

# Montevideo a Modern Impressive City

This is the third 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

ARTICLE III

We found that the airport for the important city of Montevideo in Uruguay — like those in Rio de Janeiro and Buenos Aires — is located far from the city. Carrasco National Airport, as it is called, was a good three quarters of an hour drive from the Parque Hotel, where we were to be quartered for our short visit.

This hotel is run by the city as are a number of restaurants and two other hotels, from the profits of the roulette (gambling) operations in Montevideo.

Authorities, state or city or both, have made a great deal of their waterfront on the River Plate. In this river, quite close to the city, is the sunken wreck of the German warship — the Graf Spee. Either Capt. George L. Fly or Capt. Robert M. Weeks, who had the flying assignment of the trip from Rio to Buenos Aires, said he was going to try and show us the wreck from the air if the tide was right. He explained that most of the superstructure had been taken away by souvenir hunters.

The river was muddy at the time, the tide was not right, and we did not see the Graf Spee. It was disappointing.

Ten top-flight P. A. A. pilots were assigned to the Stratocruiser press flight. I'd like to run a little story some day about these men, each with an average of 10 years' flying experience with Pan American.

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**FOR MILES** the riverfront area from the shore line back many hundred feet had been cleared long ago. Along the wide, imposing boulevard are substantial homes and estates and hotels facing the water. Most of the shore-front houses appeared closed, for it was winter in Uruguay. There are numerous beaches on this wide boulevard; the Rambla, it is called. It must be an imposing sight in the summer season.

The temperature was around 50. Montevideo and Buenos Aires are in about the same latitude as Capetown and temperatures there range about the same as Montevideo, the capital of Uruguay.

More than a third of the population of Uruguay lives in Montevideo.

Uruguay, the size of New England, is the smallest and most densely populated nation in South America. I learned (or was told) that much of the social legislation introduced into the United States in recent years has long been law in Uruguay. Banking, insurance, electric power and some of the shipping industries are publicly owned. We couldn't go for this in the United States. It would put government too much in the saddle. Americans just wouldn't have it.

The nation's constitution provides for old age pensions, child welfare, state care of mothers, free medical aid for the needy, workmen's compensation, cheap housing for laborers, an eight-hour work day, minimum wage and special consideration for employed women and minors. Workers have the right to organize and strike.

Uruguay feels that this program gives Communists little to agitate about and the belief is that Communists have been losing ground steadily.

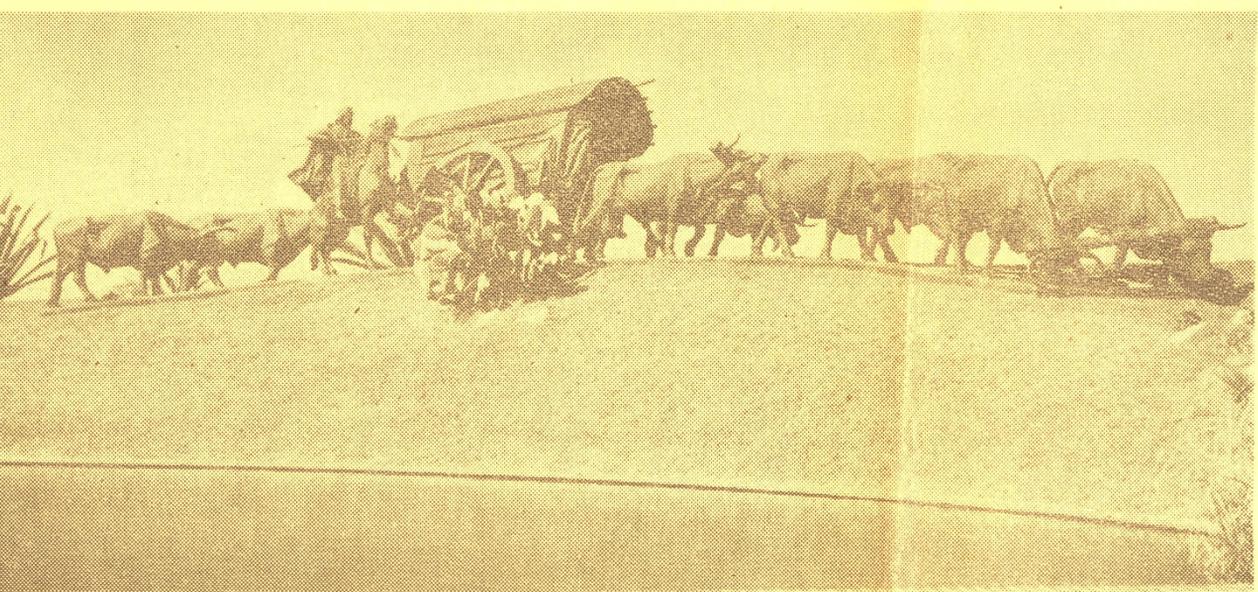
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**WOOL** is the chief export — about \$30,000,000 worth a year. Principal industries are textile mills utilizing native wool, flour mills, meat processing plants, and wineries. The United States is one of Uruguay's best customers. Its economy is tied up pretty much with that of Argentina.

The tourist industry is one of Uruguay's largest. Montevideo is the summer home of many of Argentina's wealthy. It is only a 151 mile flight between Buenos Aires and Montevideo.

I wish I had the space to reproduce many of the pictures which the government gave us of Montevideo — impressive appearing streets, lined with thoroughly modern or modernistic buildings—scores of parks and monuments, public buildings and squares, all



MONTEVIDEO, capital of Uruguay, has a fine harbor, equipped with modern docks and facilities.



MONUMENT to Uruguayan pioneers is amazingly lifelike.

laid out with an eye to the artistic. Montevideo has many counterparts of the Fuller Brush man. The door-to-door salesman of brushes and dusters uses a tiny burro to carry his wares. He does a good business, we are told. In the city there is a famous monument to Uruguayan pioneers. This life-size bronze group is called La Carreta (The Cart). It is a unique and interesting treatment of a public monument. It draws many visitors.

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**PAN AMERICAN** had planned to stop at Montevideo for five or six hours for a sightseeing trip, but such keen disappointment was expressed by the Uruguayan government heads that the plan was changed so that we would stop overnight there, to be entertained by the officials at a dinner.

The dinner didn't get under way until 25 minutes before 11, and it was not over until 20 minutes to 1! The addresses were in Spanish for the most part, so here again, we had it driven home to us how much more interesting it would have been had we had even a smattering of Spanish. Not too many Americans do anything about it, but if we will help the youngsters to learn a foreign language, we will be giving them a break they ought to have.

After the dinner, we were invited to go into the section where there were eight or nine large roulette tables, all going full blast.

We left Montevideo at 10 o'clock, and arrived at Buenos Aires in 45 minutes, at its magnificent airport, 30 miles out from the city. This was the third city which had its airport a considerable distance from the city.

A divided four-lane highway connects the airport with the city. There are no traffic lights on it, and incidentally, in my two-day stay in Buenos Aires, I saw no traffic lights. Perhaps the answer in some respects is the fine system of streets and boulevards, and rotary circles around parks, with monuments in the centers.

(The fourth and final article of the series will appear Tuesday.)



FULLER BRUSH MAN of Montevideo.

## Future Farmers Leave for Tour

A chartered bus leaving Danbury at 6 this morning stopped at Hartford at 7:30 a. m. to pick up Enfield, Rockville and Windham Future Farmers of America en route to American Guernsey Cattle Club Headquarters, Peterborough, N. H.

On the first leg of a five-day tour of New England and New York State points, they were accompanied by local chapter advisers Edward A. Lord, Willimantic, and Charles C. Smith, New Milford.

Ray L. Hahn, state FHA adviser, and parents were at the bus terminal to watch the departure. The future farmers will return to Hartford early Friday evening.

Following inspection of the cattle club headquarters and procedure for registering pure-bred cattle, they will have luncheon with the club officers.

Visits to a large poultry breeding establishment and the famous Valley Farms near Walpole, N. H., in the afternoon with an overnight stay near Walpole will complete the first day's tour.

Tuesday they are scheduled to visit the model museum and exhibit at Proctor, Vt., and the Morgan horse farm at Middlebury, Vt., before going on to Fort Ticonderoga, Lake George and Pack Forest, an area of modern forestry practices under the management of the New York State College of Forestry, Syracuse University. They will remain overnight in the Pack Forest Lodge.

On other days they will visit a paper plant, a radio station in Schenectady and more outstanding farms, schools and soil conservation projects.

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