

Ontario. The resort is to have two 225-room hotels, 1,100 luxury condominiums, conference and recreational facilities, as well as a marina.

Newcastle-on-the-Lake promises to be a most imaginative project. It will provide a whole new dimension to the town of Newcastle, while also greatly enhancing the future of this area and the way the area is developed.

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HOUSING

Ms. Margaret Mitchell (Vancouver East): Mr. Speaker, Canadians are finding it increasingly difficult to locate affordable housing.

Yesterday, the mayor of Vancouver, councillors, representatives of labour, co-ops and social housing groups came to Ottawa to meet with the housing minister only to be told that there were no funds to deal with Vancouver's housing crisis.

RRAP funding which would rehabilitate downtown rental housing has been cancelled. Funding for social housing has been cut from 5,000 to 1,700 units with only 150 units last year for Vancouver.

In addition to reinstated federal funding for rental housing, co-ops and social housing, Vancouver needs a special fund for transition houses and affordable housing for new megaproject areas.

I call on the minister to develop a national housing strategy with adequate funding to counteract homelessness in our nation, to build native housing, and to develop affordable housing in the big cities of Canada.

A pre-election symposium in Vancouver will not build housing.

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GRAIN TRANSPORTATION

Mr. Joe Comuzzi (Thunder Bay—Nipigon): Mr. Speaker, the mayors of the Great Lakes and St. Lawrence Seaway ports will be meeting in Milwaukee, Wisconsin, this week to address problems of mutual concern.

Naturally the environment, zebra mussels, Great Lakes water quality, oil spills on the seaway, emissions from pulp and paper plants, and water levels in the Great Lakes will be thoroughly discussed and thoroughly aired.

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However the key will be the economic future of the Great Lakes ports and the viability of the St. Lawrence Seaway. To this end we ask this government to change the Western Grain Transportation Act which unfairly distorts the distribution of grain in Canada. This inequitable distribution is hurting shippers and the entire seaway system.

I ask this government to listen to the provinces including British Columbia, Alberta and northern Ontario, the shippers, the unions in this country, and the farmers. They all come to the conclusion that the Western Grain Transportation Act must be changed now. The future of all Great Lakes ports, of all shippers, and the true viability of this seaway will be harmed unless it is changed.

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[Translation]

FREE TRADE AGREEMENT

Mr. Guy Saint-Julien (Abitibi): Mr. Speaker, a study by the Department of External Affairs and International Trade has revealed that less than a year and a half after it came into effect, the free trade agreement has already generated investment worth \$3 billion in Quebec, creating over 1,000 jobs.

Mr. Young (Gloucester): It has been disruptive! That is what free trade has done!

Mr. Saint-Julien: According to Normand Villeneuve, who heads the department's branch responsible for liaison with the provinces and the private sector, these figures show that Americans have invested more in Canada than we have in the United States. The score is: \$7 billion for the Americans to \$6 billion for Canadians.

Mr. Young (Gloucester): Talk to the workers at Stone-Consolidated about what is happening in the pulp and paper sector!

Mr. Saint-Julien: Mr. Villeneuve mentions the following companies that invested in Quebec as an example: Alumax aluminum refinery, \$1 billion; Abbott Laboratories, \$12 billion; Nikon Canada, \$4 million. However, Mr. Villeneuve feels that so far, Canadian companies have been slow to react.

Mr. Speaker, thanks to the free trade agreement, Canada is a winner, but no thanks to the Liberals opposite.