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HEADLINES IN CELLULOID

Bombay welcomes the Aga Khan and his young wife, the Begum, on their first visit to India in six years. Head of the Ismaili Kheja community, the Aga Khan is the world's richest man. Crowds attend the ceremonies, getting their first glimpse of their leader's European-born wife. Preparations are already afoot for Diamond Jubilee celebrations when the Aga Khan will be weighed in diamonds, an event unique in history.

In Trafalgar Square, steeplejack Syd Larkins, takes on the job his father used to do, and makes final preparations to give Lord Nelson a structural check-up - his first since 1919. Getting to the top of the 184 foot column is the hardest part of the job. Here's how the Larkins' team tackles it.

Survivor of fires and blits, Britain's greatest Admiral keeps his vigil. But after 27 years his hat and coat could do with a spot of renovation.

Trafalgar Square will soon have a spick and span Nelson - but the pigeons will be there just the same.

Merseyside sees work going ahead on the new Aircraft carrier, Ark Royal, one of the few warships still being built. The accent is switched to merchant ships like the ten-thousand-ton "City of Carlisle." With plans to spend two hundred millions in cargo and passenger liners, Britain's ship building industry has two years work for 350 thousand men.

Said a prominent Merseyside expert, "It's our biggest boom for fifteen years; prosperity time in British shipyards." America's ship building wizard Henry Kaiser, with car King Joe Frazer, strides into the post-war car manufacturing programme. Taking over the famous Willem Run war plant, the new team has produced its first models. Every part hand-tooled, the Master Model six-seater cost £30,000 to make. When mass production begins, the plant promises this super car at under 300 pounds.

To sell at £350 is the larger, hundred horsepower Frazer. With other big American car plants hog-tied with labour troubles the Kaiser-Frazer team hopes to sweep the market.