



# The Daily

Statistics Canada

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### Canadian Economic Observer

February 2007

The February issue of Statistics Canada's flagship publication for economic statistics, *Canadian Economic Observer*, analyses current economic conditions, summarizes the major economic events that occurred in January and presents the feature articles "Federal government revenue and spending by province: A scoreboard of winners and losers in Confederation?" and "Canada's unemployment mosaic, 2000 to 2006". A separate statistical summary contains a wide range of tables and graphs on the principal economic indicators for Canada, the provinces and the major industrial nations.

The February 2007 Internet edition of *Canadian Economic Observer*, Vol. 20, no. 2 (11-010-XWB, free) is now available online from the *Publications* module of our website. The monthly paper version of *Canadian Economic Observer*, Vol. 20, no. 2 (11-010-XPB, \$25/\$243) will be available on February 22.

Visit *Canadian Economic Observer's* page online. From the *Summary tables* module of our website, under *Subject*, choose *Economic Accounts*, then click on the banner ad for *Canadian Economic Observer*.

For more information, contact Philip Cross (613-951-9162; [ceo@statcan.ca](mailto:ceo@statcan.ca)), Current Economic Analysis Group.

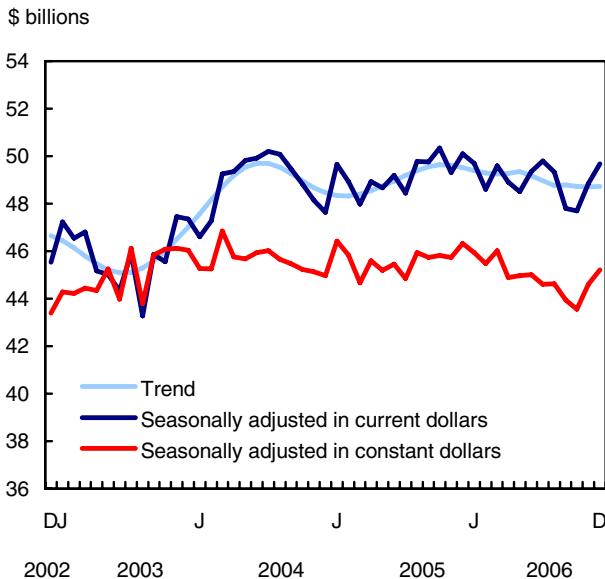
## Releases

### Monthly Survey of Manufacturing

December 2006

Canadian manufacturers ended 2006 on a positive note as factory shipments increased for the second month in a row in December, thanks to strength in the transportation equipment sector.

#### Factory shipments stage year-end rally



The year-end rally was not enough to offset several months of weak performances earlier in the year. As a result, total shipments for 2006 as a whole edged down 0.6% to \$587.4 billion from the peak level in 2005.

December's increase was widespread, with 13 sectors representing 74% of total output improving. On a monthly basis, factories shipped goods worth an estimated \$49.7 billion in December, up 1.7% from November. The transportation sector, led by automobiles, shipped \$10.2 billion worth of product in December, the first time in 2006 that it had surpassed the \$10-billion mark.

There were no clear winners and losers among the various sectors in manufacturing last year. Taking price fluctuations into account, the annual volume of shipments fell 1.6% to \$539.3 billion, a decline of nearly \$9 billion.

#### 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.

Still, 2005 had seen the highest level of constant dollar shipments on record while 2006 real shipments were more in line with 2003 levels.

Again, taking price fluctuations into account, the volume of shipments in December rose 1.4% to \$45.6 billion.

December's shipments of durable goods jumped 3.0% to \$27.5 billion, the third consecutive monthly increase following declines through the third quarter. Again, this was due to a strong showing in the transportation equipment sector.

Non-durable goods shipments edged up 0.2% to \$22.2 billion in December. Higher shipments of petroleum and coal were nearly offset by declines in chemicals.

Manufacturers started 2006 in a cautious mood, according to the Business Conditions Survey through 2006, but became increasingly pessimistic as the year wore on. Coming off a stellar year in 2005,

respondents to the opinion survey reported that the appreciation of the Canadian dollar, higher raw materials costs and competition from cheaper foreign imports were growing impediments to production. Meanwhile, manufacturers in Western Canada listed a lack of skilled labour as a limiting factor to production.

In 2006, manufacturing job losses were seen primarily in Ontario and Quebec. In contrast, large gains in manufacturing were seen in Alberta, British Columbia and Manitoba over the course of the year.

According to the Labour Force Survey, manufacturing employment took an upturn in December, as the sector gained 10,000 jobs. But during 2006 as a whole, manufacturing lost 59,000 jobs, a 2.7% decline from 2005.

### **Transportation equipment shipments at highest level in eight months**

Motor vehicle shipments increased 7.2% to \$5.6 billion, driving the transportation equipment sector revival, now in its second month after four consecutive losses. The sector shipped \$10.2 billion worth of product in December, the first time it has passed the \$10-billion mark in 2006.

Aerospace shipments rose 4.1% to \$1.4 billion, the second consecutive monthly gain. In spite of a shaky first half of the year, aerospace shipments in 2006 finished the year down only 0.7% compared to 2005, as a result of strong shipments in November and December 2006.

Riding an increase in the price of petroleum and coal products in December, shipments from Canadian refineries advanced by 4.7% to \$4.9 billion. Following November's moderate price decline, prices rose 4.7% in December.

### **Shipments up in seven provinces in December**

Shipments in Ontario and Quebec continued to benefit from the resurgence in the transportation equipments sector in December.

Ontario shipments increased 2.8% to just over \$24.5 billion in December. Overall, 12 of the 21 industries registered increases, but the transportation equipment sector was behind Ontario's jump in shipments, contributing 58% of the \$670 million increase. Transportation shipments rose 4.9% to \$8.3 billion, the highest level since December 2005. Excluding transportation, shipments would have risen 1.2%.

In spite of solid growth in the transportation equipment sector in Quebec, shipments fell by 0.9% to \$11.9 billion, as chemical shipments returned to normal levels after two months of stronger than normal demand. Quebec's largest manufacturing industry,

primary metals, also decreased in December, returning to normal levels after high commodity prices elevated the value of shipments in November. These declines were almost completely offset by increases in machinery manufacturing, petroleum and coal products and the aerospace industry.

Shipments by manufacturers in the Atlantic provinces grew by 1.4% to \$2.3 billion. New Brunswick, which accounted for nearly half of the region's shipments edged down 0.2% in December. Newfoundland and Labrador accounted for the majority of the increase in December, while Prince Edward Island and Nova Scotia registered small increases. In all Atlantic provinces but New Brunswick, the food industry was a major contributor to the advance.

Shipments from Alberta increased 1.8% to \$5.3 billion in December. Increases were widespread in December, with 15 of 21 industries reporting increases. The largest increase was in petroleum and coal products, which advanced 4.9% to \$1.1 billion. Other significant contributors to the increase were the chemicals industry, which advanced 2.3% to \$1.2 billion. Non-metallic mineral and the primary metals industries both climbed by almost 12%. These gains were offset by 11% decreases in the paper and the computer and electronics industries.

Shipments from British Columbia advanced 2.1% to \$3.5 billion. Overall, 13 of 21 industries increased in December. After significant declines in November, the paper industry rebounded by 3.2% to \$474 million. Wood products manufacturing also increased 2.0% to \$726 million, returning to the level of October but the overall trend for this industry is still downward. These gains were offset by declines in the transportation equipment, beverages and tobacco and primary metals industries.

### **New orders for transportation equipment climbs**

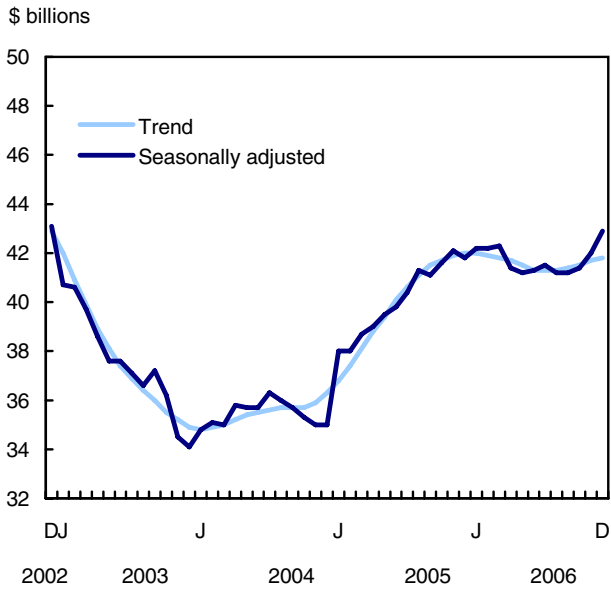
New orders broke through the \$50 billion level for the first time since January 2006. After trending downward for 14 months, new orders reversed the trend with strong gains in the last two months of the year. December's 2.1% increase was almost entirely the result of a \$746 million surge in orders in the transportation equipment sector. Excluding transportation, new orders would have risen by 0.7%.

### **Unfilled orders for aerospace at highest level in four years**

Unfilled orders increased 2.1% to \$42.9 billion, the highest level in four years. The transportation equipment sector, namely 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 \$876 million in December. Strong order bookings in aerospace resulted in a \$334 million increase in orders destined for delivery at a future date, to their highest level in four years, while year-end orders for motor vehicles tailed-off to offset some of the gain.

**Unfilled orders rising steadily**

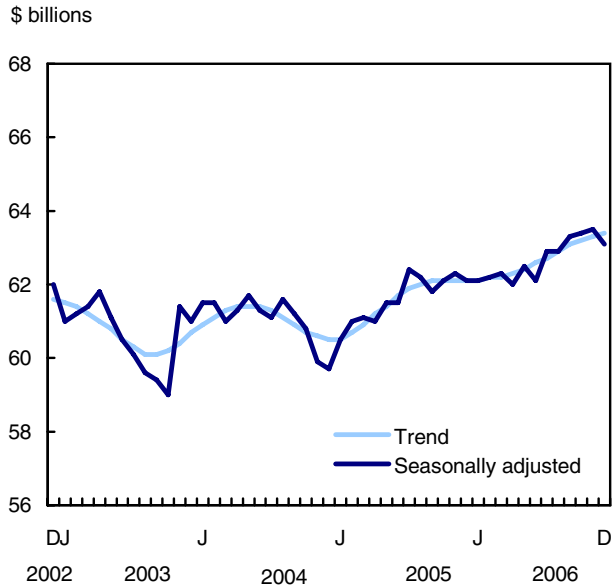


**Inventories fall in December**

Total inventories for manufacturers decreased 0.6% to \$63.1 billion in December after five consecutive increases. Inventories were drawn down in 13 of 21 industries, with petroleum and coal accounting for two-thirds of the drop. Food product inventories have risen in eight of the last nine months, while aerospace product and parts inventories have risen through the fourth quarter of 2006.

By stage of fabrication, goods in process inventories had climbed consistently over the past two years but have now fallen marginally in November and December. Inventories of raw materials have fallen in three of the last four months while finished products inventories has risen steadily over the last six months.

**Inventories trend continues upward**



**Inventory-to-shipment ratio slips from recent high**

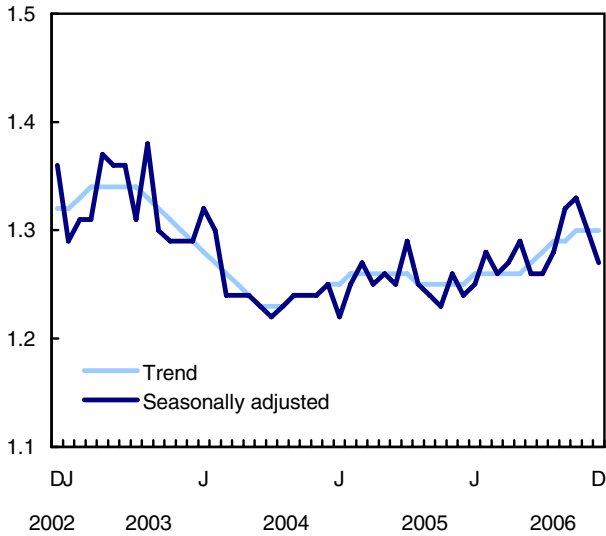
The inventory-to-shipment ratio fell to 1.27 from 1.30 in November. The ratio had peaked at 1.33 in October, rising for three consecutive months before turning back in November. The average inventory-to-shipment ratio for 2006 was 1.28, 0.38 higher than the average level for 2004 and 2005.

With shipments rising and drawing down finished goods inventories, the finished product inventory-to-shipment ratio fell to 0.45 from October's peak level of 0.47. The average finished product inventory-to-shipment ratio for 2006 was 0.45, which is consistent with levels seen over the past several years.

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 drops from recent peak**

Ratio



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 January 2007 Monthly Survey of Manufacturing will be released on March 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](mailto:manufact@statcan.ca)). To enquire about the concepts, methods or data quality of the release, contact Daryl Keen (613-951-1810, [keendar@statcan.ca](mailto:keendar@statcan.ca)), Manufacturing, Construction and Energy Division.

□

## Manufacturing shipments, provinces and territories

	November 2006 <sup>r</sup>	December 2006 <sup>p</sup>	November to December 2006
Seasonally adjusted			
	\$ millions		% change
<b>Canada</b>	<b>48,844</b>	<b>49,674</b>	<b>1.7</b>
Newfoundland and Labrador	177	200	12.9
Prince Edward Island	126	127	0.8
Nova Scotia	763	773	1.2
New Brunswick	1,180	1,178	-0.2
Quebec	12,032	11,925	-0.9
Ontario	23,853	24,524	2.8
Manitoba	1,196	1,265	5.8
Saskatchewan	827	825	-0.3
Alberta	5,224	5,319	1.8
British Columbia	3,456	3,527	2.1
Yukon	3	3	-4.0
Northwest Territories including Nunavut	6	7	14.5

<sup>r</sup> revised

<sup>p</sup> preliminary

## 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	
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	47,791	-3.1	63,302	0.6	41,202	0.0	47,786	-2.6	1.32
October 2006	47,699	-0.2	63,379	0.1	41,386	0.4	47,884	0.2	1.33
November 2006	48,844	2.4	63,492	0.2	42,049	1.6	49,507	3.4	1.30
December 2006	49,674	1.7	63,123	-0.6	42,929	2.1	50,554	2.1	1.27

## Manufacturing industries except motor vehicle, parts and accessories

	Shipments		Inventories		Unfilled orders		New orders	
Seasonally Adjusted								
	\$ millions	% change	\$ millions	% change	\$ millions	% change	\$ millions	% change
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	40,959	-2.7	60,394	0.5	39,271	0.8	41,265	-1.9
October 2006	41,001	0.1	60,411	0.0	39,845	1.5	41,575	0.7
November 2006	41,332	0.8	60,601	0.3	40,724	2.2	42,211	1.5
December 2006	41,730	1.0	60,310	-0.5	41,717	2.4	42,724	1.2

## Livestock estimates

As of January 1, 2007

Canada's national cattle herd continued to decline in 2006, plunging by 515,000 head in the wake of renewed live cattle exports to the United States. Last year marked the first full year the border has been open to Canadian cattle shipments since 2002.

As of January 1, 2007, cattlemen reported 14.3 million head on their farms, down 3.5% from the previous year and 748,000 below the January record established in 2005, when closed borders forced producers to keep more of their farm stock off the market.

Despite the drop, the 2007 inventory was still 827,000 above the January 1, 2003 level, prior to the border closure, according to the annual January Livestock Survey of 10,000 producers.

The American border was reopened to live cattle under 30 months of age on July 18, 2005. The ban on Canadian cattle and beef took effect after the disclosure of a case of bovine spongiform encephalopathy (BSE) on May 20, 2003.

In general, inventories in the West rose during the early 1990s as farmers increased production in response to expanding export markets. With the closure of the US markets, thousands of cattle were held back on Canadian farms. As the cattle inventories trend lower, the Canadian industry is returning to the way it was before the borders were closed.

### Livestock inventories at January 1

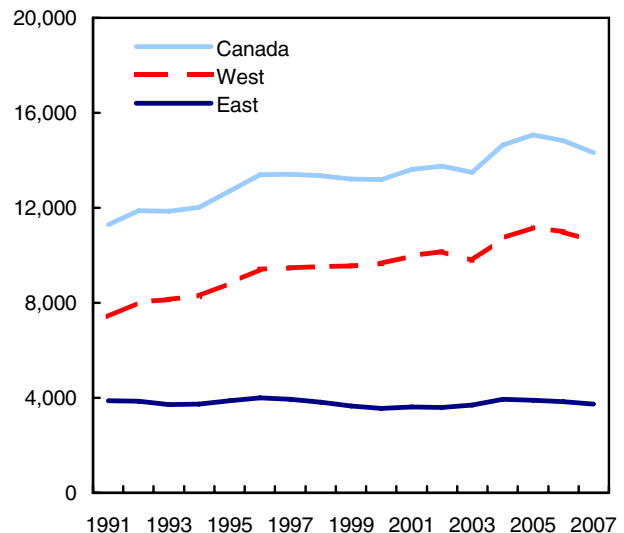
	Cattle		Hogs		Sheep	
	thousands of head					
	2006	2007	2006	2007	2006	2007
<b>Canada</b>	<b>14,830</b>	<b>14,315</b>	<b>14,730</b>	<b>14,329</b>	<b>895</b>	<b>886</b>
Atlantic	286	284	329	324	34	34
Quebec	1,405	1,395	4,245	4,085	252	240
Ontario	2,139	2,056	3,654	3,535	225	235
Manitoba	1,490	1,380	2,940	2,960	60	62
Saskatchewan	2,950	2,930	1,375	1,300	105	95
Alberta	5,900	5,680	2,020	1,965	151	155
British Columbia	660	590	167	160	68	65

**Note:** Figures may not add up to totals because of rounding.

The livestock survey also showed declines in both hog and sheep inventories during the year. Hog producers indicated they had 14.3 million head at January 1, 2007. Farmers reported 886,000 sheep on their farms, down 1.1%.

### Canadian inventories drop with open border

Thousands of head at January 1



### Exports of live cattle struggle upwards

Exports of live cattle to the United States rose rapidly once the border was reopened in July 2005. However, monthly exports tumbled in the spring of 2006 as drought-stricken US ranchers shipped cattle early, pushing US slaughter levels up and prices down. Reduced US demand for Canadian cattle, coupled to lower prices in this country, partially due to a strong Canadian dollar, discouraged Canadian exports.

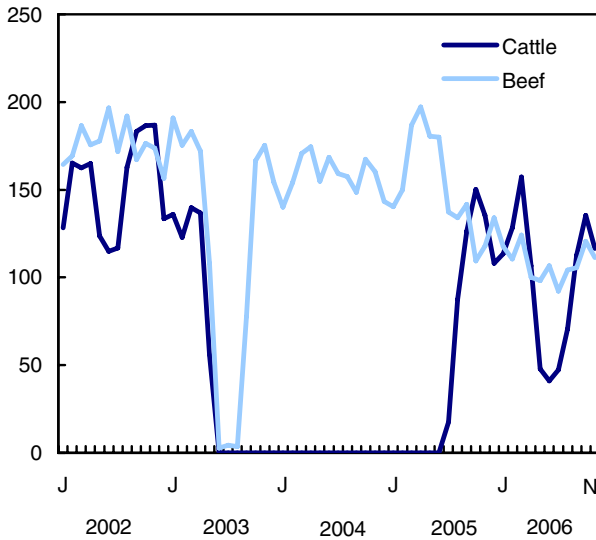
In September, cattle exports to the United States rallied. By October 2006, exports were comparable to pre-BSE levels with 114,000 head shipped south, valued at \$135 million.

In 2006, total estimated cattle exports amounted to 1,038,500 head. Although this figure is almost twice the previous year, which is reasonable as the border reopened in July 2005, it remains 38.5% below the 1,688,100 exported in 2002 (pre-BSE). There were no exports from June 2003 to June 2005.

Once the border reopened to cattle, beef meat exports declined, partially offsetting the higher cattle exports.

**World exports of Canadian cattle and beef**

Millions of Canadian dollars



**Cattle herd declines in all regions**

Cattle numbers fell in all provinces with the West accounting for over three-quarters of the drop. The western herd combined fell by 420,000 head.

Alberta's herd, the largest of any province, declined 3.7%, Saskatchewan's edged down 0.7%, and Manitoba's was off by 7.4%. In British Columbia, the herd dropped by 10.6%. In Central Canada, Quebec's cattle count slipped 0.7%, while Ontario's was 3.9% lower.

The combined picture for Canada and the United States remained stable as of January 1, 2007. Decreases in Canadian cattle inventories have been partially offset by a small increase in the United States, resulting in a combined herd of 111.3 million head.

Slaughter levels have also been a key factor in the cattle business. During 2004 and the first half of 2005, levels hit record highs. They were fuelled by increased slaughter capacity, domestic demand, strong international demand for Canadian beef and lower levels of beef imports.

However, levels have tapered off because of lower exports of beef meat now that the border is open to live cattle and supplies in the United States have increased. At 4.2 million head, slaughter in 2006 was down 7.1% from the previous 12 months.

Prices during the second half of 2006 were 3.3% below the same period in 2005. Although prices

improved during the fall of 2005, following several years of low prices, they weakened in the spring of 2006. This was partially due to dry conditions in the United States, which pushed cattle into the feedlots in record numbers, and partially due to a strong Canadian dollar. Interestingly, the spread between Canadian and US feeder cattle prices has narrowed and are now moving in tandem.

Recently, feed grain prices have been on the rise. Not only does this increase the cost of feeding cattle for producers, but it also puts downward pressure on the price that feedlots pay cattle producers for feeder cattle.

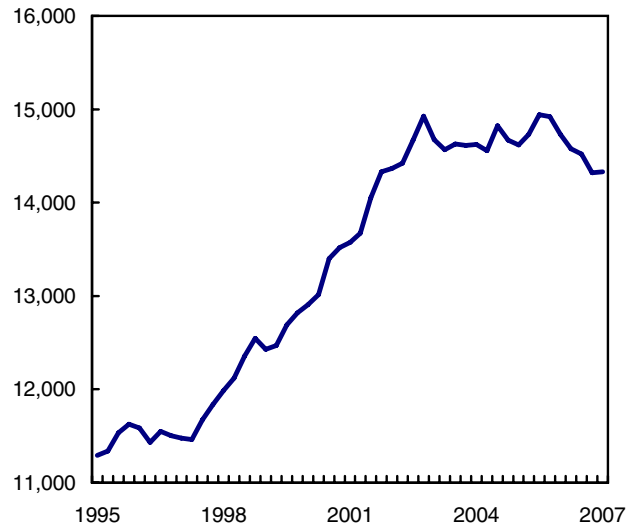
**Hog Industry growth stabilizes**

Canadian hog inventories as of January 1, 2007 were down compared with the same period a year earlier but up slightly from October 1, 2006, as international exports surged. This marked the first quarterly inventory increase after farmers previously reported declines for five consecutive quarters, which reflected weaker slaughter prices in 2006.

According to the 2007 January Livestock Survey, there were 14.3 million hogs on farms as of January 1, 2007, 2.7% below the same date last year while up marginally from October 1, 2006.

**Hog inventories trend down**

Thousands of head at January 1



Farmers exported hogs to other countries at a record pace — 6.4 million hogs during the first nine months



of 2006. This surpassed the previous record established in 2004. Overall, three out of five exported animals were younger hogs, called weaners, for feeding in the United States. As feeding costs are increasing, the weaner export market remains attractive to Canadian farrowing producers.

Hog slaughter prices weakened in the fall of 2005 and have remained relatively low since. During the first nine months of 2006, the average price for hogs was 14.2% lower than the same period in 2005. Lower prices led to a 15.3% drop in hog farm cash receipts during the first nine months of 2006.

Domestic slaughter has continued to decline after reaching a record high in 2004, mainly because of lower prices paid to producers and higher feeding costs. Hog slaughter dropped 2.4% between 2005 and 2006.

**Available on CANSIM: tables 003-0004, 003-0026, 003-0030 to 003-0032 and 003-0083 to 003-0086.**

**Definitions, data sources and methods: survey number 3460.**

The reports *Cattle Statistics* (23-012-XWE, free), *Hog Statistics* (23-010-XIE, free) and *Sheep Statistics* (23-011-XIE, free) are now available online. From the *Publications* module of our website under *Free Internet publications* choose *Agriculture*.

For general information, contact Client Services (toll-free 1-800-465-1991). To enquire about the concepts, methods or data quality of this release, contact Robert Plourde (613-951-8716, [robert.plourde@statcan.ca](mailto:robert.plourde@statcan.ca)), Agriculture Division. ■

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## Dairy statistics

December 2006 (preliminary)

Dairy farmers sold 626 000 kilolitres of milk and cream to dairies in December, down 2% from December 2005. Fluid milk sales stood at 258 800 kilolitres and industrial milk sales at 367 200 kilolitres. Industrial milk is used to manufacture butter, cheese, yogurt, ice cream, milk powders and concentrates.

**Available on CANSIM: tables 003-0007 to 003-0012, 003-0029, 003-0033 and 003-0034.**

**Definitions, data sources and methods: survey numbers, including related surveys, 3430, 3431 and 3432.**

The fourth quarter 2006 issue of *Dairy Statistics*, Vol. 1, no. 4 (23-014-XWE, free) is now available online from the *Publications* page of our website.

For more information, or to enquire about the concepts, methods or data quality of this release, contact Anna Michalowska (613-951-2442 or toll-free 1-800-465-1991; fax: 613-951-3868), Agriculture Division. ■

## Machinery and equipment price indexes

Fourth quarter 2006

The Machinery and Equipment Price Index (MEPI) stood at 91.4 (1997=100) in the fourth quarter, up 1.8% from the previous quarter. The import component index rose 2.8%, while the domestic series edged up 0.2%. The total MEPI was down 0.9% compared to the fourth quarter 2005. The import index fell by 1.4% compared

to the same quarter a year ago, while the domestic index inched up 0.2%.

In the fourth quarter, all industries experienced increases in prices of machinery and equipment purchased. Finance, insurance and real estate (+2.8%), led by the finance and insurance sub-component (+2.5%), contributed significantly to the total MEPI quarterly increase. The second major contributor to the total quarterly increase was manufacturing industries (+1.8%), particularly the food and beverages (+3.3%) and transport equipment (+1.6%) industries.

Among commodities, the largest price increases occurred for automobiles, excluding passenger vans (+5.2%) and trucks, road tractors and chassis (+4.8%), while computers and peripherals equipment, such as terminals, printers and storage devices (+1.1%) moderated the increase of commodities.

The US dollar appreciated 1.6% against its Canadian counterpart in the fourth quarter of 2006. The strengthening of the US dollar had an upward influence on the imported goods' price movements.

**Available on CANSIM: tables 327-0041 and 327-0042.**

**Definitions, data sources and methods: survey number 2312.**

The third quarter 2006 issue of *Capital Expenditure Price Statistics* (62-007-XWE, free) will be available in February.

For more information, or to enquire about the concepts, methods or data quality of this release, call Client Services Unit (613-951-9606 or toll-free 1-866-230-2248; fax: 613-951-1539; [prices-prix@statcan.ca](mailto:prices-prix@statcan.ca)), or Adrian Fisher (613-951-9612), Prices Division. □

**Machinery and equipment price indexes**  
(1997=100)

Industries	Relative importance	Fourth quarter 2006 <sup>P</sup>	Third to fourth quarter 2006	Fourth quarter 2005 to fourth quarter 2006
% change				
<b>Total machinery and equipment price index</b>	<b>100.00</b>	<b>91.4</b>	<b>1.8</b>	<b>-0.9</b>
<b>Domestic</b>	<b>32.03</b>	<b>104.8</b>	<b>0.2</b>	<b>0.2</b>
<b>Imported</b>	<b>67.97</b>	<b>85.1</b>	<b>2.8</b>	<b>-1.4</b>
Crop and animal production	4.07	100.9	2.2	-0.2
Forestry and logging	0.27	101.0	1.3	-0.6
Fishing, hunting and trapping	0.08	107.7	1.9	1.8
Support activities for agriculture and forestry	0.10	98.7	2.0	-0.4
Mines, quarries and oil wells	4.26	103.2	1.9	0.8
Utilities	3.55	95.5	2.0	1.8
Construction	3.54	97.0	1.8	-0.3
All manufacturing	22.34	97.4	1.8	0.2
Trade	8.38	89.1	1.4	-1.1
Transportation (excluding pipeline transportation)	7.66	104.2	2.2	0.4
Pipeline transportation	1.18	103.0	1.9	1.5
Warehousing and storage	0.26	103.0	1.1	0.5
Finance, insurance and real estate	19.90	85.4	2.8	-3.0
Private education services	0.12	77.8	1.2	-2.4
Education services (excluding private), health care and social assistance	2.09	86.8	0.9	-1.6
Other services (excluding public administration)	16.39	80.3	1.0	-1.7
Public administration	5.81	84.0	1.2	-1.2

<sup>P</sup> preliminary

**Steel pipe and tubing**

December 2006

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

Available on CANSIM: table 303-0046.

Definitions, data sources and methods: survey number 2105.

The December 2006 issue of *Steel, Tubular Products and Steel Wire* (41-019-XWE) 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](mailto:manufact@statcan.ca)), Manufacturing, Construction and Energy Division. ■

**Steel wire and specified wire products**

December 2006

Data on steel wire and specified wire products production are now available for December.

Available on CANSIM: table 303-0047.

Definitions, data sources and methods: survey number 2106.

The December 2006 issue of *Steel, Tubular Products and Steel Wire*, (41-019-XWE) 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](mailto:manufact@statcan.ca)), Manufacturing, Construction and Energy Division. ■

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