

## A New Zeal Replaces Siesta In Today's South America

PANAMA CITY—Harvard's graduate business school has set up shop in an ancient Guatemalan colonial capital and 50 Central American business men responded with \$1,000 each for a six-week course—taught in English.

From Guatemala to Costa Rica, scores of specialists gather in no less than 20 re-

gional offices every working day to study, chart, and apply formulas for social and economic development.

In San Jose, a textile dealer packs a briefcase, catches a post-breakfast flight to El Salvador, completes his mission and takes the evening plane home in time for dinner.

This is part of a new and

dramatic revolution sweeping the onetime "banana republic" of Central America.

Siesta Giving Way

The siesta is giving way to a new blood and bustle in the quiet rebellion against social-economic stagnation and archaic nationalistic concepts.

At the heart of this new surge in the Central American common market, thru which Guatemala, El Salvador, Honduras, Nicaragua, and Costa Rica — and probably Panama later on — are striving for economic integration and survival.

Altho the 12 year old project is considered past its most difficult formative stages, its backers are reluctant to predict just how far integration will go. Full economic integration is scheduled for 1968. A common currency is envisioned in five years.

Covers 250,000 Sq. Mi.

The five-country common market area covers some 200,000 square miles. The sea-horse-shaped territory, lying between Mexico and Panama, is mostly mountains. Arable land makes up only a small portion of the area.

The population, only 11,500,000, is engaged chiefly in farming. Chief dollar exports are coffee, cotton, sugar, bananas, shrimp, cocoa, and beef.

This type of agricultural economy makes the area vulnerable to highly fluctuating world prices. Industrialization, regarded as the only solution and it is the basic reason for the common market.

The way to achieve economic integration is thru the removal of import taxes on local goods and the imposition of high tariffs on imports from outside the market. This means manufacturers have to move

into the area to make their products competitive.

Cover 95% of Products

Tariff agreements already cover 95% per cent of the area's products. To woo industrial investors, the five countries have established a uniform code of tax incentives.

There and the rich investment potential have drawn an encouraging response and increasing interest among American, European, and Japanese investors.

The area's total exports rose from 285 million dollars in 1950 to about 500 million dollars in 1959. The combined economies have been growing at an annual rate of about 4.5 per cent.

Average annual per capita income is about \$220 for the area and growing.

Cotton production, already more than a billion bales a year, has attracted textile plants, cotton ginning mills, and plants producing edible oils. Chilled beef and seafood plants and canneries processing fruits, vegetables, and other foods are increasing. Chemical construction and more complex industries are drawing foreign investors. New petroleum refining plants have opened in various countries. Even an assembly plant for jet plane parts is going up in El Salvador.

Show Most Initiative

Japanese investors have shown the most initiative in exploring the new market, bringing here a highly successful industrial exhibit.

Direct United States investment in the area is running at an estimated 400 million dollars — less than half what Americans have invested in Cuba before Castro.

Favorable obstacles confront the market. Reliable estimates indicate a third of the area's total population is living outside the general economy.

There also is a grave shortage of skilled labor and a lack of vocational schools. Political instability remains a large question mark. At a higher level, market experts say, there's also a large gap in administrative skills. This is why the new organized Central American Institute of Business Administration invited Harvard to conduct its six weeks course at Antigua, Guatemala.

Haste in Corn

Drought stricken corn is causing headaches for farmers in some areas of Michigan and other states.

While grain and forage yields are expected to be low in these areas, farmers are also concerned that drought stricken corn silage may contain high levels of nitrates, say a pair of Michigan State University extension specialists. Low production, poor rate of gain, and other signs of possible nitrate poisoning of livestock could result.

Don Hillman, MSU dairy extension specialist, cautions farmers not to be too hasty in harvesting corn silage. "The moisture content of corn silage may remain high even though several leaves have been turned brown near the bottom of the stalk," he points out. "Harvesting of the corn containing excessive moisture could result in poor quality silage. Yields could increase by allowing more time for the plant to grow and ears to develop."

Better yet, much of the nitrate may disappear as a result of further plant growth and maturity.

Dr. Clifford Beck, veterinary medicine extension specialist at MSU, says high levels of nitrate in silage does not necessarily indicate the silage will cause problems.

"High levels of nitrates have been fed to cattle for long periods without any evidence of harmful effects in some experiments, while in other cases much lower levels have caused economic losses and cattle deaths," explains Beck.

## Labor Day Schedule at Metropolitan

All facilities of Metropolitan Beach along Lake St. Clair near Mt. Clemens will remain open daily through Labor Day weekend when the 1964 night recreation program ends.

Special events for the weekend include (1) Dancing under the stars to the music of Don Pablo and his Orchestra from 9 p.m. to midnight on Saturday, September 5 and (2) on Monday, September 7.

(3) Visitors will also have an opportunity to visit the Michigan Historical Commission's museum on wheels called the "History mobile" which features 14 unique exhibits to provide citizens with a better appreciation of Michigan history. It will be located at the central plaza area from 10 a.m. to 6 p.m. daily through Saturday, September 5 through Tuesday, September 8, with additional viewing hours expected during the evening hours.

The recreation facility schedule is as follows:

BATHOUSE—Open until 10 p.m. daily through Labor Day. Effective Tuesday, Sept. 8 through Sept. 13 hours are from 9 a.m. to 6 p.m. thereafter. Dressing rooms will be provided upon request and weather permitting.

SWIMMING POOL—Open daily through Labor Day from 10 a.m. to 10 p.m., with nominal charge for use of bathroom and heated swimming pool.

LAKE SWIMMING—Available daily in Lake St. Clair from 9 a.m. to dusk, including the end of September, weather permitting and as long as lifeguards are available.

ARCHERY—Open daily until 11 p.m. through Labor Day. Then from 12 noon to 6 p.m. through September 11, and thereafter weekends only through September 13.

GOLF—Open daily from 8 a.m. to dusk. Nominal fee includes use of equipment.

TOT LOT—Playground equipment available, but no supervisors on duty, 9 a.m. to dusk.

GAZEBOS—Tennis and shuffleboard will remain open daily 8 a.m. to dusk through the fall season.

BOAT RAMP—Launching sites available daylight to 6 p.m. during fall. No charge.

MARINA—Daylight and Over-night use available until October 18, weather permitting.

FOOD BAR—Open daily 10 a.m. to 5 p.m.

BEACH SHOP—Open daily from 10 a.m. to 6 p.m. through September 27.

## The Reign of the Auto

LANSING—Historians of the future will probably look back on the first half of the 20th Century as one of the most astonishing periods of all time.

This was the era when the automobile replaced the horse as man's best form of personal transportation.

In 1905, there were only 3,000 cars in Michigan. And they had to stick pretty close to home because of the condition of the roads. There were 68,000 miles of public roads in the state then, but 60,000 miles of them were officially designated as being made of sand or clay. And every traveler knew that sand and clay are some of the basic ingredients of mud.

But this was only the beginning. By 1920, there were 412,000 vehicles in the state—one for every 10 persons. Then came the big jump. Between 1920 and 1930, the number of vehicles more than tripled.

By 1930, registrations in Michigan had risen to 1,330,000—one passenger car for every four persons. There were 90,000 miles of roads in the state, of which 69,000 miles were state highways.

In 1940, there were a million and a half cars in the state.

In 1950, there were 2,400,000 cars for every three persons.

Today, there are three and one-half million cars—one for every two and two-thirds persons.

Strangely enough, the boom in automobiles didn't produce the same kind of statistics for the road system.

Real progress shows up, not in the miles of roads, but in their quality.

In 1905, the state's road system included 60,000 miles of mud. Today, it's practically unheard of for anyone to get stuck in the mud on a public road.

There were 86,000 miles of

public roads in the state by 1930, and there are more than 111,000 miles today.

The state highway system has grown only about 400 miles in the last 30 years—from 8,000 miles in 1930 to its present 9,300 miles.

Seven years ago, the state highway system still included 900 miles of gravel road. The last mile was paved two years ago.

The biggest gain in highways has been in their type. Four-lane freeways were dreamed of in the 20's and 30's. Today, they're a necessity. Nearly every element of today's highways is bigger and better than 10, 20 or 30 years ago. They have to be to keep up with the ever increasing swarms of automobiles.

There's never been anything quite like what has happened in America in the last 50 years. And until everyone gets a space ship, there probably won't be again.

Ford Motor Company's Mount Clemens (Mich.) Chemical Products Plant can produce vinyl in more than 600 color and design combinations.

## Price Index Up 1/3 Cent

The cost-of-living index rose three-tenths of a percentage point to 108.8-10 percent of the 1957-59 average, the Labor Department reported today.

July's increase was the largest monthly gain since the five-tenths rise in July 1963.

Sidney A. Jaffe, deputy assistant commissioner of the Bureau of Labor Statistics, predicted "little or no change for August." "Food will level off or might even decline slightly," he said.

Sharp price increases for meat and fresh fruits and vegetables were primary factors in the July increase, it was reported.

Costs of transportation and medicine also rose while clothing, fuel and utilities were down.

Take-home pay averaged \$92.18 for the worker with three dependents and \$84.40 for the worker without dependents, the department said.

PARTNERS

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