

Air Trip to South America Impresses One with Need of Learning Spanish

This is the second of a series of illustrated articles by Francis S. Murphy, publisher of The Hartford Times, describing his recent trip through South America aboard a trail-blazing Pan American World Airways. Mr. Murphy was one of a party of publishers and editors who made the trip as guests of Juan Trippe, president of the Airway.

By FRANCIS S. MURPHY
Publisher of The Times

One has to make a long flight in one of the modern planes to get a real conception of how time has been nearly annihilated. Travel between countries and continents has been stepped up greatly.

The flying time of Pan American's new big planes between New York and Rio is 19½ hours and between New York and Buenos Aires, 26 hours.

Even for those who travel a great deal by air, there remains in their minds a constant but perhaps unexpressed wonder as to how these giants of the air can travel as they do at such high speeds and in comfort. How these large ships even remain in the air, defying what seems to the layman, the basic fundamentals of gravity, will continue to create admiration for the genius of the air pioneers who have brought to a high state of efficiency, air travel in all its wonders, as we see it today.

AVIATION IS creating new travel. Facilities available today just didn't exist a few years ago. Flying over sparsely settled parts of the globe the air traveler tries to contemplate the effect upon these regions; remote, yet possessing inherent qualities for development of the many resources waiting for some pioneering force to create landing strips for the airplane to get in and make possible the development of great sections where land transportation just does not exist.

One would be foolhardy to try to measure what has already been accomplished by men, more foresighted than most, men of vision like Juan Trippe. The surface has not even been scratched. It will probably be our children who will see a fulfillment of the promise of the future which is becoming increasingly apparent to those who will see.

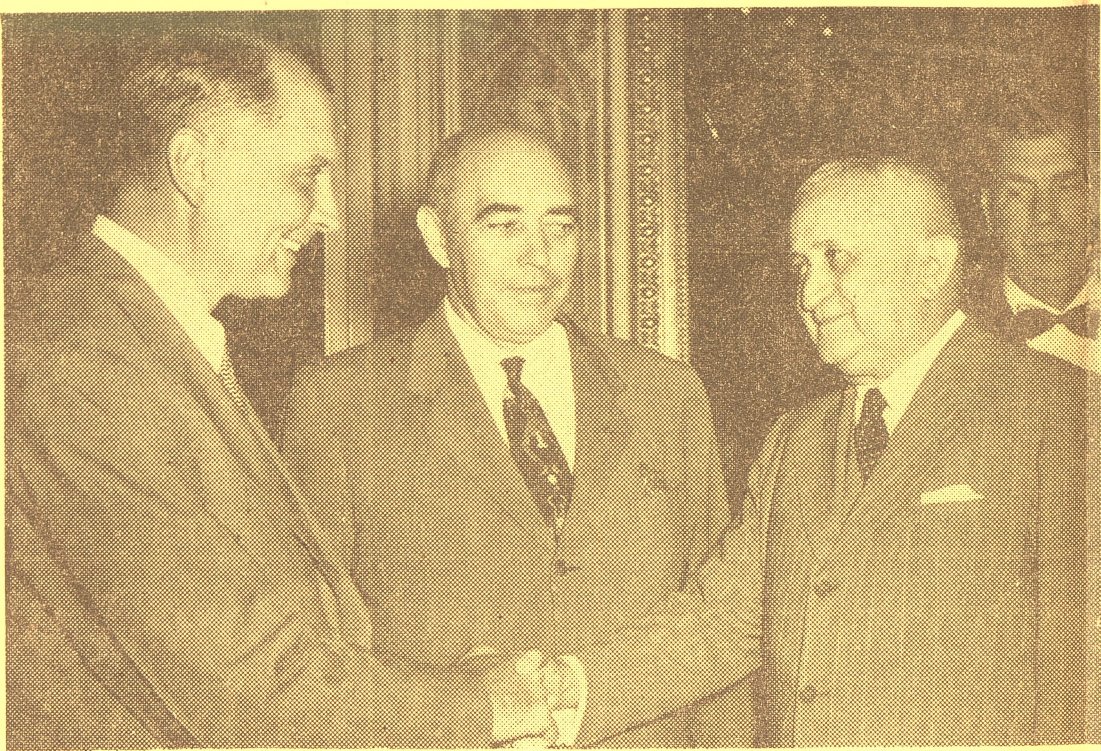
As the group of Americans who were guests of Juan Trippe on the inaugural flight of Pan American's Stratocruiser, setting up regular express service bi-weekly to Rio and to Buenos Aires, began to participate in the program planned for the visitors, it was quickly apparent that the Americans were under the handicap of not understanding Portuguese, the official language of Brazil. In the two days we were in Rio we got along all right, finding many who understood English (with the very definite exception of the drivers of our cars!) Some of us learned the word for "slow" or "stop." It was some job to slow them down.

IN MY PREVIOUS article I described the vast sports or football stadium. One of the international matches was played on the Saturday we were there—Brazil against Yugoslavia, I believe. The stadium was filled to capacity; the automobile and trolley car traffic was terrific. Crowds almost blocked some streets on the way to the game. It was quite a sight to see the open cars with the runningboards on the sides with men hanging on as best they could. It seems to be regular procedure, not only on game day but all others.

Stores were closed and business was almost at a standstill. Maids and porters in the hotels, contrary to their usual practice, paid little or no attention to guests and were grouped around radio sets listening to the broadcast. Perhaps it was fortunate that Brazil won by a score of two to nothing.

SPANISH IS the language of all the other countries of South America. These countries and the countries in Central America are great potential markets for the United States. The Connecticut Development Commission proved that through what it has been doing in the last few years. Many brochures in Spanish and some in Portuguese have been sent to business concerns all over these countries, featuring products of Connecticut manufacturers which were available for export. In one two-year period the commission received 30,000 inquiries from the material sent out.

It is hard to understand why we really don't do something in encouraging Americans to speak and understand Spanish. Spanish is becoming more and more important in our business life as we



BRAZILIAN PRESIDENT Eurico Dutra greets Juan Trippe, president of Pan American World Airways at reception. Left to right: Mr. Trippe, Rep. Carl Hinshaw of California; President Dutra; Senator Edwin C. Johnson of Colorado.—[Pan American Photo.]

go along. Many people have drawn attention to this lack on our part which I suppose exists because we don't live close to other countries speaking other languages, as is the case in Europe.

IT CAN'T DO any harm for me to emphasize the need and to express the hope that educational leaders in this country, and particularly those responsible for grammar school training, will some day see to it that boys and girls in their early ages will have a chance to learn some Spanish. They could learn very easily if given the chance. Americans are notorious for their laziness in this respect. They don't compliment their natural and potential friends by not learning to speak something of their language.

I mentioned street cars a little way back. Rio's street cars are known as "bondes." When the British Company operating the tramway system was organized 65 years ago it issued bonds to finance the project. The public thought that was the name for the street car and so the street car has been called "bondes" ever since.

A RIDE ON A "bondes" up the mountains to Silvestre, a residential section, leads to Corcovado, the majestic mountain on which the huge statue of Christ stands. The monument on Corcovado Mountain is called "The Redeemer." It was planned and executed by Dr. Hector da Silva Costa, who was assisted by the French sculptor, Paul Landowak. It is considered one of the best in the world. It weighs 1,200 tons and is 30 meters high (or about 94 feet). It is visible from all over Rio. The sight is even more spectacular than from the Sugar Loaf.

It was regretted that there was no time to drive out to Hotel Quitandinha in the mountains, 40 miles away, and to the extremely progressive modern city of Sao Paulo, 300 miles to the southwest. Hotel Quitandinha cost \$10,000,000 to build and Americans who have been there will rave about it by the hour.

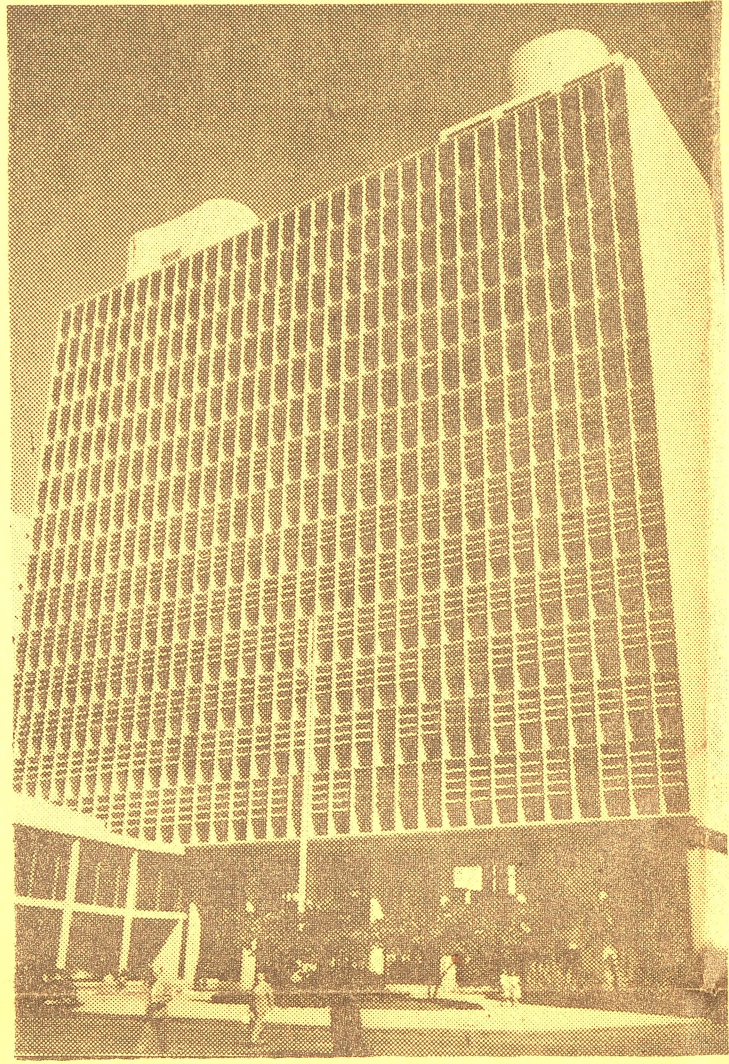
BRAZIL IS the largest country in Latin America, and the fourth largest in the world. It has a democratic form of government. In 1946, a new and modern constitution was given to the country. The legislature has two houses, both elected for four-year terms. The president is elected for a five year term, and may not be elected for a second consecutive term.

The population is nearly 50,000,000, second only to the United States in the Western Hemisphere. The cooler months are June, July and August, while the warmer months are between November and March.

A banquet given in the large banquet hall in the Copacabana Palace Hotel in honor of Juan Trippe was one of the highlights of the visit. A single table seating about 125, ran the entire length of the room. I am quite sure it was the most impressive table I ever saw. The table was set with gold service, and exciting tropical flowers were placed at six-foot intervals along the table. Six glasses for wines and cordials were at each place. Certainly a sufficiency if one likes wine. The setting, the surroundings and all, were something to remember a long time.

WE LEFT RIO at 10 o'clock in the morning, with keen regret, yet we were looking forward to our stay in Montevideo and in Buenos Aires with much anticipation.

We arrived at Montevideo at about four in the afternoon, after flying very high part of the time. I sat near the pilot for a while, and noticed that frost was on the metal frames of the windows. I learned we were at 24,000 feet elevation, and that it was 15 degrees below zero. It was entirely



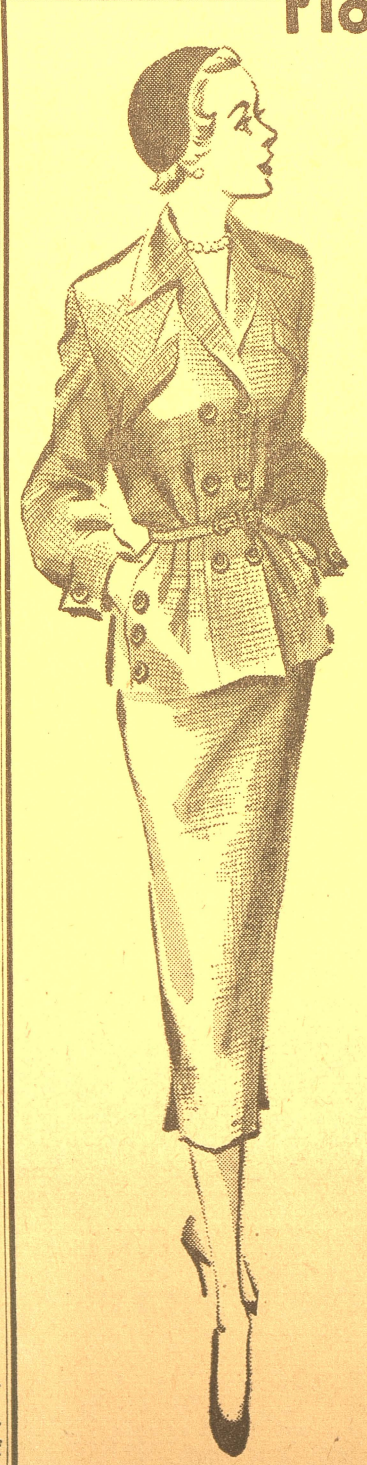
OLD AND NEW stand side by side in Rio. This ultra modern building houses Ministry of Education.

comfortable in the airplane, as the cabin was pressurized automatically according to the elevation over the ground.

Montevideo is building a new Terminal Building. A large crowd was present at the field. There was much curiosity about the visiting Americans but the police arrangements for traffic were

poor, and we were delayed by a traffic jam a half to three-quarters of an hour. As we sat in our cars watching the people walk by, we were impressed with the size and apparent strength of Uruguayans, a great many of whom are of German descent. (The third article in the series will appear Monday.)

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Pleasure Boat Owners Offered Coast Guard Safety Inspection

Pleasure boat owners in the eastern Connecticut area who wish to have their boats inspected may notify John H. Elliott, commander of Flotilla 718 of Hartford, or other members of the local Coast Guard auxiliary flotilla.

The offer to inspect came in the wake of figures released recently by the United States Coast Guard Auxiliary showing boat casualties for the fiscal year ending June 30.

Of 234 vessels reported totally lost only 14 had been inspected. Lives lost in inspected vessels to-

talled 22, while those of uninspected vessels were 195.

Mr. Elliott said the auxiliary offers courtesy inspection of pleasure craft and that boats found to meet minimum requirements for safety of hull and equipment receive official windshield stickers.

Items of Interest

Dr. Edward Goldenberg, Optometrist, Main St., Hartford, will be on vacation the week beginning August 7.—[Adv.]



HIGH ABOVE RIO on Corcovado Mountain towers the statue of Christ, called "The Redeemer."



FIFTH AVE. OF RIO is the Rau do Ouvidor. Its deluxe shops match the swank shops of New York, but resemblance ends there. Only pedestrian traffic is allowed in narrow streets.—[Pan American Photo.]