

Deakin University is sited. Certainly we have heard nothing from the Federal member for Corangamite, and there is some doubt in Geelong whether he has even heard of Deakin University! There is a crying need to work for the retention of the Master of Business Administration course both for Geelong and for the Deakin University.

It is my intention as a member of the Labor Party in this Chamber to represent people in Geelong on matters like Deakin University and in problems that affect Geelong, and indeed Victoria. I will represent them and argue for them in this Chamber, in the committees of Government and wherever I can in the community.

I am in a new situation today in this Chamber, working with new associates on both sides of the Chamber and with its officers. In other situations I have always found myself able to develop a respect for all my associates and I am sure the same will happen again and I look forward to working with everyone here. Mr President, finally, I look forward to working with you and I congratulate you on being, I hope, the second last President of this Chamber.

The Hon. B. A. MURPHY (Gippsland Province)—Mr President, I congratulate you on retaining the Presidency of the Legislative Council, and ask you to convey the best wishes of constituents in the Gippsland Province to His Excellency, Sir Brian Murray, and Lady Murray.

It was a great honour for me on 3 April when at the age of 42 I became the 42nd member to represent Gippsland Province. Gippsland Province has always played a most important part in Victoria's development ever since Captain Cook's *Endeavour* first sighted the east coast of Australia at Point Hicks in east Gippsland on 20 April 1770.

Gippsland Province is the second largest in Victoria, covering more than 38 000 square kilometres, from the forests of east Gippsland, over the snow-filled mountains of Omeo, down to the beautiful Gippsland Lakes, now

part of the Victorian Riviera, and including the coalfields in the Latrobe Valley and the productive farming areas of central and south Gippsland.

I wish to remind honourable members of the great riches that come from Gippsland which are enjoyed by all Victorians, and, indeed, Australians in general are benefiting from Gippsland production.

The excise from the oil wells in Gippsland totals more than 3600 million a year; that is equal to \$10 million a day going to Canberra from Gippsland, let alone the taxes that Victoria collects from the oil and gas fields.

More than 90 per cent of Victoria's electricity is generated in the Latrobe Valley and I pay a tribute to those workers who toil around the clock in hazardous conditions to produce the electricity on which all Victorians rely.

Gippsland produces most of Victoria's sawn timber from the great forests of east Gippsland, and I look forward to the boost that the timber industry will receive when Labor's building programme for houses and schools is fully implemented, thus stimulating the timber industry.

Victoria's primary industry, which injects \$3000 million into the State's economy yearly, is very visible in Gippsland with vegetable growing on the Orbost and Lindenow flats, potato growing around Thorpdale, dairying throughout Gippsland, the largest fishing port in Australia at Lakes Entrance with smaller ports at Mallacoota and Port Albert and a very important lamb, wool and beef-grazing industry, which all play important parts in Victoria's domestic market and help to earn many export dollars for Australia.

Gippslanders gladly share that wealth with other Victorians, but I would like honourable members to recognize the unique problems that exist in the Gippsland Province.

The Orbost Shire Council, so ably led by Cr Brenda Murray, has an area of some 3000 square miles of which 11.5 per cent is rateable, the remainder being Crown land and national parks.

Two of its councillors travel more than 100 miles from Bendoc and Mallacoota to Orbost for council meetings. Plant and equipment costs much more to purchase and service in the isolated area, and I believe Orbost must be given special consideration by the Government.

The Omeo and Tambo shire councils have similar problems. All of these councils are looking to the Labor Party to encourage tourism in these shires and to help in speeding up development of the snowfields and the Gippsland Lakes.

The councils in the western part of the province have a different problem and that is caused by the rapid acceleration of the oil and coal industries. My own council at Morwell is the home of the State Electricity Commission and many farms and houses have been purchased for coal mining in the Latrobe Valley. The Morwell council receives only \$91 000 a year from the State Electricity Commission in lieu of rates but if a private firm owned the electrical undertaking it would pay \$400 000 in rates for the gas turbine plant at Jeeralang alone.

I wish to bring to the attention of honourable members an article written by Tim Colebatch in the *Age* on 19 July which pointed out that the Latrobe Valley is the second fastest growing area in Victoria, next to Albury-Wodonga, with a growth rate of 12.2 per cent compared with the metropolitan growth rate of 2.9 per cent over a five-year period.

I believe some of the problems associated with this rapid growth will be overcome by the formation of a Latrobe Valley Regional Council which is gradually coming to fruition under the guidance of the Latrobe Valley Ministerial Council and considerable input of local community groups.

Mr President, I draw attention to the critical situation in road funding in the Gippsland Province. I have a copy of the Traralgon road funding committee report which points out that more than 50 per cent of Victoria's unsealed roads are in the Traralgon division, which is

approximately one-half of the Gippsland Province, and yet approximately 53 per cent of all vehicles over five tonnes and 75 per cent of all vehicles over 28 tonnes are registered in south-eastern Victoria.

The Princes Highway west of Traralgon is by far the busiest highway in Victoria, having higher traffic volumes than the two main national highways. The Princes Highway east between Melbourne and Traralgon carries approximately the same number of commercial vehicles as the Hume Highway but has 50 per cent more lighter vehicles.

If the funding trend that has developed over the past ten years continues, by the year 1991 there will be no construction or reconstruction work on main roads in the Traralgon division. It is vital that more funds be allocated to Gippsland roads over the next ten years so that proposed developments can proceed.

I have not mentioned the railways in the electorate I represent because there are many signs that both services and standards are improving and will continue to improve under Labor's enlightened public transport plan.

Mr President, I have outlined some of the values of the past and present attributes of Gippsland, and look forward to further exciting developments which I hope will encompass minerals in the Benambra area, tourism developments all over Gippsland, and oil and coal expansion in the Sale and Latrobe Valley areas. All this will need careful planning, financial assistance and the close co-operation of each and every party concerned.

Finally, Mr President, as the last speaker on the Government side and the last member of a Labor Government elected at the last election, I thank you for your forbearance and look forward to many years in this House.

On the motion of the Hon. H. R. Ward, for the Hon. F. J. GRANTER (Central Highlands Province), the debate was adjourned.