

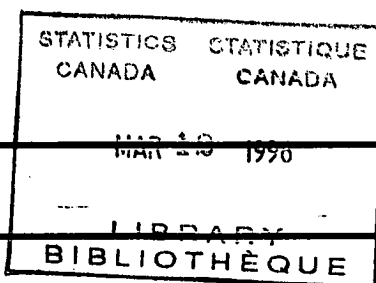


The Daily

Statistics Canada

Tuesday, March 12, 1996

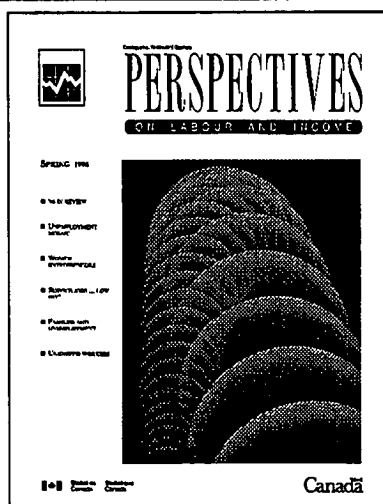
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MAJOR RELEASES

- **Are service jobs low-paying?** 3
The common belief that the service sector pays low wages is not entirely misplaced. But to characterize all service jobs as low-paying can be misleading. In fact, the highest-paying industry in 1994 was in the service sector.
- **New motor vehicle sales, January 1996** 5
New motor vehicle sales fell 4.7% in January to the lowest level since July 1995.

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Perspectives on labour and income Spring 1996

The Spring 1996 issue of *Perspectives on labour and income* presents a study that compares the average weekly earnings of paid workers in the service sector with those of the goods sector. It also features an article that looks at the growth in entrepreneurship among women, and compares their characteristics with those of their male counterparts. Another article examines different measures of unemployment, while another study explores the trends in unionization rates by industry over the last two decades. Also included is a review of the changes and trends in the labour market in 1995, along with a focus on the unemployment rates by census metropolitan area (both these reports were pre-released on January 29).

Each quarter, *Perspectives* draws on many data sources for insights on emerging income issues and reviews recent developments in the labour market. The Spring 1996 issue of *Perspectives on labour and income* (75-001-XPE, \$17/\$56) is now available. See "How to order publications".

For further information on this release, contact Jeffrey Smith (613-951-6894) or Doreen Duchesne (613-951-6893), Labour and Household Surveys Analysis Division.



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MAJOR RELEASES

Are service jobs low-paying?

The common belief that the service sector pays low wages is not entirely misplaced. But to characterize all service jobs as low-paying can be misleading. In fact, the highest-paying industry in 1994 was in the service sector: the 30,000 employees in "other financial intermediaries", which includes brokerage houses and stock exchanges, had average weekly earnings of \$1,240.

Most service workers earn low pay

In 1994, the services-producing sector employed over three-quarters of the Canadian work force. It disbursed a weekly payroll of more than \$4 billion to nearly 8 million employees. Those 8 million employees earned an average of about \$520 a week or about 22% less than the average \$660 earned by 2.4 million workers in the goods sector.

Some service sector jobs do pay well. But compared with employees in the goods-producing sector, most service workers earn low pay. Three-quarters of them are employed in industries reporting average weekly earnings below those of the goods sector.

Average earnings in the service sector vary considerably

Average weekly earnings in the service sector varied considerably among industries. In 1994, the average weekly earnings of \$1,240 in the highest-paying service industry (other financial intermediaries) were six times greater than the \$210 in the lowest-paying (food services).

In contrast, the highest-paying industry in the goods-producing sector (crude petroleum and natural gas) paid, on average, only three times more than

Note to readers

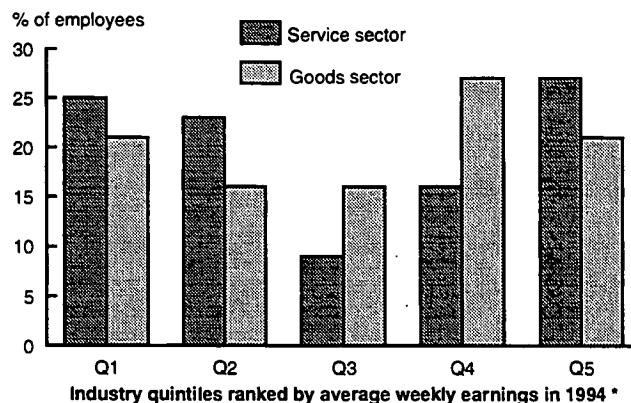
This study compares a wide range of average weekly earnings across 107 service industries. It also quantifies the disparity in earnings between workers in the services and goods sectors (based on 103 goods-producing industries). Industries in the service sector range from restaurants, stores and gas stations, to health care, government and financial institutions.

This study uses annual average data compiled from Statistics Canada's monthly Survey of Employment, Payroll and Hours. The survey collects information on the weekly payrolls, earnings and hours, and counts of paid employees. It is the largest survey of businesses in Canada and the only source of current weekly earnings at a detailed industry level.

It covers all employees in Canada, except those in agriculture, fishing and trapping, private household services, religious organizations and military services.

the lowest (children's and other clothing and apparel manufacturing).

Employees in the service sector were concentrated in the highest- and lowest-paying industries



Source: Survey of Employment, Payrolls and Hours (SEPH)

* The first quintile has the highest earnings.

Only one in four service employees work in industries that pay more than the goods sector average

To make it easier to compare service sector earnings with the average of the goods sector, a total of 107 service industries were ranked from highest to lowest according to average weekly earnings, then divided into five equal segments or quintiles (each containing 21 or 22 industries). More than half of the 8 million service sector employees were concentrated in the highest- and lowest-paying quintiles.

In the highest-paying quintile (top 20%) of service industries, which employed 25% of service workers, average weekly earnings in 1994 ranged from \$670 to \$1,240. Many of these workers were in the transportation, public services or financial services industries. Although the average weekly earnings for

employees in this quintile were above the average earnings of the goods sector (\$660), the earnings of most were less than 25% higher.

The lowest-paying industry quintile (bottom 20%) accounted for the greatest proportion of service workers, at 27%. In these low-paying industries—predominantly retail trade, food and accommodation, and personal services—average weekly earnings ranged from \$210 to \$360.

This release is based on an article appearing in the Spring 1996 issue of *Perspectives on labour and income* (75-001-XPE, \$17/\$56), which is now available. See "How to order publications".

For further information on this release, contact Lee Grenon (613-951-5254), Labour and Household Surveys Analysis Division. ■

New motor vehicle sales

January 1996

New motor vehicle sales got off to a slow start in January, when sales fell 4.7% from December. New vehicle dealers sold 94,898 vehicles in January, the fewest since July 1995. However, sales reports released by the automotive industry indicate a sales increase in February.

The passenger car market led the decline. Sales fell 6.5% to 52,707 cars, slightly above the 13-year low recorded in April 1995.

Note to readers

Passenger cars include cars used for personal and commercial purposes (such as taxis or rental cars). Trucks include minivans, sport utility vehicles, light and heavy trucks, vans, coaches and buses.

All data have been seasonally adjusted unless otherwise specified. Market share is calculated from unadjusted data.

The other automakers reported a 6.2% decline in car sales.

Despite their weakness in car sales, the Big Three automakers captured 71% of the passenger car market in January. This was their highest market share since January 1994, when they sold 72% of passenger cars.

North American-made passenger car sales fell 3.7% in January, while sales of cars made overseas plunged 21.8%. Over 89% of new cars sold in January were made in North America, compared with 82% in January 1995. Imported vehicles have been following a long downward sales trend, as foreign automakers continue to move more of their automobile production to North America.

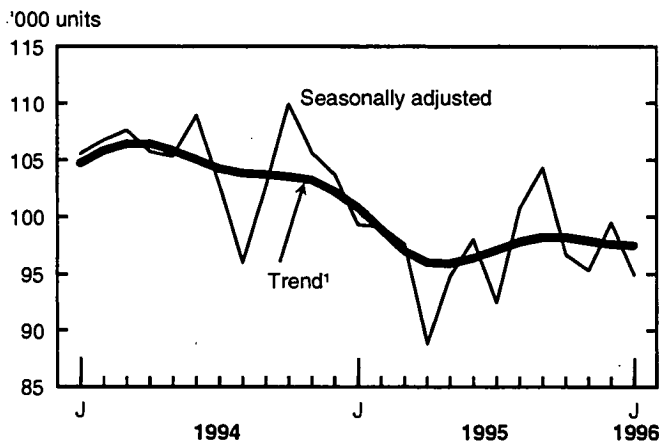
Truck sales fell 2.3% to 42,191 in January. This was still above the average number of trucks sold per month in 1995 (41,362).

Available on CANSIM: matrix 64.

The January 1996 issue of *New motor vehicle sales* (63-007-XPB, \$16/\$160) will be available in April. See "How to order publications".

For further information on this release, contact Mary Beth Lozinski (613-951-9824), Retail Trade Section, Industry Division. □

New motor vehicle sales



¹ The short-term trend represents a moving average of the data.

The Big Three automakers were hardest hit by the decline in car sales, selling 6.7% fewer cars in January.

New motor vehicle sales

	Jan. 1995	Dec. 1995 ^r	Jan. 1996 ^p	Jan. 1995 to Jan. 1996	Dec. 1995 to Jan. 1996
seasonally adjusted					
				% change	
New motor vehicles	99,349	99,545	94,898	-4.5	-4.7
Passenger cars	57,006	56,376	52,707	-7.5	-6.5
North American ¹	45,421	47,735	45,949	1.2	-3.7
Imports	11,585	8,642	6,758	-41.7	-21.8
Big Three automakers	36,696	36,776	34,319	-6.5	-6.7
Other automakers	20,310	19,600	18,388	-9.5	-6.2
Trucks, vans and buses	42,343	43,168	42,191	-0.4	-2.3
	Jan. 1995	Jan. 1996 ^p	Jan. 1995 to Jan. 1996	Market share	
				Jan. 1995	Jan. 1996
unadjusted					
			% change	%	
New motor vehicles	74,721	73,765	-1.3		
Passenger cars	42,070	40,051	-4.8	100.0	100.0
North American ¹	34,646	35,825	3.4	82.4	89.4
Big Three automakers	28,419	27,848	-2.0	67.6	69.5
Other automakers	6,227	7,977	28.1	14.8	19.9
Imports	7,424	4,226	-43.1	17.6	10.6
Big Three automakers	1,084	519	-52.1	2.6	1.3
Other automakers	6,340	3,707	-41.5	15.1	9.3
Trucks, vans and buses	32,651	33,714	3.3	100.0	100.0
North American ¹	30,450	32,625	7.1	93.3	96.8
Imports	2,201	1,089	-50.5	6.7	3.2

¹ Manufactured or assembled in Canada, the United States or Mexico.

^r Revised figures.

^p Preliminary figures.

OTHER RELEASES

New housing price index

January 1996

In January 1996, the new housing price index decreased 2.1% from a year earlier. January marked the 19th consecutive month in which the annual percentage change in new home prices was negative. In fact, the annual rate of change has been moving downward since June 1994 (the last time it was positive at +0.1%).

From December 1995 to January 1996, the total index dropped 0.1%. In 9 of the 21 cities surveyed, contractors reported stable or offsetting new home prices, which resulted in no monthly changes in the indexes for those cities. In the six cities with monthly increases, the largest was for Regina (+0.3%). Of the six cities with monthly decreases, the largest were for Charlottetown (-0.5%) and Québec (-0.5%).

Available on CANSIM: matrix 2032.

The first quarter 1996 issue of *Construction price statistics* (62-007-XPE, \$23/\$76) will be available in June. See "How to order publications".

For further information on this release, contact Paul-Roméo Danis (613-951-3350, the Internet: shadsan@statcan.ca, fax: 613-951-2848), Client Services Unit, Prices Division.

New housing price indexes

(1986=100)

	Jan. 1996	Jan. 1995 to Jan. 1996	Dec. 1995 to Jan. 1996
	% change		
Canada total	133.0	-2.1	-0.1
House only	122.9	-2.0	-0.1
Land only	166.0	-1.7	-0.1
St. John's	127.1	-0.5	-
Halifax	121.2	1.4	0.1
Charlottetown	115.5	-1.8	-0.5
Saint John-Moncton-Fredericton	114.6	-0.9	-
Québec	135.1	0.4	-0.5
Montréal	137.1	-0.1	-
Ottawa-Hull	119.4	-2.8	-
Toronto	137.6	-0.1	0.1
Hamilton	125.2	-1.9	0.1
St. Catharines-Niagara	121.6	-0.2	-
Kitchener-Waterloo	122.5	-0.7	0.2
London	141.3	-3.8	-
Windsor	128.3	-0.4	-
Sudbury-Thunder Bay	137.2	-0.4	-0.1
Winnipeg	118.0	0.7	-0.1
Regina	132.8	3.2	0.3
Saskatoon	114.2	1.9	-
Calgary	141.3	0.1	-
Edmonton	145.6	-1.4	0.1
Vancouver	132.9	-6.5	-0.4
Victoria	113.0	-8.8	-0.4

- Nil or zero.

Labour demand in Quebec

1995

Data from the 1995 Survey of the Characteristics of Labour Demand in Quebec are now available.

For further information on this release, contact Paul Johannis (613-951-0662), Small Business and Special Surveys Division.



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The Daily, March 12, 1996

PUBLICATIONS RELEASED

Pack of processed carrots, 1995

Catalogue number 32-239-XPB

(Canada: \$14; United States: US\$17; other countries: US\$20).

Railway carloadings, January 1996, vol. 73, no. 1

Catalogue number 52-001-XPB

(Canada: \$10/\$100; United States: US\$12/US\$120; other countries: US\$14/US\$140).

Oil pipeline transport, December 1995

Catalogue number 55-001-XPB

(Canada: \$11/\$110; United States: US\$14/US\$132; other countries: US\$16/US\$154).

Unemployment insurance statistics,

December 1995, last issue

Catalogue number 73-001-XPB

(Canada: \$16/\$160; United States: US\$20/US\$192; other countries: US\$23/US\$224).

Perspectives on labour and income, Spring 1996

Catalogue number 75-001-XPE

(Canada: \$17/\$56; United States: US\$21/US\$68; other countries: US\$24/US\$80).

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