



DAILY INFORMATION BULLETIN

TUESDAY, JANUARY 14, 1975.

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STATEMENT BY THE MASS TRANSIT RAILWAY PROVISIONAL AUTHORITYJAPANESE CONSORTIUM WITHDRAWS FROM NEGOTIATIONS

THE JAPANESE CONSORTIUM HAS INFORMED THE MASS TRANSIT RAILWAY PROVISIONAL AUTHORITY THAT IT IS UNABLE TO CONTINUE NEGOTIATING A CONTRACT TO BUILD, EQUIP AND FINANCE THE FIRST FOUR STAGES OF THE MASS TRANSIT RAILWAY WITHIN THE CONTEXT OF THE LETTER OF INTENT SIGNED ON 15 FEBRUARY 1974.

THE CONSORTIUM HAS GIVEN, AS ITS REASON FOR DECIDING TO WITHDRAW FROM THE NEGOTIATIONS, THE DIFFICULTIES EXPERIENCED BY THE JAPANESE ECONOMY AS A RESULT OF THE OIL CRISIS IN LATE 1973 AND 1974. THE CONSORTIUM CLAIMS THAT THE MAGNITUDE OF THESE DIFFICULTIES COULD NOT HAVE BEEN REASONABLY FORESEEN AT THE TIME IT SIGNED THE LETTER OF INTENT AND THAT THEY COULD NOT NOW BE SURMOUNTED. AT A MEETING HELD IN NOVEMBER 1974 THE CONSORTIUM ASKED FOR A REVISION OF THE PRICE CEILING FROM 5 BILLION H.K. DOLLARS TO 6 BILLION H.K. DOLLARS TOGETHER WITH PROVISION FOR PRICE ESCALATION.

THE PROVISIONAL AUTHORITY COULD NOT ACCEPT THIS REQUEST. IT HOLDS THE VIEW THAT THE CONSORTIUM SHOULD HAVE BEEN ABLE TO ASSESS THE EFFECTS OF THE OIL CRISIS ON JAPAN'S ECONOMY DURING THE PERIOD BETWEEN THE HONG KONG GOVERNMENT'S ACCEPTANCE OF ITS PRE-EMPTIVE BID (11 DECEMBER 1973) AND THE TIME IT SIGNED A LETTER OF INTENT (15 FEBRUARY 1974). THE PROVISIONAL AUTHORITY THEREFORE CONSIDERS THAT THE CONSORTIUM HAS COMMITTED A SERIOUS ERROR OF JUDGMENT WHICH WILL RESULT IN HONG KONG SUFFERING AT LEAST A YEAR'S DELAY IN BUILDING THE MASS TRANSIT RAILWAY WITH ALL THE ATTENDANT CONSEQUENCES.

THE PROVISIONAL AUTHORITY THEREFORE ASKED THE CONSORTIUM FOR COMPENSATION. AT A MEETING HELD ON 9 JANUARY THE CONSORTIUM REFUSED TO PAY COMPENSATION, BUT OFFERED A NOMINAL EX GRATIA PAYMENT OF 300 MILLION YEN (EQUIVALENT TO ABOUT 5 MILLION H.K. DOLLARS), SUBJECT TO CERTAIN CONDITIONS. THE GOVERNMENT CONSIDERED BOTH THE AMOUNTS AND THE CONDITIONS OF THIS OFFER QUITE UNACCEPTABLE AND THEREFORE REJECTED IT.

A SPOKESMAN FOR THE PROVISIONAL AUTHORITY SAID TODAY THAT, IN RETROSPECT, THREE IMPORTANT POINTS STAND OUT IN THE NEGOTIATIONS WITH THE JAPANESE CONSORTIUM.

FIRST, THE CONSORTIUM'S PRE-EMPTIVE BID WAS ACCEPTED FOR A VARIETY OF REASONS, THE TWO MOST IMPORTANT OF WHICH WERE THAT IT OFFERED A PRICE WITHIN THE GOVERNMENT'S CEILING PRICE OF 5,000 MILLION H.K. DOLLARS WITHOUT SUBSEQUENT COST ESCALATION OF ANY KIND, AND THAT IT ALSO HELD OUT THE POSSIBILITY OF AN EARLY START AND AN EARLY COMPLETION OF THE PROJECT (ASSUMED FOR MID-1979). NEITHER OF THESE ADVANTAGES HAS MATERIALISED THROUGH NO FAULT OF THE HONG KONG GOVERNMENT OR THE PROVISIONAL AUTHORITY.

SECOND, THE JAPANESE CONSORTIUM ARGUED THAT THEIR DIFFICULTIES STEMMED FROM CERTAIN UNFORESEEN DEVELOPMENTS THAT HAD AFFECTED THE JAPANESE ECONOMY AS A RESULT OF THE OIL CRISIS IN LATE 1973 AND EARLY 1974. HOWEVER, THE FACT REMAINS THAT THE EFFECTS OF THE OIL CRISIS MUST HAVE BEEN APPARENT TO THE CONSORTIUM DURING THE PERIOD BETWEEN THE HONG KONG GOVERNMENT'S ACCEPTANCE OF THE CONSORTIUM'S PRE-EMPTIVE BID (11 DECEMBER 1973) AND THE SIGNING OF THE LETTER OF INTENT (15 FEBRUARY 1974). THE PROVISIONAL AUTHORITY HAD NATURALLY ASSUMED THAT THESE DEVELOPMENTS HAD BEEN FULLY TAKEN INTO ACCOUNT DURING THE PERIOD PRECEDING THE SIGNING OF THE LETTER OF INTENT. THE CONSORTIUM COULD HAVE WITHDRAWN OR ASKED FOR MODIFICATIONS IN THE TERMS OF THE LETTER OF INTENT DURING THIS PERIOD.

THIRD, BY THE TERMS OF THE LETTER OF INTENT THE CONSORTIUM EXPLICITLY UNDERTOOK TO PROVIDE DESIGN SOLUTIONS AND PROPOSALS THAT WOULD ADEQUATELY MEET THE PROVISIONAL AUTHORITY'S DESIGN AND PERFORMANCE REQUIREMENTS. IN SPITE OF CONSTANT REQUESTS FROM THE PROVISIONAL AUTHORITY IT WAS NOT UNTIL MID-NOVEMBER 1974, NINE MONTHS AFTER THE SIGNING OF THE LETTER OF INTENT, THAT THE CONSORTIUM PRODUCED A PACKAGE OF DESIGN SOLUTIONS. THIS PACKAGE, WHICH THE CONSORTIUM CALLED A "BASIC PLAN", WAS THOROUGHLY EXAMINED BY THE PROVISIONAL AUTHORITY'S CONSULTING ENGINEERS, THE MASS TRANSIT DEPARTMENT OF THE PUBLIC WORKS DEPARTMENT AND THE ENGINEERING OFFICERS DESIGNATE OF THE FUTURE MASS TRANSIT RAILWAY CORPORATION. THE DESIGN SOLUTIONS AND PROPOSALS PROVED TO BE INADEQUATE AND INCOMPLETE COMPARED WITH THE PROVISIONAL AUTHORITY'S SPECIFICATIONS AND, IN SOME CASES, UNSUITED AND EVEN IRRELEVANT TO HONG KONG'S CONDITIONS.

THE FUTURE

THE GOVERNMENT IS CONVINCED THAT IF HONG KONG'S FUTURE TRANSPORT NEEDS ARE TO BE MET IT MUST HAVE A MASS TRANSIT RAILWAY.

THE NEED FOR THE MTR IS ESSENTIALLY BASED ON THE GROWING DEMAND FOR MOVEMENT FROM AN EXPANDING POPULATION WHICH, EVEN GIVEN THE MOST DRACONIAN RESTRAINTS ON OTHER THAN PUBLIC TRANSPORT, WOULD PRODUCE UNACCEPTABLE CONGESTION IN THE GREATER PART OF THE URBAN AREA IN THE 80S AND 90S. THE EXPECTATION IS THAT, EVEN IF ALL TRAFFIC OTHER THAN LARGE BUSES ARE BANNED FROM THE MAIN ROUTES IN THE AREAS TO BE SERVED BY THE RAILWAY (WHICH WOULD BE AN IMPRACTICABLE RESTRAINT), THERE WOULD NOT BE ENOUGH SPACE FOR THE BUSES TO PICK UP AND SET DOWN PASSENGERS AND TO MANOEUVRE WITHOUT CREATING UNACCEPTABLE CONGESTION. IN SUCH CIRCUMSTANCES, ONLY AN UNDERGROUND RAILWAY WOULD PROVIDE A RELIABLE AND SPEEDY MEANS OF TRANSPORTING LARGE NUMBERS OF PEOPLE IN THE AREAS IT WOULD SERVE, AS WELL AS HELPING TO RELIEVE CONGESTION ON THE SURFACE AS HAS BEEN THE EXPERIENCE IN RECENT YEARS IN A GROWING NUMBER OF CITIES.

/THIS CONCLUSION

THIS CONCLUSION HAS BEEN ARRIVED AT AFTER THE MOST DETAILED AND CAREFUL STUDY OVER A NUMBER OF YEARS. THE ALTERNATIVES, SUCH AS A SURFACE MASS TRANSIT SYSTEM, DOUBLE-DECKING OF THE MAIN ROUTES IN THE URBAN AREA, BUILDING MORE AND WIDER ROADS (WHICH WOULD INVOLVE THE WHOLESALE RESUMPTION AND DEMOLITION OF BUILDINGS), ETC., WOULD EITHER NOT BE SUFFICIENT TO MEET THE PROBLEM OR WOULD BE MORE COSTLY, OR BOTH.

THE ALTERNATIVE OF NOT PROVIDING AN ADEQUATE SOLUTION TO THE PROBLEM AND ACCEPTING THE RESULTANT CONGESTION WOULD, IN ITS TURN, BRING A HEAVY ECONOMIC AND SOCIAL COST IN TERMS OF TIME LOST ON ALL JOURNEYS BY ALL ROAD USERS. SUCH A DEVELOPMENT WOULD BE BOUND TO INCREASE COSTS ALL ROUND IN THE ECONOMY, REDUCE HONG KONG'S COMPETITIVENESS AND LEAD TO LOWER LIVING STANDARDS AND DAMAGE THE QUALITY AND STANDARD OF LIFE.

IN VIEW OF THIS, THE PROVISIONAL AUTHORITY HAS, OVER THE LAST TWO MONTHS, DEVELOPED A MODIFIED VERSION OF THE INITIAL SYSTEM AND ASSESSED ITS VIABILITY. THE RESULTS OF THIS INTENSIVE EXERCISE HAVE BEEN CONSIDERED BY THE GOVERNOR IN COUNCIL AND APPROVED IN PRINCIPLE.

THE MODIFIED INITIAL SYSTEM SEEKS A MAXIMUM RETURN ON INVESTMENT BY SELECTING, FROM THE INITIAL SYSTEM, THOSE SECTIONS OF LINE WHICH RUN THROUGH THE MOST DENSELY POPULATED URBAN DISTRICTS AND WHICH ARE, THEREFORE, THE MOST COMMERCIALY VIABLE. ON THIS BASIS THE MODIFIED INITIAL SYSTEM IS A CONTINUOUS S-SHAPED LINE RUNNING FROM KWUN TONG THROUGH NORTH EAST KOWLOON, NATHAN ROAD AND FINALLY UNDER THE HARBOUR TO CENTRAL DISTRICT. BY RUNNING THROUGH THE MOST DENSELY POPULATED URBAN DISTRICTS AND PROVIDING A LINK WITH CENTRAL DISTRICT THE MODIFIED INITIAL SYSTEM -

- A. SEEKS TO MAXIMIZE USAGE AND, THEREFORE, REVENUE ;
AND
- B. WILL AFFORD THE MAXIMUM RELIEF OF TRAFFIC CONGESTION.

NOW THAT THE MODIFIED INITIAL SYSTEM HAS BEEN APPROVED IN PRINCIPLE THE PROVISIONAL AUTHORITY WILL SHORTLY ANNOUNCE THE TERMS AND CONDITIONS BY WHICH INTERESTED PARTIES MAY TENDER FOR PARTS OF THE PROJECT, THE GOVERNMENT HAVING DECIDED THAT THE PROVISIONAL AUTHORITY SHOULD NOW PROCEED WITH THE PROJECT ON A MULTI-CONTRACT BASIS. WORK IS NOW PROCEEDING ON THE PREPARATION OF TENDER DOCUMENTS. IT IS HOPED THAT CONTRACTS CAN BE LET WITHIN THE NEXT SIX MONTHS AND THAT CONSTRUCTION CAN START IMMEDIATELY THEREAFTER. THE AIM IS TO COMPLETE CONSTRUCTION OF THE MODIFIED INITIAL SYSTEM TO HAVE IT FULLY OPERATIONAL BY MID-1980.

THE PROVISIONAL AUTHORITY REGRETS ITS INABILITY TO MAKE AN EARLIER STATEMENT ON THE POSITION REGARDING THIS IMPORTANT PROJECT. THIS HAS BEEN PARTLY BECAUSE IT WAS IN THE PROCESS OF DEVELOPING A MODIFIED INITIAL SYSTEM AND PARTLY BECAUSE A PREMATURE STATEMENT COULD HAVE PREJUDICED THE NEGOTIATIONS ON COMPENSATION.

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VALUE OF TECHNICAL EDUCATION
MUST BE RECOGNISED
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THE DEPUTY DIRECTOR OF EDUCATION (TECHNICAL), MR. ANDREW KINGWELL, TODAY URGED THE PUBLIC TO RECOGNISE THE FACT THAT SINCE HONG KONG HAS AN INDUSTRIALLY BASED ECONOMY, THE TECHNICAL ELEMENT SHOULD HAVE A GROWING SIGNIFICANCE AND IMPORTANCE IN ALL FORMS OF EDUCATION.

THIS RECOGNITION WAS NEEDED +SO THAT WE MAY PRODUCE IN HONG KONG A GENERATION OF YOUNGSTERS WHO HAVE HAD THEIR INTELLIGENCE DEVELOPED THROUGH THE MEDIUM OF TECHNICAL EDUCATION= I MEAN TECHNICAL EDUCATION IN THE BROADEST SENSE. TECHNICAL EDUCATION IS THE RIGHT FOR YOUNG PEOPLE OF ALL ABILITY RANGES,+ MR. KINGWELL TOLD THE LUNCHEON MEETING OF THE ROTARY CLUB OF HONG KONG.

HE ADDED: +TECHNICAL EDUCATION EVEN IN A NARROW SENSE SHOULD NOT BE SOMETHING WHICH IS THOUGHT SUITABLE ONLY FOR CHILDREN OF THE UNDER-PRIVILEGED. I BELIEVE THIS NEW IDEAL HAS BEEN APPRECIATED BY THE AUTHORS OF THE WHITE PAPER WHICH SPECIFIES THAT THERE SHALL BE A COMMON CORE FOR FORMS I TO III CONTAINING 25-30 PER CENT OF TECHNICAL/PRACTICAL EDUCATION.+

MR. KINGWELL POINTED OUT THAT MOST FORMS OF ACADEMIC EDUCATION CONTAIN BOTH PRACTICAL AND VOCATIONAL ELEMENTS. HE BELIEVED THAT THERE WAS A TRUE TECHNICAL ELEMENT IN MOST EDUCATION WHETHER IT WAS AT PRIMARY, SECONDARY OR TERTIARY LEVEL.

+TECHNICAL EDUCATION IS EDUCATION THROUGH A STUDY OF THE TECHNOLOGIES AND APPLIED SCIENCES. THIS INVOLVES A KNOWLEDGE OF THE THEORETICAL AND PRACTICAL APPLICATIONS OF THE SUBJECT. THE PRACTICAL ASPECT OF TECHNICAL EDUCATION IS OFTEN BIASED TOWARDS VOCATIONAL REQUIREMENTS. IN THESE CIRCUMSTANCES, A CONSIDERABLE AMOUNT OF TIME IS DEVOTED TO THE UNDERSTANDING AND ACQUISITION OF SPECIFIC SKILLS. THIS ASPECT OF TECHNICAL EDUCATION IS STRONGLY DEVELOPED IN TECHNICAL INSTITUTES AND PREVOCATIONAL SCHOOLS.

TECHNICAL EDUCATION IMPLIED SOMETHING MORE THAN TRAINING PEOPLE TO REPAIR CARS OR TELEVISION SETS OR TO OPERATE THE LATEST AUTOMATED MACHINE IN THE LOCAL FACTORY.

THESE THINGS WERE IMPORTANT AND VALUABLE END PRODUCTS OF TECHNICAL EDUCATION AND TRAINING. +HOWEVER FOR INDUSTRIAL PROGRESS TO MAINTAIN ITS MOMENTUM WE NEED SOMETHING MORE THAN THE MASTERY OF EXISTING TECHNIQUES. WE NEED THE INSPIRATION OF THE INVENTOR,+ HE SAID.

WHEN PRODUCING THE NEW SYLLABUSES TO IMPLEMENT THE WHITE PAPER, IT WAS NECESSARY TO IDENTIFY THE TECHNICAL ELEMENTS AND TEACH THESE ELEMENTS IN A WAY SO THAT YOUNG PEOPLE WOULD DEVELOP A SYMPATHY FOR AND AN UNDERSTANDING OF THE TECHNOLOGICAL AGE.

/MR. KINGWELL

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MR. KINGWELL THEN WENT ON TO SPEAK ABOUT THE WORK OF THE TECHNICAL EDUCATION BRANCH OF THE EDUCATION DEPARTMENT WHICH MAINTAINED CLOSE LINKS WITH THE INDUSTRIAL, COMMERCIAL AND SERVICE SECTORS AND WITH VARIOUS ESTABLISHMENTS AND GOVERNMENT UNITS. THESE INCLUDE THE HONG KONG TRAINING COUNCIL, THE HONG KONG COUNCIL OF SOCIAL SERVICE, THE HONG KONG POLYTECHNIC AND THE INDUSTRIAL TRAINING DIVISION OF THE LABOUR DEPARTMENT.

+IN THIS WAY IT IS POSSIBLE TO GAUGE LOCAL MANPOWER REQUIREMENTS AND TO PLAN FOR THE FORM OF EDUCATION AND TRAINING WHICH DIRECTLY RELATES TO COMMUNITY NEEDS,+ HE SAID.

THE DEPUTY DIRECTOR GAVE DETAILS OF THE COURSES AT THE MORRISON HILL TECHNICAL INSTITUTE, THE TWO NEW TECHNICAL INSTITUTES BEING BUILT AT KWAI CHUNG AND KWUN TONG, AND FIVE OTHERS IN THE PLANNING STAGE, THE TECHNICAL TEACHERS' COLLEGE, PREVOCATIONAL SCHOOLS AND SECONDARY TECHNICAL SCHOOLS.

+THERE ARE BOTH AMPLE AND BETTER OPPORTUNITIES TO BE OBTAINED FROM TECHNICAL EDUCATION FOR YOUNG PEOPLE OF ALL INTELLIGENCE LEVELS,+ HE SAID.

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LORD GORONWY -ROBERTS VISITS HOUSING ESTATES
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THE PARLIAMENTARY UNDER-SECRETARY OF STATE FOR FOREIGN AND COMMONWEALTH AFFAIRS, LORD GORONWY-ROBERTS TODAY GAINED AN INSIGHT INTO HONG KONG'S HOUSING SITUATION.

LORD GORONWY-ROBERTS, NOW ON A SIX-DAY VISIT TO HONG KONG, TOURED A SQUATTER AREA IN MA TSAI HANG AND THE YAN OI TRANSIT CENTRE.

HE THEN MOVED ON TO THE TUNG TAU ESTATE TO HAVE A CLOSE LOOK AT THE OLDER TYPE OF GOVERNMENT HOUSING ESTATES.

THE TOUR ENDED WITH A VISIT TO OI MAN ESTATE - THE LATEST AND MORE SPACIOUS TYPE OF ACCOMMODATION PROVIDED BY THE GOVERNMENT.

DURING THE VISIT, LORD GORONWY-ROBERTS WAS BRIEFED BY THE SECRETARY FOR HOUSING, MR. IAN LIGHTBODY= THE DIRECTOR OF HOUSING, MR. DONALD LIAO AND THE DEPUTY DIRECTOR, MR. JOHN WALDEN ON THE ACHIEVEMENTS OF THE HOUSING AUTHORITY OVER THE PAST YEARS AND ALSO ON THE GOVERNMENT'S LONG TERM POLICY TO PROVIDE BETTER HOUSING FOR THE PEOPLE OF HONG KONG.

LORD GORONWY-ROBERTS WAS ACCOMPANIED ON HIS TOUR BY THE ASSISTANT UNDER-SECRETARY OF STATE, MR. P.J.E. MALE= THE HEAD OF HONG KONG DEPARTMENT IN THE FOREIGN AND COMMONWEALTH OFFICE, MR. A.C. STUART= AND THE PRIVATE SECRETARY, MR. A.C. GALSWORTHY.

EARLIER IN THE DAY, HE MET MR. JACK CATER, COMMISSIONER OF ICAC AND MR. ROY HENRY, ACTING COMMISSIONER OF POLICE.

HE ALSO TOURED THE CHINESE UNIVERSITY WHERE HE HAD LUNCH WITH THE VICE - CHANCELLOR, DR. LI CHO-MING.

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THREE SENIOR IMMIGRATION OFFICERS RECRUITED FROM U.K.

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THE IMMIGRATION DEPARTMENT HAS RECENTLY RECRUITED THREE EXPERIENCED IMMIGRATION OFFICERS FROM THE UNITED KINGDOM AS PART OF ITS EFFORTS TO STRENGTHEN ITS DAY-TO-DAY OPERATIONS.

TWO HAVE ALREADY TAKEN UP THEIR POSTS IN THE DEPARTMENT. THEY ARE MR. PAUL SLEIGHTHOLME WHO ASSUMED DUTIES AS CHIEF IMMIGRATION OFFICER IN CHARGE OF THE ALIENS SECTION OF THE DOCUMENTS DIVISION LAST MONTH, AND MR. TOM PETERS WHO TAKES UP THE POST OF ASSISTANT PRINCIPAL IMMIGRATION OFFICER IN THE SAME DIVISION LATER IN THE MONTH.

THE THIRD RECRUIT, MR. DON OWEN WILL BE FLYING TO HONG KONG ON JANUARY 22 TO TAKE UP THE POST OF ASSISTANT PRINCIPAL IMMIGRATION OFFICER IN THE CONTROL DIVISION.

ALL THREE HAVE WIDE IMMIGRATION WORKING EXPERIENCE BEHIND THEM.

MR. SLEIGHTHOLME HAS BEEN WITH THE BRITISH IMMIGRATION SERVICE FOR MORE THAN TEN YEARS BEFORE HE WAS ATTACHED TO BRITISH CONSULAR OFFICES IN BOMBAY, LAHORE, NEW DELHI AND MADRAS. DURING HIS SERVICE WITH THE BRITISH IMMIGRATION SERVICE, HE WAS ENGAGED IN IMMIGRATION CONTROL WORK AT DOVER, AND OTHER SEAPORTS AND AIRFIELDS IN THE UNITED KINGDOM.

BEFORE COMING TO HONG KONG, MR. SLEIGHTHOLME WORKED AT LONDON'S HEATHROW AIRPORT WHERE HE WAS RESPONSIBLE FOR BOTH NORMAL IMMIGRATION DUTIES AND TRAINING OF IMMIGRATION STAFF INCLUDING OFFICERS FROM HONG KONG.

MR. PETERS HAS MORE THAN 20 YEARS SERVICE WITH THE U.K. IMMIGRATION, INCLUDING STINTS AT HEATHROW AIRPORT, LYDD AIRPORT AND AT LEITH AND FOLKESTONE IMMIGRATION CONTROL POINTS. HE HAS ALSO BEEN ATTACHED TO THE BRITISH HIGH COMMISSION IN PAKISTAN AS AN ENTRY CERTIFICATION OFFICER, AND MORE RECENTLY SERVED AT SCOTLAND'S GLASGOW AIRPORT IN CHARGE OF ALL IMMIGRATION STAFF. HIS LAST APPOINTMENT WAS AS AN INSPECTOR IN CHARGE OF TERMINAL TWO AT HEATHROW.

MR. OWEN HAS 22 YEARS WORKING EXPERIENCE BEHIND HIM. HE HAS BEEN ENGAGED IN IMMIGRATION CONTROL WORK AT LIVERPOOL, SOUTHAMPTON, NEWHAVEN AND HEATHROW AIRPORT.

HIS WORK IN BRITAIN WAS FOLLOWED BY ATTACHMENTS TO THE BRITISH HIGH COMMISSION IN NEW DELHI AND NAIROBI FOR A PERIOD OF SIX YEARS. MORE RECENTLY, MR. OWEN HAS BEEN IN CHARGE OF ALL IMMIGRATION TRAINING IN THE UNITED KINGDOM.

BOTH MR. SLEIGHTHOLME AND MR. PETERS ARE MARRIED. MR. OWEN IS SINGLE.