

Senahú, Guatemala
 1920, January 1st

The Pennsylvania University Museum in account with E. Burkitt

	Dr.	Cr.
	Am. \$	Am. \$
1919 Jan 1 To balance, according to account rendered...	243.75	
" Apr 10 By Brown Brothers drafts, 8008/11, sent to me anonymously, but I suppose on account of the Museum.....		200.
" Jun 31 To bill received for postage on a packet sent to the Museum in 1917.....	.35	
" Nov 20 To one Chichicastenango Indian blanket, Guat.\$175: carriage, \$40. Guat.\$215, at 22 for 1,.....	9.78	
" Dec 31 By balance to date.....		53.88
	<hr/> 253.88	<hr/> 253.88
1920 Jan 1 To balance in my favour,..... American \$	53.88	

E. and C. E.

Robert Burkitt

MAY 15 1920 Rec'd

San Cristóbal Verapaz
Guatemala
1920, April 26

My dear Gordon

I have just come in from the west, and have the pleasure of finding your letter of March 11, with the drafts you mention. I see these drafts are not in duplicate.

Your letter sounds as if you had perhaps already answered my letter of December 27. But the fact is I have had nothing from you, till now, since your letter of November 19.

I have been to Chipal, and have brought the Chipal stuff here. - I left Venahú on the 20th of February. I had meant to start earlier but there were various stoppages. The late government (for one thing) was getting suspicious of travelers to the west, and was doing

the roads. I got the necessary passports however, and got through with my man, with no incident, except being occasionally halted.

In Chipal, with the help of ~~the~~ the owner, I proceeded to ticket and catalog the stuff. - Most of the stuff, it happens, is from the group of ruins represented in my drawing. The man had the things all higgledy piggledy in a loft, but he is an exact man, and was able to tel me, usually, where each thing came from; some times with great particularity. - And the light that his diggings, or quarryings, threw on the nature of the ruins, was some times very curious, and to me surprizing. You wil see about that when you see the catalog.

I ought to say, that the man would like, if possible, to have a print of my drawing. On the strength of past letters or yours I had told him I would see about getting him a print, and I was rather

ashamed now not to be able to give him one. I think you make a mistake in not sending these things.

To finish what I was saying, it was now the month of March; and having still no word from the Museum, I supposed there must be some hitch, and that I had better let Chipál drop. I left Chipál on the 6th of March, and went to the ~~the~~ neighbourhood or the frontier of Chiapas, on other business.

- I was away a month. Coming back, I decided that having come so far, I would again go round by Chipál, and take the Chipál stuff on my own account. And I did so; and got Indians, and packed the stuff out to San Cristóbal. - Of course after your letter I turn the stuff over to the Museum.

This second time that I was in Chipál, I got there on the 6th of April. And what with finishing my inventory, and packing, and making pack frames, I

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was there for over a fortnight. I was in
thoze out ov the way mountains, consequently,
during the very week, or ten days, or that
revolution which I now find to be a accomplisht
— a revolution overthrowing a dictator who
had maintainted himself for 22 years.

I wil send you a catalog ov this Chi-
pál stuff as soon as possible. — The bulks ov
the stuff iz pottery, and apears to weigh, in
Indian pack frames, about 300 pounds. —
The gold beads and things, which I supoze as
very interesting, ar ov course only a small
handful; and I was thinking — unless you
can sugest something better — or sending them
to you in some such way as I once sent you
a fragment ov pottery; that iz, enclosed in
a block ov wood, by post. — I speak ov
these things with certainty, as gold, becauz
I hav tested them with nitric acid.

The bulks ov the stuff I leav for the
present in San Cristóbal. If I find,

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on going to the coast, that I have no trouble
in getting the stuff that is already down there
across to Punta Jorda. I will then have
the up country stuff sent down.

I don't know how many days I
may still be in this place. The stuff in
pack frames has now to be put in boxes,
and at this moment I am looking for boards,
and for a sober carpenter. - You may
address me at Senahú.

Yours very truly
R. Burkitt

Senahú

Alta Verapaz

Guatemala

1920, July 12

My dear Gordon

I hav had the pleasure ov getting your letter ov June 11, with the packet ov prints. These prints seem to be very good, and when I hav an opportunity I shal send you explanations ov the drawings. I wish you could kindly let me hav an extra Chipál print, to giv to the Chipál man: and a Payhíl print for a man at Payhíl. And perhaps you could let me hav a print ov the Xoch a little lighter than this one. Ther ar things in the shadow that on this print I am not quite able to make out.

Last week I sent you a continuation ov my list ov things for the Muzeum. The last previous list I sent you, which waz in September ov 1917, went to the number 623. The prezent list iz from 624 to 786. All but the first three numbers ar things from Chipál.

The Chipál stuff, when it waz packt in Saint Cristofers, came to eleven boxes, weighing in all about 500 pounds. I got back here on May 16, just at the beginning ov the rains. The rains ar now at their height. I dont mean to wait til the next dry season, however, to go to the coast. I mean to go down, if possible, az soon az the rains abate: which iz usualy in August.

In the mean time I am sending you a few ov the Chipál things enclozed in a block ov wood. The numbers that I am so sending ar 731 to 738, and 780. The block ov wood, which iz the same wood az before, iz about 10 inches, by $5\frac{1}{2}$, by $1\frac{3}{4}$. The side the adress iz on iz the bottom. The other side iz the lid: and when you open the block, the lid should be on top.

This block cant be opend, like the last block, merely by sawing off an end. The lid haz to be taken off. The safest way to get it off, perhaps, would be to soak the block in alcohol a day or two, til the shelac inside softens. With a little care, though, you can open the block by cutting. The paper the adress iz on, shows the limits ov the hollow inside. Take care not to cut inside thoz limits. Saw off all round the paper, leaving an eighth ov an inch to spare. Do the sides first, then the ends. It may be that you

can then lift the lid. It depends on how close to the hollow the shelac may hav spread. If the lid wont lift, then plane off on the sides, shaving by shaving, til you sight the sides ov the hollow. You wil then see where the ends ov the hollow ar, and see what little remains to be sawn off.

This block ov wood ought to reach you, perhaps a little later than this letter. I am sending the block to be posted at the coast. The block iz accompanied by a little bunch ov samples ov wood, strung on a string, but that iz only a blind.

In next riting to me you had better adress a copy ov your letter to Livingston:

Sr. don Roberto Burkitt
Rda. al Sr. Cónsul Británico
Livingston
Guatemala

Yours very truly

R. Burkitt

Senahú
Guatemala
1920, July 19

My dear Gordon

I encloze you a copy ov what I rote you last week.
The shipping memorandum which I ad, covers the eleven boxes ov
Chipál stuff, and one other box which contains only modern things.

Have you any particular shipping broker in New Orleans or in
New York, to whom you wish things to be conzignd? I supoze you
hav some way ov getting things through from the port ov entry,
whatever it may be, to Filadelfea, without opening and re-packing
at the port ov entry custom house.

Yours very truly

R. Burkitt

*10 Perry, Rye also
send things in bond
to Phila. by ship
✓*

[JULY, 1920]

SHIPPING MEMORANDUM
For Consular Invoice

Twelve packages
For the Pennsylvania University Museum

Mark, U P B

Numbers		Value Am. \$
22/32	11 boxes, total gross weight, 508 lbs. Containing <u>Antiquities of pottery, stone, and bone</u> from ruins in Guatemala At \$20 a box (nominal)	220.00
	Packing as follows:	
✓	Box 22. 18"x 20 x 22 gross, 75 lbs. contains the Museum catalogue numbers 627 639 648 650 684 722/30 741 743 756 769/70.	
✓	Box 23 15"x 16 x 17 gross, 41 lbs. contains the Museum catalogue numbers 629 685 748 752 760 762/4.	
✓	Box 24 16"x 18 x 18 gross, 38 lbs. contains the Museum catalogue number 686 only.	
✓	Box 25 13"x 13 x 35 gross, 51 lbs. contains the Museum catalogue numbers 628 641/2 658/9 687 749 751 771/2.	
✓	Box 26 13"x 19 x 26 gross, 56 lbs. contains the Museum catalogue numbers 630 649 651/2 656 691 716/20 746 750.	
✓	Box 27 13"x 15 x 34 gross, 59 lbs. contains the Museum catalogue numbers 633 742 745 753/5.	
	11 packages Forward	220.00

SHIPPING MEMORANDUM

Continued

Numbers		Value Am. \$
22/32	11 packages..... Back continued:	220.00
	✓ Box 28 9"x 12 x 34 gross, 34 lbs. contains the Museum catalogue numbers 631/2 645 677/83 744 747 773/4 777/9.	
	✓ Box 29 13"x 16 x 29 gross, 57 lbs. contains the Museum catalogue numbers 634/6 638 640 643/4 646/7 653/5 657 660/2 664/74 690 692/715 721 739/40 759 761 765/6 775/6 781/6.	
	▷ Box 30 13"x 13 x 31 gross, 39 lbs. contains the Museum catalogue numbers 637 676 757/8 767/8.	
	✓ Box 31 6"x 9 x 12 with an opening in one side gross, 23 lbs. contains the Museum catalogue number 675 only.	
	✓ Box 32 7"x 15 x 18 with an opening in one side gross, 35 lbs. contains the Museum catalogue numbers 688/9.	
33	1 box 10"x 25 x 71 gross, 97 lbs. Containing things made in Guatemala, namely:	
	Museum numbers 316/7, 2 <u>Indian Fishing Nets</u> made of wood and twine weight, 4 lbs.	1.50
	12 packages Forward.....	221.50

SHIPPING MEMORANDUM

Continued

Numbers		Value
		Am. \$
12	packages.....Back.....	221.50
33	continued:	
	Museum numbers 318/25, 8 <u>Indian Umbrellas</u>	2.40
	made of palm leaf and twine	
	weight, 14 lbs. 11 oz.	
	Museum number 624: 1 <u>Indian Blanket</u>	9.78
	made of wool	
	weight, 5 lbs. 4 oz.	
	Museum number 625: 1 <u>Indian womans Shirt</u>	3.20
	made of white cotton	
	weight, 6 ¹ / ₂ oz.	
	Museum number 626: <u>Indian Incense Gum</u>	.05
	weight, 5 oz.	
12	packages	American \$236.93

E. and O. E.

AUG 27 1920 REC'D

Senahú

Guatemala

1920, August 16

My dear Gordon

I am glad to see that you are taking steps to print poor Tiburtius's fairy tale. I send you the corrected proofs under an other cover. Most of the corrections are of a merely literary nature. In the foot notes, in a few cases, I have added a little new matter.- I wrote you on July 12, sending you a block of wood, which I hope you have got. I am advised that the block of wood was posted aboard the steamer Vera, which cleared from Livingston for Mobile on July 15.- Next week, if nothing happens, I expect to be down in Livingston about your boxes. You may address me as usual, at Senahú.

Yours very truly

R. Burkitt

OCT 25 1920

Palize,
British Honduras
1920, October 15

My dear Gordon

I have despatched 30 of your packages by the United Fruit Company's boat Sagua, which left here on the evening of the 13th, bound for New York. - I enclose you copies of the consular invoice and of the bill of lading. The collector of customs in Philadelphia should get his copy of the consular invoice from the American consul here by the same mail that takes this letter. The original of the bill of lading is sent by the Fruit Company's agent here to their traffic manager in New York.

You will see that I have consigned the stuff to Eggers and Heinlein. I

enclose you a copy of my letter to them, and you should communicate with them at once, especially with respect to insurance and freight. You have plenty of time. This post goes by a direct boat to New Orleans tomorrow, whereas the Sagua was on her way south to Caribbean sea ports, and is not expected to reach New York till about a fortnight from yesterday.

I wrote you last on August 16, from Senahú. I left for the coast next day. In Livingston, I found your boxes in good order, excepting that some hoops had rusted, and needed renewal, and one box, number 7, was being attacked by white ants. I didn't open the box, but killed the white ants with arsenic.

There are three or four ways of

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smuggling things out of Livingston. The only quick way - if it can be made to work - is to square the custom house people, but I decided that in the circumstances, that was altogether too risky. I ran the stuff across to Punta Gorda by means of Caribs. I made three trips across the bay in an open sailing boat. There was a good deal of sea at times, but I had tarpaulins. The most anxious part of the business was not at sea but on shore. The stuff had to be first carried round, out of Livingston, to a point on the Carib beach. That was done in two distinct stages. Then in the dusk or the morning the stuff was paddled out in a canoe to meet the sailing boat. Once the stuff was in the sailing boat the risk of capture was over. Of course there was endless

delay. at each end on each trip there was a wait of 3 or 4 days, for the convenience of the smuggling captain. And in Punta Gorda, at the last, I was quarantined 9 or 10 days on account of an outbreak of yellow fever on the Guatemala coast. - From Punta Gorda to Balice I took the stuff in a ^{Trading} sloop, bonding the stuff til the arrival of the Frigate ship.

The thirty packages that have gone, comprize all the antiquities, and two boxes of modern stuff. The three remaining boxes, 8, 10, and 33, were in Livingston when I left last left, but I had to leave them behind. As they contain nothing contraband, I shall ship them from Livingston in the ordinary way.

I shall be starting back, probably tomorrow. I should be obliged if

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you could kindly send me \$500 on
account, in fifty-dollar drafts on New
York. Address me at Livingston:—

Sr. don Roberto Burkitt,

Pda. al Sr. Vice Cónsul Americano
Livingston, Guatemala

But whatever you rite, send me a du-
plicit to Senahú. You would do
wel to wire me at Livingston when
you get this.

Yours very truly
Robert Burkitt

NOV 5 1920

British Vice Consulat
Livingston
Guatemala
1920, October 26

My dear Gordon

Irote you on the 15th from Balize, enclosing shipping documents for the thirty packages that I had taken out ov this country. The remaining three packages I am now consigning to Messrs L. C. Fallon and Company, ov New Orleans. The packages ar to go by the steamer Gansfjord, expected to leav here day after tomorrow.

You had better send Messrs Fallon a wire. I encloze you a copy ov what I hav just ritten them. I also eneloze you duplicats ov the two documents that I encloze to Messrs Fallon; that iz to say, a packing list, and an original ov the bil ov lading.- Ther iz no consular invoice, becauz the American vice consulat at this port haz just been abolisht.

Ihope you got the blocck ov wood. I hav had nothing from you since your letter ov July 3, when you sent me proofs ov the fairy tale. I supoze that when I get to Senahú I shal find the second proofs.

Before I forget it, ther iz something that might intrest you. When I waz in British Honduras, waiting for the steamer, I spoke to a number ov Maya Indians from the semi independent Indian town ov Santa Cruz; which iz in Mexican Yucatán, in the part calld Quintana Roo; and one ov thoze Indians, a very respectable grey haired man, said that a book calld Chilam Balam existed, or had existed, in that town.- ~~XXXXXXXXXXXX~~

Yours very truly

Robert Buckitt

Via New Orleans

October 26, 1920.-

Mr. Robert Burkitt
c/o American Vice-Consul
Livingston, Guatemala.

Dear Sir

We beg to acknowledge receipt of your letter of Oct. 14th. dated at Belize, from which we withdrew B/L- copy, not original, and Consular invoice for 30 packages Indian curiosities per S/S "Sagua" scheduled to arrive to-morrow and we shall take good care of this shipment as per your instructions, charging forward all charges to the Pennsylvania University Museum, Philadelphia, Pa.

The Custom House here demand original B/L, but we hope we shall have no trouble on this account, possibly you may have sent same by Bearer of goods.

Glad to be of service to you, we are

Very truly yours,

EGGERS & HEINLEIN
59-61 PEARL ST.
NEW YORK.

FL/IP

Fruit companys agent, Balize, sent original of B/L to their traffic manager in New York, as advised by my letter to Museum under date of October 15

R. Burkitt

— Copy —

British Vice Consulate
Livingston
Guatemala
1920, October 26

Messrs L. C. Fallon and Co.
424 Gravier street, New Orleans

Dear Sirs

I am sending some packages to the Pennsylvania University Museum, by way of New Orleans, and I am consigning the packages to you. I hope that you will kindly be able to take charge of them.

I enclose you a packing list and an original of the bill of lading. The packages are intended to be insured under your open policy, against all risks, including theft, and to be transshipped to Philadelphia in bond.

The values mentioned in the packing list are the country values, and to cover the expenses of collection those values should be increased, for insurance purposes, at least 100%.

Insurance, freight, and all other charges, please refer to

The Director of the Museum
University of Pennsylvania
Philadelphia, Pennsylvania

It is now a little late, but I take this opportunity to enclose you a letter which your correspondents kindly gave me when I was leaving the Alta Verapaz.

Thanking you in advance for your services

I am

Yours very truly

Robert Baskitt

UNITED FRUIT COMPANY

(CONTINUED FROM OVERPAGE.)

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage as available when the cargo is received or as the nature of the other cargo permits, and to contact with other cargo, working and pressure and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to foodstuffs or other loose materials in single bags, liquids in glass or tins, glass, unwrapped bales of skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and shipper, consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom.

from. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this Bill of Lading, and to be deemed included in the term "Goods."
 26. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed affected only in so far as inconsistent, the bill of lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.
 27. This Bill of Lading, duly endorsed, shall if required, be given up to the Carrier in exchange for a delivery order.
 28. This Bill of Lading shall be construed and the rights of the parties thereunder determined according to the law of the Commonwealth of Massachusetts subject to any laws of the United States inconsistent therewith.

29. The Shipper, Vessel, Consignee, Destination, and Goods referred to overpage as mentioned or described on this side (back) hereof are as follows:

Shipper Robert Burkhitt
 Vessel Bansjford expected to sail October 28
 Destination of the Goods New Orleans
 Consignee Order of L.C. Fallon & Co or assigns
 Noting (if Consigned to Shipper's Order)
 Routing (if any)

DESCRIPTION OF GOODS

MARKS	Numbers	Quantities	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	SHIPPER'S MEASUREMENTS	SHIPPER'S WEIGHT	RATE	STEAMSHIP FREIGHT
UPB	8	1	box Indian Manufactures	11 cu ft	97	66.5	
UPB	10	1	box Indian Manufactures	65	95	56.5	
UPB	33	1	box Indian Manufactures	10.2	97	56.6	
<p style="font-size: 2em; color: red; opacity: 0.5;">ORIGINAL</p> <p style="font-weight: bold; color: blue;">To be transferred in bond to the Pennsylvania University Museum Philadelphia, Pa</p> <p style="font-weight: bold; color: blue;">Insured under open policy of consignee</p> <p style="font-weight: bold; color: red;">OWNER'S LOSS OR DAMAGE INFERRED</p> <p style="font-weight: bold; color: blue;">SHIPPER'S WEIGHT ACCEPTED SUBJECT TO REWEIGHT AT DESTINATION</p>							

It is mutually agreed that, in addition to the other terms and conditions of the Bill of Lading, which shall be deemed affected only in so far as inconsistent herewith on the part of any Power and of all consequences thereof; and the Vessel shall have liberty in the discretion of the master, owner or any agent or charterer thereof to proceed notwithstanding any such risks and armed or unarmed, and with or without convoy, also, if deemed advisable in the judgment of such master, owner or agent or threatened or believed to be so, to wait at the port of shipment or elsewhere, and/or, either with or without proceeding to or toward the port of discharge or entering or attempting to enter or discharge the Goods there and whether such proceeding, entry or discharge be permitted or not, to proceed to or toward any other port or ports in or not in any route to destination and/or return to the port of shipment, once or oftener, backwards or forwards, in or not in any order or rotation, retaining the goods on board or discharging the same at risk and expense of the owners thereof at port of shipment or elsewhere at any first or any subsequent call, being thereupon relieved of all responsibility in respect thereof, and full bill of lading freight, extra compensation for any additional service and any extra expense occasioned thereby shall be paid by shipper, consignee and/or assigns and shall constitute a lien on the Goods; and the Vessel is privileged to carry any cargo, not excepting contraband, and the vessel shall have liberty in any circumstances to comply with any orders or requests of the Government of the United States or of Great Britain, its allies or any insurance or other department or bureau or agency thereof or any conveying vessel or any Underwriters or of any person purporting to act with the authority of any such Government or department, bureau or agency or Underwriters, or of any conveying vessel.

If the Goods or documents do not satisfy all the requirements for importation of the authorities at destination or port of entry or discharge, or the shipment does not satisfy the requirements of the Consular or other representative having jurisdiction thereof of the United States or Great Britain or any of its allies, or discharge or delivery is objected to by any such Consular or other representative, or authority therefor from such Consular representative of the United States is not obtained before the Goods are ready for entry or discharge, the Goods may be forthwith, without notice delivered into the custody of any such authorities or Consular representative or landed or stored for account of whom it may concern or otherwise disposed of as any such authorities or Consular representative may direct or recommend or may be disposed of as provided for in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms and shippers, consignees and/or assigns shall pay for all delay of the steamer occasioned thereby or in order to comply with any bunkering or other agreement with the United States.

30. AND FINALLY that in accepting this Bill of Lading the shipper, owner and consignee of the Goods and holder of this Bill of Lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped, as fully as if signed by all of them.

In Witness Whereof, the UNITED FRUIT COMPANY, by its agent has signed and issued a set of 3 original Bills of Lading exclusive of copies, all of the same tenor and date, one of which being accomplished the others to stand void.

Dated at October 25, 1920, 1920

No. _____
 UNITED FRUIT COMPANY,
 By J.P. O'Connell

Total Steamship Freight	14 65
Advance Charges	
Consular Fees	
Collecting Bill of Lading	
Translation	
tollage	15
Total U. S. Currency	14 80

1.

FOR THE PENNSYLVANIA UNIVERSITY MUSEUM,
Philadelphia, U.S.A.

30 packages.

Mark U P B

Numbers

6.

1 box 9" x 17 x 17 gross 24 lbs Value

containing

things made in Guatemala, namely:

Museum catalog numbers 188/98

11 Indian women's shirts, at \$2. \$22

1 Indian women's girdle 1. 23.00

Cotton, white and dyed
weight, 6½ lbs

Museum catalog numbers 199/200:

2 Indian wooden masks 3.00

weight, 2 lbs

9

1 box 15" x 17 x 22 gross 39 lbs.
containing a box containing

Museum catalog number 250

A set of dolls with accessories,
representing Indian women

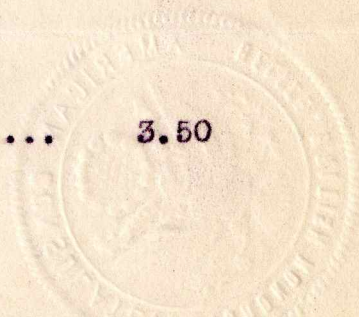
making cloth..... 3.50

made in Guatemala
wood and cotton: 2 lbs.

3 packages

Forward

\$29.50



(30 packages, Mark U P B)

Numbers		Value
	2 packages Back.....	29 50
	<u>Antiquities of pottery, stone, and bone</u> as described in detail in the Catalogues of the Museum:	
	From caves and ruins in Guatemala;	
	Packing and valuation as follows:	
1 ✓	1 box 8" x 16 x 20 gross, 31 lbs. containing the Museum catalog numbers 4/41 43/4 46/59 61/4 66/71: nominal	25.00
2 ✓	1 box 14" x 17 x 23 gross, 52 lbs. containing the Museum catalog numbers 45 65 72/3 75/117: nominal	25.00
3 ✓	1 box 19" x 19 x 19 gross, 59 lbs containing the Museum catalog numbers 74 118/20 124/5 127 129/31 138/41 144/8 150: nominal	25.00
4 ✓	1 box 15" x 17 x 22 gross, 47 lbs. containing the Museum catalog numbers 42 60 121/3 126 132/7 142/3 149 151/8; nominal:	25.00
5 ✓	1 crate 5" x 18 x 33 gross, 72 lbs containing the Museum Catalogue numbers 128 only nominal:	25.00
7 ✓	1 box 20" x 23½ x 31 Gross 138 lbs containing the museum catalog numbers 1/3 159/87 202/49; nominal:	25.00
✓ 11	1 box 14½" x 14½ x 30½ Gross 83 lbs containing the museum catalog numbers 333 333/5 337/8 342 348 369 375/5 379 387 389 392 394/5 397 399 400 407/14 416/7 420/3: nominal	25.00
12 ✓	1 box 20 x 19 x 18 Gross 83 lbs containing the museum catalog numbers 339/41 343 346 349 354/9 364 366/8 370 376/8 380 386 390/1 393 398 404 436/7 444 476/7 543 551/2: nominal	25.00
13 ✓	1 box 30½ x 15½ x 15 Gross 89 lbs containing the museum catalog numbers 429 491/2 497 499 519 562/4 575: nominal	25.00
	11 packages Forward	254.50

(30 Packages; Mark U P B)

Numbers

Value

\$ 254.50

11 Packages Back-----

14 ✓ 1 Box 31½ x 22 x 12½ gross .101 lbs
 containing the Museum Catalog numbers
 332 345 371 415 454/5 470/3 482 503
 516 518 520/1 533 560 597 619/20,
 nominal----- 25.00

15 ✓ 1 Box 34 x 17 x 13½ gross 95 lbs
 containing the Museum Catalog numbers
 424/5 427/8 430/5 438/43 445/8 451/2
 458/62 469 474/5 485/8 495/6 509 514/5
 522/30 534 536/7 554 558 561 568/70
 572/4 577/8 581 585 588/91 596 598/600
 602/7 610/1 613/8: Nominal-----25.00

✓ 16 1 Box 33 x 15 x 13 gross 73 lbs
 containing the Museum catalog numbers
 480/1 500 531/2 541 544 553 565/7 571
 576 579/80 583/4 586/7 592 595 601
 nominal-----25.00

17 ✓ 1 Box 26½ x 16 x 12 gross 56 lbs
 containing the Museum catalog numbers
 336 344 347 350/3 360/3 365 372 381/5
 388 396 401/3 406 418/9 547/50 559
 582 593/4 608/9: nominal-----25.00

18 ✓ 1 Box 28 x 13½ x 13½ gross 59 lbs
 containing the Museum catalog numbers
 463/5 467/8 483 498 501 506 535 621
 nominal-----25.00

19 1 Box 30½ x 19 x 11 gross 77 lbs
 containing the Museum catalog numbers
 449/50 456/7 466 478/9 484 493/4
 502 504/5 507/8 510/3 542 545/6 556/7
 nominal-----25.00

20 ✓ 1 Box 28½ x 13½ x 11½ gross 45 lbs
 containing the Museum catalog numbers
 555 612 nominal -----25.00

21 1 Box 27 x 11 x 10½ gross 34 lbs
 containing the Museum catalog numbers
 426 453 489/90 517 538/40; nominal-----25.00

19 Packages Forward

454. 50

(30 Packages; Mark U P B)

Numbers		Value
	19 Packages Back -----	\$ 454. 50
22 ✓	1 Box 18 x 20 x 22 gross 75 lbs containing the Museum catalog numbers 627 639 648 650 684 722/30 741 743 756 769/70; nominal-----	25. 00
23 ✓	1 Box 15 x 16 x 17 gross 41 lbs containing the Museum catalog numbers 629 685 748 752 760 762/4 nominal-----	25.00
24 ✓	1 Box 16 x 18 x 18 gross 38 lbs containing the Museum catalog number 686 only: nominal -----	25.00
25 ✓	1 Box 13 x 13 x 35 gross 51 lbs containing the Museum catalog numbers 628 641/2 658/9 687 749 751 771/2 nominal -----	25.00
26 ✓	1 Box 13 x 19 x 26 gross 56 lbs containing the Museum catalog numbers 630 649 651/2 656 691 716/20 746 750 nominal -----	25.00
27 ✓	1 Box 13 x 15 x 34 gross 59 lbs containing the Museum catalog numbers 633 742 745 753/5 ; nominal -----	25.00
✓ 28	1 Box 9 x 12 x 34 gross 34 lbs containing the Museum catalog numbers 631/2 645 677/83 744 747 773/4 777/9 nominal-----	25.00
29 ✓	1 Box 13 x 16 x 29 gross 57 lbs containing the Museum catalog numbers 634/6 638 640 643/4 646/7 653/5 657 660/2 664/74 690 692/715 721 739/40 759 761 765/6 775/6 781/6 nominal-----	25.00
30 ✓	1 Box 13 x 13 x 31 gross 39 lbs containing the Museum catalog numbers 637 676 757/8 767/8 nominal -----	25.00
	28 Packages Forward-----	<u>679.50</u>

(30 Packages; Mark U P B)

Numbers		Value
	28 Packages Back -----	\$ 679.50
31 ✓	1 Box. with an opening in one side 6 x 9 x 12 gross 25 lbs containing the Museum catalog number 675 only; nominal -----	25.00
32 ✓	1 Box. with an opening in one side 7 x 15 x 18 gross 35 lbs containing the Museum catalog numbers 688/9; nominal -----	25.00
<hr/>		
	30 Packages Total gross weight. 1765 lbs.	<u>Am. \$729.50</u>

E. and O.E.

Robert Burkitt

— Copy —

Belize
British Honduras

1920, October 14

Messrs Eggers and Heinlein
59/61 Pearl Street, New York

Dear Sirs

I am sending some packages to the Pennsylvania University Museum by way of New York, and I am consigning the packages to you. I hope that you will kindly be able to take charge of them.

I enclose you copies of the Bill of Lading and of the Consular Invoice. The packages are intended to be insured under your open policy against theft and against all risks, excepting breakage. The Port of arrival is New York, but the Port of entry is Philadelphia, and the packages are to be forwarded in bond.

Freight, Insurance, and all other charges, please refer to

The Director of the Museum
University of Pennsylvania, Philadelphia

It is now a little late, but I take this opportunity to enclose you a letter which your correspondents kindly gave me when I was just leaving the Alta Verapaz.

Hoping that there will be no trouble about ~~the shipment~~ this shipment

I am

Yours very truly

Robert Burkitt

P.S. In case of writing to me please address me under care of the American Vice Consul, Livingston, Guatemala.

Robert Burkhitt

FOR THE PENNSYLVANIA UNIVERSITY MUSEUM
Philadelphia, U.S.A.

NOV 5 1920

3 Packages

Mark U P B

Numbers

Value

8

1 Box 20"x 27 x 35 gross, 97 lbs.
containing a crate containing
Museum catalog number 251
A model of an Indian house.....\$. 6.50
made in Guatemala
wood and straw: 11 lbs.

10

1 Box 17"x 19 x 36 gross, 95 lbs.
containing
things made in Guatemala, namely:
Museum catalog numbers 252/3:
2 Indian spindles with accessories,
for spinning cotton0.50
wood, cotton, and ashes: 3 oz.
Museum catalog number 254:
A cake of ashes 02
weight, 4 oz.
Museum catalog numbers 255/61:
7 balls of Indian cotton yarn1.00
undyed cotton yarn: 1 lb. 9 oz.
Museum catalog numbers 262/4:
3 Indian looms, each with a piece
of weaving on it3.00
wood and cotton: 5 lbs 12 oz.
Museum catalog numbers 265:
An Indian cape or napkin33
unbleached cotton: 10oz.
Museum number 266:
A pair of Indian boys breeches1.00
unbleached cotton: 10 oz. 1 ~~10~~ #.
Museum number XX 267:
An Indian net work girdle50
unbleached cotton yarn: 5 oz.
Museum number 274:
An Indian woven girdle......75
red cotton yarn: 8 oz.
Museum number 268:
An Indian woman's skirt3.00
cotton dyed and undyed: 1½ lbs.

2 Packages

Forward

16 .60

3 Packages, mark U P B

Numbers		Value
	2 Packages.....Back.....	\$. 16.60
10	continued:	
	Museum numbers 269/71:	
	3 <u>Indian napkins or towels</u>	2.25
	cotton white and dyed: 1 lb. 12oz.	
	Museum numbers 272/3:	
	2 <u>Indian women's shirts</u> :.....	2.00
	cotton white and dyed: 1 lb. 2oz.	
	Museum number 275:	
	1 <u>Indian woman's shirt</u> ----.....	3.00
	imported mercerized cotton yarn:15 oz.	
	Museum numbers 276/8:	
	1 <u>Gourd shell and 2 calabash cups, plain</u> ..	.15
	weight 7 oz.	
	Museum numbers 279/300:	
	22 <u>painted calabash cups</u>	4.25
	weight 4 lbs. 3 oz.	
	Museum number 301:	
	6 <u>Sticks of Indian calabash varnish</u>	1.00
	weight 1 lb. 2 oz.	
	Museum numbers: 302/5:	
	4 <u>Indian net work hammocks, with ropes</u>	4.00
	agave twine, plain and dyed:	
	16 lbs. 13 oz.	
	Museum numbers 306/13:	
	8 <u>Indian net work bags</u>	1.45
	agave and bromelia twine, plain	
	weight 3 lbs 5 oz.	
	Museum numbers 314/5:	
	2 <u>Indian net work fish traps</u>	1.50
	wood and twine: 12 oz.	
	Museum numbers 326/31:	
	6 <u>Indian Palm leaf fans</u>03
	weight 14 oz.	
	<hr/> 2 Packages Forward.....	<hr/> \$ 36 .23

3 Packages, Mark U P B

Numbers		Value
	2 Packages Back.....	\$. 36.25
33	1 Box 10"x25 x 71 gross 97 lbs. containing things made in Guatemala, namely:	
	Museum catalog numbers XIX 316/7:	
	2 <u>Indian fishing nets</u>	1.50
	wood and twine: 4 lbs.	
	Museum numbers 318/25:	
	8 <u>Indian umbrellas</u>	2.40
	palm leaf and twine: 14 lbs.11oz.	
	Museum number 254 624:	
	1 <u>Indian blanket</u>	9.78
	all wool, plain and dyed. weight 5 lbs 4 oz.	
	Museum number 625:	3.20
	1 <u>Indian womens shirt</u>	3.15
	white cotton: 6 1/2 oz.	
	Museum number 626:	
	<u>Indian incense gum, in cakes</u>05
	weight 5 oz.	
<hr/>		
3 Packages	Total gross weight, 289 lbs.	am. \$ 53 .16

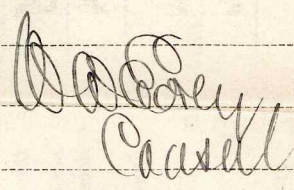
E. and O.E.

Robert Berkitt

INVOICE.

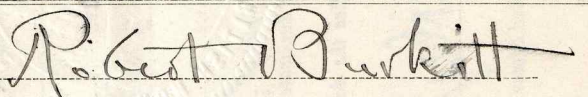
BELIZE. BRITISH HONDURAS 11 Oct. 1920

Invoice of Thirty Packages consigned
 by Robert Burkitt, of Senahu, Guatemala
 to Eggers & Heinlein, of 5961 Pearl St. New York
 to be shipped per "SAGUA"

MARKS, NUMBERS, AND QUANTITIES.	FULL DESCRIPTION OF GOODS.	MARKET VALUE PER UNIT.	TOTAL MARKET VALUE.	CONSULAR CORRECTIONS OR REMARKS.
U P B				Excepting in the case of packages 6 and 9. the shipment consists of objects collected from caves and ancient ruins and which do not admit of itemized description in the space of a consular invoice.
1 / 4	4 Boxes			
5	1 Crate			
6/7	2 Boxes			
9	1 Box			
11/32	22 Boxes			
	----- 30 Packages -----			
	For transshipment in Bond to the Pennsylvania University Museum; Philadelphia. the measurements, contents and value being as declared in the attached five sheets.			
	Total value (nominal)		\$ 729. 50	
				
	N. B.—Always state the cost of packing, and all other costs, charges, and expenses.			

The above invoice is correct and true.

(Signature of manufacturer or owner or agent of either.)



CUSTOM-HOUSE INDORSEMENT.*

No. _____

Importer, _____

Vessel, _____

From _____

Arrived _____

KIND OF ENTRY:

MARKS, QUANTITY, AND CONTENTS:

Duplicate
NOT PURCHASED BY IMPORTER.

Invoice No. 270 issued in **TRIPPLICATE.**
QUADRUPLICATE.

Certified 11 Oct. 1920
(Date.)

AMERICAN CONSULAR SERVICE

AT

BELIZE, B. Honduras

Date, 11 Oct. 1920

Consignor, Robert Burkitt

Senahu, Guatemala,

Consignee, Eggers & Heinlein,

59-61 Pearl St., New York

Name of vessel or railroad _____

S. S. Sagua

Port of shipment, Belize, B. H.

Destination of goods, Philadelphia

Port of arrival, New York

Port of entry, Philadelphia, Pa.

Amount of invoice, \$729.50

Kind of goods, Indian curiosities

and antiquities for

Pennsylvania University

Museum.

FORM No. 139.

Declaration of Manufacturer or Owner or Duty
Authorized Agent of Either Covering
Goods Shipped Without Sale.

I, Robert Burkitt

of Senahu, do solemnly

and truly declare that I am the Collector

of the merchandise in the within invoice mentioned and described; that the said invoice is in all respects correct and true,

and was made at Belize, B. Honduras,

(Name of place from which the merchandise is to be exported to the United States.)

whence said merchandise is to be exported to the United States, that said invoice contains the actual market value or wholesale price of the said merchandise at the date hereof in the

principal market of _____;

(Name of country from whence exported.)

that said actual market value is the price at which the merchandise described in the invoice is freely offered for sale to all purchasers in said markets, and that it is the price which I would have received, and was willing to receive, for such merchandise sold in the ordinary course of trade in the usual wholesale quantities, and that it includes all charges thereon and the actual quantity thereof, and that no different invoice of the merchandise mentioned in the said invoice has been or will be furnished to anyone.

I further declare that the goods are

not merchandise; and are

wholly destined for the

use of the University

of Pennsylvania.

I further declare that it is intended to make entry of said merchandise at the port of _____

Philadelphia

in the United States of America.

Dated at Belize, B. Honduras, this

11th. day of October, 1920

(Date.)

Robert Burkitt

FORM No. 140.

CONSULAR CERTIFICATE.

OCT 11 1920

(Date) _____

I do hereby certify that the invoice described in the indorsement hereof was this day produced to me by the signer of the annexed declaration.

I do further certify that I am satisfied that the person making the declaration hereto annexed is the person he represents himself to be, and that the prices given in the invoice agree with the actual market value or wholesale price of the merchandise described in the said invoice in the principal markets of the country at the time of exportation, excepting as noted by me upon said invoice, or respecting which I shall make special communication to the proper authorities.

I further certify _____



that a fee of \$2.50 United States gold, equal to \$2.50 (Local currency), has been paid by affixing stamps to the duplicate copy of this document.

Witness my hand and seal of office the day and year aforesaid.

W. W. Carly
Consul

c1-13 _____ of the United States of America.

*Consular officers will leave all of above indorsement blank. It is to be filled in only at the custom-house at the port of entry.

UNITED FRUIT COMPANY

(CONTINUED FROM OVERPAGE.)

25. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage as available when the cargo is received or as the nature of the other cargo permits, and to contact with other cargo, working and pressure and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to foodstuffs or other loose materials in single bags, liquids in glass or tins, glass, unwrapped bales of skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and shipper, consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom.

from. Live birds or animals and livestock are received at sole risk of shipper, consignee and/or assigns the Vessel not having any special equipment therefor, and are subject, in other respects to the provisions of this Bill of Lading, and to be deemed included in the term "Goods".

26. In addition to the other terms and provisions of this Bill of Lading, which shall be deemed affected only in so far as inconsistent, the bill of lading shall be subject to any special clauses written, printed, pasted or stamped on front or back thereof.

27. This Bill of Lading, duly endorsed, shall if required, be given up to the Carrier in exchange for a delivery order.

28. This Bill of Lading shall be construed and the rights of the parties thereunder determined according to the law of the Commonwealth of Massachusetts subject to any laws of the United States inconsistent therewith.

29. The Shipper, Vessel, Consignee, Destination, and Goods referred to overpage as mentioned or described on this side (back) hereof are as follows:

Shipper **Robert Burkitt.**

Vessel **Sagua** expected to sail **October 12th, 1920.**

With privilege to substitute, transship and other privileges as hereinbefore provided.

Destination of the Goods **New York.**

Consignee Order of **Eggers and Heinlein, No 59-61 Pearl St. New York City.**

Notify (If Consigned to Shipper's Order)

Routing (if any)

DESCRIPTION OF GOODS

MARKS	Numbers	Quantities	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	SHIPPER'S MEASUREMENTS	SHIPPER'S WEIGHT	RATE	STEAMSHIP FREIGHT
UPB.	1/4	4	Boxes	11-7	189		
	5	1	crate	1-9	72		
	6/7	2	Boxes	10-1	162		
	9	1	Box	3-3	39		
	11/32	22	Boxes	71-4	1303		
		30		98-0	1765	56¢	55.97
<p>To be transferred in Bond to the Pennsylvania University Museum Philadelphia, Pa., Insured under open policy of Consignees.</p>							

COPY NOT NEGOTIABLE

It is mutually agreed that, in addition to the other terms and conditions of the Bill of Lading, which shall be deemed affected only in so far as inconsistent herewith this shipment is at the sole risk of the owners thereof, of all risks of war, arrest, restraint, capture, seizure, destruction, detention, sinking, interference or hostilities on the part of any Power and of all consequences thereof; and the Vessel shall have liberty in the discretion of the master, owner or any agent or charterer thereof to proceed notwithstanding any such risks and armed or unarmed, and with or without convoy, also, if deemed advisable in the judgment of such master, owner or agent or charterer, in order to avoid loss, damage, delay, expense, or other disadvantage or danger to vessel, cargo, passengers or other interest, or danger thereof existing or threatened or believed so to be, to wait at the port of shipment or elsewhere, and/or, either with or without proceeding to or toward the port of discharge or entering or attempting to enter or discharge the Goods there and whether such proceeding, entry or discharge be permitted or not, to proceed to or toward any other port or ports in or not in any route to destination and/or return to the port of shipment, once or oftener, backwards or forwards, in or not in any order or rotation, retaining the goods on board or discharging the same at risk and expense of the owners thereof at port of shipment or elsewhere at the first or any subsequent call, being thereupon relieved of all responsibility in respect thereof, and full bill of lading freight, extra compensation for any additional service and any extra expense occasioned thereby shall be paid by shipper, consignee and/or assigns and shall constitute a lien on the Goods; and the Vessel is privileged to carry any cargo, not excepting contraband; and the vessel shall have liberty in any circumstances to comply with any orders or requests of the Government of the United States or of Great Britain, its allies or any insurance or other department or bureau or agency thereof or any conveying vessel or any Underwriters or of any person purporting to act with the authority of any such Government or department, bureau or agency or Underwriters, or of any conveying vessel.

If the Goods or documents do not satisfy all the requirements for importation of the authorities at destination or port of entry or discharge, or the shipment does not satisfy the requirements of the Consular or other representative having jurisdiction thereof of the United States or Great Britain or any of its allies, or discharge or delivery is objected to by any such Consular or other representative, or authority therefor from such Consular representative of the United States is not obtained before the Goods are ready for entry or discharge, the Goods may be forthwith, without notice delivered into the custody of any such authorities or Consular representative or landed or stored for account of whom it may concern or otherwise disposed of as any such authorities or Consular representative may direct or recommend or may be disposed of as provided for in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms and shippers, consignees and/or assigns shall pay for all delay of the steamer occasioned thereby or in order to comply with any bunkering or other agreement with the United States.

30. AND FINALLY that in accepting this Bill of Lading the shipper, owner and consignee of the Goods and holder of this Bill of Lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped, as fully as if signed by all of them.

In Witness Whereof, the UNITED FRUIT COMPANY, by its agent has signed and affixed a set of one original Bills of Lading exclusive of copies, all of the same tenor and date, one of which being accomplished the others to stand void.

Dated at Belize, Oct 11, 1920

No. 545

UNITED FRUIT COMPANY.

By M. J. G.

Total Steamship Freight,
Advance Charges,
Consular Fees,
Certificates Bill of Lading,
Translation,

Total U. S. Currency, . . .

Oversized item not scanned

NOV 29 1920

Senahú, Guatemala
1920, November 1st

The Pennsylvania University Muzeum in account with R. Burkitt

		Dr.	Cr.
		Am. \$	Am. \$
1920 Jan 1	To balance, according to account rendered,	53.88	
" Apr 23	By drafts of Centennial National Bank, numbers 32625/33, date March 10,.....		453.88
" May 16	To Chipál journey: February 20 to March 5, and April 6 to May 16: see my letters of April 26 and July 12:		
	Guat. \$ r		
	Grub, lodging, light, etcetera, 1103 2	1.60	
	Man servant, other servants, stable boys, messengers,..... 450 4		
	Horse shoeing, harness mending, ropes, etc..... 229 1		
	Corn, fodder, pasture,..... 421 4		
	Stamp paper, telegrams, etc... 57 6		
	Fees to authorities, treating, 425		
	Chipál mans price,..... 1000		
	Carriers to San Cristóbal,..... 134		
	Carpenters, boards, nails, etc. 379 4		
	Hoops,..... 0.40		
	Nitric acid, medicin,..... 42		
	Various,..... 36		

	Guatemala \$4278 5:		
	At average exchange of 24 for 1, 178.28		
	My time: 56 days: 1 ²⁶ / ₃₀ of a month:		
	at \$100.,..... 186.67		
" Jul 5	To printing catalog for specimens 624/786,	50.	
" " 12	To postage of block of wood,.....	1.	

	Forward,.....	471.83	453.88

1920, November 1st

2

		Dr.	Cr.
		Am. \$	Am. \$
	Back,.....	471.83	453.88
1920 Jul 19	To contents ov box 33: see shipping memorandum enclosed with letter ov this date:		
	Specimens 318/25,.....	2.40	
	Specimen 624: already chargd: see bil ov January 1st.		
	Specimen 625,.....	3.20	
	" 626,.....	.05	

		5.65	5.65
" Aug 1	To carpenters, remainder to date, Guatemala \$80; at 30 for 1,.....		2.67
" Oct 28	To Coast and Balize journey: August 17 to October 28: see my letters ov October 15 and November 3:		
	Grub, lodging, washing, etcetera, ashore and afloat,.....	83.37	
	The reason the amount iz small, iz becauz many days my lodging cost nothing.		
	Boat fares, and water men, up and down the river, and up and down the Balize coast,.....	35.25	
	Servants, porters, messengers, ashore,	13.17	
	Carpenter,.....	.75	
	Carib captain, watch man, cargo-backers, beach men: cash,.....	45.75	
	Fees, quieters, etcetera; Livingston and Punta Corda: cash,.....	5.53	
	Rum and cigars: authorities, caribs, helpers, quarantine people,.....	20.35	

	Forward.....	684.32	453.88

1920, November 1st

3

	Dr.	Cr.
	Am. \$	Am. \$
Back,.....	684.32	453.88
1920 Oct 28 To Coast and Balize journey: continuation:		
Sloop from Punta Gorda to Bal- ize: freight on 30 packages, 12.		
Customs guard with the sloop, 9.		
Storage, Kings ware house,..... 2.61		
Cartage and lighterage,..... 1.85		
	25.46	25.46
Consular fee, Balize,..... 2.50		
Typist, stamps, etcetera,..... 3.67		
Guatemala money: various petties: in gold,..... 4.67		
Riding boots ruind by sea water,..... 18.50		
My time: 73 days: 2 ¹³ / ₃₀ months: at \$150.: see my letter ov 1919, De- cember 27;..... 365.		
" " 31 By balance to date,.....		650.24
	1104.12	1104.12
" Nov 1 To balance in my favour,..... American \$650.24		

Pd on a/c

Approved E. and O. E.

R. West Burkitt

C. C. Hamilton

2/18/21

due Burkitt \$150.24

NOV 3 1920

Senahú

Alta Verapaz

Guatemala

1920, November 3

My dear Gordon

I rote you last on October 26, from Livingston, sending shipping documents for the packages 8, 10, and 33. I encloze you a copy ov my letter. I hav now had a wire from the United Fruit Company saying that the packages went off, not by the expected vessel Gansfjord, but (if the wire reads right) by a vessel calld the Lasingburg.- Shortly after riting to you I got your cable. I waz able to leav Livingston at once, and I got back here on the 28th.

I hope the 33 packages wil reach the Muzeum without accident. I should be glad to hear, when you hav time, what things, if any, in the colection, ar considerd to be ov particular intrest. My own notions ov what would, or would not, be intresting, hav alterd, in some ways, since I began to colect.

I find several letters and things from the Muzeum. Im sorry to see by Miss McHughs letter, July 30, that you wer in hospital. Az you sign the other letters your self - August 28 and September 18 - I supoze you ar out again. I hope your being laid up waz nothing bad.

Miss McHughs letter not being adrest to Livingston, I waz not able to make use ov the directions in the letter. By the by it iz possible you may hear from the colector ov customs in Mobile, about a certain consular invoice dated Livingston, September 6th. I didnt know at that time where I should find it convenient to ship to, and that invoice waz merely an expedient to avoid trouble in going through British Honduras. With that invoice the British Honduras authorities wer satisfied (for one thing) that I waz not running arms or amunition for the Honduranian filibusters, and my packages wer alowd to remain unopend.

I am glad to hav the aditional fotografs. If it iz not troubling you too much, I should like to hav an other ov the Xoch, to giv to the man there. He begd me for one.

I see that you got the block ov wood: and Isupoze, though you dont mention it, that you got my catalog ov the Chipál stuff.- I ought to say that the Chipál man made a parting propozal. The ruins

ov Chipál ar perhaps not half explored. The man wil furnish you with labour, and let you explore and dig az much az you pleaz, and whatever you find wil be yours: and you pay him a lump sum ov what would amount to \$200.

Under an other cover I return you the page proofs ov the fairy tale. I wish you would kindly look at the paragraf on top ov page 6. The sentence following the word July, in the galley proof, I should like to hav stand. I dont know how it came to be scratcht out. I certainly didnt mean to scratch it out, I only meant to put a query against the number ov the fotograf. Ov course I supoze the foto iz to apear somewhere. But wherever it may apear, I should like the sentence in question to apear, if possible, where I put it. The insertion ov it would amount to inserting two lines: and I should think that might be managed by slightly narrowing the leads throughout the page.- What fotos do you mean to print?

Yours very truly

R. Baskitt

It seems just now that I may hav to make a short journey, but az soon az possible I wil send you an expense acount.

R. B.



STANDARD FORM STRAIGHT BILL OF LADING.

Form 1009-2. (Revised 4-19)

Arrangement of colors and forms in manifolding, on Straight shipments: (1) Shipping Order [white]; (2) Bill of Lading [white]; (3) Memorandum [white]

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
LOUISVILLE & NASHVILLE RAILROAD

STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

Shipper's No.
Agent's No.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

at New Orleans, La., November 5th., 1920.

from L. C. Fallon & Co. the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below. which said Carrier (which word is to be understood throughout this bill of lading as meaning any person or corporation in possession of the property under the bill of lading) agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another Carrier on the route to said destination. It is mutually agreed, as to each Carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof), and which are agreed to by the shipper and accepted for himself and his assigns.

The Rate of Freight from New Orleans, La.

to Philadelphia, Pa. is in Cents per 100 Lbs.

Table with columns for freight rates: 1st Class, 2d Class, Rule 25, 3d Class, Rule 26, Rule 28, 4th Class, 5th Class, 6th Class, Class A, Class B, Class C, Class D, Class E, Class H, Class F, Per Barrel, If Special.

(Mail Address—Not for purposes of Delivery.)

Consigned to The Director of the Museum, University of Pennsylvania,

Destination, Philadelphia, State of Pa. County of

Route, Car Initial, Car No.

Main bill of lading table with columns: NO. PACKAGES, DESCRIPTION OF ARTICLES AND SPECIAL MARKS, WEIGHT (Subject to Correction), CLASS OR RATE, CHECK COLUMN. Includes entry for 'Three boxes India Curios' and 'IN BOND'.

If charges are to be prepaid, write or stamp here, "To be Prepaid."

Received \$ to apply in prepayment of the charges on the property described hereon

Agent or Cashier.

Per (The signature here acknowledges only the amount prepaid.)

Charges Advanced:

\$

Handwritten signature and 'Per' text at the bottom of the form.

CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as herein-after provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession, the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner, or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes; or for country damage on cotton. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire, in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence.

In case of quarantine the goods may be discharged at risk and expense of owners into quarantine depot or elsewhere, as required by quarantine regulations, or authorities, or for the carrier's dispatch, or at nearest available point in carrier's judgment, and in any such case carrier's responsibility shall cease when goods are so discharged, or goods may be returned by carriers at owner's expense and risk to shipping point, earning freight both ways. Quarantine expenses of whatever nature or kind upon or in respect to goods shall be borne by the owners of the goods or be a lien thereon. The carriers shall not be liable for loss or damage occasioned by fumigation or disinfection or other acts required by quarantine regulations or authorities, even though same may have been done by carrier's officers, crew, agents or employes, nor for detention, loss or damage of any kind occasioned by quarantine or the enforcement thereof.

Sec. 2. In issuing this bill of lading this carrier agrees to transport only over its own line, and except as otherwise provided by law acts only as agent with respect to the portion of the route beyond its own line.

No carrier shall be liable for loss, damage, or injury not occurring on its own road or its portion of the through route, nor after said property has been delivered to the next carrier, except as such liability is or may be imposed by law.

Sec. 3. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market or otherwise than with reasonable dispatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

The amount of any loss or damage for which any carrier is liable shall be computed on the basis of the value of the property (being the bona fide invoice price, if any, to the consignee, including the freight charges, if prepaid) at the place and time of shipment under this bill of lading, unless a lower value has been represented in writing by the shipper or has been agreed upon or is determined by the classification or tariffs upon which the rate is based, in any of which events such lower value shall be the maximum amount to govern such computation, whether or not such loss or damage occurs from negligence.

Except where the loss, damage, or injury complained of is due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, as conditions precedent to the recovery, claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or in case of export traffic, within nine months after delivery at port of export), or in case of failure to make delivery, then within six months (or within nine months in case of export traffic), after a reasonable time for delivery has elapsed; and suits for loss, damage or delay shall be instituted only within two years and one day after delivery of the property or, in case of failure to make delivery, then within two years and one day after a reasonable time for delivery has elapsed.

Any carrier or party liable on account of loss or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 4. All property shall be subject to necessary coopeage and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 5. Property not removed by the party entitled to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains, or until loaded into and after unloaded from vessels.

Sec. 6. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classification or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 7. Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 8. The owner or consignee shall pay the freight, and average if any, and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 9. Except in case of diversion from rail to water route, which is provided for in section 3 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes and to this section and subject also to the condition that no such carrier or party in possession shall be liable for any loss or damage resulting from fire, or for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from vermin, leakage, chafing, breakage, heat, frost, wet, explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery, or appurtenances, whether existing prior to, at the time of, or after sailing; or unseaworthiness; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at any port or ports, to tow and be towed, to transfer, to transship, to lighten, to load and discharge goods at any time, and assist vessels in distress, and to deviate for the purpose of saving life or property. Such water carrier shall not be responsible for any loss or damage to property if it be necessary or is usual to carry such property upon deck.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors when performed by the rail carrier, and the liability for such lighterage shall be governed by the other sections of this instrument.

Sec. 10. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect, and this bill of lading shall be enforceable according to its original tenor.

"The terms and conditions of this bill-of-lading, with respect to interstate shipments that are within the provisions of the Act to Regulate Commerce and the amendments thereto, including the so called Cummins Amendment, are effective only so far as not inconsistent with such provisions."

L. C. FALLON & CO.

COFFEE JOBBING

CAR LOTS SPECIALTY

**424 GRAVIER STREET
NEW ORLEANS, U.S. A.**

NOV 11 1920

Nov. 8, 1920.

Director of Museum, University of Pennsylvania,
Philadelphia, Penn.

Dear Sir:

Enclosed, we beg to hand you, original bill of lading, and our invoice for \$24.63, covering shipment of three cases of curios, received by us from Mr. Robert Burkett, British Vice-Consul of Livingston, with instructions to forward to you, and to bill you with all charges.

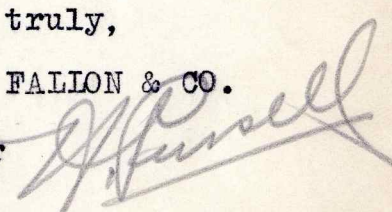
We have these cases covered by insurance for all damage in collision, fire, theft, etc. We are keeping the policy here as it is made in our name.

Trusting that these cases will arrive as shipped, we are

Yours very truly,

L. C. FALLON & CO.

Per



HS:EM

INCOMING MATERIAL

Philadelphia 11-11 1920

Delivered by E. H. Bailey Express 30 Cases
P ages

Addressed to University Museum

Shipped by E. H. Bailey

Other marks U.P.B.

Charges collected Received by Mannie Lowe

Contents collections from
Robert Burkhitt -

UNITED FRUIT COMPANY

GENERAL OFFICES, 131 STATE STREET, BOSTON, MASS.

W. V. HARLOE
FREIGHT TRAFFIC MANAGER
17 BATTERY PLACE

H. T. MCNIECE
ASSISTANT FREIGHT TRAFFIC MANAGER
17 BATTERY PLACE

R. KEATING
FREIGHT AGENT
PIER 9, NORTH RIVER

STEAMSHIP SERVICE
FREIGHT TRAFFIC DEPARTMENT
PIER 9, NORTH RIVER

NEW YORK, N. Y. Nov. 17, 1920.

IN REPLY PLEASE REFER TO OUR

PW-80

Mr. G. B. Gordon, Director,
The University Museum,
33rd & Spruce Sts.,
Philadelphia, Pa.

Dear Sir:-

Enclosed herewith you will find original bill of lading covering shipment 30 Cases per our SS. Sagua from Belize October 15th, and consigned to your account. This as per your request of November 10th, 1920.

Yours very truly,

Ralph Keating
Freight Agent.

T.
Enc.

NOV 29 1920

Senahú

1920, November 17

My dear Gordon

I rote you on the 3rd, sending you the corected page proofs. On an other piece ov paper I encloze you a corec-tion that I omitted.

I hav heard from Eggers and Heinlein, under date ov October 26, but not yet from Fallon.- Ther waz something I didnt draw your atention to, about the shipment to Fallon. You wil hav seen that on the bil ov lading ther iz a rubber stamp note about Risk through inferior packing. When the bil ov lading waz made out I had already shown my three boxes to the Livingston colector ov customs, and told him what waz in them: nothing contraband: and he had promist to let them go through without examination. I had done him a small favour. But you can never be sure. Ther waz al-ways the risk that at the last moment he might order the boxes to be opend, and in my absence the re-packing might be carelless. I hav now heard from the shipping agency that ther waz no interfer-ence. The packing ought to be all right.

I encloze you my acount with the Muzeum, made out to Novem-ber 1st. You will see that ther iz no mention ov the freight on your boxes from up country to the coast. I hav not yet receivd the bills. The total ov outstanding bills wil not amount to \$50.

The balance in my favour to date, apears to be \$650.24. Ri-ting to you on October 15, from Balize, I askt you to be so kind az to send me \$500, in \$50 drafts on New York. I should be obli-ged if you could let me hav the remainder in the same way: ov course adressing it now to Senahú.- The reason I wanted you to send the \$500 to Livingston, waz that I thought that I might be there, very likely, long enough to get it. Reports in Balize about yellow fever, and quarantine, made me think that I might be marcond in Livingston for some time. But I waz not. Quarantine on the way back cauzd me no delay.

Yours very truly

R. Burkitt

Senahú

Guatemala

1920, Diciembre 19

My dear Gordon

I hav just had your letter ov November 23, with the drafts you mention. I am much obliged. I might remind you, in sending me drafts an other time, I should be glad if they could be in duplicat, like thozе you sent me before, ov Brown Brothers. In a country where ther iz so much uncertainty about the working ov the post, duplicat drafts ar always apreciated. The new page proofs you speak ov, hav not yet turnd up.

Now about this colector ov customs. In the first place, two ov thozе thirty packages, shipt from Balize, number 6 and number 9, dont contain antiquities. You hav the consular invoice. What thozе two packages contain, iz declared on sheet 1, ov the sheets atacht to the invoice.

The remaining sheets ar taken up with the antiquities. And it apcard to us, to the consul and me, that the carac̄ter ov the things, sz antiquities, waz fully certified. The contents ov each package ar indicated by catalog numbers. Our idea ~~with that~~ waz, that you would produce your catalog to the colector ov customs, so that he could see, if he wisht, what the items consisted ov. But without going into the items, you see it iz declared at the start, at the top ov sheet 2, that the packages about to follow, contain antiquities: Antiquities ov Pottery, Stone, and Bone. What more does the colector want? You wil notice that thozе sheets atacht to the consular invoice ar part and parcel ov the invoice. They ar mentioend on the face ov the invoice, and hav my signature at the end, and each sheet, at the bottom, haz the stamp ov the consulat. The stamp iz a sunk-in stamp may be it iz not very plain. And then on the face ov the invoice its self, you might point out to the colector, in the colum for consular remarks, ther iz a statement signd by the consul. Excepting in the case ov packages 6 and 9 (he says), the shipment consists

ov objects collected from caves and ancient ruins: and so on? If your collector iz not satisfied with these declarations, you had better get him to giv you the form ov declaration that he wants. Otherwise I dont know what new thing to say.

Ov course I wil do whatever you wish? In getting out a new certificat, if thats insisted on, the place I should go to, so far az I can see, would be the same place, Balize. Ther iz not, and never haz been, an American consular agency at Senahú or Cobán, or any where up country? Ther waz, until lately, an American consular agency at the port ov Livingston, but az I mentioend to you in my letter ov October 26, that agency haz now been suprest. Grounds ov economy, I believ. People in Livingston, shipping now to American ports, either get the American consul at Balize to giv them an invoice on the way, or ship without a consular invoice at all - az I did my stuff to New Orleans - and let the consignee fight it out with the custom house az best he can? People say, If your authorities want consular documents, let them apoint a consul.

Im sorry you should hav this trouble? I supoze you would like to get the boxes opend az soon az possible. If the collector wont listen to any thing, and I hav to go to Balize, you would stand to save a fortnight or more, in riting to me, if you adrest your letter (enclozing the form ov certificat), not to Senahú but to Balize, and wired me that you had done so? I should arange to get to Balize within a day or two, I supoze, ov your letter. Your letter should be under cover to the American consul, with a note to him, advizing him ov my expected arival? Otherwise, knowing who I am, az he does, he might despatch the letter to Guatemala. At the same time, in case ov the wires up here not working, I should hav a duplicat ov your letter adrest to Senahú.

Seeing that youvenot yet unpackt, I encloze you an index that Ive some times found useful. If you want to get at any thing, the index tells you what box.

Yours very truly

R. Burkitt

It wil be enough to wire me the word Vespasian, and I wil understand az above.

R.B.

PENNSYLVANIA SYSTEM



ARRIVAL NOTICE

The articles described below have been received consigned to you, and are now ready for delivery on payment of charges due thereon. Please send for same immediately and present this notice and bill of lading, when freight is called for. If not called for in person, fill out order for delivery on back hereof.

139271

DEC 3 1920

Length of Car Feet Inches. Marked Capacity of Car Lbs. C. L. Minimum Lbs.

ROUTE No. COMMODITY No. L. or F.

Point of Origin NEW ORLEANS LA LN 791 11 6 20 CINTI LN PRO 11 9 20 110675
 Connecting Line Reference Original Car

Waybilled From 8037 CINTI 0 LCLL Waybill No. 1911 Date 11 12 20 CK 192

Shipper L C FALLON CO Dock St Sta
 Via

Consigned to DIRECTOR OF MUSEUM UNIVERSITY OF PENNA
 Destination State of County of

Route Car

MKR 9353 RECEIVED in good order

No. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT		Rate and Authority	FREIGHT CHARGES	ADVANCES LADING
		Based on				
	3 BX INDIAN FROS IN BOND MANIFEST ATTD		289	126/3	3 65	
	MARKED U P B NO 8 10 35		LEN	157/7		

THIS NOTICE WILL NOT BE ACCEPTED AS AUTHORITY FOR DELIVERED LADING OR WRITTEN ORDER. STATIONERY WILL BE REQUIRED. STAMP SIGNATURE NOT ACCEPTED.

FREE STORAGE EXPIRES DEC 4 1920 5 PM

Property will be stored at owner's risk and expense in accordance with storage tariff on file at this station. When freight remains unclaimed or undelivered for 15 days after expiration of free time at destination, it will be treated as refused and will be sold without further notice, 60 days from date of notice of arrival. This car will lawfully be subject to demurrage charges for detention beyond the free time prescribed, and at the rate named in the demurrage tariff on file at this station. MAKE CHECK PAYABLE TO

WM. HAMMERSLY Freight Agent

(Over)

INCOMING MATERIAL

Philadelphia 12-4 19120

Delivered by Bailey Express 3 Cases 3
Packages

Addressed to University Museum

Shipped by G. H. Bailey

Other marks U. P. B.

Charges collected — Received by Wannie Lowe

Contents 3 boxes containing
specimens from Beckwith
via New Orleans
(Fallon Co)