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Releases

Wholesale trade

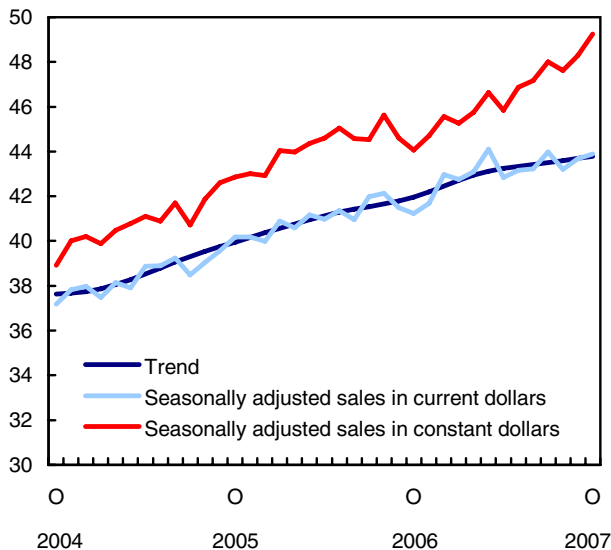
October 2007

In October, Canadian wholesalers shrugged off another lackluster month in the automotive sector to register a second consecutive monthly increase, thanks in large part to higher sales of building materials and personal and household goods.

Overall sales rose by 0.5% in October to \$43.9 billion, following a 1.1% increase in September. Four sectors reported stronger sales in October, led by a 2.4% gain in building materials and a 0.8% increase in the personal and household goods sector.

Wholesale sales rise for second consecutive month

\$ billions



After remaining more or less unchanged in September, sales in the automotive products sector edged down 0.3%. Sales excluding the automotive products sector were up 0.7% in October.

Using constant dollars, which take price fluctuations into account, the volume of sales rose 2.0% to \$49.2 billion in October. This was the sixth time in the past seven months that sales in constant dollars have risen at a faster rate than those in current dollars.

As many of the goods sold by wholesalers are imported, the recent rapid appreciation of the Canadian dollar against its US counterpart has led to lower prices

and thereby reduced the value of sales when measured in current dollars. In October, the Canadian dollar appreciated a further 5.3% against the greenback.

Upturn in lumber sales gives a boost to building materials sector

Sales in the building materials sector increased by 2.4% in October to \$6.3 billion, erasing all of the declines registered in the previous two months. Higher sales in the lumber and millwork trade group, which had been the major contributor to the previous two months' declines, accounted for most of the increase this month.

After plunging by a cumulative 20% over the previous three months, sales in the lumber and millwork trade group jumped 11.3% in October to \$1.0 billion. The increase in wholesale sales came in spite of a further decline (-6.3%) in lumber exports, which fell for the third consecutive month. Nevertheless, while lumber exports have been affected by the fallout from the US housing crisis, the majority of products sold by lumber and millwork wholesalers are destined for the Canadian housing market, where demand remains fairly strong.

The building supplies trade group, which makes up some 60% of sales in the building materials sector, increased for the third time in four months, up 2.0% to \$3.8 billion. This trade group has experienced a period of practically uninterrupted growth since the fall of 2003, buoyed by the strength of the renovation and construction market.

According to the latest survey of residential construction investment, spending on residential construction achieved a new record in the third quarter of 2007, reaching \$24.3 billion, an increase of 9.0% over the same quarter in 2006.

Personal and household goods sector makes further gains

The personal and household goods sector followed up September's solid 2.3% rise with a 0.8% increase in October to \$6.7 billion.

With the holiday season fast approaching, wholesalers of household and personal products put in a good performance in October, as sales rose 2.5% to \$2.9 billion on the back of a 3.6% increase in September.

Wholesalers in the apparel trade group fared less well, as sales declined 3.5% to \$760 million, while sales in the pharmaceuticals trade group edged up 0.3% to an even \$3 billion.

Softening demand for motor vehicles pushes automotive sector lower

The weakening trend in the automotive sector showed little sign of easing in October as sales in this sector hit their lowest level in a year, edging down 0.3% to \$7.7 billion.

Lower sales of motor vehicles (down 0.9% to \$6.1 billion) were behind October's decline. Meanwhile, sales of motor vehicles and parts, which have seen little or no growth in recent months, registered their highest increase of the year, up 2.1% to \$1.6 billion.

Having already been hit by weakening demand from the United States, motor vehicle wholesalers are now being confronted with a softening Canadian market. The latest figures from the New Motor Vehicle Sales Survey indicate that domestic auto demand has fallen in five of the past six months, reversing most of the gains made earlier in the year.

Strength in Western Canada and Ontario offsets significant drop in Quebec

The Prairie provinces and British Columbia both reported healthy gains in October, while Ontario posted a more modest increase. Meanwhile, Quebec and Newfoundland and Labrador both registered significant declines during October.

Sales in British Columbia were boosted (+2.0% to \$4.5 billion) by the upturn in the lumber trade group, which had been the primary factor behind significant drops in the province over the past two months.

In Manitoba, higher demand for agricultural products helped drive sales up 8.9% in October to \$1.2 billion. With only two months left in the year, the province is on course to record its highest annual growth rate in at least five years.

Sales in Saskatchewan (+3.9%) were also bolstered by stronger demand for agricultural products, while in Alberta, higher sales of machinery and electronic equipment were a major contributor to the province's fifth consecutive monthly gain (+0.7%).

Ontario's wholesalers chalked up their second consecutive monthly gain in October, as sales rose 0.9% to \$21.6 billion. Higher demand for machinery and electronic equipment and personal and household goods were behind most of October's gain. Despite these recent increases, the sales trend for Ontario has remained fairly flat over the past six months due to the softening of the automotive market.

Wide-ranging declines contributed to a 3.2% drop to \$8.3 billion in Quebec in October, halting a run of three consecutive increases. The sales trend for the province has seen a fairly healthy upward swing over the past year and a half.

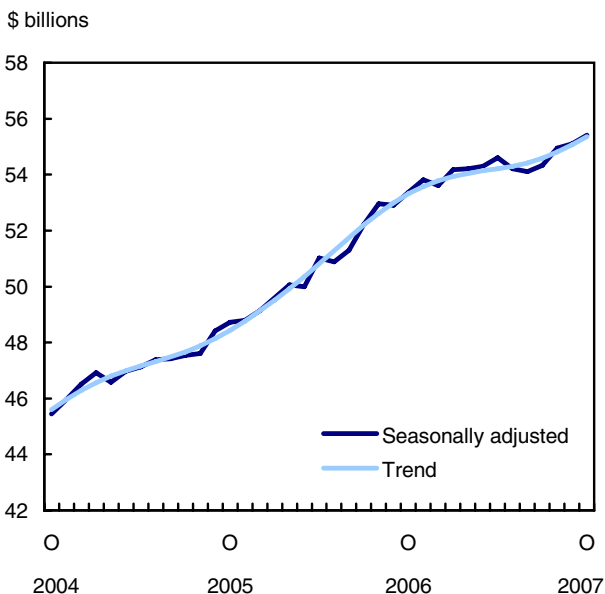
In the Atlantic provinces, sales were held back by a large decline (-7.2%) in Newfoundland and Labrador, which was hit by lower sales in the food and machinery and electronic equipment sectors.

October also provided further evidence of the unprecedented boom in mining exploration and development in Nunavut, which experienced another large spike in sales (+312%) following a similar increase (+255%) in July.

Increase in inventories widespread

Wholesale inventories registered their eighth increase of the year in October, rising 0.6% to \$55.4 billion.

Most wholesalers report higher inventory levels



Inventory levels were up for most trade groups, with 11 out of 15 recording an increase. The "other products" groups registered the largest jump, up 2.5% to \$6.7 billion. Among other trade groups with significant rises this month were food products (+2.4%), building supplies (+1.7%) and machinery and equipment (+0.7%).

These increases were partially offset by the 3.9% decline in the motor vehicle inventories, the largest monthly decline in this trade group since March. Motor vehicle wholesalers have reduced their inventories by almost 20% from a February 2007 peak in line with the slowing demand for motor vehicles.

Faced with softening demand from the struggling manufacturing sector, wholesalers of metal products

also continued to trim their inventory levels in October (-2.2%). This was the sixth consecutive monthly decline and brought inventories to their lowest level since May 2006.

With sales and inventories both rising at a similar rate in October, the inventory-to-sales ratio held steady at 1.26. Following a brief spike in the fall of 2006, the ratio has since remained relatively stable.

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

Available on CANSIM: tables 081-0007 to 081-0010.

Definitions, data sources and methods: survey number 2401.

The October 2007 issue of *Wholesale Trade* (63-008-XWE, free) will soon be available.

Wholesale trade estimates for November 2007 will be released on January 21, 2008.

To obtain data or general information, contact Client Services (toll-free 1-877-421-3067; 613-951-3549; wholesaleinfo@statcan.ca). For more information or to enquire about the concepts, methods or data quality of this release, contact Marc Atkins (613-951-0291; marc.atkins@statcan.ca), Distributive Trades Division.

Wholesale merchants' inventories and inventory-to-sales ratio

	October 2006	July 2007 ^r	August 2007 ^r	September 2007 ^r	October 2007 ^p	September to October 2007	October 2006 to October 2007	September 2007 ^r	October 2007 ^p
Seasonally adjusted									
	Wholesale inventories					Inventory-to-sales ratio			
	\$ millions					% change			
Inventories	53,376	54,331	54,941	55,107	55,410	0.6	3.8	1.26	1.26
Farm products	200	196	206	200	214	7.2	7.5	0.44	0.48
Food products	4,313	4,597	4,642	4,641	4,751	2.4	10.2	0.63	0.65
Alcohol and tobacco	274	303	316	303	314	3.6	14.7	0.46	0.46
Apparel	1,659	1,691	1,723	1,793	1,824	1.7	10.0	2.28	2.40
Household and personal products	3,842	3,914	3,973	4,011	4,015	0.1	4.5	1.39	1.36
Pharmaceuticals	3,256	3,437	3,560	3,579	3,609	0.8	10.8	1.20	1.20
Motor vehicles	5,036	4,668	4,776	4,718	4,535	-3.9	-9.9	0.77	0.75
Motor vehicle parts and accessories	3,327	3,390	3,392	3,342	3,381	1.2	1.6	2.16	2.14
Building supplies	5,716	5,905	5,967	5,998	6,101	1.7	6.7	1.60	1.59
Metal products	3,027	2,900	2,854	2,813	2,753	-2.2	-9.1	1.95	1.95
Lumber and millwork	1,099	1,125	1,105	1,093	1,116	2.1	1.6	1.18	1.08
Machinery and equipment	11,317	11,575	11,558	11,635	11,720	0.7	3.6	2.58	2.57
Computer and other electronic equipment	1,610	1,724	1,796	1,776	1,714	-3.5	6.5	0.66	0.64
Office and professional equipment	2,724	2,658	2,705	2,707	2,702	-0.2	-0.8	1.34	1.32
Other products	5,977	6,248	6,368	6,496	6,658	2.5	11.4	1.17	1.20

^r revised

^p preliminary

Note: Figures may not add up to totals due to rounding.

Wholesale merchants' sales

	October 2006	July 2007 ^r	August 2007 ^r	September 2007 ^r	October 2007 ^p	September to October 2007	October 2006 to October 2007
Seasonally adjusted							
	\$ millions				% change		
Total, wholesale sales	41,222	43,987	43,195	43,669	43,895	0.5	6.5
Farm products	485	454	448	453	447	-1.3	-7.7
Food, beverages and tobacco products	7,647	7,783	7,899	7,971	7,963	-0.1	4.1
Food products	6,991	7,144	7,244	7,316	7,282	-0.5	4.2
Alcohol and tobacco	656	639	655	655	680	3.9	3.7
Personal and household goods	6,129	6,540	6,509	6,656	6,709	0.8	9.5
Apparel	754	787	764	788	760	-3.5	0.8
Household and personal products	2,648	2,781	2,778	2,877	2,949	2.5	11.4
Pharmaceuticals	2,727	2,973	2,967	2,990	3,000	0.3	10.0
Automotive products	7,195	8,110	7,702	7,692	7,667	-0.3	6.6
Motor vehicles	5,629	6,545	6,130	6,142	6,084	-0.9	8.1
Motor vehicle parts and accessories	1,566	1,565	1,572	1,551	1,583	2.1	1.1
Building materials	5,836	6,300	6,155	6,122	6,270	2.4	7.4
Building supplies	3,575	3,745	3,737	3,753	3,828	2.0	7.1
Metal products	1,269	1,483	1,406	1,442	1,410	-2.2	11.1
Lumber and millwork	992	1,072	1,012	927	1,032	11.3	4.0
Machinery and electronic equipment	8,805	9,543	9,173	9,237	9,280	0.5	5.4
Machinery and equipment	4,111	4,690	4,428	4,507	4,563	1.3	11.0
Computer and other electronic equipment	2,629	2,756	2,700	2,709	2,667	-1.5	1.5
Office and professional equipment	2,065	2,097	2,045	2,021	2,050	1.4	-0.8
Other products	5,125	5,256	5,309	5,538	5,559	0.4	8.5
Total, excluding automobiles	34,027	35,877	35,493	35,977	36,228	0.7	6.5
Sales, province and territory							
Newfoundland and Labrador	236	284	272	273	253	-7.2	7.2
Prince Edward Island	34	36	39	42	42	1.3	24.0
Nova Scotia	554	569	580	569	596	4.8	7.5
New Brunswick	414	421	434	428	430	0.4	3.8
Quebec	7,810	8,267	8,316	8,613	8,340	-3.2	6.8
Ontario	20,456	21,814	21,237	21,437	21,639	0.9	5.8
Manitoba	1,031	1,076	1,090	1,076	1,172	8.9	13.7
Saskatchewan	1,168	1,251	1,184	1,267	1,317	3.9	12.7
Alberta	5,151	5,508	5,538	5,560	5,600	0.7	8.7
British Columbia	4,335	4,717	4,466	4,371	4,458	2.0	2.8
Yukon	10	10	14	13	13	-2.3	23.6
Northwest Territories	20	22	23	18	24	31.7	18.8
Nunavut	2	10	3	2	9	312.5	385.9

^r revised

^p preliminary

Note: Figures may not add up to totals due to rounding.

Canada's population estimates

Third quarter 2007 (preliminary)

Canada's population has exceeded the 33-million mark, according to preliminary demographic estimates, which also show that Saskatchewan has more than 1 million people for the first time since 2001.

The estimates, based on the population counts from the 2001 Census adjusted for net undercoverage, also show that Saskatchewan has supplanted Alberta as Canada's fastest-growing province.

As of October 1, 2007, Canada's population was estimated at 33,091,200, up 115,200 from July 1, 2007. The nation's population increased 0.35% during the third quarter, the strongest growth rate since the third quarter of 2001.

It has taken Canada three years to boost its population by 1 million people. The nation's estimated population slipped over the 32-million mark during the third quarter of 2004.

Four provinces—Saskatchewan, British Columbia, Ontario and Alberta—had population growth rates above that of the country during the third quarter.

Immigration remained strong during the third quarter, when Canada received an estimated 71,600 newcomers, the second highest quarterly level since 1971. Net international migration accounted for two-thirds of the country's increase.

Saskatchewan's population on the rebound thanks to interprovincial migration

As of October 1, 2007, Saskatchewan's population was estimated at 1,003,300, up by 6,400, or 0.65%, from July 1, 2007. These gains were record highs, and the province's rate of demographic growth was the fastest in the country. Interprovincial migration accounted for two-thirds of this increase.

Saskatchewan's population has been on the rebound since the fourth quarter of 2006. At that time, its population reached 986,900, the lowest estimates since July 1982. This new growth is mainly caused by an increase in net inflows from interprovincial migration, mainly people returning to Saskatchewan from neighbouring Alberta.

Saskatchewan's population was over the 1-million mark between 1983 and 2001.

On the other hand, the main engine of Alberta's demographic growth—interprovincial migration—has lost some of its importance. Alberta, which has led the provinces in population growth for the last few years,

has started to lose more people to other regions than it has received.

Over the third quarter, Alberta recorded a net interprovincial migration outflow estimated at 3,300 people. The last time the province recorded a net outflow to other jurisdictions occurred in the fourth quarter of 1994.

Thanks to strong natural growth and net international migration, Alberta's population is still increasing. However, its increase of 0.37% was the lowest since the fourth quarter of 2004.

Atlantic region: Below-average growth in all four provinces

The population of all four Atlantic provinces rose during the third quarter, but at a slower pace than that of the country.

Newfoundland and Labrador's population was estimated at 507,500, up by 1,200, the highest increase since the fourth quarter of 1992. This halted a streak of 15 consecutive quarters of population losses.

Newfoundland and Labrador, as well as Saskatchewan, is one of the jurisdictions benefiting the most from the shift in trends observed in Alberta's interprovincial migration.

For the first time since the second quarter of 1991, Newfoundland and Labrador posted a net inflow from interprovincial migration, estimated at 1,100. More than a third of these gains (+400) are coming from the province's exchanges with Alberta.

Prince Edward Island was the fastest-growing province in the Atlantic region, with a rate just below the national level. The province received more immigrants than ever before during the third quarter. Immigrants entered the province at an annualized rate of 12.1 for every 1,000 population, surpassing the national level of 8.7 for every 1,000.

Manitoba, British Columbia and Ontario are the other provinces posting an immigration rate higher than the national level.

New Brunswick posted a population increase for the fourth consecutive quarter and a net interprovincial migration inflow for a third quarter in a row. Its population gain of 1,100 between July 1 and October 1 was the highest since the second quarter of 1991.

Nova Scotia had the slowest population growth among provinces, a gain of 0.1%, or just below 1,000 people. However, a year earlier at the same period, the province's population had been declining. The main factor in this new increase was lower net outflows from interprovincial migration.

Central Canada: Population gains for both Ontario and Quebec

Ontario's population increased 0.37% to an estimated 12,850,600, which represented about 39% of Canada's population. This growth rate, faster than that of the country for the first time since the second quarter of 2006, was mainly due to smaller net interprovincial migration outflows.

Ontario posted a net interprovincial migration loss of 3,100 people in the third quarter, far below the net outflow of 14,700 during the same quarter in 2006. While still recording net losses to Alberta, Ontario has been recording net interprovincial migration gains with the rest of the country.

Ontario's attraction for international immigrants, while still strong, is not what it used to be. During the third quarter, the province welcomed close to 47% of newcomers to Canada, compared with 60% between 2000 and 2002.

The population of Quebec, the second most populous province, increased 0.25%, still slower than the national rate. But the pace was still slightly faster than that of the third quarter of 2006.

The number of births in Quebec is still on the rise, as is its rate of natural increase (the excess of births over deaths). The rate of natural increase in Quebec is second only to that of Alberta among the provinces. The province's rate of natural growth has been higher than Canada's since the beginning of 2006, a phenomenon not seen since the beginning of the 1980s.

The West: British Columbia's growth second fastest in country

British Columbia's population hit an estimated 4,402,900 in the third quarter, an increase of 0.52%, the second fastest among the provinces. This was the province's second strongest rate of growth since the third quarter of 1996. This is due mainly to an increase in net interprovincial migration inflows and a continuing strong immigration. International migration accounted for close to 60% of BC's growth.

Manitoba recorded a demographic increase of 0.31%, slightly below the national rate. It is, however,

the province's strongest growth since the third quarter of 1983. This was due to a strong immigration rate, one of the highest in the country, and to lower net interprovincial migration outflows.

Manitoba had a net interprovincial migration loss of 100 people during the third quarter, compared with 3,200 in the same period in 2006. This was the smallest loss since the third quarter of 1984.

Territories: Only Yukon's gain exceeded the national average

In the territories, the situation was varied. The only territory to post a faster demographic growth rate than that of the country was Yukon, where the population rose 0.41% to reach 31,100. This was due to an increase in net inflows from interprovincial migration.

The Northwest Territories was the only jurisdiction to record a demographic decline. Its population fell 0.5% during the third quarter, largely the result of larger net losses in interprovincial migration.

Interprovincial migration was also the main factor explaining why Nunavut posted one of the smallest population increases in its brief history. Over the third quarter, the population of the territory edged up 0.04%. Without its strong birth rate, Nunavut's population would have declined.

Available on CANSIM: tables 051-0005, 051-0006, 051-0017, 051-0020, 051-0037, 051-0045 and 053-0001.

Definitions, data sources and methods: survey numbers, including related surveys, 3231, 3233 and 3601.

The publication *Quarterly Demographic Estimates*, Vol. 21, no. 3 (91-002-XWE, free), is now available from the *Publications* page of our website.

For more information, to obtain additional data, or to enquire about the concepts, methods or data quality of this release, contact Client Services (toll-free 1-866-767-5611 or 613-951-2320; fax: 613-951-2307; demography@statcan.ca), Demography Division.

□

Canada's population estimates and demographic growth¹

	July 1, 2007 ^{pp}	October 1, 2007 ^{pp}	July 1, 2007 to October 1, 2007 % change
	number		
Canada	32,976,026	33,091,228	0.35
Newfoundland and Labrador	506,275	507,475	0.24
Prince Edward Island	138,627	139,103	0.34
Nova Scotia	934,147	935,106	0.10
New Brunswick	749,782	750,851	0.14
Quebec	7,700,807	7,719,993	0.25
Ontario	12,803,861	12,850,636	0.37
Manitoba	1,186,679	1,190,400	0.31
Saskatchewan	996,869	1,003,299	0.65
Alberta	3,473,984	3,486,767	0.37
British Columbia	4,380,256	4,402,931	0.52
Yukon	30,989	31,115	0.41
Northwest Territories	42,637	42,425	-0.50
Nunavut	31,113	31,127	0.04

pp preliminary postcensal estimates

1. These estimates are based on the 2001 Census population counts adjusted for net undercoverage.



Travel between Canada and other countries October 2007

Same-day car travel by Canadians to the United States hit its highest level in almost seven years in October as the loonie surpassed parity with the US dollar. At the same time, same-day car travel by US residents to Canada hit a record low.

Canadian residents took an estimated 2.2 million same-day car trips to the United States in October, up 6.0% from September. It was the highest monthly total since January 2001. Overnight car travel to the United States jumped 4.9% to 972,000 trips, the highest monthly level since September 1993. (Unless otherwise specified, monthly data are seasonally adjusted.)

The average monthly value of the Canadian dollar in October was \$1.03 US.

On a regional basis, an estimated 431,000 Canadian same-day car travellers returned from the United States through British Columbia, up 16.5% from September, the largest increase. Same-day car travel also increased significantly in the Prairie provinces. However, the estimated 81,000 Canadian travellers who returned through this region accounted for 3.6% of the national total, the lowest proportion among the regions.

In Ontario, same-day car travel rose only 1.8%. However, because of the high numbers at Ontario border crossings, the province's estimated 1.2 million same-day car travellers in October accounted for 54.6% of the national total. On a year-to-date basis, the number of same-day car travellers returning through Ontario increased 10.8% from January to September.

Canadians returning from the United States, same-day car trips by province of re-entry

	January 2007 ^r	September 2007 ^r	October 2007 ^p	January to September 2007	September to October 2007
	Seasonally adjusted				
	thousands of trips			difference, thousands of trips	
New Brunswick	305	304	321	-1	16
Quebec	142	159	177	18	18
Ontario	1,081	1,198	1,219	116	21
Prairie provinces	60	72	81	12	9
British Columbia	347	370	431	23	61
Canada¹	1,936	2,106	2,231	169	125

^r revised

^p preliminary

1. Includes the Yukon.

Overall, Canadian residents took nearly 3.9 million trips to the United States in October, up 4.2% from the

previous month. Almost 1.6 million of these trips were overnight stays, a 1.9% gain.

Overnight travel by car increased 4.9%. Overnight travel by plane declined 2.1%, while travel by other transportation modes fell 4.7%.

As same-day car travel by Canadians to the United States was on its way up in October, Americans made a record low 899,000 same-day car trips to Canada. This was a 3.8% decline from September.

It was also the ninth time this year that same-day car travel from the United States failed to reach the 1-million mark, something that had not occurred prior to 2007.

In total, travel to Canada from the United States fell 1.4% in October, as the decline in same-day car travel offset a slight 0.6% gain in overnight travel.

Overnight travel by car from the United States rose 2.8% to 695,000 trips, the largest increase among all modes of transportation.

In terms of overseas travel, the number of overnight trips to Canada from overseas countries slipped 0.3% to 375,000 in October.

Half of Canada's top 12 overseas markets recorded increases from September. Among these markets, travel from the Netherlands posted the largest gain (+6.0%), while travel from Hong Kong recorded the largest decrease (-9.2%).

In the opposite direction, travel by Canadian residents to overseas countries rose 3.2% in October to 642,000, another record high. It was the seventh record monthly high set in 2007.

Note: Revisions have been made to some non-seasonally adjusted series for each month of the first and second quarters of 2007.

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

Definitions, data sources and methods: survey number 5005.

The October 2007 issue of *International Travel, Advance Information*, Vol. 23, no. 10 (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). For more information or to enquire about the concepts, methods or data quality of this release, contact Frances Kremarik (613-951-4240; frances.kremarik@statcan.ca), Culture, Tourism and the Centre for Education Statistics. □

Travel between Canada and other countries

	September 2007 ^r	October 2007 ^p	September to October 2007	October 2007 ^p	October 2006 to October 2007
	Seasonally adjusted			Unadjusted	
	thousands		% change ¹	thousands	% change ¹
Canadian trips abroad²	4,339	4,516	4.1	4,286	17.7
to the United States	3,717	3,875	4.2	3,805	18.6
to Other Countries	622	642	3.2	482	10.5
Same-day car trips to the United States	2,106	2,231	6.0	2,265	19.1
Total trips, one or more nights	2,173	2,222	2.3	1,946	16.0
United States ³	1,551	1,580	1.9	1,464	17.9
Car	926	972	4.9	883	25.0
Plane	506	495	-2.1	482	6.8
Other modes of transportation	119	113	-4.7	100	17.7
Other countries ⁴	622	642	3.2	482	10.5
Travel to Canada²	2,571	2,540	-1.2	2,185	-6.3
from the United States	2,185	2,155	-1.4	1,840	-7.6
from Other Countries	386	385	-0.1	345	1.7
Same-day car trips from the United States	935	899	-3.8	825	-16.9
Total trips, one or more nights	1,529	1,535	0.4	1,277	1.6
United States ³	1,153	1,160	0.6	941	1.8
Car	676	695	2.8	527	0.8
Plane	316	317	0.1	296	0.3
Other modes of transportation	160	148	-7.7	118	11.3
Other countries ⁴	376	375	-0.3	336	1.1
Travel to Canada: Top overseas markets, by country of origin⁵					
United Kingdom	78	81	3.5	70	11.9
France	30	30	1.1	30	-6.6
Japan	28	26	-7.5	39	-16.5
Germany	26	26	-2.4	21	-4.5
Mexico	20	21	3.5	14	12.7
Australia	19	19	1.3	13	12.6
South Korea	18	17	-2.5	16	3.3
China	13	12	-9.1	14	-1.0
Netherlands	10	11	6.0	8	0.7
Hong Kong	10	9	-9.2	7	-3.8
Italy	8	8	-0.8	7	12.2
Switzerland	8	8	3.1	7	4.6

^r revised

^p preliminary

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.

Study: Work stress and job performance

Work-related stress has a direct bearing on the current and long-term productivity of Canadian workers in terms of reduced work activities, disability days and absenteeism, according to a new study.

The study, published today in *Perspectives on Labour and Income*, used data from the 2002 Canadian Community Health Survey and various cycles of the National Population Health Survey to examine work stress and its impact on workers.

Work stress can be measured by several indicators, one of which is job strain. The study found that men with high-strain jobs were 1.7 times more likely than those

with low-strain jobs to report lower work activities due to a long-term health problem.

Men with high-strain jobs were also 1.5 times more likely to report having taken at least one disability day during the two weeks prior to the survey.

High self-perceived work stress was strongly related to taking disability days. Almost one in five men and women who perceived their regular work days to be stressful took at least one disability day during the two weeks prior to the survey.

The study found that different sources of work stress do not occur in isolation, but interact with one another. Physical exertion and job insecurity can also cause stress.

Men in physical jobs were 2.2 times more likely to have a work absence than men in non-physical jobs, while women were 1.9 times more likely.

On a long-term basis, men and women who worked in physically demanding jobs were about 1.6 times more likely than those in other jobs to have reduced their work activities in the following two years.

The study also looked at various characteristics of people who reported work strain, such as sex, age, income and job-related variables.

It found that more women reported high work strain than men, and that employed women were more likely to report high work stress.

Proportionally, 28% of working women reported having a high-strain job, compared with 20% of men. One-third of women felt quite a bit, or extremely, stressed most days at work, compared with 29% of men.

Shift workers were more likely to have high-strain jobs than other workers. They were also more likely to perceive their jobs as physically demanding.

Individuals with low personal incomes were more likely to have high-strain jobs than individuals with high incomes. Almost 28% of workers with incomes of less than \$20,000 had high-strain jobs, compared with only 18% of workers earning \$60,000 or more.

A supportive work environment tended to mitigate job interruptions due to stress, while negative coping mechanisms (such as increased smoking or drinking) were associated with more interruptions.

Definitions, data sources and methods: survey numbers, including related surveys, 3225 and 5015.

The article, "Work stress and job performance," is now available in the December 2007 online edition of *Perspectives on Labour and Income*, Vol. 8, no. 12 (75-001-XWE, free), from the *Publications* module of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Jungwee Park (613-951-4598; jungwee.park@statcan.ca), Labour and Household Surveys Analysis Division, Statistics Canada. ■

Study: Returning to work after childbirth 1983 to 2004

More Canadian women have gone back to work after giving birth to a child during the past two decades, and fewer have quit their jobs, according to a new study.

However, both long- and short-term employment rates of mothers were consistently lower than those of other working women between 1984 and 2004.

The study, published today in the online edition of *Perspectives on Labour and Income*, examined the impact of childbirth on employment and earnings, using data from the Longitudinal Workers File, a random sample of all Canadian workers. The findings show that changes in maternity leave have a virtually immediate effect on women's labour market behaviour.

The mothers in this study were aged 20 to 39 in the year they gave birth. They were employed before giving birth and had experienced no other job separation that year. In the previous year, they had worked and had not given birth.

The study found that short-term employment rates of successive cohorts of mothers increased from the mid-1980s to the end of the 1990s. They started to decline in the early 2000s.

For example, among mothers who gave birth in 1984, the employment rate in the first year after childbirth was 84%. The rate reached 91% among those giving birth in 1999, then dropped to between 87% and 88% for those giving birth just after the turn of the millennium.

Longer-term employment rates were also compared. For example, in 2004, the employment rate among women who had had a child three years earlier in 2001 was 84%. The corresponding employment rate of other working women was 91%.

The study said it is not surprising that the post-childbirth employment rates of mothers were generally lower than those of other women because the birth of a child increases the marginal costs and reduces the marginal benefits of working.

The study also found that women who gave birth were less likely to withdraw from the labour market during post-childbirth years in the early 2000s than in the mid-1980s.

For example, about 8% of mothers who gave birth in the mid- and late 1980s quit the labour market in the first three years after childbirth. However, in the late 1990s and early 2000s, the proportion was less than 6%.

Mothers also experienced a strong decline in earnings during the year following childbirth, and these declines increased over time, the study found.

During the 1980s, the birth of a child lowered earnings of the mother by about 28% in the year that the child was born. This decline accelerated to 30% in the 1990s and to about 33% after 2000.

Earnings declines persisted into the post-childbirth years. For example, in the first year after childbirth, the mother's earnings dropped between 14% and 18% before 2001 and between 37% and 39% since then.

The decline in earnings in the year of childbirth and in the first year thereafter was likely related to longer maternity leaves and more generous benefits. For example, beginning in 2001, mothers were able to take at least 52 weeks of maternity leave and receive Employment Insurance benefits for up to 50 weeks.

Those who give birth in the early part of a year are able to collect the benefits for almost a whole year; those giving birth late in the year can collect for most of the following year. As a result, the decline in earnings during the year of childbirth as well as in the first year thereafter are now higher than for mothers who gave birth before 2001.

Definitions, data sources and methods: survey numbers, including related surveys, 3701 and 3889.

The article, "Returning to work after childbirth," is now available in the December 2007 online edition of *Perspectives on Labour and Income*, Vol. 8, no. 12 (75-001-XWE, free), from the *Publications* module of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Xuelin Zhang (613-951-4295; xuelin.zhang@statcan.ca), Business and Labour Market Analysis Division, Statistics Canada. ■

Railway carloadings

October 2007

The Canadian railway industry rebounded strongly in October on the strength of increased loadings in the majority of its commodity classifications.

Railways loaded 25.4 million metric tonnes of freight in October, climbing 6.6% from the 23.9 million metric tonnes reported in September. The rise in loadings was tied to increases in the industry's two main rail transportation systems—non-intermodal and intermodal.

The non-intermodal portion of the freight loaded in October grew 6.2% to 22.8 million metric tonnes.

The increase in non-intermodal loadings was widespread, the result of increases in 52 of the 64 commodity classifications. This increase represents a strong rebound from September, in which

the majority of the commodity classifications decreased. Loadings for October were also the highest amount of loadings for the month since 1999.

Among the commodities experiencing the largest increases in tonnage from September were raw materials, particularly non-ferrous metals. These include lead ores and concentrates (+68.3%), zinc ores and concentrates (+44.9%), and copper ores and concentrates (+31.3%).

Other commodities experiencing increases include agricultural and hydrocarbon based commodities. Agricultural commodities include other oil seeds and nuts and other agricultural products (+91.2%) and wheat (+24.1%). Hydrocarbon commodities include fuel oils and crude petroleum (+25.0%) and gaseous hydrocarbons, including liquid propane gas (+20.7%).

The intermodal portion of the freight loaded, consisting of both containers and trailers loaded on flat cars, rose 9.7% in October to 2.6 million metric tonnes.

October's intermodal loadings are the highest monthly loadings of any month since 1999.

Rail freight traffic destined for or passing through Canada from the United States grew 12.3%, or by 341,000 tonnes, to 3.1 million metric tonnes in October.

On a year-over-year-basis, intermodal loadings rose 4% from October 2006, while non-intermodal loadings rose 2.7%. Traffic received from the United States continued its strong monthly annual advance in 2007, surging 19.6% from October 2006.

October's traffic received from the United States represents the strongest year-over-year increase in tonnage for the month of October since 1999. It also represents the highest monthly traffic level of any month since 1999. The growth in tonnage is attributable to a 22% year-over-year increase in the amount of carloadings originating from the United States.

Available on CANSIM: table 404-0002.

Definitions, data sources and methods: survey number 2732.

The October 2007 issue of *Monthly Railway Carloadings*, Vol. 84, no. 10 (52-001-XWE, free), is now available from the *Publications* module of our website.

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: 613-951-0009; transportationstatistics@statcan.ca), Transportation Division. ■

Stocks of frozen poultry meat

December 1, 2007 (preliminary)

Stocks of frozen poultry meat in cold storage on December 1 totalled 69,706 metric tonnes, up 16.2% 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. ■

Crude oil and natural gas production

October 2007 (preliminary)

Provincial crude oil and marketable natural gas production data are now available for October.

Definitions, data sources and methods: survey number 2198.

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

Energy consumption by the manufacturing sector

2006 (revised)

Revised data on energy consumption by manufacturing industries are now available for 2006.

Available on CANSIM: tables 128-0005 and 128-0006.

Definitions, data sources and methods: survey number 5047.

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

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International Travel: Advance Information, October 2007, Vol. 23, no. 10
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Perspectives on Labour and Income, Winter 2007, Vol. 19, no. 4
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- **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 six 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 and industry work force in 1996 accompanied by sluggish gains in employment and slow economic growth during the year.

OTHER RELEASES

- Map-based Index, May 1997 3
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