

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-weeks course—taught in English.

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

gional offices every working dramatic revolution sweeping into the area to make their products competitive.

Cover 55% of Products

The siesta is giving way to a new textile dealer—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

more intense colonial capital and 50 Central American business men responded with \$1,000 each for a six-weeks course—taught in English.

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Labor Day Schedule at Metropolitan

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

These 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 to about \$25 million dollars in 1950 to about \$50 million dollars in 1963. The combined economies have been growing at an annual rate of about 4.5 per cent. Average annual per capita in 1950 was \$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. Child labor is now taboo in the area, and canners processing fruits, vegetables, and other foods are increasing. Chemical construction and more complex industries are drawing foreign investors. New petroleum refineries have opened, and an assembly plant for jet plane spare parts is going up in El Salvador.

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

This type of agricultural economy makes the area vulnerable to usually fluctuating world price. 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

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.

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

Seven years ago, the state highway system still included 800 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 unredeemed in the 20's and 30's. Today, they're 600 miles long.

Interest in today's highway is

greater and better than 10, 20, or 30 years ago.

They have to be to keep up with the ever increasing

swarms of automobiles.

There had been anything

quite like what has happened in America in the last 50 years.

Today, every gets a space

in the sun.

Traveler knew that sand and clay

was some of the basic ingredients

of mud.

But this was only the begin-

ning. By 1920, there were 412,

000 vehicles in the state—one

for every 10 persons. Then came

the big jump between 1920 and

1930, when the number of vehicles

more than tripled.

By 1930, registrations in Michi-

gan had risen to 1,330,000

—one passenger car for every four persons. There were 99,000 miles of roads in the state, of which 8,900 miles were state

highways.

In 1940, there were a million

and a half cars in the state.

In 1950, there were 2,400,000

—one car for every three persons.

Today, there are three and

one-half million cars—one for

every two and two-thirds per-

son.

Strangely enough, the boom in

automobiles didn't produce the

same kind of statistics for the

road system.

Rail progress shows up, not in

the miles of roads, but in their

length.

In 1905, the state's road sys-

tem included 80,000 miles of

road. Today, it's practically un-

heard of to find a road stuck

in the mud on a public road.

There were 96,000 miles of

Price Index Up 1/3 Cent

The cost-of-living index rose three-tenths of a percentage point to 108.10 percent of the 1959 average, the Labor Department reported today.

July's increase was the largest monthly gain since the five-

percent rise in July 1963.

Sidney A. Jaffe, deputy as-

sistant commissioner of the Bu-

reau of Labor Statistics, pre-

dicted "little or no change for

August." Food will level off

and might even decline slightly."

Sharp price increases for

meat and fresh fruits and vege-

tables were primary factors in

the July increase, it was re-

ported.

Costs of transportation and

medicine also rose while cloth-

ing, fuel and utilities were de-

creased.

Take-home pay averaged

\$92.15 for the worker with three

dependents and \$84.40 for the

workers without dependents,

the department said.

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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.

The state highway system has grown only about 400 miles in the last 30 years—from 5,900 miles in 1930 to its present 10,300 miles.

The state highway system has

been replaced by the man's best form of personal transportation.

In 1905, there were only 3,000

cars in Michigan. The last mile was paved two years ago.

The biggest gain in highways

has been in their type. Four-lane

freeways were unredeemed in the 20's and 30's. Today, they're

600 miles long.

Today, there are 3,000 miles of roads in the state, of which 8,900 miles were state

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