10,311
Canadian investment in foreign securities	-12,385	-1,778	-6,417	-5,315	-47,107	-72,501
Bonds (net)	-4,932	-1,613	-5,842	-1,101	-23,798	-39,683
Stocks (net)	-5,232	951	-118	-3,718	-20,359	-26,987
Money market paper (net)	-2,221	-1,117	-457	-496	-2,949	-5,832

1. Interest accrued less interest paid.

Note: A minus sign indicates an outflow of money from Canada, that is, a withdrawal of foreign investment from Canada or an increase in Canadian investment abroad.



Travel between Canada and other countries November 2006

Travel to Canada increased for the first time in seven months in November, with gains in travel from both the United States and overseas countries. Despite the increase, monthly figures on travel to Canada were still among the lowest in 25 years.

Same-day car travel from the United States, which had fallen every month since April, increased 1.5% to an estimated 1.1 million trips. (Unless otherwise specified, monthly data are seasonally adjusted.)

However, American travellers took fewer overnight trips (-0.6% to 1.1 million). While overnight car travel from the United States remained unchanged in November compared to October, the number of overnight trips by plane decreased 0.3%. Travel by other modes of transportation fell 4.2%.

Still, overall travel from the United States edged up 0.6% to 2.3 million trips after posting the lowest level on record in October.

Travel from overseas countries climbed to its highest level since March, up 2.1% to 379,000. The increase came despite a 0.8% drop in the number of trips from Canada's largest overseas market, the United Kingdom, which slipped to 75,000. Among Canada's top-12 most important overseas markets, the largest gains were observed in travel from South Korea (+9.5%) and India (+8.2%).

In the opposite direction, record travel to overseas countries and increases in both same-day and overnight travel to the United States pushed travel abroad to its highest level since January 2001.

Increased travel overseas has been the trend in 2006, with the previous 10 months being the highest since record keeping started in 1972. Canadians took 584,000 trips overseas in November, up 1.3% from October.

Same-day car travel to the United States climbed to a six-month high in November, up 3.1% to 2.0 million trips.

Canadians also took 1.4 million overnight trips to the United States, up 3.7% from October and the highest level in over 13 years. Overnight car and plane travel to the United States were up 3.7% and 1.9% respectively, while overnight travel by other means jumped 12.5%.

While car travel between Canada and the United States was up in November, the unfavourable weather in British Columbia had a negative impact on car travel between that province and the United States. High winds and heavy precipitation forced the cancellation of ferry services, impeded traffic and caused power outages throughout southern British Columbia and Vancouver Island. As a result, cross-border car traffic to and from British Columbia were down 10.4% and 4.4% respectively.

The Canadian dollar slipped to 88.0 US cents in November, down 0.7% from October. It also fell compared to other major international currencies such as the British pound sterling, the euro and the Japanese yen.

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

Definitions, data sources and methods: survey number 5005.

The November 2006 issue of *International Travel, Advance Information*, Vol. 22, no. 11 (66-001-PIE, free) is now available from the *Publications* module of our website.

For general information, contact Client Services (toll-free 1-800-307-3382; 613-951-9169; fax: 613-951-2909; cult.tourstats@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Eric Desjardins (613-951-1781; eric.desjardins@statcan.ca), Culture, Tourism and the Centre for Education Statistics. □

Travel between Canada and other countries

	October 2006 ^r	November 2006 ^p	October to November 2006	November 2006	November 2005 to November 2006
	Seasonally adjusted			Unadjusted	
	'000		% change	'000	% change
Canadian trips abroad¹	3,873	3,994	3.1	3,513	8.4
To the United States	3,297	3,409	3.4	3,098	7.7
To other countries	577	584	1.3	416	14.0
Same-day car trips to the United States	1,903	1,963	3.1	1,887	5.8
Total trips, one or more nights	1,915	1,972	3.0	1,559	11.9
United States ²	1,339	1,388	3.7	1,143	11.1
Car	775	804	3.7	598	12.0
Plane	468	476	1.9	473	9.7
Other modes of transportation	96	108	12.5	72	13.5
Other countries ³	577	584	1.3	416	14.0
Travel to Canada¹	2,650	2,671	0.8	1,855	-8.4
From the United States	2,279	2,291	0.6	1,658	-9.2
From other countries	371	379	2.1	197	-0.8
Same-day car trips from the United States	1,041	1,057	1.5	921	-13.5
Total trips, one or more nights	1,492	1,494	0.1	869	-1.5
United States ²	1,129	1,122	-0.6	677	-1.8
Car	689	689	0.0	404	-0.1
Plane	308	307	-0.3	232	-3.8
Other modes of transportation	131	126	-4.2	40	-6.9
Other countries ³	363	371	2.2	193	-0.3
Most important overseas markets⁴					
United Kingdom	76	75	-0.8	32	-2.9
France	31	33	4.0	13	10.3
Japan	30	30	0.4	20	-20.9
Germany	25	25	0.3	11	-10.5
South Korea	17	19	9.5	10	21.4
Mexico	19	19	2.0	9	12.7
Australia	17	17	-2.6	8	-2.0
China	12	12	-2.6	10	5.8
Netherlands	10	10	-0.7	4	-12.1
Hong Kong	9	9	1.3	5	0.6
Switzerland	8	8	4.8	3	4.8
India	8	8	8.2	6	15.5

^r revised

^p preliminary

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

Study: International mobility: A longitudinal analysis of the effects on individuals' earnings 1982 to 2003

The study "International mobility: A longitudinal analysis of the effects on individuals earnings" examines the relative growth in earnings among men who left Canada during the past two decades, spent some time out of the country working and then returned.

It was based on Statistics Canada's Longitudinal Administrative Database, which allows the comparison of individuals' earnings before leaving compared to levels after their return. It also allows comparisons

between the earnings of individuals who left and returned against those who did not.

The study found that men who left Canada to live outside the country for a period of time had, on average, substantially higher earnings than those who never left. However, most of these differences were already apparent in their pre-move earnings patterns.

The study found that the effects of leaving and coming back as measured by the change in relative earnings levels appears to be much more moderate. The change also varied significantly by the number of years spent abroad and pre-departure income levels.

Overall, men who left for two to five years appear to have done best in terms of their earnings. Their

post-return earnings were 12% higher in their first five years back, compared with their last five years before leaving (after accounting their expected earnings growth had they stayed in Canada).

Those who left for only one year showed a more moderate 7% average increase in their relative earnings.

Men who were away six years or more were found to have lower earnings after their return than otherwise might have been expected. However, these patterns varied significantly, and might well have been due to particular events related to the return, such as moving into retirement.

All measured effects take into account pre-move earnings levels and the normal growth in earnings that occurs with age, along with other factors that can affect earnings. These would include marital status, province and area size of residence, and the unemployment rate.

Data further indicated that the gains in earnings appear to have been more concentrated among individuals with the lowest pre-departure earnings levels (less than \$60,000). Gains among individuals with higher earnings were substantially lower and were more uneven.

Previous research released in *The Daily* on November 17, 2006, showed that overall, about 0.1% of the adult population leaves Canada in any given year, that is, one person out of every 1,000.

During the past two decades, departure rates tended to follow the economic cycle, but far from perfectly. Between 2000 and 2003, they have fallen sharply.

Between 1982 and 2003, about 3.5% of individuals who left returned after one year. This rose to 4.7% in the second year, and then declined thereafter. Some 16.2% of those who left had returned to Canada within five years. These rates have risen in recent years, reflecting the substantial declines in departure rates.

The research paper "International mobility: A longitudinal analysis of the effects on individuals earnings" is now available as part of the *Analytical Studies Branch Research Paper Series* (11F0019MIE2007289, free) from the *Publications* module of our website.

Related studies from the Business and Labour Market Analysis Division can be found at *Update on Analytical Studies* (11-015-XIE, free) on our website.

For further information or to enquire about the concepts, methods or data quality of this release, contact Ross Finnie (613-295-5798 or 613-951-3962), Business and Labour Market Analysis Division. ■

Monthly Survey of Large Retailers

November 2006

Data for the Monthly Survey of Large Retailers are now available for November.

Available on CANSIM: table 080-0009.

Definitions, data sources and methods: survey number 5027.

A data table is also available from the *Summary tables* module of our website.

For general information or to order data, contact Client Services (toll-free 1-877-421-3067; 613-951-3549; retailinfo@statcan.ca). To enquire about the concepts, methods or data quality of this release, contact Abdul Mohammed (613-951-7719), Distributive Trades Division. ■

Steel pipe and tubing

November 2006

Data on the production and shipments of steel pipe and tubing are now available for November.

Available on CANSIM: table 303-0046.

Definitions, data sources and methods: survey number 2105.

The November 2006 issue of *Steel, Tubular Products and Steel Wire* (41-019-XWE, free) will soon be available.

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

Industrial chemicals and synthetic resins

November 2006

Data on industrial chemicals and synthetic resins for are now available November.

Available on CANSIM: table 303-0014.

Definitions, data sources and methods: survey number 2183.

The November 2006 issue of *Industrial Chemicals and Synthetic Resins*, Vol. 49, no. 11 (46-002-XWE,

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