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Releases

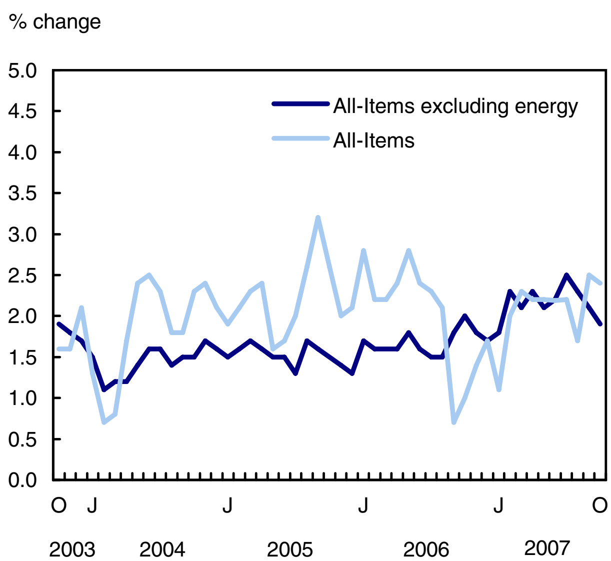
Releases

Consumer Price Index

October 2007

Consumer prices rose by 2.4% in October compared with the same month in 2006, a slightly slower rate of growth than the 2.5% posted in September.

Percentage change from the same month of the previous year



Gasoline and the two main components of owned accommodation—mortgage interest cost and homeowners' replacement cost—were the primary sources of October's increase.

Excluding energy, the all-items index climbed 1.9% in the 12 months preceding October 2007, a slowdown from the 2.1% growth recorded in September. Lower prices for the purchase and leasing of passenger vehicles were the main factor behind the slowdown of this index.

The Bank of Canada's core index, used to monitor the inflation control target, increased by 1.8% between October 2006 and October 2007, a slowdown compared with the rate of 2.0% in September. This was the weakest growth of this index since June 2006. This slowdown was mainly the result of lower prices for the purchase and leasing of passenger vehicles.

Consumer prices fell by 0.3% in October compared with the preceding month. This decrease was primarily the result of lower gasoline prices. The core index was down 0.2% over that period. Significant downward pressure on both indexes came from lower prices for traveller accommodation (-8.8%), passenger vehicles (-1.4%) and women's clothing (-2.3%).

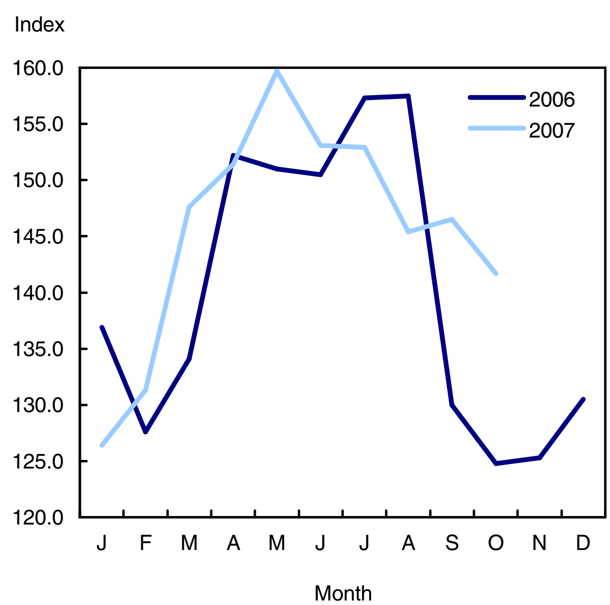
The all-items index excluding energy declined 0.1% between September and October, following a 0.2% growth between August and September.

Gasoline drives growth in year-over-year consumer prices for a second straight month

The upward pressure on consumer prices between October 2006 and October 2007 was driven by gasoline, as it was in September.

In October 2007, the price at the pump rose 13.5% compared with the same month in 2006, a change due largely to a drop in last year's gasoline prices.

Evolution of the Gasoline Price Index

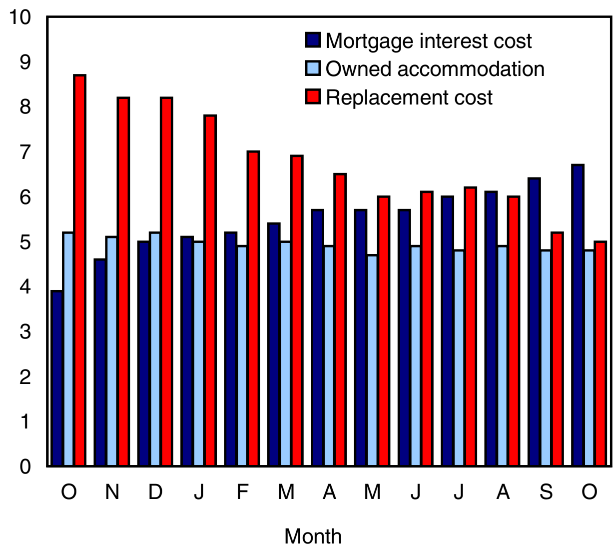


Upward pressure from the cost of owned accommodation (+4.8%) continued in October, due mainly to the growth in mortgage interest cost, homeowners' replacement cost and property taxes.

Mortgage interest cost rose 6.7% in October compared with 6.4% in September. October's growth was the highest since June 1991. This upturn is more a reflection of increases in amounts borrowed because of higher new housing prices than of increases associated with the renewal of mortgage loans at higher rates.

The growth in homeowners' replacement costs (+5.0%) has been slowing for several months and is now in line with the changes observed at the start of 2006. This slowdown follows the change in the evolution of new housing prices. Homeowners' replacement cost represents the worn-out structural portion of housing and is estimated using new housing prices (excluding land).

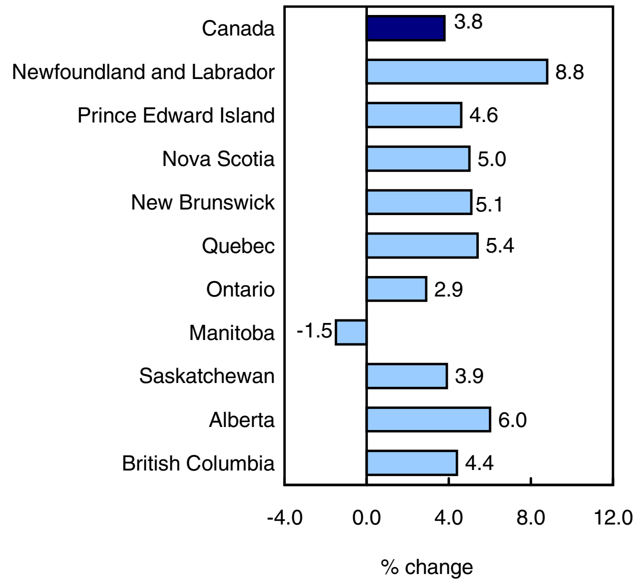
Percentage change in indexes associated with owned accommodation from the same month of the previous year



Property taxes were up 3.8% in October compared with October 2006. Property tax hikes were higher in Newfoundland and Labrador (+8.8%) and in Alberta (+6.0%). In both provinces, tax rates fell but a re-assessment of properties led to an increase in the amounts paid. The only province in which residents paid less in property tax was Manitoba (-1.5%). Properties were not assessed in this province in 2007 and the amounts paid out in property tax credits for education rose.

Canadians also had to pay 3.0% more for restaurant meals in October 2007 compared with the same month last year. Higher prices for dairy products and certain meats contributed to the increase, along with the cumulative impact of higher minimum wages in almost all provinces and territories during the 12-month period.

Percentage change in property taxes from the same month of the previous year, Canada and provinces



A 2.4% price decrease for the purchase and leasing price of passenger vehicles was the main factor in dampening the rise in consumer prices. This decline was due mainly to an increase in discounts given by manufacturers on 2007 models. This index continued the downward trend that began in July 2007.

Prices for fresh vegetables went down 14.6% in October. A year-over-year drop of this magnitude had not occurred since June 1996. It follows on the heels of the 9.2% drop recorded in September.

A 13.8% decline in prices for computer equipment and supplies also moderated the advance in the all-items index. However, this decline was weaker than decreases observed during the first eight months of 2007.

CPI growth faster in the Atlantic provinces

Gasoline prices and mortgage interest cost were among the five main contributors to the rise in the all-items index in every province.

The 12-month change in the Consumer Price Index (CPI) accelerated in all Atlantic provinces, where higher gasoline prices were among the main contributors to the acceleration.

The rate of growth of the CPI surpassed the national average in Prince Edward Island (+3.1%) and New Brunswick (+3.3%), along with Alberta (+5.0%) and Saskatchewan (+3.6%). CPI growth remained stable in Saskatchewan, but increased slightly in Alberta in response to a surge in natural gas prices and property taxes.

The upward movement of consumer prices slowed substantially in Manitoba (+1.9%), mainly because gasoline prices did not rise as much in October as in September and property taxes fell 1.5%.

Monthly change: Gasoline drags consumer prices down between September and October 2007

Consumer prices fell 0.3% between September and October 2007, after posting growth of 0.2% in the previous month.

This turnaround stemmed mainly from changes in the variation in gasoline prices. On a monthly basis, gasoline prices fell 3.3% in October after a 0.8% rise between August and September.

The price of traveller accommodation also fell by 8.8% as the high season came to an end. This followed a comparable decline of 10.4% between September and October 2006.

A 2.3% decline in the price of women's clothing also had a significant dampening effect on the all-items index. Lower prices stemmed from specials at several retailers.

The downward movement in these areas was partially offset by increases in other components, including property taxes, which were up 3.8%. Since the change in this component is only calculated annually it has a significant impact on the monthly index.

A 0.8% gain in mortgage interest cost also played a large role, a pace unchanged from last month. The rise in new housing prices had a greater impact than the renewal of mortgage loans at higher interest rates in October.

The 3.3% increase in natural gas prices also moderated the drop in the all-items index.

Available on CANSIM: tables 326-0009, 326-0015 and 326-0020 to 326-0022.

Definitions, data sources and methods: survey number 2301.

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

The October 2007 issue of the *Consumer Price Index*, Vol. 86, no. 10 (62-001-XWE, free), is now available from the *Publications* module of our website. A paper copy is also available (62-001-XPE, $12/$111). A more detailed analysis of the CPI is available in this publication. See *How to order our products*.

The November Consumer Price Index will be released on December 18.

For more information or to enquire about the concepts, methods or data quality of this release, call Client Services (toll-free 1-866-230-2248; 613-951-9606; fax 613-951-1539; *prices-prix@statcan.ca*), Prices Division.

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Consumer Price Index and major components

(2002=100)

	Relative importance[1]	October 2007	September 2007	October 2006	September to October 2007	October 2006 to October 2007
		Unadjusted				
					% change	
All-items	**100.00**[2]	**111.6**	**111.9**	**109.0**	**-0.3**	**2.4**
Food	17.04	110.7	110.9	109.2	-0.2	1.4
Shelter	26.62	118.7	117.8	114.1	0.8	4.0
Household operations and furnishings	11.10	103.4	103.7	102.2	-0.3	1.2
Clothing and footwear	5.36	97.1	97.4	97.7	-0.3	-0.6
Transportation	19.88	115.2	116.9	111.7	-1.5	3.1
Health and personal care	4.73	107.5	107.6	106.1	-0.1	1.3
Recreation, education and reading	12.20	102.7	103.4	100.9	-0.7	1.8
Alcoholic beverages and tobacco products	3.07	126.3	126.6	122.2	-0.2	3.4
All-items (1992=100)		132.9	133.2	129.7	-0.2	2.5
Special aggregates						
Goods	48.78	107.1	107.8	105.6	-0.6	1.4
Services	51.22	116.1	115.9	112.2	0.2	3.5
All-items excluding food and energy	73.57	109.6	109.7	107.5	-0.1	2.0
Energy	9.38	134.5	136.6	123.8	-1.5	8.6
Core CPI[3]	82.71	110.3	110.5	108.4	-0.2	1.8

1. *2005 CPI basket weights at April 2007 prices, Canada - Effective May 2007. Detailed weights are available under the Documentation section of survey 2301 (www.statcan.ca/english/sdds/index.htm).*
2. *Figures may not add up to 100% due to rounding.*
3. *The measure of Core Consumer Price Index (CPI) excludes from the All-items CPI the effect of changes in indirect taxes and eight of the most volatile components identified by the Bank of Canada: fruit, fruit preparations and nuts; vegetables and vegetable preparations; mortgage interest cost; natural gas; fuel oil and other fuel; gasoline; inter-city transportation; and tobacco products and smokers' supplies. For additional information on Core CPI, please consult the Bank of Canada website (www.bankofcanada.ca/en/inflation/index.htm).*

Consumer Price Index by province, and for Whitehorse, Yellowknife and Iqaluit

(2002=100)

	October 2007	September 2007	October 2006	September to October 2007	October 2006 to October 2007
	Unadjusted				
				% change	
Newfoundland and Labrador	111.2	111.1	108.9	0.1	2.1
Prince Edward Island	114.1	114.0	110.7	0.1	3.1
Nova Scotia	112.6	112.9	110.1	-0.3	2.3
New Brunswick	111.4	112.0	107.8	-0.5	3.3
Québec	110.5	110.5	108.4	0.0	1.9
Ontario	110.9	111.0	108.4	-0.1	2.3
Manitoba	111.0	111.8	108.9	-0.7	1.9
Saskatchewan	113.0	113.4	109.1	-0.4	3.6
Alberta	118.6	119.4	113.0	-0.7	5.0
British Columbia	110.0	110.5	108.3	-0.5	1.6
Whitehorse	110.4	110.8	106.3	-0.4	3.9
Yellowknife	111.1	111.6	107.1	-0.4	3.7
Iqaluit (Dec. 2002=100)	108.1	109.1	104.2	-0.9	3.7

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

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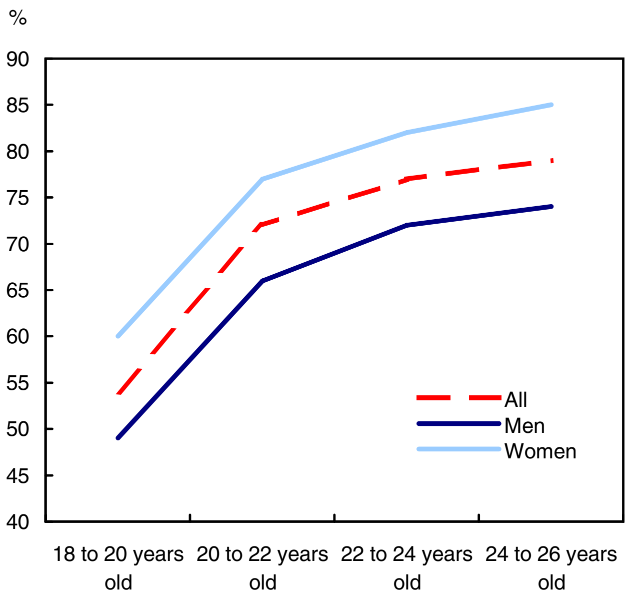
Youth in Transition Survey: Participation in postsecondary education

December 2005

Four out of every five young people whose major transitions in life were tracked over a six-year period had undertaken some form of postsecondary education by the time they reached their mid-twenties, according to a new study.

Cumulative rate of postsecondary participation



As of December 2005, 79% of the young people who participated in the longitudinal Youth in Transition Survey, cycle 4, had gone to a postsecondary institution, such as a college, university or other type of institution.

This was a vast improvement from the outset of the study in December 1999. At that time, when these same young people were 18 to 20, just over one-half (54%) had taken a program in a postsecondary institution.

However, the study found evidence that the participation rate among these young people had reached a plateau by the time they were aged 24 to 26.

The participation rate of 79% was only 2 percentage points higher than it had been two years earlier, in December 2003.

This growth in postsecondary participation during the six-year period was mainly attributable to gains in university attendance. As of December 2005, 40% of these young people were attending university, double the rate of 21% six years earlier.

During the same period, participation rates for both college/CEGEP and other postsecondary institutions increased by only 3 percentage points from 23% to 26%.

Among those who went on to postsecondary education, three-quarters (75%) had graduated as of December 2005, when they were 24 to 26. Of this group, 16% were pursuing further studies.

About 9% of the total had not graduated but were still in postsecondary education. An estimated 15% had dropped out.

Note to readers

This report uses data from the Youth in Transition Survey (YITS), a longitudinal survey undertaken jointly by Statistics Canada and Human Resources and Social Development Canada. The survey is designed to examine the major transitions in the lives of youths, particularly between education, training and work.

In YITS, the same respondents are contacted at two-year intervals, and therefore the survey provides information on patterns of education and work activities over time for the same individuals.

This report uses data from the first four cycles of YITS to examine the relationship between demographic, family and school characteristics and participation in postsecondary education.

In the first cycle of YITS, collected in 2000, the youths in the survey were aged between 18 and 20 and their education and labour market status were assessed as of December 1999.

The same respondents were re-interviewed two, four and six years later, in 2002, 2004 and 2006, and their activities measured as of December 2001, 2003 and 2005.

Wide variety of traits distinguished youth who went to postsecondary institutions

The study identified a wide variety of characteristics that distinguished youth who undertook postsecondary education from those who did not, or those who dropped out. These included demographic and family characteristics, high school engagement, academic performance and first-year postsecondary experiences.

More women than men had participated in postsecondary education and their participation rate was higher for both university and college. The gap was observed in December 1999 and has not changed over time.

Young people from visible minority groups were more likely to participate in postsecondary education, especially university. In addition, a rural background, as opposed to an urban background, also appeared to be a factor, especially for university. Rural students were less likely to continue their schooling after high school.

Rural students were more likely to attend a college/CEGEP or other type of institution rather than a university. This may have been because for rural students, colleges/CEGEPs are more likely to be closer to home than universities.

Family structure and parental educational attainment were related to postsecondary participation. The proportion of youth who participated in postsecondary increased as the level of parental education increased.

The value that parents place on education also appeared to influence young people. Nearly twice as many youth whose parents thought postsecondary education was important enrolled in a postsecondary program compared with those whose parents thought it was not important. Also, those who attended were twice as likely to choose to go on to university.

Good grades and positive interactions in high school, both academically and socially, appeared to be a factor. Youth who were very engaged in high school were more likely to attend a postsecondary institution.

This engagement may even compensate for grades. Among those youth who reported a grade average of 60% or less, more than one-third went on to postsecondary education.

Almost one young adult in seven drops out of postsecondary education

Among the 963,000 young people who were between the ages of 18 and 20 in December 1999, and had participated in postsecondary education by December 2005, roughly 143,000 had dropped out.

This represented an overall postsecondary education dropout rate of nearly 15%, or almost one in every seven students.

On a provincial basis, dropout rates were lowest in Prince Edward Island and highest in Quebec, Manitoba, Alberta and British Columbia.

The study found that the characteristics related to participation in postsecondary education were also related to graduation and persistence. The factors that had a bearing on not participating were also associated with dropping out.

A higher proportion of women than men had completed a first diploma by the time they were between the ages of 24 and 26, and a smaller proportion had dropped out.

In addition, a higher proportion of rural students participating in postsecondary education dropped out compared with urban students. Rural students were also less likely to have gone on to further education after completing a first diploma.

Family issues were also important. A larger proportion of students who were living with both parents during high school had completed their postsecondary education by December 2005, compared with those from other family types. Also, a smaller proportion of students from an intact family left postsecondary education before completion. The dropout rates were similarly lower for youth whose parents considered it important to pursue education.

Learning strategies develop early, often before starting postsecondary education. Asked about the time they spent doing homework in high school, only half the postsecondary dropouts reported having spent more than three hours a week. This compares with 72% of postsecondary graduates who were continuing their education.

First year of postsecondary studies is critical

Survey data suggest that the first year of a postsecondary program is critical for young people.

The study found that most postsecondary education graduates, and those pursuing further education, had attempted multiple programs. On the other hand, nearly two-thirds (64%) of dropouts had attended only one program, a much higher proportion than for other postsecondary participants. This suggests dropping out appears to occur early in the postsecondary process.

First-year experience was positive for the majority of youth who attended college or university. However, in the first year, those who eventually dropped out were already struggling in terms of meeting deadlines, academic performance and studying patterns.

Compared with graduates, more dropouts felt they had not found the right program. On average, they spent less time studying, which was also reflected in their overall grade average. Consequently, more of them were thinking about leaving the postsecondary program in their first year.

Definitions, data sources and methods: survey number 4435.

The report, "Participation in Postsecondary Education: Graduates, Continuers and Drop Outs, Results from YITS Cycle 4" (81-595-MIE2007059, free), is part of the Culture, Tourism and the *Centre for Education Statistics - Research Papers* series, now available on the *Publications* module of website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Client Services (toll-free 1-800-307-3382; 613-951-7608; fax: 613-951-9040; *educationstats@statcan.ca*), Culture, Tourism and the Centre for Education Statistics.

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Postsecondary participation of young adults aged 24 to 26 in December 2005, by selected characteristics

	Participation rate		Type of institution attended		
	Never attended postsecondary education	Attended postsecondary education	Attended other postsecondary institution	Attended college/CEGEP	Attended university
	%				
All	**21**	**79**	**17**	**33**	**50**
Sex					
Men	26	74	18	33	49
Women	15	85	15	33	52
Type of community					
Rural	35	65	20	40	40
Urban	18	82	16	32	52
Visible minority					
Visible minority	13	87	11	27	62
Not a visible minority	22	78	17	34	48
Family structure[1]					
Living with both birth parents	17	83	15	31	54
Other	29	71	22	38	40
Highest educational attainment of parents					
Less than high school	37	63	24	43	32
High school diploma	31	69	22	40	37
Some postsecondary education	18	82	21	35	43
Postsecondary certificate/diploma	10	90	12	28	60
Parent's opinion on the importance of pursuing education after the high school					
Important	16	84	15	32	53
Not important	52	48	34	42	24
Grade average in high school					
90 to 100%	6	94	6	7	87
80 to 89%	8	92	10	22	69
70 to 79%	19	81	18	42	40
60 to 69%	40	60	35	48	17
59% and less	66	34	32	52	16

1. *The family structure is the structure that was present when the respondent was in high school.*

Attitude and sense of belonging during first year of postsecondary education of youth aged 24 to 26 in December 2005, by postsecondary education status

	Graduates continuers	Graduates	Continuers	Dropouts
	%			
Attitude and sense of belonging during first year of postsecondary education				
I participated in a program or workshop to help me adjust to first-year PSE	15	16	16	14
I never or rarely miss deadlines	90	87	72	70
I never thought about dropping out	74	76	66	55
There were people at school I could talk to about personal things (Agree/strongly agree)	82	81	71	72
I felt I had found the right program for me (Agree/strongly agree)	76	79	69	62
First year helped me get a better idea of my future plans (agree/strongly agree)	79	83	83	74
First year gave me skills that would help me in the job market (Agree/strongly agree)	69	75	67	63
During first year, I was sure of the type of work I would like to have in the future (Agree/strongly agree)	56	66	58	55
Grade average during first year of postsecondary education				
90% or above	11	11	7[E]	5
80 to 89%	33	31	23	15
70 to 79%	43	41	39	41
60 to 69%	11	14	26	25
50 to 59%	2[E]	2	4[E]	7
Under 50%	x	1[E]	F	6[E]
Average weekly hours spent studying				
3 hours or less	10	14	14	26
4 to 14 hours	53	55	57	59
15 to 30 hours	31	27	26	12
more than 30 hours	6[E]	4[E]	2[E]	3[E]

E use with caution
x suppressed to meet the confidentiality requirements of the Statistics Act
F too unreliable to be published

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Travel between Canada and other countries

September 2007

Same-day car trips by Canadians to the United States hit a six-year high in September as the number of these trips surpassed the 2-million mark for the first time this year.

Canadians made an estimated 2.1 million same-day car trips south of the border, a 4.0% increase from August. It was the seventh consecutive monthly gain and the highest level since August 2001. (Unless otherwise specified, monthly data are seasonally adjusted.)

There are many factors that affect travel between Canada and the United States, and one of the most often mentioned, especially in terms of same-day travel, is the exchange rate. The loonie hit parity with its American counterpart on September 20, putting its average monthly value at 97.5 cents US.

September's level for same-day car trips was still a long way off the peak of 5.4 million recorded in November 1991, when the value of the dollar was just 88.5 cents US.

The seven-month increase in same-day car travel follows declines of 4.3% in January and 7.1% in February. These declines coincided with the introduction on January 23 of the new passport regulations for entering the United States by plane. It is uncertain if confusion over the new regulations had an affect on car travel during that time.

All forms of travel to the United States were up. Overnight car travel increased 4.2% to 930,000 in September, the largest number recorded since December 1993.

Canadians made 507,000 overnight trips to the United States by plane, up 1.5%. This marks the first time that overnight plane travel to the United States topped the half-million mark.

In the opposite direction, overall travel from the United States to Canada remained relatively stable (+0.1%) in September as a decline in same-day car travel nearly offset a gain in overnight trips.

Same-day car travel from the United States fell 2.3% in September to 945,000, just above the record low of 914,000 set in February this year.

Same-day car trips from south of the border have been below the 1-million mark in eight of the first nine months of 2007. These are the lowest numbers observed since record-keeping began in 1972.

Americans made an estimated 1,142,000 overnight trips to Canada in September, up 2.4% from August. Overnight car trips increased 1.0% to 672,000, while those by plane edged up 0.4%.

The total number of overseas travellers to Canada increased to 386,000 in September, up 0.4% from August. Among the top 12 overseas markets for Canada, India showed the largest increase (+8.1%) while Hong Kong recorded the largest drop (-3.6%).

Outward bound, Canadians took 617,000 trips to non-US destinations, up 1.5% from August, another record high. The monthly number of trips by Canadians to overseas destinations has just about doubled over the past decade.

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

Definitions, data sources and methods: survey number 5005.

The September 2007 issue of *International Travel: Advance Information*, Vol. 23, no. 9 (66-001-PWE, 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; *tourism@statcan.ca*). To enquire about the concepts, methods or data quality of this release, contact Paul Durk (613-951-5859; *paul.durk@statcan.ca*), Culture, Tourism and the Centre for Education Statistics. □

Travel between Canada and other countries

	August 2007r	September 2007p	August to September 2007	September 2007p	September 2006 to September 2007
	Seasonally adjusted			Unadjusted	
	thousands		% change[1]	thousands	% change[1]
Canadian trips abroad[2]	**4,165**	**4,310**	**3.5**	**4,233**	**11.0**
to the United States	3,556	3,692	3.8	3,712	11.6
to other countries	608	617	1.5	521	7.4
Same-day car trips to the United States	1,997	2,076	4.0	2,110	7.8
Total trips, one or more nights	2,108	2,174	3.1	2,072	15.0
United States[3]	1,500	1,556	3.8	1,551	17.8
Car	892	930	4.2	980	20.8
Plane	500	507	1.5	410	7.3
Other modes of transportation	108	120	11.1	161	30.3
Other countries[4]	608	617	1.5	521	7.4
Travel to Canada[2]	**2,567**	**2,572**	**0.2**	**2,987**	**-6.1**
from the United States	2,183	2,186	0.1	2,439	-7.9
from other countries	385	386	0.4	548	2.6
Same-day car trips from the United States	968	945	-2.3	967	-14.8
Total trips, one or more nights	1,490	1,518	1.9	1,871	-1.3
United States[3]	1,115	1,142	2.4	1,336	-2.7
Car	666	672	1.0	724	-7.1
Plane	314	315	0.4	352	-3.2
Other modes of transportation	136	154	13.7	260	13.0
Other countries[4]	375	376	0.5	534	2.6
Travel to Canada: Top overseas markets, by country of origin[5]					
United Kingdom	78	78	-0.5	118	2.4
France	31	30	-1.9	49	-5.5
Japan	28	28	0.6	48	-6.3
Germany	26	26	2.3	48	4.6
Mexico	20	20	2.1	22	16.9
Australia	19	19	-0.5	27	7.3
South Korea	18	18	1.6	21	3.6
China	13	14	2.6	19	-0.9
Netherlands	10	10	-1.9	14	-0.3
Hong Kong	10	10	-3.6	11	10.3
India	8	8	8.1	10	13.8
Italy	8	8	-2.9	10	3.8

p *preliminary*
r *revised*
1. *Percentage change is based on unrounded data.*
2. *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.*
3. *Estimates for the United States include counts of cars and buses, and estimated numbers for planes, trains, boats and other methods.*
4. *Figures for other countries exclude same-day entries by land only, via the United States.*
5. *Includes same-day and overnight trips.*

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Spending on industrial research and development
2007 (preliminary)

In 2007, firms performing research and development (R&D) dedicated $15.8 billion to industrial R&D spending, up from $15.4 billion the previous year. Reported growth in R&D expenditures between 2005 and 2006 was flat, while the estimated growth between 2006 and 2007 was 2.7%.

The six leading industries performing R&D in 2007 continued to be information and cultural industries ($1.7 billion), communications equipment ($1.4 billion), scientific research and development ($1.3 billion), computer system design and related services ($1.3 billion), pharmaceutical and medicine ($1.1 billion), and aerospace products and parts ($1.0 billion). Together these industries represent half (49.5%) of industrial R&D expenditures.

Industrial R&D expenditures related to health showed almost no growth, an estimated $1.8 billion for 2007. R&D expenditures in the information communication technologies (ICT) industries showed modest growth, attaining an estimated $6 billion.

R&D expenditures by ICT industries from 2002 to 2007 represent 4 out of every 10 dollars spent on industrial R&D in Canada down from the high of 5 out of every 10 dollars in 2000.

R&D activities provided employment to 137,686 full-time equivalents in 2005, up 8.9%

from 126,431 in 2003. Scientists and engineers accounted for 81,955 full-time jobs or 60% of the R&D personnel. Technicians, administrators and support staff comprised the remaining 55,731 full-time equivalents.

The four most important provincial contributors to gross domestic product are the provinces in which the highest levels of industrial R&D spending occur. The largest amount spent on R&D by industry occurred in Ontario ($8.0 billion or 52%) followed by Québec ($4.2 billion or 27%), British Columbia ($1.5 billion or 9%) and Alberta ($1.1 billion or 7%).

R&D performers in Canada continued to allocate the most important share of their research and development dollars to new ($5.7 billion or 40%) and improved ($3.2 billion or 22%) product development, while basic research was allocated 4% of industrial R&D dollars, attaining $0.6 billion in 2005.

Available on CANSIM: table 358-0024.

Definitions, data sources and methods: survey number 4201.

The article, "Industrial Research and Development, 2003 to 2007," is in the service bulletin *Science Statistics*, Vol. 31, no. 6 (88-001-XWE, free), now available from the *Publications* module of our website.

For more information, or to enquire about the methods, concepts or data quality of this release, contact Robert Schellings, (613-951-6675; *robert.schellings@statcan.ca*) or Jonathan Aikens (613-951-9281; *jonathan.aikens@statcan.ca*), Science, Innovation and Electronic Information Division. ■

Large urban transit

September 2007 (preliminary)

Combined ridership on 10 large urban transit systems in Canada was 4.8% higher in September 2007 than it was for the same month in 2006.

Approximately 126.6 million passenger trips were taken on these transit systems in September. These systems account for about 80% of total urban transit in Canada.

The trips generated $213.3 million in revenue in September 2007 (excluding subsidies), a 7.2% increase over September 2006.

Available on CANSIM: table 408-0004.

Definitions, data sources and methods: survey number 2745.

For more information, or to enquire about the concepts, methods or data quality of this release, contact the Dissemination Unit (toll-free 1-866-500-8400; fax: 1-613-951-0009; *transportationstatistics@statcan.ca*), Transportation Division. ■

Stocks of frozen poultry meat

November 1, 2007 (preliminary)

Stocks of frozen poultry meat in cold storage on November 1 totalled 69,601 metric tonnes, up 4.9% from a year ago.

Available on CANSIM: tables 003-0023 and 003-0024.

Definitions, data sources and methods: survey number 3425.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Sandra Gielfeldt (613-951-2505; *Sandy.Gielfeldt@statcan.ca*), Agriculture Division. ■

New products

The Consumer Price Index, October 2007, Vol. 86, no. 10
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The Consumer Price Index, October 2007, Vol. 86, no. 10
Catalogue number 62-001-XWE
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Wholesale Trade, September 2007, Vol. 70, no. 9
Catalogue number 63-008-XWE
(free).

International Travel: Advance Information, September 2007, Vol. 23, no. 9
Catalogue number 66-001-PWE
(free).

Canada's International Transactions in Securities, Vol. 73, no. 9
Catalogue number 67-002-XWE
(free).

Culture, Tourism and the Centre for Education Statistics - Research Papers: "Participation in Postsecondary Education: Graduates, Continuers and Drop Outs, Results from YITS Cycle 4", January 2004 to December 2005
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Science Statistics, Vol. 31, no. 06
Catalogue number 88-001-XWE
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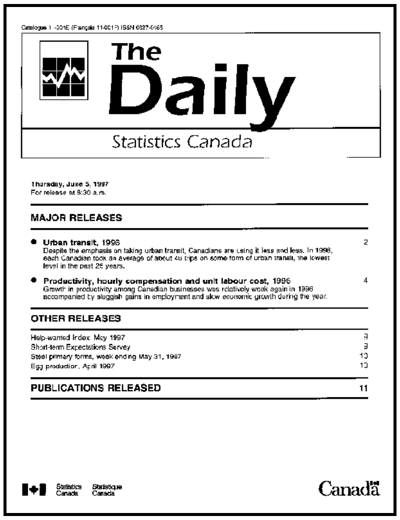

Catalogue 11-001E (Français 11-001F) ISSN 0827-0465

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

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