

Editorial

Flying The Pacific.....

The rather strange case of Air Pacific International is rapidly going to get more light and air soon, we believe.

First, it was announced Sunday that the headquarters of Air Pacific would be moved to Saipan because of inadequate facilities on Guam, a very definite slap in the face for Guam, and a sorry reflection on officials of GovGuam for their disinterest in the air service.

Then, later in the week, it was announced that members of the Trust Territory Attorney General's office, presumably speaking for the government, has taken exception to a private opinion Air Pacific obtained from the general counsel of the U.S. Civil Aeronautics Board which indicated that the airline does not need T.T. approval to land in the territory.

Air Pacific announced last week that it hopes to begin flying to Koror, Yap, Ponape, and Truk; its proposed Guam-New Guinea route also includes a Trust Territory stop in Palau. Currently the airline is serving Guam, Saipan, Rota, and Tinian on a regularly scheduled basis and also makes occasional flights to the Northern Marianas.

The T.T. has long maintained that, like a foreign country, it has authority to regulate air traffic within the territory, although it asserts this concurrently with the CAB where CAB-authorized routes such as the Honolulu-Guam-Saipan run through the T.T. are concerned. Continental-Air Micronesia, the only other regular air carrier serving the T.T. has a franchise from the T.T. in addition to route authorization from the CAB.

Recently, the T.T. government asked the Interior Department to intercede with the CAB to obtain clarification of its general counsel's unofficial opinion on Air Pacific. The government wants either a retraction of the opinion or clarification of the regulatory relationship between the CAB and the T.T. which has never been officially sought before.

Just a few months ago, Continental Airlines President Robert F. Six wrote to High Commissioner Edward Johnston asking him to order Air Pacific to "cease and desist" from evading the terms of its 1969 permit to do business in the Marianas as a foreign corporation. This permit, officials said, authorizes Air Pacific "to operate an air taxi service as a complement to and not in competition with franchise carrier Air Micronesia in the Mariana Islands District of the Trust Territory..." Air Pacific's business permit is subject to amendment or revocation by the High Commissioner on 10 days notice.

On the other aspect of the Air Pacific case, Capt. Dutch Van Dox, executive vice president of Air Pacific International indicated that his decision to establish the air line in Saipan came after "a wine merchant with no connection with the air line business was given space preference at the airport." Van Dox apparently had reference to the Duty Free Shoppers business, who apparently were given warehouse space in the new airport building, where Air Pacific had asked for space. However, Joe Diego, Director of Commerce, explained that the space Air Pacific requested had been committed to Duty Free Shoppers before the T.T. government was notified.

Voice Of The People

Dear Editor:

Strange. I had always thought of Joe Murphy as an individual whose perspective was somewhat above that of his congregation. But in your reference to Inarajan Cave & Park, and Zoo being closed on Sundays, "the Lord's Day," you publicly acknowledged that you also have been honestly fooled by an angel of light (*Satan* - 2 Cor. 11:14).

Please, Mr. Murphy, with the help of 20,000 plus circulations daily let me set the record straight. There is nothing holy about Sunday, hence, it is not the Lord's Day. (Before all the religious authorities and their blind and slumbering followers from Romans 11:7 & 8 condemn this column because of the presence of my statement please hear me out, then condemn if you can honestly find grounds to.)

Exodus 20:8-11 states "...the Seventh day is the sabbath of the Lord...and rested the Seventh day: wherefore the Lord Blessed the Sabbath Day, and Hallowed it." No one can find anywhere in the Bible where Christ and His followers (either before or after His resurrection) observed Ex. 20:8-11 on Sunday the first day of the week. That is because it was not until 313 A.D. that "Christianity" designated Sunday as "the Lord's Day."

Constantine and the Catholic Church, with the Edict of Milan in 313 A.D., made observance of the Lord's Day against the law for residents of the Western Roman Empire. To observe the Seventh day as the Lord's Day

entire family out any Sunday through Friday but that you'll be closed on the Lord's Day so that, as you correctly inferred by your add, people will not use an outing to your place as an excuse for forgetting about the Lord on his day.

Dear Editor:

During the past five weeks, Mobil has responded to all queries of Daily News reporters, publisher, and other reporters. During that time too we have been in contact with GovGuam via representation on the Energy Resource Council and from the outset of our allocation program have actively counseled our independent dealers on fuel allocation.

If most of our dealers had not taken great pains to allocate available fuel on a daily basis, I assure your lines would have been longer earlier. We are proud of what these men and their personnel have done and continue to guide them in their rationing program.

We too were amazed at the month end "suddenness" of the lines, but panic buying occurs rapidly and quickly reduces the already limited fuel available for vital needs. Additional Holiday driving didn't help.

We responded quickly by delivering fuel on 12/31 to all Mobil Service Stations on a first come first serve basis so that more fuel would be available earlier. This fuel is charged against January allocations and we recognize that this "solution" is simply postponing the problem.

What we feel is most

In addition to our "Tips from Mobil" list distributed to the public in December, we are currently running a public service campaign in your newspaper to supplement the conservation material already distributed. We are sure your paper will continue its helpful hints and conservation reminders interspersed throughout the pages. Other companies will also continue to contribute and the Chamber of Commerce will continue its excellent contributions. I shall send you press releases to keep you informed from our end and would appreciate it if some of the material is included in "Pipe Dreams."

To get a fuller appreciation of the problem, why don't you come down to "where the action is" and we will be glad to give you a splash in the oil business. We'll both learn.

We agree lines, bottling and panic-buying must go. We're all in it together and we all must contribute.

One final point: We must note with pride the firmness and rapidity with which the Government addressed itself to the energy crisis as exemplified by Governor Camacho's speech before the Chamber of Commerce. Hope you were there and took notes. Incidentally, the Government as yet does not have legal authority to allocate fuel, although we have implemented the many suggestions we've received from them.

Thanks in advance for your help. I'll have a file attached

reference to the Duty Free Shoppers business, who apparently were given warehouse space in the new airport building, where Air Pacific had asked for space. However, Joe Diego, Director of Commerce, explained that the space Air Pacific requested had been committed to Duty Free Shoppers before Air Pacific asked for space.

Van Dox, in talking about Saipan's International Airport, said that he met in Los Angeles with representatives of Continental Air Lines, Pan Am, and Japan Air Lines, and said that financial arrangements were agreed upon by the four air carriers to operate the terminal complex as a private corporation. This, of course, is news to all of us, probably including the airport officials in Saipan. While we can understand Air Mike's, and Air Pacific's interest in Saipan, and we can understand Japan Air Line's interest, because they have landing rights there, we assume that Pan Am is just betting on the possibility that they will be awarded landing rights there.

We were encouraged by Van Dox's remarks that Air Pacific's attorney in Washington has worked out legal details for operating rights between Guam and New Guinea. He said that the new route could be in service by early March with a twin jet prop airplane, possibly a Fairchild or Fokker. The New Guinea route would permit Air Pacific to operate all the way to Port Moresby via Wewak, located in the northern part of New Guinea. The flight to Wewak is estimated at four and a half hours in the jet-prop plane. This could be the first step in the north-south routing Guam has searched for a longtime. It could cut travel to Australia by a good bit, and we really look forward to its activation.

To bolster the present service in the Trust Territory, Air Pacific has on order three Nord's from France, with the first expected to arrive in mid-March. The 26 passenger planes will be used to boost the service to the northern Marianas, and to extend the service to such places as Yap, Koror, Ponape, and Truk.

Like Bob Six, we're curious too to see how Air Pacific's business license, which calls for "air taxi service" in the Marianas, can be expanded into all of the rest of the Trust Territory districts, all apparently without legislative or CAB action.

We're not knocking it, we think competition is good for all parties concerned. We're just curious to see how Air Pacific gets around the certification problem.

More over, while we're a little upset with Air Pacific's announcement that they were moving out of Guam to Saipan, we can't say that we blame them entirely. We recognize that GovGuam seems to go out of its way to provide difficulties for any business operation in Guam. We foresee a mass exodus, over the next few years, of other air related businesses to Saipan, because primarily, of the lack of facilities at Guam International, and the unwillingness of GovGuam officials, both legislative and administrative, to face up to facts.

And we might suggest, that while the name Air Pacific is lovely, and perfectly suited to a local operation, they might find themselves in deep trouble flying across the Pacific to places such as New Guinea. Fiji's national airline is already called Air Pacific, and we can see a conflict here.

Air Pacific's operation is small, but growing, and Guam can ill afford to lose this business, or any of the 50 employees of the firm. We think that Governor Camacho should make every effort to talk to the company officials, and try to forestall this move. While we're curious, as we said, about the workings of the landing agreements and franchises, and the legal ramifications of Air Pacific, we're delighted to see a locally operated airline in service out here, and we

of the Lord's Day against the law for residents of the Western Roman Empire. To observe the Seventh day as the Lord's Day now meant persecution and death.

Even to profess that the Edict of Milan was issued because "a Pope Gregory reformed the calendar and so the whole civilized world forgot which day of the week really was the seventh day" or that "since Christ rose from the dead on Sunday, Sunday must be a better day than Saturday..." just doesn't hold water. (Just why would this same "first day of the week sabbath Christianity" also profess contrary to the Bible's 72 hour version - Matt. 12:40 - that Christ was only dead from Friday evening to early Sunday morning or one day and a half?) Just as one can't keep cold

water hot since it must first be made hot before it can be kept hot, men and women cannot keep a day Holy (Ex. 20:8) unless it has first been made holy by God. God Blessed and made Holy the Seventh day of the week (Ex. 20:11).

If anyone still can say "I don't know which day of the week is the seventh day," then just look at a calendar and start counting from left to right "one, two, three... seven," then look up top at the heading of the column your finger has stopped on and just see if it doesn't say Saturday.

Respectfully,

/s/ Mark K. Stumpf

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P.S. Before I am categorized into some religious-ethnic group of which I would have no connection allow me to say I will only admit to being one of those guys who takes the Bible for what it says rather than the word of a Constantine and the state religion of his empire.. P.P.S. Come on now Inarajan Cave & Park, and Zoo, let the wonderful people of Guam know that what you really

we recognize that this "solution" is simply postponing the problem.

What we feel is most important is that everyone not so limited to necessitate hoarding. Simply drive less, economize, and don't hoard.

The question most frequently asked me these days is, "How long will your supply last?" to which I reply, to my questioners' inevitable confusion, "At what rate of consumption?"

Our supply situation is extremely difficult, but thus far we have been able to obtain product. As a matter of fact, when our chartered tanker arrives January 2nd, we will have our tanks fairly full. Unfortunately, we don't know when our next tanker is coming, even though we asked for it long ago.

If we all conserve, follow our normal buying patterns - even fill up as much as possible, but stop previously wasteful consuming patterns - the fuel on the island can last much longer.

Many people in the Mobil worldwide supply network, including Ruben Ibanez, our local Supply Officer, have been working long hours to put product in our tanks and thus keep Guam moving. We thank them for their efforts and are confident that sooner or later - Hopefully sooner - they will obtain product for our next ship. We at Mobil have been doing our best, and will continue to do our best, to obtain product. If everyone does his part to reduce consumption, supply will match demand.

the many suggestions we've received from them.

Thanks in advance for your help. I'll have a big ashtray waiting - bring your pipes.

Cordially,
/s/ Ronald J. Chevako
District Manager
Mobil Petroleum Company, Inc.
Mobil Oil Micronesia, Inc.

Dear Editor:

Bravo for your superb editorial, December 26 issue of the Pacific Daily News. You could not have said or written any better and still get the same message across. I also endorse your suggestion of 10% across-the-board cost-of-living pay raise of all government of Guam employees which is more sensible and fair than the other recommendations.

One item that I am becoming apprehensive about is the ever increasing number of government employees, creation of new autonomous agencies, newboards, etc. and the trend that we are becoming more socialist than any of the 50 Continental States. If the burgeoning of the Administration, which is evidently already top brass heavy, does not slow down, the time is not far, when our revenues will be gobbled up by salaries alone and little, if not none, will be left to support and continue our vitally needed governmental services. Only sensible actions by our Governors and our Legislators will not allow that to happen. And that includes junking the \$9,000.00 proposed salary increases.

Sincerely yours,
/s/ Ben G. Ragenton

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