

San Cristobal Verapaz
Guatemala
1924, January 28

My dear Gordon

I wired you on December 27 as follows:
Cobán, Letter Etcetera Received, Packing Fin-
isht, Going Senahú - Your letter of
November 7th, accompanied by the drafts (for
which I am much obliged) had just been forward-
ed to me. I had also just finisht my packing,
and was starting via Cobán for Senahú. It
seems to be only now that I am finally going
to get there.

I had an alarm about your boxes; which
I had left stored (where they still are) here in
St Cristofer's. - I should perhaps mention
that I had already had some uneasiness about
your stuff, in the course of unpacking and re-
packing. I was warned more than once that
there was some inconvenient talk about the
nature of my business. The place where I
had the stuff stored was a safe place for storage
but not a place where I could work. My
method in the circumstances, was to take
very little at a time out of storage, and if
re-pack that little, and send it back. A
basket or stuff on a shelf, was all that a visitor

at my lodgings ever saw. It was a great nuisance having to do in that way, not only because it made the job go slow, but because it continually prevented me from seeing things side by side, which in making my catalog I should have wished so to see. - However, the numbering and re-packing was finished without anything happening, which was the main thing; and the stuff all re-stored in the old place; and I expected to be in Senahú within the week, and sent you my wire.

Well, it happened at that moment that one of my animals hurt itself, and I had to stop and doctor it; and that night I was informed that there was an order out for the arrest of the man in Saint Cristofers with whom your boxes were stored; and that the man was in hiding. The thing had nothing to do with your boxes, but had to do with something else contraband - the man is a German trader - and his place might be searched any minute; and I thought that I had better myself be in Saint Cristofers till the thing blew over, which has now happened. - My trader friend, who can pull some wires in Guatemala City, is now

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out or hiding. The tax collector, and the judge,
and the chief bailiff, who between them con-
cocted the fees, are all in disgrace, and
your boxes again perfectly safe.

These boxes are twelve boxes, ready
for shipment; marked U P B, numbered
from 10 to 21, and weighing about 800 pounds.
They will be sent to the coast, as will also the
boxes in Chocotá, whenever I say. The
shipment will be completed by a little that I
have in Senahú.

While kept here by the things I've spoken
of, I have continued work on various parts of my
catalog, which were, and are, still unfinished. I
hope now to finish them without too much delay.
I see what you say about insurance *etcetera*,
and will act accordingly. — I am much
obliged to you for seeing about my camera
and things, which I am advised are already
on their way. — Besides your letter, some
three or four numbers of the Museum Journal
have been forwarded to me; among which I
found, and read with much interest, your
agreeable articles on London. — I shall write
you again from Senahú. Yours very truly

R. Burkhitt



BRITISH HONDURAS.

No. 6 of 1924.

I assent.

EYRE HUTSON,

Governor.

27 March, 1924.

An Ordinance to regulate the exploration of ancient monuments and the removal of relics.

[27 March, 1924.]

Be it enacted by the Governor of British Honduras, with the advice and consent of the Legislative Council thereof:— No. 6—1924.

1. This Ordinance may be cited as the Ancient Monuments and Relics Ordinance, 1924. Short title.

2. The expression "Ancient Monument" shall mean any building, tomb or ruin which shall have been in existence in this Colony since the year 1700 A. D. Interpretation of terms.

The expression "Relic" shall mean any carved stone, jewel or other manufactured article, whether of stone, pottery, metal or other substance which shall have existed in this Colony since the year 1700 A. D.

The expression "Mound" shall mean any mound or excavation in which any ancient monument or relic shall be found.

Monuments etc. belonging to the Crown to be vested in the Governor.

3. All ancient monuments, mounds or relic situated on land now belonging to, or that may hereafter belong to the Crown, shall be vested in the Governor as trustee for the Colony, and all ancient monuments, mounds or relics situated on private lands that may be surrendered to the Crown by the owner thereof shall vest in the Governor as aforesaid. All such ancient monuments, mounds or relics shall be dealt with or disposed of according to the regulations made under this Ordinance.

Reservation of monuments, etc. on sale of Crown lands. Right of entry.

4. The Government shall at any time on the sale or lease of Crown lands reserve to the use and right of the Crown all such ancient monuments, mounds and relics as may be on such lands.

In the event of any such reservation the Government shall have the right of entry on to such lands by means of any persons authorized or permitted by the Government to search for any ancient monuments or mounds and to remove any relics.

Permits to search and remove relics.

5. The Governor in Council may grant a permit to any person to enter upon any lands where ancient monuments, mounds or relics belonging to the Crown may be situated and to search for and explore any ancient monuments or mounds and to remove relics therefrom. All relics so removed shall remain the property of the Crown until the same shall have been disposed of in accordance with any regulation made under this Ordinance.

Penalties.

6. Any person who without a permit from the Governor in Council—

- (a) wilfully injures any ancient monument belonging to the Crown or,
 - (b) wilfully disturbs any mound belonging to the Crown or,
 - (c) removes any relic belonging to the Crown,
- shall be liable on summary conviction to a penalty not exceeding one hundred dollars.

Regulations to be made.

7. The Governor in Council may by regulations do all or any of the following—

- (a) Define the area of the lands on which the grantee of a permit may enter and search;
- (b) Prescribe the place to which and the manner in which all relics found shall be brought by the grantee of the permit.
- (c) Prescribe the manner in which all or any of the relics found shall be dealt with or disposed of.
- (d) Prescribe the manner in which any ancient monument mound or relic which is or shall be vested in the Governor shall be kept.

- (e) Remunerate any grantee of a permit, if thought fit, either by payment of money, or by giving to such grantee any of the relics found by such grantee.
- (f) Generally to make any provision for the proper carrying out of this Ordinance.

8. Chapter one hundred and ninety-one of the Consolidated Laws (Revised Edition) is hereby repealed.

Passed the Legislative Council this twentieth day of March, 1924.

E. O. B. BARROW,
Acting Clerk of the Legislative Council.

Printed by the Government Printer.

BRITISH HONDURAS.

REGULATIONS made by the Governor in Council under section 7 of the Ancient Monuments and Relics Ordinance (No. 6 of 1924).

BEFORE any permit is granted the applicant shall enter into bond to the Crown for such sum as the Governor in Council may determine for the due observance of the provision of the Ordinance and any regulation made thereunder.

2. The grantee of a permit shall not search upon any lands outside the limits prescribed in his permit.

3. A detailed list of all monuments, mounds and relics found by the grantee of a permit shall be submitted to the Colonial Secretary within ninety days of the discovery of the same. Such list shall contain in addition to non-portable monuments a complete list of all relics considered to be portable, and of sufficient value to be removed.

4. All portable relics found and removed by the grantee of a permit shall be brought to Belize with all possible care and despatch, and deposited in the custody of the Colonial Secretary.

5. The grantee of a permit shall be permitted to keep one-half of the portable relics found (if more in number than one) and removed by him, and the other half shall remain the property of the Government. The Colonial Secretary and the grantee of the permit, or their representatives shall have alternate choice of articles, the first choice to be decided by lot.

6. All relics which shall remain the property of the Government shall be kept or disposed of as the Governor in Council may decide in each individual case.

7. The grantee of a permit shall not destroy, or in any way cause any unnecessary damage to any monument found by him which is not portable.

8. Any lands explored by the grantee of a permit and all monuments, mounds or relics discovered by him shall be open to inspection at all times by the Governor or person authorized by him, and the grantee of a permit shall afford every facility for such inspection.

9. The permit granted to any person shall continue in force for such period as may be prescribed in the permit. Provided that in the event of any grantee not complying with all the regulations herein contained, the permit may be cancelled forthwith by the Governor.

10. Any permit issued under these Regulations may, if thought fit by the Governor in Council, grant exclusive rights over any area defined in any such permit.

MADE by the Governor in Council the second day of April, 1924.

E. M. TIBBITT,
Acting Clerk of the Executive Council.
M. P. 209-24.

*list of photos
files in list
drawer + Burkitt
folder*

Senahú
Guatemala
1924, April 13

My dear Gordon

My last instalment of catalog went to number 803. The short instalment I now enclose you, iz from 804 to 811, and consists partly of the riting and partly of fotografs: those fotografs being numberd from 118 to 123. And along with the catalog, az you see, I enclose the things themselvs which the catalog covers: those things themselvs being simply fotografs and drawings.

The drawings, 808 to 811, ar my copies of the drawings on Mount Tahumúco. - With respect to the fotografs 804, I might say that they wer given to me with the idea that you might find them suitable for the Muzem Journal. If you did, of course your publication of them would draw atention to the muzeum, in the quarter the fotografs ar from: that iz to say, in Kesaltenango, and might very wel lead to your getting things of more consequence.

I am much obliged for your trouble in ordering the fotografic stuf that I askt for, but I am sorry to say that the shipment haz not been lucky. The stuf waz dispatcht from the shop, I supoze by some gun-chewer, with the usual negligence. The fotografic spools, in stead of being in the proper air tight tubes, for the tropics, wer merely rapt: and then the worst thing, the box waz sent to the shippers without an itemized bil. The shippers wer not able to declare the contents, except generally, and the camera waz promptly stolen: very likely in the custom house. A claim for insurance haz been lodgd: but az ther waz nothing to show that ther waz ever a camera in the box, Im afraid the claim wil not succeed.

The last I rote you waz on January 28th, from Saint Cristofers. I got back to Senahú on the 13th of February: but I hav not been able to do anything for the Muzem since getting back, excepting to make ready these drawings and things, that I now send. I hope they wil reach you without mishap. - My next instalment of catalog wil be of the antiquities from my diggings.

Yours very truly

R. Burkitt

May 6, 1924

My dear Burkitt:

I have your letter of April 13th together with the catalogue mentioned therein and the objects described in the catalogue.

I regret very much that you had trouble with the photographic material. I have written to Eggers and Heinlein and I enclose you their reply by which you will see that they did receive the itemized list from the dealer. I have written to the dealer for an explanation of the fact that the objects were not properly packed, but have not yet received his reply. If you wish us to give out further attention to photographic material I will undertake personally to see that what you wish is properly despatched.

I have also received the duplicate of your letter of April 13th which you mailed under separate cover.

I find your photographs and drawings of the Tahumulo paintings very interesting and I shall look forward with even greater interest to your catalogue of the other objects and finally to the things themselves which I hope we may receive in time to instal in the new exhibition rooms which will be opened in the autumn.

I shall keep in mind your suggestion about publishing some of the photographs in the MUSEUM JOURNAL. When this is done we will be glad to send you any copies which you may wish to use.

Very sincerely yours

ROBERT BURKITT, Esq.
Senahu

July 22, 1924

My dear Burkitt:

The last letter that I had from you was dated April 13 last and my last letters to you were written on May 6 and May 21.

I have been reading over again your correspondence including your reports and catalogues since 1912. There are several points that I have in mind to write you about.

A reference in your letter of February 27, 1916 recalls to my mind the work that you once undertook for us in connection with myths or fairy tales found among the Indians. In your letter of February 27, 1916 and again in your letter of September 1, 1919, I find references that seem to contain a suggestion of a possibility of our getting some more of these tales. In the earlier letter you spoke of your having heard the story of the Moon and in the later letter, you spoke of a man who had come to you and who had written down a Sun and Moon story and who offered to do some other tales. While I do not think of suggesting that you should sacrifice any work on the antiquities for the sake of these stories, I very much wish that something might be done in the way of getting together some more material for a collection of myths, or rather I should say examples of tales. I am afraid perhaps I failed to respond to your letter of September 1, 1919, and you may consequently have thought the subject no longer interested us. This, however, is not the case. We will always wish to obtain material of this kind and we authorize you to spend such sums as you deem judicious in obtaining stories from the Indians.

Our bigger interest is of course in the ruins and in all antiquities, which your investigations

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have shown to be very numerous. In your very interesting and carefully written report of November 15, 1913, you describe in particular a group of six ruins which you visited. Of these you have since dug at Chipal with very interesting results. The ruins of Xolchun you described as being the most extensive in Guatemala and you felt that it would be both necessary and possible to obtain the consent of the Governor to dig at that place provided we should decide to conduct excavations there. I would be glad if you would give me your present impression as to whether you think that you could conduct excavations now at Xolchun without interference. Doubtless these structures which you take to be tombs would be most interesting to start with. As to whether we ought to dig at that site in preference to another, you can judge better than I can. I will simply say that if you feel favourably disposed to dig at that place, you are authorized to do so.

I remember the name of Manuel Elgueta in Guatemala City. I bought there a small collection of pottery which was said to come from Quiche and to have been obtained by Manuel Elgueta. The man from whom I bought it was called Arce. Elgueta was either dead or in hiding. I forget which. The stuff is now in the Peabody Museum in Cambridge.

Guatemala pottery and other objects that were exhibited at the World's Fair in Chicago were bought for this Museum and have been here ever since but I have never been able to find any distinct records of the transactions or from whom they were bought. The catalogue says they were bought from the Commission from Ecuador. Also I cannot be sure that this Museum acquired all of the Guatemala antiquities exhibited in Chicago. Some of them may have gone elsewhere. One of the pieces is a painted pot similar to those that you have found at Chama, but I do not think it came from Chama. Its walls are thicker and heavier and it lacks the chevron border at the top and bottom which one usually notices

in the Chama pottery. It has no borders at all; the painted figures go right up to the top and down to the bottom. The piece is catalogued as from the Department of Huehuetenango.

The other pieces are entirely different. In one, the decoration, instead of being painted is carved and modelled in the pottery which is made of a very red clay. (Catalogued Kiche). Two pieces are of a very hard gray pottery with a surface resembling a glaze. Each has a human face attached on one side. One is catalogued as from Kiche and the other as from the Majada Department of Guatemala. It is a rare kind of pottery and the hardest pottery from Central America. How the glaze like surface was produced I do not know. In the collection that you sent us there is one piece of this kind of pottery from Chipal, an elaborate but imperfect image pot numbered 757 A.B.

In the stuff from Chicago there are also some stone things, notably a stone image about ten inches high of an old man seated on a bench. It is of a very hard black stone and is quite an extraordinary piece of sculpture. It is catalogued as from Kiche. One of the finest pieces is a large flat dish on three cylindrical legs, and with a remarkable painting on the flat surface inside. The colours are the same as in the Chama pottery but the style of painting is quite different. It is catalogued as from Huehuetenango. This and the other painted pot are the only things in the Chicago lot catalogued as from Huehuetenango. It is quite possible that they may have come from Xelchun. They are among the very best pieces of Central American pottery known. There is also an alabaster jar with a monkey very cleverly carved. It is catalogued from Escuintla.

I would not rely on any of the places given in the catalogue as being the actual places of the objects. The names given are Kiche, Majada, Huehuetenango, Escuintla. There are some things with

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no names of places given. Whether or not Elgueta ever had anything to do with this lot of things I do not know. They were evidently shown at the Madrid Exposition before they came to Chicago, and still have the old labels of the Madrid Exposition on them. It reads as follows

REPUBLICA DE GUATEMALA
EXPOSICION HISTORICO AMERICANO
DE
MADRID

The pieces that I formerly got for the Peabody Museum were of different kinds. What I remember particularly were two large incense burners with grotesque faces modelled on the sides similar to some of those that you obtained at Chipal but larger. There was also some painted and some incised or moulded pottery in that lot.

I have had water colour drawings made, full size, of all the painted pots that you have sent us and I have also had water colour drawings made of those that were already here and all the Maya pottery that I could find in other museums of Europe and America; also of a piece in the possession of Mr. Cary. Altogether I have assembled coloured drawings of seventy five picture pots and I am having them reproduced in colours, full size. I expect to have an edition of three hundred copies of each, bringing them out in parts. The first twenty five plates are now nearly finished and will be ready for subscribers next winter. This first series contains some of those that you sent us. I could send you a proof of each of these if you think they would go through safely. You once wrote me there was little chance of getting pictures through the mails.

In reading your letters and reports, I have done my best to follow you on the map. The

map that I have is that of Hedges, published in 1902 in Washington, and I believe you have a copy of this map. From your writing I understand that it is by no means accurate in parts, a fact which is shown by comparing it with the sketch map in your report of November 15, 1913, in which certain places near the southern foot of the Cuchumatans are shown. I notice however on Hedges's map, on the southern bank of the Chixoy, and at the junction of the River Chichima with the Chixoy, a place marked "Ruins". That appears to be directly south from Uxpantan. I have been wondering whether you know those ruins and what they are, whether they have been investigated and if they are important.

One other matter that I am curious about. You have mentioned that at a point on the River Chixoy two days journey below Roknima is the place called Nine Hills where there are ruins. I have been wondering what those ruins are like and whether you have it in your mind to visit them at a favourable time. I think it might be important to do so.

Then there is the question of the plaster or stucco that you found at Koch, St. Francis, Chipal and other places. That is a very curious thing. I am inclined to think that at these places there may have been sculptured monuments made of plaster with cores of stone. The idols of which you have found fragments are significant and it is even possible that the plain stones that you have found and heard about may have been and probably were covered with plaster on which may have been modelled or painted images and hieroglyphics. In those instances where you have found crude carvings with traces of overlaid plaster you may have examples, as you suggest, of ancient sculptured monuments which later artists improved upon by means of plaster. Or possibly the artists may have blocked out their work very roughly and sketchily in the stone and then finished the work by modelling in plaster.

You wrote at one place that Cobian, the owner of Koch, who lives at Solola, carried away a

pottery image found in a cave near Xoch. I wish that these caves might be explored. That cave which you describe with the pool of water in it is certainly very interesting and doubtless you would find that all the caves were used as sacred places and may have contained images. I wonder if you could get possession of Cobian's pottery image.

I am writing you haphazard as things occur to me. The next thing that occurs to me is a statement that you made in one of your letters about a man from Chan Santa Cruz in Quintana Roo whom you met in Belize and who told you that there was or had been a book of Chilam Balam at that place. Many years ago I was on the point of starting for Santa Cruz from Belize but had to go in another direction instead. I am curious to know what the present conditions are. For example, I am curious to know whether at the present time you could safely travel there and whether the Indians are very hostile as they were formerly reported to be. The man whom you met at Belize would of course speak the Maya of Yucatan whereas the Indian language that you speak is the Kekchi and perhaps some other of the Guatemala dialects. For aught I know you may speak the Maya of Yucatan also but what I am curious to know is whether you were able to talk with the Santa Cruz man in Indian or did he speak Spanish. Another point: You speak of the dialects of Guatemala such as Kekchi, Pokomchi, Ixil, Kichechi, as being so different that the speakers are mutually unintelligible. Do you find that they differ from each other more than either of them differs from the Maya of Yucatan? Also do you find that the book of Chilam Balam that I sent you is at all intelligible? No one has yet been able to make anything out of it. A book of Chilam Balam from Santa Cruz would be a great find indeed. If you should ever feel disposed to make that journey, we would be ready to give you a commission at any time.

In your letter of May 14, 1922, you have a question about Indian looking glasses. Those that I know are made of obsidian, the black variety of volcanic glass, with which they obtained a highly

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polished surface. They may have used other minerals as well.

I am sending you under separate cover photographs of some objects among those in the collections sent to us by you in 1920. They are catalogued by you as follows: "Coban. All from one field. Red stuff. Fragments." This entry refers to numbers 25 to 33 inclusive. Numbers 32 and 33 appear to me to belong to one class of objects and numbers 25 to 28 appear to belong to another group of objects, namely, pottery figures. They cannot be other than fragments of rather elaborate human figures or groups of figures made in the round. All are of fine red clay and all show fine workmanship. I suppose it would be impossible to get anything like a complete piece of either of these two kinds of objects.

Number 12 belongs in the same class as 32 and 33. It is also from Coban, presented by Mr. Otto Schwartzwalder; number 13 listed from Cahabon district and number 7 listed from Chahacar, presented by Mr. Joseph Santer; number 18 listed from Cahabon district; and 77, 82 and 93 from Coban district, all belong with the second group of things. I wonder what chance is there of getting more of this red moulded pottery and whether there is a place where one might expect to find it by digging. It is of great interest.

There occurs to me the question of your photographs. You have in mind a camera of your own and the one that we sent you was unlucky. We would be glad to provide you with a photographic outfit if there is a sure way of getting it through to you. When you write next, will you be good enough to tell me what kind of camera you would prefer to have and how it might be sent?

I suppose that the things that you had to send us will be coming along one day soon. I shall certainly be much interested in seeing them.

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When you write again will you be good enough to say whether you will be prepared to make another journey on behalf of the Museum and to continue the diggings at such sites as you may fix upon? I should like to feel that the digging could go on at one site or at another.

With best regards

Very sincerely yours

Director

MR. ROBERT BURKITT
Senahū
Guatemala
Central America

Senahú

Guatemala

1924, August 24

My dear Gordon

I hav your letters ov May 6 and May 21, and just now your letter ov July 22, with the fotografas.

About that camera which Im sorry haz been a trouble to you, it looks az though Eggers and Heinlein themselvs had been careless. In spite ov what they seem to tel you, the camera waz not itemized in the consular declaration, which I hav seen. And their letter ov advice gave it to be understood that the dealers had sent their own itemized bil direct here. However, I would rather not raiz a fuss with E and H. They hav been very useful civil people.

I am much obliged to you for recovering \$9 from the dealers, which you mention in your letter ov May 21. About your kind offer to get me an other camera, I may hav to think ov it, if I dont get a camera from Germany.

Your fetos ov pottery I am sending to a person in Cobán. I should do rong to hold out hopes ov getting any hole image: but ther might be some new pieces.

The hard pottery like 757, which intrests you, I now hav more ov, perhaps four or five specimens, some very ornamental. But you wil find when you see them, I believ, that the peculiar shine and the hardness, dent always go together. The heavy picture pottery you mention sounds like something I hav one or two specimens ov, in the shape ov bowls.

I hav a notion that Cobiéns image waz a coarse thing. I meant to see it the other day when I waz in Sololá, but I found that Cobién now lived in an other place. I dont know who told me that they had seen the image in Cobiéns parlour, or some where, but that he waz superstitious about it - a very common thing: and az the man iz a millionair, it would probably not be eazy to get him to part with it. However I may see him next time I go to that side. I supoze I could undertake that the muzeum would send him a fine foto ov hiz image: or something ov that sort.

Ive not forgotten the various things you remind me ov. I dont know the particular ruins on the Chishóy, that you point out, that happen to hav got on Hedges's map. But ther ar ruins all along the river, both above and below: and in fact you can put your pencil at random any where on the map, and be nearly sure that you

ar marking the place ov some ruin. The difficulty with me just now iz not to find a place to dig, its to find time. I hav it in mind to dig again next dry seazon. I shal rite you later.

Beyond the words that concern counting Im able to read almost nothing ov your Chilam Ealám book. I thought ov taking it with me to Yucatán.- Maya and Kekchí, and Ishíl, and so on, each comprize various dialects, but themselvs ar distinct languages, mutually unintelligible, like Spanish and French. When you get the languages on paper, you find that the north Maya languages (az I call them), including Maya, differ less from each otheh, than they do from the south Maya languages: and vice versa. Among the caracters that ar more or less common to the north Maya languages, the one that I take az critical, iz a certain fonetic decay. But thats too long to go into.

Your coming publication ov picture pots must be a very fine thing. Any prints you can spare me I shal be very glad to see. You might try sending one or two by post, perhaps in a tube: ov course not registerd. Since the last revolution the post here iz decidedly better.

A flat bottomd bowl, with ^a picture in the bottom, waz found some years ago in the Cahabón district, I think in a cave. I never saw the bowl, but I saw the man who had had it. He told me how pleasd he had made some German professor near Strasburg, by making him a present ov the bowl. In case you hav not a copy ov it I wil see if I can get the professors adress.

A man in London who haz, or had a great heap ov Guatemala antiquities, iz a Mr Charles Fleischmann, ov the firm ov Fleischmann, Gehrke and Company, 21 Mincing Lane. The man iz a German Jew who lived a long time in this country, and made a hobby ov antiquities. I heard once that he waz thinking ov giveng hiz colection to the South Kensington muzeum, but he may not hav done se. He would probably hav many things that would hav reacht him from Kesaltenango and Huehuetenango. Also from Kiché. I should say that living in London during the war, he changed hiz name to Fenton, so I waz told: but the firm name continues az before.

With respect to your stuff that Ive had so many months, I think that in about six weeks I shal be able to go to the coast. Ov course you understand that though I had luck last time, the buziness iz always risky, and I shal do the best I can, but without ansering for consequences. I find that the very man that I employd last time,

afterwards had hiz boat captured: though not with my sert ov cargo.

Yours very truly

R. Burket

*3 copies mailed
Oct 11/24*

Senahú
Guatemala
1924, September 28

My dear Gordon

I wrote you on August 24, answering your letter of July 22. I've since had your letter of July 31, with the copies (for which I am much obliged) ~~to~~ of the Museum Journal for June. The article under my name looks very nice. There was no need to follow my spelling, which must be a nuisance to your printers. I believe the photos look better than in my originals. I might say that number 121 was not taken from Mount Tatumúlco but from a point on the Pacific slope. And the title of the article would here be misunderstood. That part of the country is called here emphatically, the West. I've sent copies of the Journal to suitable people, and should be glad of a couple of copies more.

Since last writing, I've been able to finish the remainder of my catalog: which I send you under an other cover. The catalog goes from number 812 to number 1090, and includes photos numbered from 129 to 173. Although the post has been doing pretty well lately, you might perhaps let me have a wire about the catalog. If the thing was lost, it would take some time to write it over. - Your boxes are not yet at the coast, but on their way.

Yours very truly

R. A. Urkit.

October 16, 1924

My dear Burkitt:

I have just received your catalogue of things for the Museum covering numbers from 812 to 1090, together with photographs 129 to 173. I am very much obliged to you. The catalogue looks most interesting.

I have also to acknowledge your letters of August 24th and September 28th received earlier. Referring to certain points in your letter of August 24th I shall be very glad to have the name of the ^{German} professor near Strassburg to whom a painted bowl was sent. As for Mr. Fleishmann, now Fenton, I have known his collection for many years. It is at his house in Hampstead, London.

To answer your later letter I may say that you are entirely right about Western Guatemala. To call the article NORTHERN GUATEMALA was carelessness on my part. We are sending you now three more copies of the JOURNAL and you can have more at any time if you can use them.

Your own spelling has always been followed in printing your articles. For one thing, the printer would be sure to make mistakes if he were required to make a change and then he would charge the correcting of the mistakes to us. He will make mistakes anyhow, but so long as we require him to follow the copy he cannot make us pay for the corrections. To tell the truth I have not felt disposed to make changes of any kind in your writings because you have a style of your own and if you will permit me to say so it is pure and direct English that does not call for any changes. Where I left out anything in sending copy to the printer it was from motives of discretion. I am glad to hear that the boxes are on their way.

I am sending you in a day or two three prints of some of the painted pots that you found. These will show you what the plates look like in the portfolio that I am getting out. It is slow work having these coloured

plates made. I dare say there will be some in the new lot that will come in for the same treatment. I await your next letter with much interest.

Very sincerely yours

Director

MR. ROBERT BURKITT
Senahu
Alta Verapaz
Guatemala

Belize, British Honduras
December 12th, 1924.

My dear Gordon:

I have just wired you as follows;

Pennmuseum, Philadelphia. Shipment by steamer Gansfjord, collect, consigned to American Express, New Orleans, for bonding to Philadelphia, due New Orleans December sixteenth. Burkitt.

You will have plenty of time to wire your instructions to New Orleans.

I enclose you a copy of my letter to the American Express Company: also a copy of the Bill of Lading, and the duplicate of the Consular Invoice. You see that the shipment consists of 22 boxes, marked U P B, and numbered from 1 to 22.

The contents are described as Indian Antiquities, and on the face of the invoice the consul makes the statement, that the things are more than a hundred years old: which he tells me satisfies the requirements of the Custom House. In case it may help you with your collector of Customs, I also enclose you a Certificate of Origin, from the British Vice Consul at Livingston.

The sheets attached to the Consular Invoice tell you the contents of the boxes by the catalogue numbers. And you will find that the shipment comprises all the catalogue numbers from 787 to 803, and from 812 to 1090, excepting three. The three exceptions are 918/9, and 921. Those three things had been left in my valises and I shall now send them from here by post.

You will find that the boxes 1 to 9, and also box 22, have each of them a narrow opening in one side. The boxes contain stone: and the people I had to trust with one stage of the exportation would have suspected (without those openings to look through) that those small heavy boxes contained silver or ammunition. I had to make it visible that they contained stone. In spite of the opening, I thought that I had packed the stone quite safe. But now in Belize I see that some lumps of the stone, in travelling, seem to have split, and you will find in boxes 4 and 6, that I have stuffed in some hand-fuls of wood wool, to catch any small loose chips.

This letter, and my letter to the American Express Company, and the packages themselves, go by the same boat: which leaves for New Orleans this afternoon. I got here with the stuff just in time to make out the shipping papers. The packet I spoke of posting, I shall send by the post of next week.

Yours very truly,

R. Burdett

Dictated to Miss Sharp.

Her spelling is quite her own

Belize, B. H.
Decr 11th, 1924.

The American Express Co.
New Orleans, La.

Dear Sirs:

I am sending some packages to the Pennsylvania University Museum, of Philadelphia, by way of New Orleans; and by direction of the Museum I consign the packages to you.

You will see by the enclosed Bill of Lading and Consular Invoice that the packages are 22 boxes of Indian Antiquities from Guatemala; and are to be transmitted in bond to the Custom House at Philadelphia. They are understood to be insured under your open policy against all risks including theft.

For further instructions, and payment of all charges please address,

The Director
Pennsylvania University Museum
Philadelphia

Yours very truly,

Robert Burkitt

Dictated

As they are perhaps plainer written, I put these sheets on my own, from which the consular sheets were copied. R.B.

FOR THE PENNSYLVANIA UNIVERSITY MUSEUM

Philadelphia, U.S.A.

22 packages

Mark U P E

containing

INDIAN ANTIQUITIES of pottery, stone, and bone: obtained from ruins and excavations in GUATEMALA: and described at length in a catalog to be presented by the Pennsylvania University Museum.

Numbers		Gross lbs.		Value (nominal) Am. \$
1	1 box	28	8 x 9 x 15 inches: containing the Museum catalog number 788 (part).	25.00
2	1 "	54	8 x 12 x 18: containing the catalog number 788 (part).	25.00
3	1 "	48	9 x 11 x 18: containing the catalog number 788 (part).	25.00
4	1 "	38	7 x 13 x 17: containing the catalog number 788 (part).	25.00
5	1 "	78	10 x 13 x 21: containing the catalog number 788 (part).	25.00
6	1 "	39	8 x 12 x 14: containing the catalog number 788 (part).	25.00
7	1 "	94	8 x 17 x 21: containing the catalog number 788 (part).	25.00
8	1 "	40	9 x 10 x 14: containing the catalog numbers 788 (part), 789/802.	25.00
	8 pkgs:	419	Forward	200.00

22 packages
Mark U P B

Numbers		Gross lbs.		Value (nominal) Am. \$
	8 pkgs	419	Back	200.00
9	1 box	72	10 x 12 x 27: containing the catalog number 803.	25.00
10	1 "	49	27 x 13 x 18: containing the catalog numbers 816/7 821 843 846 863.	25.00
11	1 "	57	14 ¹ / ₂ x 14 ¹ / ₂ x 26: containing the catalog numbers 812/5 818/20 822/7 829/30 833/6 848 852.	25.00
12	1 "	73	29 ¹ / ₂ x 22 x 12: containing the catalog numbers 856 (part).	25.00
13	1 "	52	25 ¹ / ₂ x 19 x 12: containing the catalog numbers 837 856 (part) 857 (part).	25.00
14	1 "	80	26 ¹ / ₂ x 20 x 19: containing the catalog numbers 839/42 844/5 847 849/51 853 857 (part) 864/5.	25.00
15	1 "	64	26 x 17 ¹ / ₂ x 16:	25.00
16	1 "	67	27 ¹ / ₂ x 14 ¹ / ₂ x 13:	25.00
			Boxes 15 and 16 together containing the catalog numbers 875/82 884/910.	
17	1 "	44	9 ¹ / ₂ x 18 x 28 ¹ / ₂ : containing the catalog numbers 831/2 838 854/5 858/62 867/74 883 911/7 920.	25.00
18	1 "	65	25 x 17 x 14: containing the catalog numbers 922/40 951/4 958/9 963/5.	25.00
19	1 "	78	29 x 20 x 16: containing the catalog numbers 960/1 972/1007.	25.00
	19 pkgs	1120	Forward	475.00

22 packages
Mark U P B

Numbers		Gross lbs.		Value (nominal) Am. \$
	19 pkgs	1120	Back	475.00
20	1 box	83	27 x 19 x 16: containing the catalog numbers 1008/53 1069/73 1087/90.	25.00
21	1 "	61	27 x 17 x 12: containing the catalog numbers 941/50 955/7 962 966/71 1054/68 1074/86.	25.00
22	1 "	25	21 x 61/2 x 61/2 containing the catalog number 787.	25.00
22 pkgs.		1289	Total	American \$550.00

E. and O. E.

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 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.

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 **Gansford #26** expected to sail **December 12th, 1924.**
 Destination of the Goods **New Orleans, Lae.**
 Consignee Order of **American Express Co.,** or assigns
 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
U P B	1.	1	case Indian Antiques	0-8	28	.56	33
	2.	1	case Indian Antiques	1-0	54	1.12	61
	3/6.	4	cases Indian Antiques	4-5	203	.56	2 40
	7.	1	case Indian Antiques	1-8	94	1.12	1 06
	8/22.	15	cases Indian Antiques	46-4	910	.56	26 17
		22		53-11	1299		\$ 30 62
			The above packages are for the Pennsylvania University Museum				
			Total Value \$550.00				
							Follage 10

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 issued a set of **520** 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,** **December 12th,** 19 **24.**

No. **556.** UNITED FRUIT COMPANY.

By **G V FREEMAN**

Total Steamship Freight, . . .
 Advance Charges, . . .
 Consular Fees, . . .
 Certifying Bill of Lading, . . .
 Translation, . . .
 Total U. S. Currency, . . . **\$ 30 72**

COLLECT

UNITED FRUIT COMPANY

WITH CONNECTING CARRIERS OR OTHERWISE

Form No. 2110 N for cargo between ports of the Caribbean Sea and West Indies or from such ports to United States ports.

BILL OF LADING

Received at

by the **UNITED FRUIT COMPANY** (the term Carrier hereinafter used intending said Company and/or any substituted or continuing Carrier) from the shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition; **TO BE TRANSPORTED** by the steamship named on the back hereof, or by said Steamship and/or other conveyances, subject to substitution and/or other liberties as hereinafter provided (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent stage of the entire service), direct or via ports or places, to the destination of the Goods named on the back hereof, or, if the final carrier be a water carrier, then as near thereto as the Vessel can safely get; and at said destination of the goods to be delivered in complete or part lots, upon payment of any unpaid freight or any other sums payable by shipper, consignee and/or assigns, to the Consignee named on back hereof or order if so provided, subject always, and during any deviation also, to the

TERMS OF THIS CONTRACT WHICH ARE HEREBY MUTUALLY AGREED UPON AS FOLLOWS:

1. The freight is adjusted in consideration of all the terms and provisions of this contract whether written, printed, pasted or stamped.

2. All particulars herein mentioned of the Goods, except only the number of the packages with the marks thereon, are those declared by the shipper, and the same (including anything stated as to contents, size, weight, quantity, condition, value, or the like or implied by the character of the packages designated) are unknown to the Carrier and shall not constitute as against the Carrier, any part of the Carrier's description of the Goods as hereby received for, but shall be deemed only representations of the shipper. The Carrier may correct all errors in marks or numbers of the Goods in order to conform the same to the Bill of Lading or other documents.

3. The Goods, whether perishable or not, are accepted by the Carrier subject to delays or failure in shipment, transportation, delivery or otherwise, occasioned by war, rebellion, riots, strikes, stoppage of labor, lock-outs or labor troubles of Carrier's employees or others; shortage of labor, fuel, conveyances or room; lack of facilities of any sort; accumulation of cargo; weather or any conditions unless shown due to Carrier's negligence; and notice to shipper or others of any danger of such delay or failure is hereby waived; and the Carrier shall not be responsible for any such delay or failure; and if loading of the Goods in the customary manner is delayed or the Vessel is likely to be detained she may proceed without loading or completing the loading of the Goods.

4. The Carrier's responsibility in respect of the Goods as a carrier shall not attach until the Goods are actually loaded for transportation upon the Vessel, and shall terminate, without notice, as soon as the Goods leave the Vessel's tackles at destination or other place where the Carrier is authorized to make delivery or and its responsibility of the Carrier in respect of the Goods attaching prior to such loading or continuing after leaving the Vessel's tackles as aforesaid, whether the Goods are in course of lighterage by the Carrier or however else the same may be situated, shall be the same only as that of a warehouseman, without liability on the part of the Carrier, except for want of ordinary care; and all conditions, exemptions, exceptions, and limitations of the liability of the Carrier contained in this contract shall be deemed to apply to the warehouseman's liability as warehouseman and not as carrier. The Carrier may place the Goods in store while awaiting loading, transshipment, forwarding or delivery and thereupon be discharged of all responsibility for loss of or damage to the Goods while so stored.

5. Full freight through to destination of the Goods, whether intended to be prepaid or collected at destination, and all advance charges against the Goods are due and payable to the United Fruit Company upon receipt of the Goods by the latter; and on some and any further time becoming payable to the Carrier hereunder and extra compensation, demurrage, forwarding charges, general average claims, and any payments made and liability incurred by the Carrier in respect of the Goods (not required hereunder to be borne by the Carrier) shall be deemed fully earned and due and payable irrevocably to the Carrier at any stage, before or after loading, of the entire service hereunder, without deduction (if unpaid) of refund or in payment of or in respect of (if paid) of any loss or not lost, or if the voyage be broken up, or in any circumstances whatsoever, and whether the voyage be begun or not; and shall be payable in United States currency or its equivalent; and the Carrier shall have a lien on the goods therefor (whether payable in advance or not and though noted hereon as prepaid) surviving delivery, and for the whole thereof on any part or proceeds of the Goods; and the shipper, consignee and/or assigns shall be jointly and severally liable therefor, and notwithstanding any lien therefor shall be subject to the same lien as if the same were a lien on the goods themselves. The Carrier may collect freight on bill of lading weight, measurement or quantity, and if gross weight, measurement or quantity delivered exceeds weight, measure or quantity on which freight may be computed, the Carrier may collect freight on such excess, unless shown to have been caused by absorption of water during the transit. Any error in freight or other charges or in the classification herein of the Goods, or subject to correction, and if the freight or charges are higher than those shown on the bill of lading, the Carrier may collect the additional amount. Should a package consist of several parcels for more than one person, full freight shall be paid on the parcels for each person as if shipped and consigned as a separate package. If there be an enforced interruption or abandonment of the voyage at a port of distress or elsewhere and the Goods or any part be forwarded, the cost thereof, including extra compensation if performed by vessels in the service of the Carrier, shall be paid by shipper, consignee and/or assign.

6. The shipper, consignee and/or assigns, shall pay, immediately and before delivery or forwarding, all entry or clearance fees, tolls, duties, taxes, imposts and fees upon account of the Goods, and, unless otherwise expressly provided herein, all discharge, landing, lighterage, wharfage, storage, dispatching, respinning or transshipping charges or expenses on account of the Goods or which the Carrier or Vessel may pay, incur, or become responsible for, voluntarily or otherwise, at the place of origin, at the port or place of discharge, delivery or entry thereof; and also any fine or penalty incurred by, or loss or expense occasioned to the Carrier by reason of illegal, incorrect or insufficient documents or marking or numbering of packages, or goods, or description of contents or weight or other particulars or by reason of any other act or omission of shipper, consignee and/or assigns; the Carrier to have a lien on the Goods therefor.

7. In case of a single article or package exceeding two tons in weight, the true weight thereof shall be declared at time of delivery to the Carrier. If the weight of any package is incorrectly given or no weight is declared of a package exceeding two tons, and in consequence of reliance thereon any loss or damage arises, either to the article or package or to the Carrier or to others, or if any increased charges or expenses are incurred by the Carrier in handling or carrying any such article or package, the same shall be borne and paid solely by the shipper, consignee and/or assigns.

8. The Vessel shall have liberty hereunder, either before or after proceeding to or toward any port of discharge or transshipment, to proceed to or toward, call, enter, or stay at any port or ports, although not upon the usual or in accordance with a contrary direction to or beyond the port of discharge or transshipment, once or oftener, backwards or forwards, or to discharge the cargo at any port or ports, or to proceed to another voyage, and the same shall not be deemed a deviation but be deemed within the voyage hereby intended as fully as if specifically described herein; and the Vessel shall have liberty also to sail in or out of ports and to proceed with or without pilots; to proceed under sail or in tow; to tow and assist vessels in any situation and to deviate for the purpose of saving life or property; and in case of salvage services rendered to the Goods during the voyage by another vessel belonging to the same carrier, the cost of such services shall be paid for as fully as if the salvaging vessel belonged to or was in the service of strangers.

9. The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or ship the whole or any portion of the Goods by any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion, at any port or place, to transship, land and transship or forward the Goods, or to place in store, or to use any other conveyance, by land and/or water, subject, if transhipped to a continuing carrier, to the provisions of the usual form of bill of lading of such carrier whether issued or not, and on deck if required by any continuing carrier or the character of any vessel or craft, and upon delivery of the Goods into the custody of a continuing carrier, or representative, shall thereupon be relieved of all further liability in respect of the Goods, and the clear receipt of the carrier of the same shall be evidence as against shipper, consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the Carrier may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections. Cargo for ports or places in Jamaica other than Kingston, may be transhipped or otherwise treated in accordance with the privileges of this bill of lading at Kingston or other Jamaican ports, at shippers' risk, subject to the expense of wharfage and other landing charges at destination to be paid by consignee. If the Goods are delivered to any transfer agent, wharfinger, warehouseman or others or from one to the other for the transfer, handling, custody, delivery and/or other disposition thereof or awaiting same, such transfer agent and others shall be deemed the agents solely of shipper, consignee and/or assigns, and all responsibility as carrier or otherwise of the Vessel, Carrier or others so delivering shall thereupon be ended until the Goods again come into its possession.

10. If the Vessel is prevented by Quarantine from entering or from making due disposition or delivery of the Goods, or is detained at Quarantine, the Goods may be forthwith, without notice, discharged into lazaretto, craft or other places immediately available, at the risk and expense of shipper, consignee and/or assigns, and such discharge shall be a complete delivery of the Goods hereunder and all responsibility of the Carrier therefor as carrier or otherwise shall be ended without notice to the shipper, consignee and/or assigns, and full freight through to the destination of the Goods be payable. The Carrier may submit the Goods or the Vessel with or without the Goods on board to fumigation or other quarantine treatment in order to enter, dock or secure despatch for the Vessel. If, by reason of Quarantine, blockade, war, hostilities, conditions of surf or weather, shortage of lighters, riots, or of strikes, lockouts, stoppage or shortage of labor, of the Carrier's employees or others, or by reason of any of the Excepted Causes mentioned elsewhere in this Bill of Lading, lack of permit to land the Goods, or other conditions existing or threatened at the port of transshipment, entry or discharge of the Goods or elsewhere, the Vessel is, or in the Master's opinion is likely to be prevented or delayed in reaching or entering, or making due delivery of the Goods at the port of transshipment, entry or discharge, or delayed at said port or in discharging there beyond the usual time, then either with or without proceeding to or toward or attempting to enter said port, the Goods may be retained on board or discharged on return trip or subsequent voyage, subject to this Bill of Lading, and all liberties thereunder, or be discharged as convenient for the Vessel at any other port to which the Vessel is bound or may proceed, or be returned to port of shipment and there discharged and redelivered to the shipper, at risk and expense of shipper, consignee and/or assigns, all responsibilities of the Carrier being ended without production of this Bill of Lading upon such discharge and full freight through to destination of the Goods together with extra compensation for additional transportation and services and any expenses being payable by shipper, consignee and/or assigns, and at Carrier's option the Goods may be carried or forwarded to destination from any other port at which so discharged at risk and expense of shipper, consignee and/or assigns, subject in any case hereunder to the provisions in other respects of this Bill of Lading if transportation is performed by the Carrier, or to the usual Bill of Lading of any other carrier performing the same. The Carrier may, in its discretion, in order to secure despatch for the Vessel at port of discharge, entry or transshipment of the Goods, proceed thence with the whole or any portion of the goods on board and discharge the same on the return trip or subsequent voyage, subject to this Bill of Lading, at risk of shipper, consignee, and/or assigns in either case, subject in other respects to the provisions of this Bill of Lading in case of transportation by the Carrier, or of the usual bill of lading of any other carrier performing the same.

11. The Carrier shall not be liable, as carrier or otherwise, for any loss, damage, delay or default, whether occurring during transit or before or after or during or while awaiting loading, transshipment, discharge, delivery or disposition of the Goods, or on board or in lighters or craft, or on wharf or in warehouse, at any port or place, occasioned by any of the following Excepted Causes, throughout this Contract always excepted: By causes beyond the Carrier's reasonable control; by dangers or accidents of the sea or other waters or canals or of navigation or transportation of whatsoever nature or kind; by fire or explosion from any cause whatsoever occurring or consequences thereof or means used to extinguish the same; by jettison; by barratry, theft or embezzlement of master or crew; by act of God; by enemies, pirates, robbers or thieves; by arrest or restraint of Governments, princes, rulers or peoples; by prolongation of the voyage; by legal process or stoppage in transit; by fumigation or other treatment of the Goods or of the Vessel with or without the Goods on board required by Quarantine, sanitary or other public authorities, or in order to obtain despatch for the Vessel or Goods or clean bill of health by pestilence, riots, war, revolutions; by strikes or stoppage of labor, or labor troubles, of Carrier's employees or others; by explosion or bursting of boilers, damage from steam, breakage of shafts, accidents to or from machinery or breakage or derangement thereof; by any latent or other defect in hull, machinery or appurtenances of the Vessel or any craft or unseaworthiness thereof, although existing at time of shipment or transshipment or at the beginning of the voyage, provided due diligence shall have been exercised to make the same seaworthy; by collision, grounding or stranding; by heating, heat of holds, or effects of climate or temperature; by ice, earthquake, sea giving away, falling or destruction of wharf, shed or warehouse; by damage incident to transportation; by change of character, loss of weight or contents, drainage, leakage, breakage, shrinkage, evaporation or wastage; by cooage or mending; by vermin or rat damage; by stowage or contact with, or smell, evaporation, leakage, escape of contents or taint from other goods, the Vessel being privileged to carry any other articles, whether hazardous or otherwise, or live stock, as cargo or otherwise, on and/or under deck; by nature of the Goods or cargo, or insufficiency of packages though known before shipment; by explosion or combustion of any cargo, whether shipped with or without disclosure of its nature or condition; by obliteration, error, insufficiency or absence of marks, numbers, address or description; by land damage, risk of craft, hull or transshipment; by faults or errors in navigation or management of the Vessel, provided due diligence shall have been exercised to make the Vessel in all respects properly manned, equipped and supplied; by any act or omission of shipper or owner of the Goods or of his agent or representative. Flour, meal, corn, rice and other foodstuffs in sacks, being subject to minor loss of contents notwithstanding due care, it is mutually agreed that to the extent of one-twentieth of the original weight loss of contents of any such package shall be deemed without Carrier's fault, and the Carrier shall not be responsible therefor.

12. The shipper shall be liable for and bear any loss or damage to the Goods or articles shipped without full disclosure of their

nature at the time of lading and entering hereon, whether shipper be principal or agent, or aware of the nature of the goods or articles or not; and such goods or articles may be thrown overboard or destroyed at any time by the Carrier without compensation to any person; and extra charges and expenses, if any, for discharging, lightening, handling or caring for, or otherwise occasioned by such goods or articles, or those declared or considered noxious or hazardous by the civil or military authorities of any port, shall be borne by the shipper, consignee and/or assigns. Goods or articles of such character may be carried on deck, as well as any others whose nature or bulk requires them to be so carried, and the same shall be at the risk of the owner thereof of all loss or damage thereto occurring while so situated not shown due to the Carrier's fault.

13. General Average shall be payable according to York-Antwerp Rules of 1890, and as to matters not herein provided for according to the law and usage at the port of New York. If the ship owner shall have exercised due diligence to make the vessel in all respects seaworthy and to have her properly manned, equipped and supplied, it is hereby agreed that in case of danger, damage or disaster resulting from fault or error in navigation or in the management of the Vessel or from any latent or other defect in the Vessel, her machinery and appurtenances, or from unseaworthiness, although existing at time of shipment, or at the beginning of the voyage (provided the defect or unseaworthiness was not discoverable by the exercise of due diligence), the shippers, consignees and/or owners of the cargo shall nevertheless pay salvage and any special charges incurred in respect of the cargo and shall contribute with the ship owners in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred for the common benefit or to relieve the adventure from any common peril.

14. This shipment is subject to all the terms and provisions of the Act of Congress of the United States, approved February 13th, 1893, entitled "An Act relating to the navigation of vessels," etc., and of Sections 4282 to 4287, each inclusive, of the United States Revised Statutes. The Carrier shall not be liable for gold or other precious metals, precious stones, bills, notes or securities, documents, pictures, glass, china, silk, furs, lace or any of the articles enumerated in Section 4281 of the United States Revised Statutes, except in accordance with such statute, and after written notice of the character and value thereof at the time of loading and entry thereof.

15. The Carrier shall not be responsible for specie, bullion, jewelry, plate, precious stones or metals, bank notes, bonds or other negotiable documents or valuables until actually delivered on board the Vessel to the master or other person authorized to receive the same, or until the Goods are received on the Vessel's deck at port of discharge, and the Carrier's responsibility shall thereupon cease. Such articles are received and the rate of freight has been specially adjusted upon the condition and understanding that the value thereof has been insured by the shipper or others for account of the Carrier in respect of its liability, under usual form of Lloyds Policy or equivalent, and that the shipper by accepting this bill of lading represents that such insurance has been effected, and undertakes that the Policy shall be available for the Carrier's protection in case of need.

16. The Carrier does not undertake that the Vessel is equipped with refrigerated or specially cooled or ventilated compartments or otherwise equipped for transportation of goods or articles of a perishable nature, nor whether so equipped or not, to transport such or any other goods or articles in any such compartment or otherwise than as ordinary cargo, and shall not be liable for any loss or damage from failure so to do, unless such transportation is expressly stipulated for herein. Fresh fruits, vegetables and meats and any goods or articles of a perishable nature, however carried, are received and carried at the sole risk of the owner thereof. The Carrier shall not be responsible for any loss or damage to such goods or articles from temperature or atmospheric conditions, risks of refrigeration, cooling, or ventilation, accident to, or latent or other defect in, or explosion, breakage, derangement, insufficiency, shortage or failure in any respect or unseaworthiness of, or in respect of any refrigerator or refrigerated or specially cooled or ventilated compartment or plant, or apparatus, boiler, engine, machinery, appliances, materials or other craft or vessel existing at the beginning of the voyage, provided, in case of loss or damage to such goods or articles, due diligence shall have been exercised to make the Vessel seaworthy; and if any such goods or articles shall at any stage be, or in the opinion of the Master or Carrier's representative be, decayed, injurious or offensive, or be condemned or ordered destroyed by the Health or other authorities, the same may be thrown overboard or destroyed, without notice, before or after arrival, and the Carrier shall not be responsible therefor. The Carrier may discharge any such goods or articles or other cargo, without notice, immediately the Vessel is discharged, or at any time thereafter, if such goods or articles are found to be in any respect or other weather conditions, and all such goods or articles are received subject to the risk of such discharge, and if delivery thereof is not taken, without notice, from the Vessel's tackles, or, at Vessel's option, from the wharf as soon as available after landing, the same may be left on wharf or other convenient place or may be held on board and/or placed in warehouse at risk of shipper, consignee and/or assigns, and if held on board for such reason or because of weather conditions the Shipper, Consignee and/or assigns shall be liable for any deterioration of the ship therefor, the amount to constitute a lien on the goods. The provisions of this Article are in addition to and not in substitution for the other provisions of this Bill of Lading, and all goods of such nature as mentioned herein or to be carried in refrigerated or specially cooled or ventilated compartment are received and are subject also to all other terms, conditions, exceptions and limitations as to liability contained in this Bill of Lading.

17. The Vessel may commence discharging upon arrival immediately she is ready, without notice, at any hour or place, with or without intermission, at which it is customary for the cargo of the Vessel to be discharged, at the Carrier's convenience, any custom of the port to the contrary, notwithstanding, (except that in United States ports delivery need be taken only during usual working hours), and the Collector of the Port is hereby authorized to grant an Order for the discharge of the cargo immediately after Entry of the Vessel. Whether the Vessel be discharged at wharf or in stream or elsewhere, the Goods may, without notice, be in whole or in part, discharged over side into lighters or other craft, or be otherwise discharged, at the expense of shipper, consignee and/or assigns from the time the Goods leave the Vessel's tackles, the Carrier being hereby authorized as agent for shipper, consignee, and/or assigns, to employ or appoint lightermen, contractors and/or others therefor, without responsibility of the Carrier for the character or condition of any craft, for account of shipper, consignee and/or assigns, notwithstanding the latter are at hand with their own craft, or ready to take delivery otherwise. Delivery of the Goods shall be received without notice from the Vessel's tackles, packages or articles of the Goods come to hand in unloading, or as soon as they are landed from the Vessel's wharf, all charges and expenses in connection with the Goods from the time the same leave the Vessel's tackles to be borne by shipper, consignee and/or assigns and constitute a lien on the Goods. If not so received, the master or agent of the Vessel is hereby authorized at the risk and expense and for account of the shipper, consignee and/or assigns, without notice, to enter the Goods, and after discharging the same may be placed in store, or to use any other conveyance, by land and/or water, subject to this Bill of Lading, or permit them to lie where discharged or landed, or make such disposition thereof as the authorities of the port may direct, subject at all times to any lien of the Carrier, including storage charges by the Carrier, and to that end to employ such lightermen, truckmen, warehousemen, wharfingers or other agencies as may be requisite, customary or proper, who shall be deemed the agents solely of shipper, consignee and/or assigns, and all such agencies shall be deemed to constitute a lien on the goods. The provisions of this Article are in addition to and not in substitution for the other provisions of this Bill of Lading, and all goods of such nature as mentioned herein or to be carried in refrigerated or specially cooled or ventilated compartment are received and are subject also to all other terms, conditions, exceptions and limitations as to liability contained in this Bill of Lading.

18. The Carrier shall not owe any duty to notify consignee or others of the arrival or disposition of the Goods nor be liable for any loss or damage arising from not doing so, except where otherwise expressly provided hereunder. If the Goods are to be delivered to a person named, notice to such person shall be required only when notice to a named consignee would be required hereunder.

19. If the Goods are landed on a Government wharf to be taken charge of, handled or moved by any concessionaire or Government agent or nominee or for the performance of any duty in respect thereof by the customs or other authorities, or delivered into the custody of such authorities or others, any responsibility of the Carrier shall be ended, without notice to the consignee, authorities, wharfingers, concessionaires or others, as soon as the Goods are landed on such wharf, and the Goods shall be deemed to have been received by the wharfingers and/or of such concessionaire, agent or nominee and the customs and other authorities, who shall be deemed the agents solely of the consignee or other person entitled to the Goods; but the Goods shall continue subject to any lien of the Carrier.

20. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon and paid by shipper, consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's expense be deposited to the different consignees of the Goods according to the shortage at it be accepted as good delivery; and if any consignee has a shortage in marks or numbers called for herein, unclaimed goods of like kind but of different marks or numbers, shall, at Carrier's option, be deemed to constitute a part of the Goods and be accepted by consignee and/or assigns as good delivery hereunder.

21. Unless a higher value be stated herein, the value of the Goods does not exceed \$100.00 per package, nor \$3.00 per cubic foot, and the freight thereon has been adjusted on such valuation, and no oral declaration of value shall be admissible in evidence of a different valuation. In computing any liability of the Carrier in respect of the Goods, no value shall be placed thereon higher than the invoice cost (including freight prepaid hereunder) not exceeding \$100.00 per package nor \$3.00 per cubic foot (or such other value as may be stated herein), nor shall the Carrier be held liable for any damages for delay exceeding twenty per cent. of said cost not exceeding said value nor for any profits or increase of price or value over such cost not exceeding said value, nor for any special or consequential damage and the Carrier shall always have the option of replacing any lost or damaged Goods.

22. If there is opportunity to discover by examination, before removal of the Goods, that loss of contents or shortage of, or damage to the Goods exists or may exist the Carrier or Vessel shall not be liable for any such loss, shortage or damage, unless notice of claim therefor be presented in writing to the Carrier or to the master or agent of the Vessel before removal of the Goods. If there is no opportunity to discover before removal, that such loss, shortage or damage exists or may exist, then the Carrier or Vessel shall not be liable therefor unless such notice of claim be so presented within 48 hours after removal of the Goods. The Carrier or Vessel shall not, in any event, be liable for any claim or demand arising under this Bill of Lading or in respect of the Goods, unless notice of the claim be presented in writing to the Carrier within thirty days after delivery of the Goods to the initial Carrier hereunder, nor unless suit therefor is commenced within six months after delivery of the Goods to the initial Carrier hereunder, and the lapse of such period shall be deemed a complete bar to recovery in any such suit or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident or a foreign corporation. Nothing shall be deemed a waiver of the provisions of this article except a written express waiver signed by the Carrier.

23. In case of any loss or damage for which the Carrier shall be liable, the Carrier shall to the extent of such liability have the full benefit of any insurance that may have been effected upon the Goods or against said loss or damage, and as well as any payment to insured by underwriters repayable only out of recovery against the Carrier, notwithstanding the underwriters were not obligated to make such payment.

24. Whether so stated or not, if this Bill of Lading is issued against lighter, warehouse or shipping receipt or another Bill of Lading or any similar document, the issuer of such document shall be deemed a prior Carrier or custodian of the Goods, subject to the provisions of such document, and the Carrier issuing this contract shall not be responsible for the Goods until actually delivered into its custody. If the Vessel, for Carrier's convenience or otherwise, loads in whole or part in stream or elsewhere than alongside where the Goods are received for shipment, the Goods may be transferred to the Vessel at risk and expense of shipper, consignee and/or assigns until loaded on the Vessel, the Carrier being authorized to employ or appoint transfer agents and/or others therefor to be deemed the agents solely of shipper, consignee and/or assigns. The Goods may be transported at any stage by lighter or craft, either in course of loading, transshipment or delivery, or en route to destination or otherwise. All such transportation, whether at Carrier's expense or not, shall be at risk of shipper, consignee and/or assigns, subject to the provisions of this Bill of Lading, and the Goods shall be deemed to be transferred to the Carrier to others shall be deemed to be by connecting carriers subject to their usual contract without responsibility of the Carrier in respect thereof.

(Continued on overpage.)

FOR THE PENNSYLVANIA UNIVERSITY MUSEUM

Philadelphia, Pennsylvania

22 packages
MARK U P B

containing

INDIAN ANTIQUITIES of pottery, stone, and bone: obtained from ruins and excavations in GUATEMALA, and described at length in a catalogue to be presented by the Pennsylvania University Museum.

Numbers		Gross lbs.		Value (nominal)
1	1 box	28	8 x 9 x 15 inches: containing the Museum catalog number 788 (part)	\$25.00
2	1 box	54	8 x 12 x 18: containing the catalog number 788 (part)	25.00
3	1 box	48	9 x 11 x 18: containing the catalog number 788 (part)	25.00
4	1 box	38	7 x 13 x 17: containing the catalog number 788 (part)	25.00
5	1 box	78	10 x 13 x 21: containing the catalog number 788 (part)	25.00
6	1 box	39	8 x 12 x 14: containing the catalog number 788 (part)	25.00
7	1 box	94	8 x 17 x 21: containing the catalog number 788 (part)	25.00
8	1 box	40	9 x 10 x 14: containing the catalog number 788 (part) 789/802	25.00
9	1 box	72	10 x 12 x 27: containing the catalog number 803	25.00
10	1 box	49	27 x 13 x 13: containing the catalog numbers 816/7 821 843 846 863	25.00
11	1 box	57	14½ x 14½ x 26: containing the catalog numbers 812/5 818/20 822/7 829/30 833/6 848 852	25.00

22 packages
MARK U P B

Numbers		Gross lbs.		Value (nominal)
12	1 box	73	29 $\frac{1}{2}$ x 22 x 12: containing the catalog number 856 (part)	\$25.00
13	1 box	52	25 $\frac{1}{2}$ x 19 x 12: containing the catalog numbers 837 856 (part) 857 (part)	25.00
14	1 box	80	26 $\frac{1}{2}$ x 20 x 19: containing the catalog numbers 839/42 844/5 847 849/51 853 857(part) 864/5	25.00
15	1 box	64	26 x 17 $\frac{1}{2}$ x x 16	(Boxes 15 & 16 together containing catalog numbers 875/82 884 910)
16	1 box	67	27 $\frac{1}{2}$ x 14 $\frac{1}{2}$ x 13	
17	1 box	44	9 $\frac{1}{2}$ x 18 x 28 $\frac{1}{2}$: containing catalog numbers 831/2 838 854/5 858/62 867/74 883 911/7 920	
18	1 box	65	25 x 17 x 14: containing catalog numbers 922/40 951/4 958/9 963/5	25.00
19	1 box	78	29 x 20 x 16: containing the catalog numbers 960/1 972/1007	25.00
20	1 box	83	27 x 19 x 16: containing the catalog numbers 1008/53 1069/73 1087/90	25.00
21	1 box	61	27 x 17 x 12: containing catalog numbers 941/50 955/7 962 966/71 1054/68 1074/86	25.00
22	1 box	25	21 x 6 $\frac{1}{2}$ x 6 $\frac{1}{2}$: containing catalog number 787	25.00

Summary:

Total value \$550.00

22 packages
1289 pounds, gross weight

R. G. Burkitt

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

If none of these three symbols appears after the check (number of words) this is a telegram. Otherwise its character is indicated by the symbol appearing after the check.

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
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Received at Western Union Bldg., 230 So. 11th St., Philadelphia, Penn. **ALWAYS OPEN**

Recd at Pennsylvania Museum

1924 DEC 17 PM 7 04

JB553 22 WIRELESS

NS BELIZE 11 NLT

2987

LCO PENNMUVEUM

PENN MUSEUM MEMORIAL HALL FAIRMOUNT PARK
PHILADELPHIA (PENN)

SHIPMENT BY STEAMER GANSFJORD COLLECT CONSIGNED TO AMERICAN EXPRESS

NEWORLEANS FOR BONDING TO PHILADELPHIA DUE NEWORLEANS DECEMBER

SIXTEENTH

BURKITT.

*Phoned to University Museum - 12/17/24
11.50 AM*

*Penn Museum
Memorial Hall
Fairmount Park*

NOT PURCHASED BY IMPORTER.

FORM No. 139.
(Amended April, 1919.)

FORM No. 140.

Invoice No. 331 issued in **TRIPPLICATE.**
QUADRUPPLICATE.

Certified Dec. 11, 1924
(Date.)

AMERICAN CONSULAR SERVICE

AT

Belize, B. Honduras

Date, Dec. 11, 1924

Consignor, Robert Burkitt

Senshu, Guatemala

Consignee, American Express Co.,

New Orleans, La.

Carrier, S. S. Gansfjord
(Vessel or railroad.)

Port of shipment, Belize, B. Honduras

Destination of goods, Philadelphia

Port of arrival, New Orleans

Port of entry, Philadelphia

Amount of invoice, \$550.00

Kind of goods, Indian antiquities for
U. of P. Museum

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

I Robert Burkitt
We of Senshu, Guatemala, do solemnly
and truly declare that ^{we are} I am the collector
(Manufacturer or Owner.)

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 (see below)
(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 ^{we} would have received, and ^{was} ^{were} 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 ^{we} further declare that the goods are not merchandise, and have no market value

I ^{we} 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 December, 1924
(Date.)

Robert Burkitt
Collector

The signature to a declaration made by an agent should show the name of the principal, the name of the agent, and an indication of the authority by virtue of which the agent acts.

CONSULAR CERTIFICATE.

(Date) Dec. 11, 1924

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 I am satisfied that the articles covered by this invoice are more than 100 years old.



that a fee of \$2.50 United States gold, equal to \$5.00 (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

M. W. Early
Consul

of the United States of America.

H. B. M. Vice Consulate, Livingston, Guatemala.

CERTIFICATE OF ORIGIN

It is hereby CERTIFIED that Mr Robert Burkitt, a British subject travelling in Guatemala, has produced at this office a declaration to my satisfaction, specifying that the packages hereunder designated contain INDIAN ANTIQUITIES of Pottery, Stone, and Bone, obtained from ruins and excavations in GUATEMALA; and are to be shipped from this port, via British Honduras, to the Pennsylvania University Museum, of Philadelphia, U. S. A.

Twenty two Packages
Mark, U P B

Numbers		Measurements	Gross Lbs.
1	1 box	8 x 9 x 15"	28
2	1 "	8 x 12 x 18	54
3	1 "	9 x 11 x 18	48
4	1 "	7 x 13 x 17	38
5	1 "	10 x 13 x 21	78
6	1 "	8 x 12 x 14	39
7	1 "	8 x 17 x 21	94
8	1 "	9 x 10 x 14	40
9	1 "	10 x 12 x 27	72
10	1 "	27 x 13 x 13	49
11	1 "	14 ¹ / ₂ x 14 ¹ / ₂ x 26	57
12	1 "	29 ¹ / ₂ x 22 x 12	73
13	1 "	25 ¹ / ₂ x 19 x 12	52
14	1 "	26 ¹ / ₂ x 20 x 19	80
15	1 "	26 x 17 ¹ / ₂ x 16	64
16	1 "	27 ¹ / ₂ x 14 ¹ / ₂ x 13	67
17	1 "	9 ¹ / ₂ x 18 x 28 ¹ / ₂	44
18	1 "	25 x 17 x 14	65
19	1 "	29 x 20 x 16	78
20	1 "	27 x 19 x 16	83
21	1 "	27 x 17 x 12	61
22	1 "	21 x 6 ¹ / ₂ x 6 ¹ / ₂	25

22 packages, Total gross weight, 1289 Lbs.

Signature of person declaring: Robert Burkitt

Given under my hand and Consular Seal, at Livingston, this 30th day of November, 1924.



Edward Oest.
Acting British Vice Consul

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

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WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT

GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

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RECEIVED AT 3946 MARKET STREET, PHILADELPHIA, PENNA.

109FY FEB 9 WIRELESS

NF BELIZE DEC 14 1924

LCO ANTIGUE

MS 104

(TRY UNIVERSITY MUSEUM 33 & SPRUCE ST) PHILADA (PENN)

ASK FOR CABLE ADDRESSED PENNMUSEUM

BURKETT

410P

CLASS OF SERVICE	SYMBOL
TELEGRAM	
DAY LETTER	BLUE
NIGHT MESSAGE	NITE
NIGHT LETTER	N L

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Received at Western Union Bldg., 230 So. 11th St., Philadelphia, Penn. ALWAYS OPEN

1924 DEC 15 PM 11 26

B570 36 COLLECT NL

NEW ORLEANS LA 15

UNIVERSITY MUSEUM

XC 16

72

WS


PHILADELPHIA PENN

CABLEGRAM FROM BURKITT AT BELIZE ADVISES HE HAS CONSIGNED TO US
SHIPMENT VIA STEAMSHIP GANSFJORD VALUED FIVE HUNDRED FIFTY DOLLARS
AND APPLY YOU FOR INSTRUCTIONS STOP VESSEL DOCKS TOMORROW WIRE
INSTRUCTIONS GIVING ROUTING DESIRED ETC

AMERICAN EXPRESS CO.

CLASS OF SERVICE DESIRED	
TELEGRAM	<input type="checkbox"/>
DAY LETTER	<input type="checkbox"/>
NIGHT MESSAGE	<input type="checkbox"/>
NIGHT LETTER	<input type="checkbox"/>
Patrons should mark an X opposite the class of service desired: OTHERWISE THE MESSAGE WILL BE TRANSMITTED AS A FULL RATE TELEGRAM	

WESTERN UNION TELEGRAM



NEWCOMB CARLTON, PRESIDENT GEORGE W. E. ATKINS, FIRST VICE-PRESIDENT

NO.	CASH OR CHG.
CHECK	
TIME FILED	

Send the following message, subject to the terms on back hereof, which are hereby agreed to

New Orleans La. December 15, 1924.

University Museum,
Philadelphia, Pa. (Pa.)

Cablegram from Burkitt at Belize advises he has consigned to us shipment via Steamship Gansford valued five hundred fifty dollars and apply you for instructions stop vessel docks tomorrow wire instructions giving routing desired etc.,

American Express Co
4:00 PM

COLLECT- Night Letter.

CONFIRMATION.

It is assumed that we will receive the original lading on arrival of the vessel.

Belize,
British Honduras
1924, December 18

My dear Gordon

I enclose you the typists copy or what I wrote you on the 12th. On the 14th I sent you an other telegram: — Antique, Philadelphia. Ask for cable adrest Penn-museum. Burkitt. — By mere accident I had just noticed the heading or one or your last letters, and seen that you had a new cable address. On the same day, seeing that the time was now short, I wired the American Express Company themselves to wire you for instructions.

By this post I send you the things I said I should post you, 918/9 and 921. The packet, which is registered, is a little box, about 8 inches long.

The boxes you had on the Pacific side or the country wer a long time getting to the Atlantic. On November 7 I was notified or their arrival, and on the 12th I left for the coast. — My asking you once

about your London agents, was because I had thought of getting at least the stone things out of the country by the help of an acquaintance of mine who was shipping marble to London. But when the time came, the man had got out of the business, and I fell back on nearly my old method.

The British Honduras part of the affair was this time quick: but I had so many delays on the Guatemala side, that I was once near giving the job up, for the time being, and going back up country.

The first thing I found, when I came down, was that my best man had just had his boat stolen from her moorings by the Honduras revolutionaries. Then after waiting in vain while the man hunted up and down the coast for his boat, my next best man, on the eve of starting with me, was arrested and sent to Port Barrios. Then came a scare of yellow fever along the coast, and my third arrangement was upset by the special quarantine watch. - Then there was no moon.

However, after near a month lost, the moment came, and in two trips the stuff was got safe across the bay; and I believ, without being much wet.

I've told you about the partly open boxes with stone in them. I suppose by being slamed down heavy on the ground, the stone in some of them was jard more than it could stand: and out of one box - which was box 5 - I caught a few loose chips. I've rapt those chips in a paper, and put them in the little box that I'm posting you.

In that same little box I've put 2 or 3 other stone chips, in a paper marked Kiriwá. During one of my waits on the Guatemala coast, I took a run up to Kiriwá. The ruins, as you know, ar only a few steps from the rail way. Its lamentable to see how the monuments ar being destroyed. Many vizitors, unfortunately knowing how to read and rite, scratch their names, or initials, on the stone. But the worst iz the efect of the sun and rain. The ruins ar enclosed in the lands of a company or

Banana planters: and the company, by its contract with the government, is obliged to keep the ruins clear of bush. The place is like a sort of park. The monuments are no longer under the shade of the woods. And the constant soaking with showers, followed now by sudden baking in the hot sun, is plainly too much for that soft porous stone. The surface keeps peeling off in scales. The chips in my paper are specimens of the scales. But these specimens are small. Among the scales that I could see about to drop off, there were many as big as my hand. A monument where I saw some of the worst scaling off was the most north easterly monument, and the little photo 174, which I enclose you, is to show you the present state of that monument, on the south foot. — In another country I suppose something would be done to save the monuments. I suppose they might be painted, or soaked, with something.

I got both your cable and letter of October 16. The letter reached me on

5

November 8, and a couple or days later I got one Museum Journal. If two were posted, one must have been abstracted. Those envelopes with a string and a button as an invitation to steal.

About the painted picture bowl and the German professor, my friend writes me that the dish was not a bowl, but of the nature of a pan, a ^(Kekchi skil) pan, for baking Indian pan cakes: and that the address for you to write to will be this:

Custos des städt museums
Offenburg i/ Baden

The pan was given by a Mr Robert Jantz: I don't know how many years ago, but certainly before the war.

I've been showing my self daily at the quarantine office: and there is still a Guatemala quarantine against here. As soon as its lifted, which may be any day, there will be nothing to hinder my going back: and I shall then send you an expense account. In the mean time I should be obliged if you would kindly

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send me another \$1000, as before;
address to Senahú; with an accompanying
wire.

Yours very truly, and wishing
you a merry Christmas,

R. Burkitt

At the last minute I find that
I have mislaid the chips out of box 5, and
I send the packet without them. The chips
(which amounted to about a dessert spoonful)
of course may not have belonged to the front
of the stone. R.B.

In lieu of signing each page of this book shipper has signed the agreement on the inside front cover.

Date December 19th 1924.

(Printed in U. S. A.
Form 5020-4-20

19__

AMERICAN RAILWAY EXPRESS CO.
(INCORPORATED)

at New Orleans, La.

RECEIVED FROM American Express Co, Agents.

the shipments, hereinafter listed, which the Company agrees to carry subject to the Classifications and Tariffs in effect on the date hereof, and to the terms and conditions and agreements on the inside front cover of this book.

NCT NEGOTIABLE.

Quantity- Articles	Value Herein Declared by Shipper to be	Weight	CONSIGNED TO	DESTINATION	COLLECT		War Tax Paid	Number
					Charges			
22	\$550.00	1289#	Pennsylvania University Museum,					
			Cases Indian Antiques	Philadelphia, Pa.				
			Express charges "COLLECT"					
			Forwarded "IN BOND" under IT Entry.					

When entering shipments forwarded C. O. D., always use two lines.
Employee receipting for C. O. D. shipments must sign his name
(not initials) directly following each C. O. D. entry.

For the Company

TRAVELERS' CHEQUES and LETTERS OF CREDIT, also MONEY ORDERS and SIGHT DRAFTS issued payable AT ALL PRINCIPAL POINTS of the COMMERCIAL WORLD. CABLE TRANSFERS effected.



Office Stamp } If there be no Official Stamp, the Name of the Officer must be written

No. **D** 370

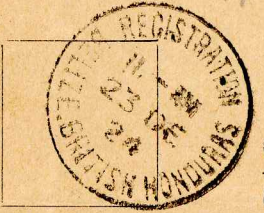
BRITISH HONDURAS

REGISTERED LETTER

Sender's Name *Robert D. Quakitt
Sevahan Pla Kempy
Guatemala*

Received this *23rd* day of *December* 192*4*

a Letter addressed *George D. Givens Esq.
Pennsylvania University
Museum
Philadelphia USA*



Allan Lane
Postmaster or Letter Receiver's Signature

December 30, 1924

My dear Burkitt:

I have now to acknowledge to you the following communications. On December 12th we received your first cable from Belize announcing shipment consigned to the American Express Company, New Orleans. Two days later your second cable arrived. In due course came your letter of December 12th from Belize with enclosures. At the same time that I received your first cable I received a wire from the American Express Company at New Orleans asking for instructions. I instructed them to ~~express~~ at once the boxes to Philadelphia in bond. They have now arrived at the Museum which gives me great satisfaction. The boxes are in good condition but none of them have yet been opened. I want to congratulate you on the successful conclusion of this piece of work.

Today we are sending you \$1,000. according to your request in twenty New York drafts of \$50. each.

Finally I have to acknowledge your letter of December 18th, 1924.

I find that we sent you on October 11th not one copy of the MUSEUM JOURNAL, but three, each posted separately in three different envelopes. We are sending you two more wrapped in one package in the hope that one at least will get through.

With regard to the coloured plates that I was going to send you, I am waiting until I can get a complete set ready. We are having the text printed on them in London. The package will be large. The plates are about 16 by 20 inches. Do you think I had better have them sent through Eggers and Heihlein or may I trust the package to the mail?

I am sending you now in a separate package a book of mine recently published and entitled, RAMBLES IN OLD LONDON.

With my best regards and the season's best wishes,
I remain

Very sincerely yours

Wm. Robert Burkitt
Secretary

January 5, 1925

Mr. Robert Burkitt
Senahu
Alta Verapaz
Guatemala
Central America

My dear Mr. Burkitt:

I am sending you herewith 20 drafts Nos. 8864 F to 8883 F inclusive on Messrs. Brown Brothers & Co., New York, in the sum of fifty dollars each, in accordance with the request in your letter of December 18, 1924. In a separate envelope we are forwarding you by this mail duplicates of these twenty drafts. I hope they will reach you safely.

Very truly yours

Asst. Treasurer