

**LE JOURNAL DES
MAURICIENS EN AUSTRALASIE**



M&E

A

***FIRST
EDITION***

1

Why are you not included in MEA?

YOU COULD BE AND YOU SHOULD BE...

**Now that you know about the Journal,
inform us of coming events or write us a story.**

ACKNOWLEDGEMENT

To my wife, Marian,

Thank you for your encouragement and help during the long days and nights that were required to complete this first edition of the journal. Without your support, I could not have made it.

I would also like to thank the numerous people, too many to list here, that provided help in making this project possible.

Thank you all for your support and I sincerely hope that the Journal will not only be an interesting source of information but will also promote Mauritian Businesses and employment.

Regards,

Editor.

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FRONT COVER

Designed by Kylie. Every edition will have a different header/footer and submissions from subscribers of new designs are welcomed.

Picture: Bounty in Sydney Harbour. Built for the film 'Mutiny On The Bounty', the ship is a faithful replica of Captain Bligh's 18th Century vessel. The original Bounty was burned by Fletcher Christian at Pitcairn Island in 1789.

VOL 1 - NO 1 TABLE OF CONTENTS

ACKNOWLEDGEMENT	2
EDITORIAL	3
MEA STORY	3
YOUR SAY	3
AIR MAURITIUS STORY	4
THE SYMBOL OF AIR MAURITIUS	4
THE STORY OF AIR MAURITIUS	4
AIR MAURITIUS FIRST AIRCRAFT	4
AIR MAURITIUS CURRENT FLEET	5
AIR MAURITIUS	5
NON-STOP FLIGHT	5
FLIGHT VIA PERTH	5
AN END TO ISOLATION:	5
A DHALPURI STORY	8
ELVIS DINES WITH MAURITIANS	8
WHO IS THIS ELVIS?	9
DID YOU KNOW THAT	10
ADVERTISING	10
SUBSCRIPTION	10
MICROPROGRAMMING?	10
FUTURE EDITIONS	10
MOTOR VEHICLES	10
BOATING AND FISHING	10
FLYING	11
SPORTS	11
DANCING	11
ARTS & MUSIC	11
FASHION	11
FOOD & RECIPIES	11
RADIO AND COMMUNICATIONS	11
FINANCE	11
TECHNOLOGY	12
MAURITIAN BOOKS	12
THE FUTURE OF PHOTOGRAPHY	12
HISTOIRE DU SÉGA	12
CHAMAREL CLUB INC. (VIC)	13
SOCCER	13
PÉTANQUE	13
CINEMASOUND	14
CLASSIFIED	15
FOR SALE	15
EMPLOYMENT	15
SPECIAL OCCASIONS	15
HOW TO WRITE FOR MEA	15
FORMATS	15
CRÉOLE MO COSÉ	15

EDITORIAL

MEA STORY

After two years of extensive research, the first edition of ‘Le Journal des Mauriciens en Australasie’ (MEA) is finally out.

The idea of MEA started on a fishing trip in the middle of Port Philip Bay, Victoria, with a few Mauritians on board a 26’ cabin cruiser when suddenly the subject of conversation was about other Mauritians catching loads of snapper whilst our crew spent the whole day throwing small flat-heads overboard. ‘Wouldn’t it be nice to know where the catch is?’ commented one of the crew?

Would one Mauritian tell another one about the location of the big snapper or would the knowledgeable Mauritian keep the longitude and latitude of snapper breeding grounds a secret?

This gave me the idea that some form of communication like a journal for Mauritians is required and maybe a section of the journal could be about fishing.

Voilà... This is the first edition of the journal of ‘Le Mauriciens en Australasie’.

For over two years, I have talked with many young and older Mauritians about the journal and 80% have guaranteed their support and have said that it is an excellent idea. About 10% have commented that such a project is far too complicated and it will never work. It will be the subject of intense criticism and will eventually fail. The other 10% have honestly said that they will never get involved because of ‘How much money would the Editor be making’.

There is a lot of hard work to launch such a journal. The cost is very high and the hours involved are very long. But I already know that the journal will succeed due to the overwhelming support that I have received so far. We need such a journal in the Asian Pacific Region and as the subscribers want it, we will print it.

My philosophy regarding criticism is that sometimes it is very good to know what one is doing wrong or what one is not doing so perfectly. It is a way of improving things and I look forward to lots of criticism in the future to improve this journal.

One very interesting comment from a good friend of mine was that I am not the right person for such a project because I do not associate with Mauritians. What he meant was: I left Mauritius on the 20th January 1967 to settle in New Zealand. After one year, I immigrated to Australia and I have never been back to Mauritius since. (*Ok.. I will go back one day... soon*). I do associate with the Mauritian community even though I am married to a ‘Kiwi’ and my daughter is Australian. Actually I never refuse an invitation to a Mauritian dance. I love the atmosphere, the music, the Séga and most of all the friends. I am very proud to be a Mauritian.

This journal will concentrate mainly on news and articles about Mauritians in Australia, New Zealand and Asia rather than news from the Island of Mauritius. The Journal will extensively encourage and promote Mauritian Businesses and employment as well as supporting charitable organisations.

The journal will eventually be distributed in all Australian states as well as Mauritius, New Zealand, and Asia.

Continued page 14

YOUR SAY

In this section MEA will be publishing letters from subscribers sent to the editor. Please note that space is limited, so keep your letters short and precise.

AIR MAURITIUS STORY

Mr. Francis ONG SENG, Regional Manager
Australia, New Zealand, S.W.Pacific.



THE SYMBOL OF AIR MAURITIUS

The symbol of Air Mauritius is the straw-tailed tropical bird, locally known as the 'paille-en-queue'. There are two varieties - the white-tailed (Phaethon Lepturus) and the red-tailed (Phaethon Rubicauda). This tropical bird is an oceanic species that eats squid and flying fish, and lives on Round Island, Gunner's Quoin and high above river gorges. It lays a single, spotted, pale pink egg in a natural cavity, rather than in a nest. Both male and female share the task of hatching this egg. The "paille-en-queue" has been known to nose-dive at you if you wave a white handkerchief at it. Little children, on seeing the bird, traditionally ask it for some fish, which in Créole goes like this:

"Pay-an-ké, Pay-en-ké, don moi en ti paké poson".

The smooth elegance of this bird in flight made it a natural choice for the symbol of the national carrier of Mauritius.

THE STORY OF AIR MAURITIUS

In June 1967, nine months before the independence of Mauritius, a new company came into being: AIR MAURITIUS. Although many Mauritians were elated at the prospect of forthcoming independence, there were dark clouds on the horizon. The future looked bleak as Mauritius was in danger of becoming isolated and ignored. Mauritius was a monocrop economy and we were far from our main trading partners.

The obvious need was to diversify the economy, by establishing the island's tourist industry and reducing the dependence on sugar. Air Mauritius was created and was given the following tasks:

- * The first was to establish air links with foreign countries with a view to reducing and if, possible, ending the isolation of Mauritius.

- * The second was to assist in the build-up of the small but growing tourist industry.

- * The third was to support industry by providing the means of transporting finished products rapidly to overseas markets.

- * The fourth task was for Air Mauritius to be self-supporting financially.

The challenges facing the new-born company were herculean. The company had to learn to crawl, before it could walk, let alone fly against international competition.

The company had to start from scratch and it is not surprising that it got off to a slow start. In May 1968, it began its first operation. With a staff of about 20 at Plaisance Airport, its initial role was limited to that of providing ticketing, baggage handling and other facilities. It was an unambiguous start but it helped train a small core of staff in the basics of airline operation. For the first five years of its existence Air Mauritius remained a "flight-less bird".

Few people really believed, in 1967, that Mauritius would be able to create a trustworthy, viable and significant national airline. It demanded tremendous vision and faith to be convinced that this tiny company, solely concerned with handling operations at Plaisance Airport, would *take off* and grow to become a world acclaimed first class international carrier. We had a dream, could say the company's founders... and this dream came true.

AIR MAURITIUS FIRST AIRCRAFT

Air Mauritius became an airline in the real sense of the word in 1972 when it leased a small six-seater, twin-propeller Piper Navajo and launched a weekly air-service to Rodrigues island. This aircraft was the first to wear the company's attractive red-and-white livery, and the logo based on the straw-tailed tropical bird, locally known as the "Paille en queue".

In November 1973, the company leased a Vickers Super VC 10 aircraft and inaugurated a weekly service to London, via Nairobi. Similar joint operations were soon to be established on the routes to Paris and Bombay respectively.

In 1975, due to a growing demand on the Plaisance-Rodrigues route, Air Mauritius purchased a 16-seater, Twin Otter aircraft which was also utilised to develop the new service to Reunion Island.

The airline took a significant step towards international recognition in 1977, when, for the first time, a Boeing 707, in the full Air Mauritius livery, started operations towards Europe.

As from 1981, the company's growth continued with the opening of new routes as well as the acquisition by way of lease or purchase of B747 and B767 aircraft. These long-range airliners favoured the introduction of non-stop flights towards Europe, a remarkable development overcoming the island's isolation once and for all whilst reducing the flying time substantially. This much appreciated service was soon to become Air Mauritius' distinctive trade mark.

1995 is a landmark in the history of Air Mauritius:

- * Opening up of shareholding.
- * Listing on the Stock Exchange of Mauritius.
- * Transfer of Head Office to the "Air Mauritius Centre".

LES MAURICIENS EN AUSTRALASIE

Today, the Mauritian Paille-en-Queue reaches out to 22 foreign destinations and there is still scope for further commercial growth. In 1994, the company started operating one of the most technologically advanced aircraft available today: the Airbus A340-300. As the first airline in this part of the world to acquire such equipment, Air Mauritius can consider this bold decision as a symbol of its commitment to continuously improve its service and ensure the safety and comfort of its passengers.

AIR MAURITIUS CURRENT FLEET

3B-NAK "City of Curepipe", the first of the two new Boeings 767-200 ER (extended range) aircraft that were lease-purchased by the airline. Delivered in April 1988, this aircraft inaugurated non-stop flights between Mauritius and London with a flying time of 11 hours. The aircraft is configured to carry 181 passengers.

3B-NAL "City of Port Louis", the second new Boeing 767 lease-purchased by Air Mauritius. During its delivery flight to Mauritius, on 18 April 1988, this aircraft broke the world record for a non-stop distance flight by a twin-engine commercial aircraft when it flew the 8,727 statute miles (14,044 km) from Halifax, Nova Scotia to Sir Seewoosagur Ramgoolam International Airport, Mauritius in 16 hours 27 minutes.

3B-NAH "Agalega", the first of two new ATR 42 airliners purchased by the company. This aircraft began operations with the airline in December 1988 and is configured to carry 48 passengers. The ATR (Avions de Transport Regional) is a technically advanced small airliner built jointly by Aérospatiale in France and Aeritalia in Italy. The airline employs this type of aircraft on its inter-island flights linking Mauritius with Reunion (143 statute miles, 230 km away) and Rodrigues (375 statute miles, 604 km away). The ATR 42 replaced the 16-seat de Havilland (Canada) Twin Otters that had previously flown on these routes.

3B-NAQ "Chateau Benares", the Boeing 747 SP operated by the airline, was lease-purchased from Aerolineas Argentinas. Configured to carry 299 passengers, the aircraft began operations with Air Mauritius in June 1990.

3B-NAP "Port Mathurin", the second ATR 42 purchased by Air Mauritius, began operations in October 1990.

3B-NZA and 3B-NZC, Bell Model 206B Jet Ranger II general purpose helicopters. The first began operations with the airline in 1985. The aircrafts are used to carry tourists around the island and, at certain times of the year, to spray the sugar cane fields. The helicopters are configured to carry 4 passengers each.

3B-NAT "PAILLE EN QUEUE", Airbus A340-300 leased from ILFC arrived in Mauritius on 19 May 1994. It is the most advanced long-range passenger jet available today and incorporates the very best of modern technology. Air Mauritius is the first airline in the Southern Hemisphere to

install individual, multi-channel video screens in all classes. The Airbus aircraft is also equipped with the most up-to-date satellite communications systems. Configured to carry 301 passengers, the aircraft started operations on 19 May 1994.

3B-NAU "PINK PIGEON" Airbus A340-300 purchased from Airbus industries arrived in Mauritius on 29 October 1994 and started operations on the same day. The aircraft is configured to carry 301 passengers.

3B-NAV "KESTREL" Airbus A340-300 leased from ILFC arrived in Mauritius on 3rd April 1995. The aircraft is configured to carry 301 Passengers and started operations on 2nd April 1995.

AIR MAURITIUS

NON-STOP FLIGHT

MK 943 DEP MEL WED 09:45 ARR MRU WED 15:10

MK 942 DEP MRU TUE 15:50 ARR MEL WED 07:45

FLIGHT VIA PERTH

MK 941 DEP MEL SAT 22:35 ARR PER SUN 00:45

MK 941 DEP PER SUN 01:45 ARR MRU SUN 05:45

MK 940 DEP MRU FRI 22:30 ARR PER SAT 09:30

MK 940 DEP PER SAT 10:30 ARR MEL SAT 16:00

AN END TO ISOLATION:

A CHRONOLOGY OF AVIATION IN MAURITIUS

1843 25 July. In a letter to his cousins in England the governor of Mauritius, Field Marshal Sir William Gomm, lamented the three months it took for their letters to reach him. He continued: 'The flying carriages will set all this to right, but I fear the art will not progress with sufficient rapidity to meet our time'. Gomm made his comment after reading about the steam-powered 'Aerial Steam Carriage' patented shortly before by John Stringfellow and William Hensen (and which never flew). The quotation is noteworthy because almost exactly one hundred years later, in 1913, the first regular air service to Mauritius was inaugurated.

1922 2 June. Major F.W. Honnet described as 'a noted South African aviator' made the first flight over Mauritius from a field near Vacoas. Surprisingly, contemporary newspaper accounts did not mention the type of aircraft used or how it reached the island. Almost certainly it was a British biplane type used in the First World War and it was brought to Mauritius

LES MAURICIENS EN AUSTRALASIE

- by sea. On later flights Honnet carried prominent Mauritians, including the governor, for sight-seeing flights; thus the aircraft must have been a two-seater. No information is available on the ultimate fate of either Honnet or his aircraft.
- 1933 10 September. Two French aviators, Maurice Samat and Paul Louis Lemerle made the first flight to Mauritius in a single-engined Potez 43 high wing monoplane registered F-AMGP and named 'Monique'. The aircraft took off from Reunion and landed on a stretch of open ground at Mon Choisy near the northern tip of the island. Today the site of the landing is marked by a memorial stone, close to the point where the B 13 road leaves the coast.
- 1933 9 November. Three single-engined aircraft, two Potez 43s and a Caudron Renault, piloted by Maurice Sarnat, Paul Louis Lemerle and Jean Hily, attempted to fly to Mauritius from Reunion together, carrying mail. Samat's aircraft developed engine trouble and he remained on the ground while the other two reached Mauritius. Samat followed the next day.
- 1936 December. The French aviators Laurent, Touge and Lenier, in a single-engined Farman 199 monoplane named 'Roland Garros', arrived in Mauritius at the end of a ten-day route proving flight from France, flying via Tunis, Cairo, Djibouti and Tananarive (Madagascar). The aircraft also landed on open ground near Mon Choisy. On the return flight, which left Mauritius on 20 January 1937, the aircraft carried 50 items of mail. The aircraft reached France on 11 February.
- 1942 Following the entry of Japan in to the war Mauritius assumed a strategic importance in the Indian Ocean area. The British Government initiated the construction of an all-weather air field, the first on the island, at Plaisance near Mahébourg. Over the years this airfield has been developed out of all recognition and is now known as Sir Seewoosagur Ramgoolam International Airport.
- 1943 September. Catalina flying-boats of No. 259 Squadron Royal Air Force began to use Mahébourg harbour and Tombeau Bay as refuelling stops during their long range reconnaissance missions over the Indian Ocean. On the irregular flights to and from the mainland of Africa the aircraft almost certainly carried mail, freight and official passengers. The flights marked a small but important step in breaking the previous isolation of Mauritius. Later No 265 Squadron, also with Catalinas, joined in these operations.
- 1943 24 November. The Royal Air Force made the first landing at the newly completed airfield at Plaisance. The aircraft, almost certainly a Dakota transport, had flown from Nairobi via Madagascar. Later a bi-weekly air service was inaugurated with these aircraft to link Nairobi, Mombassam Dar-Es-Salaam, Lindi, Diego Suarez and Mauritius.
- 1945 February. The French airline, Réseau de Lignes Aériennes Françaises Libres made the first commercial flight to Mauritius, with a weekly return service from Tananarive (Madagascar) via Reunion to Plaisance. The aircraft used was the German-designed Junkers 52 three-engined transport, manufactures in small numbers in France during the war. The aircraft carried 15 passengers and a crew of three, and the flight took 9 hours each way. Later the airline was incorporated into Air France and the flights continued.
- 1945 April. The Royal Air Force Catalina flying-boat squadrons that had used Mauritius as a staging point were disbanded and the aircraft withdrawn. Soon afterwards the RAF Dakota flights ceased also.
- 1946 June. Following the departure of the Royal Air Force units, the Government of Mauritius took control of Plaisance airfield.
- 1947 March. Air France completed its hundredth flight to and from Plaisance. In the following month the airline introduced the Douglas DC-4 four-engined transport on the Paris to Mauritius route. The aircraft covered the distance in 2 days, with 6 intermediate stops.
- 1948 January. By contract with the Government of Mauritius, the British company Skyways Ltd began a weekly service to carry mail and passengers between Nairobi and the island using an Avro Lancastrian, a much-modified Lancaster bomber. Although the four-engined Lancastrian was a fast machine for its day, it had seats for only nine passengers. Later the service was extended to link Mauritius with Reunion and Johannesburg. The contract expired in July 1949 and the flights ceased.
- 1948 November. A Lancastrian of the Australian airline QANTAS flew from Sydney to Johannesburg, with refuelling stops in Perth, Cocos and Mauritius, to survey the route for possible commercial exploitation. The 8,650 mile flight took 42 hours' flying time, and the aircraft carried 300 items of mail. It was judged that the route would be commercially viable when a larger passenger carrying aircraft became available.
- 1952 September. Using Lockheed Constellation aircraft, QANTAS inaugurated its so called 'Wallaby Service' between Sydney and Johannesburg, with stops for refuelling at Cocos and Mauritius. The flight took 39 hours' flying time.
- 1957 November. Using Douglas DC-6B aircraft, South African Airlines began a service from Johannesburg to Perth (Australia), via Mauritius and Cocos, alternating with QANTAS flights.
- 1962 January. British Overseas Corporation (as it then was) inaugurated a service from London to

LES MAURICIENS EN AUSTRALASIE

- Mauritius. The Bristol Britannia turbo-prop airliners used 25 hours to cover the route, with stops in Rome, Khartoum, Nairobi and Antananarivo.
- 1962 October. BOAC introduced the de Havilland Comet 4 jet airliner on its London-Mauritius route, reducing the total journey time to 17 hours. For the first time passengers and mail could reach Europe from Mauritius in less than a day.
- 1966 November. Air France introduced the Boeing 707 on its route Paris-Djibouti-Reunion-Mauritius.
- 1967 June. Air Mauritius was formed to provide ground handling facilities for passengers and freight moving to and from Plaisance airport. The major shareholders were the Government of Mauritius (initially were with 42.5%), Rogers & Co (17.5%), British Airways and Air France (15% each) and Air India (10%).
- 1968 12 March. Mauritius became an independent state within the British Commonwealth.
- 1972 November. Air France inaugurated the first all cargo service between Paris and Mauritius using Boeing 707s.
- the aircraft could carry six passengers. It carried the Madagascar registration SR-MCW but was painted Air Mauritius livery.
- 1973 November. Air Mauritius inaugurated weekly flights on the route Mauritius-Mairobi-London using a Super VC10 aircraft leased from BOAC but retaining the latter's colours. At the same time Air Mauritius initiated a joint operation with Air France linking the island to Paris. Later the airline initiated a joint operation with Air India to fly to Bombay.
- 1975 5 July. Air France introduced the Boeing 747 on its Paris-Nairobi-Reunion-Mauritius route.
- 1975 February. Air Mauritius purchased a 16-seater de Havilland Twin Otter and began services to Reunion in addition to Rodrigues. This aircraft replaced the Piper Navajo previously used.
- 1977 October. Air Mauritius began services to Europe, using a Boeing 707 wet-leased from British Airtours. Although this aircraft was painted in Air Mauritius livery, it retained its British registration (G-APFD).
- 1979 Air Mauritius purchased a second Twin Otter aircraft for its inter-island services.
- 1981 November. Air Mauritius began a joint service with Air Madagascar, on the routes Tananarive-Mauritius-Comoros-Nairobi and Reunion-Mauritius, using Boeing 737 leased from Air Madagascar.
- 1981 Air Mauritius lease-purchased the first Boeing 707 of its own from South African Airways, and hired flight crews from British Airways and Air India to fly it. On delivery of this aircraft, the wet-leased Boeing 707 was returned to British Airtours.
- 1983 June. Air Mauritius leased-purchased its second Boeing 707, from the South African company Luxavia.
- 1984 November. Boeing 747 SP 3B-NAG 'Chateau de Réduit', the first of two aircrafts leased from South African Airlines, began operations with Air Mauritius, Paris, Rome and Zurich, making a virtual end to the island's isolation.
- 1985 March. Bell Model 206B jet Ranger II a general purpose helicopter 3B-NZA began operations with the airline. Later a second of these helicopters was purchased and put into operation.
- 1985 May. Air Mauritius inaugurated a service to Singapore, using Boeing 707s.
- 1988 Boeing 747 SP 3B-NAJ 'Chateau Mon Plaisir', the second of the aircraft leased from South African Airlines, began operations. With the arrival of this aircraft the airline sold one of its Boeing 707.
- 1988 April. Two new leased-purchased Boeing 767-200 ER (Extended Range) aircraft were delivered to Air Mauritius. During its delivery flight on 17-18 April 1988, 3B-NAL 'City of Port-Louis' broke the world record for a non-stop distance flight by a twin-
- 1972 14 July. Paul Lemerle, the son of Paul Louis Lemerle who took part in the first ever flight to Mauritius from Reunion in 1933, made the first landing on the uncompleted runway of Rodrigues Island in a twin-engined Cessna 421, to collect a woman in urgent need of medical attention and fly her back to Plaisance. At the time Lemerle had been on holiday in Mauritius with his aircraft
- 1972 13 September. Air Mauritius began flights between Plaisance and Rodrigues Island using a twin-engined Piper Navajo aircraft. Leased from Air Madagascar,

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engined commercial aircraft when it covered the 8,727 statute miles (14,044 km) flight from Halifax, Nova Scotia to Sir Seewoosagur Ramgoolam International Airport, Mauritius in 16 hours 27 minutes. The aircraft carried 39 people. With the arrival of the Boeing 767s the non-stop flight time between Mauritius and London was reduced to 11 hours. The airline then sold its remaining Boeing 707.

- 1988 May. Air Mauritius inaugurated a service to Kuala Lumpur.
- 1988 December. 3B-NAH 'Agalega', the first of two brand new ATR 42 airliners began operations with the airline. This type replaced one of the Twin Otters on the inter-island flights to Reunion and Rodrigues.
- 1989 Air Mauritius inaugurated a direct non-stop service Mauritius-HongKong using Boeing 747s.
- 1990 Air Mauritius lease-purchased its third Boeing 747 SP, from the Argentine airline Aerolineas Argentinas. During its delivery the aircraft was flown from Buenos Aires across the South Atlantic and Southern Africa to Mauritius non-stop, the first time an aircraft had flown between the two points. The flights lasted 12½ hours. In June the aircraft began operations with its new owners as 3B-NAQ, 'Chateau Benares'.
- 1992 December. Air Mauritius started operations on the Mauritius/Perth route with a view to increasing the number of Australian destinations in the future.
- 1992 June. Air Mauritius celebrated its Silver-Jubilee. The "Paille-En-Queue" has spread its wings far and wide in the last 25 years!
- 1994 Air Mauritius took delivery of its first Airbus A340-300 "Paille-En-Queue" on May 14 and the second one "Pink Pigeon" on October 1994. These two brand-new aircraft will enable Air Mauritius to further its reputation as a first-class international carrier.
- 1994 July. Brussels, another prestigious European destination, was added to the ever-expanding network of Air Mauritius.
- 1994 November 30. Air Mauritius first flight to Cape Town.
- 1995 3 April. Air Mauritius took delivery of its third Airbus A340-300 "Kestrel".

A DHALPURI STORY

Volcy Mackay

Do you remember the good times back in Mauritius when on a Saturday or Sunday afternoon, you went visiting friends or just going to 'Bord de mer' and on the way you stopped the car to buy a few 'gateaux piments' and other

snacks from this person sitting on the side of the street with his or her legs crossed in front of a hot frying pan.

This Mauritian traditional food is still very popular in Melbourne at the Dandenong Market.

I started the 'Mauritian Catering Service' 8 years ago and at that time I was very hesitant about the business as I had no idea how well the Mauritian community would support me. Fortunately for me it has been wonderful and the business went very well for many years. Eventually I sold the business but bought it back after 3 years. Today my customers are made up of Mauritians, Indians, Sri Lankans, Australians, Dutch, Lebanese, English and just about any one who enjoys good cuisine.

The food is always fresh and some is cooked on site in a caravan located on the East side of the Market. The hours are 8:00am to 4:00pm on Fridays and 8:00am to 2:00pm on Saturdays.

The menu consists of: Dhalpuri, Puri, Gateau Piment, Bhuja, Pharatah, Pain Fritte, Riz et curry, Achard Légume, Samosa



From Left to Right: Volcy Mackay (Andy) from Mauritian Catering Service, Daniel, Mélanie, Christine and Alain Guého enjoying one of the best Mauritian snacks and meals you can buy.

ELVIS DINES WITH MAURITIANS

S. Belcourt

What has Elvis got to do with Mauritians Down Under you may ask?

It happened in the town of Newcastle on Saturday Night 17th August 1996 (Newcastle is located 2 hours by car North of Sydney on the NSW Coast). Marian and I were invited by Micheline and Paul to see Elvis in concert.

"Sure" I said to myself. Elvis Presley died in August 1977. What's the big joke? We went along for the social night expecting to see a film of Elvis Presley.

LES MAURICIENS EN AUSTRALASIE



Elvis et ses fans, le mythe est bien vivant.

Micheline and Paul selected a table close to the stage and I thought then that we should be sitting in the middle or at the back of the room in the 'Lovers seats'. You know what it's like, when you go to the movies, you do not sit right underneath the screen.

The room started to darken slowly and a powerful flood light was directed to a corner of the stage where Elvis appeared....

He looked like Elvis Presley.
He sounded like Elvis Presley.
He dressed like Elvis Presley.
He moved like Elvis Presley.
His eyes glowed like Elvis Presley.
He must be Elvis Presley...

WHO IS THIS ELVIS?

No..He is not a Mauritian. His name is Richard Lefevre.

Pour Rick Le Fever (son non d'artiste), tout a commencé rue Lepic, à Paris, en 1955.

Rick has been impersonating 'The King' in the US for over 10 years and more recently in Europe.

In 1990, Rick returned to France and had this to say about his '*réplique parfaite du grand Presley*'.

J'avais un avantage incontestable sur les autres: j'étais le seul à ressembler vraiment au King. Comme ma voix est

proche de la sienne, j'ai vu des gens pleurer dans la salle quand je chantais. C'était vraiment très émouvant.

His costumes are all made in Los Angeles and are exact replica's of those of Elvis Presley.

The concert in Newcastle was a real success. At the end, he was recalled so many times to keep on singing and many girls rushed to the stage to embrace him.

After the show was finally over, he sat at our table making quite a few girls in the audience sick with jealousy.

We then decided to have supper together and we ended up in LAVAZZA, a cafe expresso in Kenrick Street, Newcastle.

Rick fell in love with Australia and is planning to come back next January for a three month tour. Rick has great admiration for the Mauritian community and would like to arrange a few concerts in Melbourne and Sydney if possible.

When he left Australia, Rick was flying to Los Angeles and Las Vegas for a few shows before heading to Paris.

MEA will keep you informed of any future concerts in Australia.



From Left to Right: Sylvio, Marian, Elvis (Rick), Micheline and Paul. At LAVAZZA in Newcastle. 17 August 1996.

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DID YOU KNOW THAT

In 1990, Mauritius had an estimated population of 1.09 million. With more than 580 people per square km, it has one of the highest population densities in the world. The size of the island is only 58 km from north to south and 47km from east to west.

Well over half the people are Hindus (both Tamil and non-Tamil), and approximately another 175,000 are Muslims; both these segments of the population are descended from the labourers who were brought to the island to work the cane fields. Only a few of the 25,000 Chinese or Sino-Mauritians came to the country as indentured entrepreneurs. The remaining 340,000 people are mainly Créoles, descendants of African slaves, and the ever diminishing Franco-Mauritians, the original European settlers of the island.

From the 1983 census, we learn that there are in the country about 36,000 speakers of French (these numbers indicate household languages) and 2000 anglophones. Créole is spoken by some 522,000, thus more than half the population. Among the oriental and Asian tongues, Chinese has 6000 speakers and Urdu 25,000. The Bhojpuri speakers number about 308,000. Tamil speakers 36,000 and speakers of Telugu and Marathi 15,000 and 12,000 respectively. The census lists 19 languages currently used in Mauritius.

WIFE: *Get out, Get out...*
HUSBAND: *Why, What have I done.*
WIFE: *You snore.*
HUSBAND: *What's wrong with that.*
WIFE: *Everyone snores.*
HUSBAND: *Not during sex.*

ADVERTISING

For advertising rates, contact the Editor on

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RATES:
One year (12 Copies) \$20.00
Two years (24 Copies) \$38.00

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No form is provided in the journal to tear off and post as many of us would like to keep the journal intact. Hence MEA recommends that you send us a cheque and at the back, write 'Mea Subscription'. Please do not forget your address.

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ADDRESS: P.O. BOX 3982,
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MicroPROGRAMMING?

Before you purchase a product, you want to know about the company that manufactured it. For you to subscribe to a journal, you need to know whose behind it.

MicroPROGRAMMING started trading in 1980 as a software development company. After 3 years, MPS Software was released on the Australian market.

MPS (MicroProgramming Software) is a fully Integrated Multi-User, Multi-Company Accounting Software for **medium to large** organisations. The modules available are: General ledger, Accounts Receivable, Accounts Payable, Stock Control, Sales Order/Invoicing, Purchasing, Point of Sales, Job Costing, Payroll and Manufacturing.

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A Windows 95 version of MPS is currently under development and will be available before the end of this year.

MicroPROGRAMMING will provide full financial backup when needed to ensure the continuation of le 'Journal des Mauriciens en Australasie.'

FUTURE EDITIONS

In future editions, MEA will cover a **wide variety of topics from** subscribers to cater for all tastes and ages. Of course, not all topics will appear in the same journal at once.

MOTOR VEHICLES

This section will be devoted to anything about cars. Twenty years ago, the Editor bought a rusty Citroen Light 15, 1954, for \$300 and has spent 3 years fully restoring the car. He still drives it to church on Sundays. MEA needs **YOUR** story about cars?

BOATING AND FISHING

Summer is soon approaching and there is no doubt that many Mauritians will take to the water in all sorts of form. After all, we were born on an island "surrounded by water". Don't miss Captain M's story in the next edition.

Did you know that a Police officer can stop a boat and test the operator for alcohol and drug content in the blood.

In NSW, penalties for alcohol and Drug Offences range from a fine of \$500 for a first offence in the low range (0.05 - 0.08) to a fine of \$2000, 12 months' prison, or both, for a second offence in the high range (0.15 and above).

LES MAURICIENS EN AUSTRALASIE

The law also states that the master or person in overall control of a vessel will be liable to the same penalties if another person is allowed to participate in the vessel's operation when it is known that person is under the influence of alcohol or drugs.

FLYING

MEA would like to hear from any Mauritian Pilots out there. The Editor obtained his Pilot Licence in 1972 and has been flying Cessna and Pipers since then.

Did you know that a recent report by the Bureau of Air Safety Investigation pointed out that "pilot factors" were judged to be involved in 72% of fatal accidents that occurred in the last three year period. (To the Editor's knowledge no Mauritians were involved.)

SPORTS

There are many Mauritian Clubs in Australia supporting all sorts of sports: soccer, tennis, volley ball, pétangue etc, MEA will be publishing very interesting articles and events from these clubs.

DANCING

Gather a few Mauritians together, play some good séga, put a few 'gateaux piments' on the table and you have a Mauritian Night. Oh...must not forget the Whisky!

Over the years, many dances were organised strictly for charity purposes. MEA has some stories for future editions that will bring tears to your eyes.

What do Mauritians wear.....?



From Left to Right: Marilyn Villemin, Patric Morel, Lorraine and Gilbert Clark, Michele Rochecouste. (13 July 1996, Bastille Ball)

ARTS & MUSIC

Mauritian talent in art, theatre and music is not to be underestimated. The Editor, having reached "Grade III in 'PIANOFORTE' from the ASSOCIATED BOARD OF THE

ROYAL SCHOOLS OF MUSIC" would like to hear from any Mauritians involved in these fields.

FASHION

There is a new season of Fashion on the horizon, and this means that summer is just around the corner. A wide range of new fabrics is now appearing in various colours, ranging from the very bright Lemons, Limes and Oranges to pastel Pinks, Blues and Greens. So stay tuned for the next edition and find out about garments, colours, fabrics and how to make your own wardrobe of fashions.



How many Mauritians are there in Australia? If you know the correct figure, contact MEA.

FOOD & RECIPIES

Have you noticed that many Mauritian males prefer to cook at home rather than females. Why is that so? MEA has some genuine stories which you won't believe you are reading.

RADIO AND COMMUNICATIONS

Do you have a CB Radio? Are you an Ham Radio Operator? The Editor's call sign is **VK3JKG** and he can be contacted on 80 Metres on most nights. Are you interested in long distance packet radio, HF, VHF or UHF transmission? Imagine being able to talk to Mauritius for as long as you want completely **Free** of telephone charges. Read about it in future editions.

FINANCE

MEA will cover many articles in the Finance Industry.

TECHNOLOGY

From Computers, to the INTERNET, to talking Electric Blankets, MEA will keep you informed of this ever changing world of High Technology.

MAURITIAN BOOKS

A large selection of Mauritian Books are available from MicroPROGRAMMING. For details of titles, authors and prices, contact the Editor on 0419 970 907. Refer next edition for current listing.

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THE FUTURE OF PHOTOGRAPHY

PIERRE G. ROCHE

Member Australian Institute of Professional Photography

The battle lines are drawn and the war is raging. "The ultimate prize": the lucrative amateur photography market - Conventional film-based photography versus Digital Imaging system. The old giant "photography", from the Greek literally meaning "writing with light", against the new kid on the block, electronic imaging.

It isn't fair! Just when we started to get familiar with the system - camera and films equal negatives and prints, there comes a new player in the game and the new lingo is megabytes, pixels, RAM.... where will it end?

The old giant we knew well; we've been rubbing shoulders for the last 150 years. It's time now to start to get used to the new comer. Let's take a quick appraisal at the present state of affairs.

Very recently Kodak put their new digital toy DC20 - designed for the domestic market. The main selling point is

the convenience of instant access to images - provided you have a workable computer platform of course - but these cameras generate images which are suitable for reproduction in small sizes on the page or screen and are used in low-cost publication. The Kodak DC20 represents a digital camera which is small enough and affordable enough to make an impact on the amateur market, selling presently for \$560.00 retail.

Is this the viable alternative to a film-based compact camera? Now we have an affordable camera for the amateur with a computer; the resolution is adequate for its intended use, primarily capturing images for use in personal creative projects. It would follow that other manufacturers are on the same wavelength with their products.

On the professional front, the story is not much brighter either. As an example, the Nikon N90/Kodak DCS 460 system is around \$45,000; add photographic quality printer around the same price, it would probably cost in excess of \$100,000, excluding the computer, to be set up professionally, well above the affordability of the great majority of professional photographers.

As in many industries, perhaps more so in the electronic game, a month a year is a short time; you can become obsolete before you finish paying for the goods. So, who will be the ultimate winner in this dog fight? It is not hard to guess where I will put my money, remembering that in less than a decade the video camera totally decimated the Super 8 home movies. Could photography suffer the same fate?

We know that in the long run, photography as we know it, will eventually disappear. The big question is how long will it take? There are many people in the photographic industry who wish that digital thing would just go away; but, sadly, it won't. So, if they don't want to fade away in the sunset like old cowboys, they'll take my lead -

"if you can't beat them, join them."



HISTOIRE DU SÉGA

If you were to pick one culture form to represent the Island of Mauritius, it would have to be the Créole Séga.

The Séga origin is Africa. It was through this dance that the African slaves would let down their hair after a hard day

LES MAURICIENS EN AUSTRALASIE

in the sugar cane fields. Couples danced the séga around campfires on the beach to the accompaniment of basic instruments:

* **LA RAVANE:** The main instrument used as a drum which is often heated in front of a fire to strengthen its membrane.

* **LA MARAVANE:** A harmonic box half filled with peas or small stones.

* **LE TRIANGLE:** A metal triangle which produces sound by hitting its side with a stick.

The séga was often a prelude to sex - a mating dance. Because of the sand, the feet never leave the ground and usually shuffle back and forth. When the heat is on, both partners engaging in melancholy ballads or *romances* show extremely erotic behaviour.

The Séga is well alive in Australia. Even the young Mauritians have played Séga at their parties amongst RAP, Line Dancing, Hip-hop, etc.

There are many Séga CDs that have been produced over the years. Ti-Frère, the most popular séga singer in the country, who died in 1992, is credited with reviving this music during the early 1950s with his song "Anita" which has now become a classic.

There are many record shops who stock Séga CDs as well as French Music. For those interested, MEA will, in future editions, publish names and addresses of such shops.

PLEASE MENTION

MEA

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CHAMAREL CLUB INC. (VIC)

Gilbert Clark. President.

Le Club Chamarel espère fêter ses vingt-cinq ans d'existence en 1977.

En 1973, une dizaine d'hommes qui n'avaient rien de mieux à faire un certain samedi après midi, se sont rencontrés au Lum Reserve et ont commencé une partie de football pendant que leurs épouses ou partenaires s'amusaient à jouer au 'volley ball'. Et c'est comme ça que tout a commencé.

Le club a été incorporé vers les années quatre vingts. Il a beaucoup aidé financièrement la société SACIM ainsi que le diocèse de Port Louis. En 1993, une jeune fille, 'sponsored' par le Club, a recueilli une dizaine de milliers de dollars dans le "SACIM Charity Queen Contest".

Nous sommes un club tranquille; nous nous rencontrons pour passer un après-midi amical entre copains en jouant du football - ça nous garde jeune. Nous sommes des gamins qui ne veulent pas grandir ni vieillir trop vite. Nous jouons honnêtement, sans arbitre, et les disputes n'existent pas, ou

presque pas. Nous ne participons pas dans aucune ligue. Même de temps à autre nous sommes invités à participer dans des tournois intérieurs surtout avec le club de Keysborough où d'ailleurs jouent certains de nos membres.

Comme les livres de 'Tintin' sont pour les lecteurs de 7 à 77 ans; aussi nos membres sont âgés de 7 à 77 ans. La moyenne est de 35 à 45 ans. Parmi les joueurs, bien souvent on trouve père et fils. Et même l'année dernière il y avait père, fils et fille d'une famille Roumaine et elle jouait réellement bien!. Certains diraient même 'Mieux que moi' et c'est la vérité car tous jouent vraiment mieux que moi.

Nos activités pendant l'année consiste d'un Car Rally, un ou deux tournois de Pétanque, des matches spéciaux; par exemple les jeunes contre les croulants, un tournoi de 'six-a-side'. L'année dernière, on a même joué un match de 'footy' pendant les finales de la 'AFL'. En fin d'année nous avons notre grande finale de BlueAngels vis. Red Devils suivi, une semaine après, par notre dîner dansant annuel qui a toujours été un grand succès.

SOCCER

This sport is presently being played fortnightly only. Games start at 2:00pm and finish at approximately 4:15 pm followed by refreshments enabling an early return home to attend to other family outings or commitments.

We welcome to our recent recruits: Detmar Kampmann, Christian Klopfer and Nick Marinis. With a bit of luck they will be keen enough to keep attending.

PÉTANQUE

Weather permitting, Sunday 27th October, 1996 sounds like a good day for our annual challenge. Will interested parties contact Gilbert Clark on 059 96 2919 or Vivian Wilmann on 03 9700 5352 with the name of their team members before 20th October to ensure the holding of this event.

LE JOURNAL DES MAURICIENS EN AUSTRALASIE

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There must be some mistake, we're in credit!

EDITORIAL *Continued from page 3.*

I sincerely hope that as more editions are published, the journal will become more interesting and informative. The journal has a long way to go and obviously a lot of feedback will be required from you, the subscriber.

(On the subject of fishing again, our crew discovered after a few trips to the bay, that location was not as important as fishing with proper bait, good 'berley' and the proper hook/line combination. Most of all, talking was not allowed whilst fishing as apparently speaking and swearing in Créole scares the fish away!!!! The above added with some luck did give some nice 'bouillion poisson').

Mr. Sylvio Belcourt. Editor.

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Home Cinema is finally taking off as a major entertainment trend in Australian living rooms which have been equipped with Surround Sound systems capable of reproducing with great realism all the sonic effects experienced at your local Hoyts or village show cinemas.

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In Home Cinemas, it is the sound not the vision that provides the most dramatic impact on the senses. Since 1975 more than 6000 movies have been recorded with surround sound devised by Ray Dolby.

The same surround information used by the big cinema system is also encoded on video tapes and laserdiscs. In the Cinema, it is called **Dolby Stereo**, now called **Dolby Digital** and in the home it's **Dolby prologic**.

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Dolby Surround is not only good for movie fans but has now captivated the music and pop fans. A growing number of music CDs are Dolby encoded and computer software giant Microsoft is working on Dolby Multimedia, a digital variation for computers.

For the future, you will be getting Dolby AC3 which is an improved all-digital surround sound with six fully discrete digital channels compared to the four channels of the current Prologic system. This latest digital system claims to offer even more realistic effects but will only be available on digital laser discs and the AC3 format will be used on **Digital Video Discs (DVD)** to be released in Australia next year.

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FORMATS

Written materials can be sent on diskette to The Editor, MicroPROGRAMMING, P.O. BOX 3982, PARRAMATTA, NSW, 2124, AUSTRALIA. Materials can be written in any format or in the popular word processing formats such as MS Word, MS Works, Word Perfect etc. Images can be sent in format such as BMP,TIF,CDF etc. Hand written articles can also be sent by mail to the above address. Full facilities are available to scan written documents using OCR (Optical Character Recognition) technology. Colour Photos will be scanned in grey scale before insertion into the journal.

Material can also be faxed to (02) 9632 8451 during the hours of 9.00am and 5.00 pm Monday to Friday.

Please note that the Publisher has the final say whether to include or not to include an article in the journal. Every effort will be taken to ensure that the journal keeps a high professional standard.

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Ou éna...	Do you have..
Mo oulé	I'd Like
Allez right.	Ok fine. (Not go right)
la tête to papa	(Ask any Mauritian!!!)