

lack of cross-referencing between police and court records.

Commenting on the survey, Justice Minister Otto Lang said:

Type of offence yardstick

"In general, the survey revealed that the police are exercising their discretion in favour of releasing the accused. As might be expected, the police tend to detain certain types of offender in custody more frequently than others."

As an example, only 5 per cent of motor vehicle offenders were held in custody as compared with 75 per cent of those charged with armed robbery and 47 per cent of those charged with breaking and entering.

While variations in the release rate exist between municipal and provincial police forces and between cities, there was no difference in rates between age groups.

The problem revealed by the survey was that records are not comparable between one jurisdiction and another and, as a result, work will be continued by the Department of Justice in co-

operation with provincial authorities and Statistics Canada to develop a more standardized system.

A breakdown by provinces of the percentage of cases in which the police detained an accused in custody placed Quebec at the top of the list with Alberta in second place, and British Columbia third.

Municipal police forces, with the exception of New Brunswick and Prince Edward Island, are more likely to keep an accused in custody than are provincial police forces.

In half of all cases sampled, the case was disposed of at the first court appearance. Of the 12,698 persons in the sample, 11,549 or 91 per cent, were released either by police or a justice or a judge at some point prior to the disposition of their cases. Quebec, Manitoba, Alberta and British Columbia had higher custody rates than the national average of 9 per cent.

Of those released prior to the disposition of their cases, only 731 or 6.3 per cent failed to appear in court at some time.

Car favoured travelling to work

The automobile is still the preferred mode of transportation for most working Canadians, says Statistics Canada. Over 70 per cent usually travel to work by private car and about half of all workers drive there alone in their cars.

Public transportation, by bus, street-car, subway or commuter train, continues to be the most frequently used means of travel to work for only about 16 per cent of working Canadians and about 9 per cent usually walk to work.

A series of questions on this subject were mounted as a supplement to the labour force surveys in June 1974 and November 1974. The figures on primary means employed to get to work, as well as those on availability of public transportation, and other surveyed variables, were not significantly different for the two months. Nor did the data collected on these two surveys differ significantly from that collected on a similar survey in November 1973.

In all three surveys, about 9 per cent of the population reported their primary method of travel as driving with a passenger. Fifty per cent drove without a passenger, 13 per cent rode as passengers in a private car and between 1 per cent and 2 per cent took taxis or used bicycles or motorcycles. Sixteen per cent used public transportation and the remainder used other means.

The availability of public transportation did not change from the time of the first survey in November 1973 to that of the most recent one, in November 1974. Approximately 54 per cent of those surveyed reported that public transportation to their place of work was available and 44 per cent reported that it was not.

Distance from job

The figures from the November 1974 survey indicate that the largest number of respondents (22 per cent) travel three to five miles to work. About 17 per cent live six to ten miles from their jobs, 1 per cent travel 11 to 20 miles to work and 7 per cent live more than 20 miles from their work. The remaining 14 per cent have no distance to travel, since their place of residence is their place of work. These figures were also comparable to those for the November 1973 and June 1974 surveys.

Labour force

Statistics Canada reports that, seasonally adjusted, employment was down slightly and unemployment up slightly in April compared to March figures. The adjusted unemployment level remained at 7.2 per cent of the labour force, the same as in March.

The employment level was estimated at 9,208,000, down 36,000 from March. Employment for men 25 and over was down 4,000 and it was down 39,000 for persons 14 to 24. It increased 11,000 for women 25 and over. Full-time employment dropped 22,000 for men but increased 21,000 for women. Part-time employment was down 27,000.

The adjusted unemployment level was 717,000 in April, up 5,000 from March. The largest change, an increase of 3,000, was for men 25 and over.

Without seasonal adjustment, the labour force was estimated at 9,804,000 with 9,009,000 employed and 795,000 unemployed for an unemployment rate of 8.1 per cent. March figures were for a labour force of 9,786,000 with 8,946,000 employed and 840,000 unemployed for a jobless rate of 8.6 per cent. In April 1974, the work force was 9,441,000 with 8,873,000 employed and 568,000 unemployed for an unemployment rate of 6.0 per cent.

Adjusted unemployment rates for the provinces, with March figures in brackets: Newfoundland 17.5 per cent (18.8 per cent); Nova Scotia 8.3 per cent (8.0 per cent); New Brunswick 11.3 per cent (12.2 per cent); Quebec 9.0 per cent (9.0 per cent); Ontario 6.1 per cent (6.0 per cent); Manitoba 4.7 per cent (3.9 per cent); Saskatchewan 2.6 per cent (2.6 per cent); Alberta 4.1 per cent (3.5 per cent); British Columbia 8.1 per cent (8.4 per cent). Because of small sample size in Prince Edward Island, estimates of unemployment are subject to high error and are not published.

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