

May 15, 1930.

Dr. J. Alden Mason, on behalf of the Museum of the University of Pennsylvania of Philadelphia has this day employed Mr. T. E. Wyer as engineer for an indefinite period at a compensation of one hundred dollars per month and expenses, pay and expenses to commence May 16, 1930. Those expenses generally considered as personal will not be honored. Mr. Wyer engages to be economical to keep an accurate expense account, and to send frequent reports of work and of expenses to Dr. Mason. This engagement is for no specified period and may be terminated by either party at any time. Upon the termination of the employment Dr. Mason promises to send to Mr. Wyer whatever may be owing ^{due} him, and Mr. Wyer promises to return whatever sum he may be in possession of above that ^{due} owing him. Mr. Wyer further agrees to leave in any place named the equipment that has been lent him. If it is decided to continue the work beyond the period met by the initial appropriation, Mr. Wyer will make application for further funds in sufficient time.

Mr. Wyer engages to make surveys for the road from Tenosiqua to Piedras Negras, to work upon this road and to do other preparatory work. He will submit a full report at the termination of his employment, so that his work may be taken up by others without difficulty.

T. E. Wyer
5/15/30.

J. Alden Mason

TOPOGRAPHICAL MAP

of

Land Between Tenosique & Piedras Negras.
showing Trails & projected Cart Roads.

Scale: 1 inch = 4 miles.

T. Egan-Loyer
7/6/30



Sta. Margarita
earliest point up-river
reached by Motor-Boat
Traffic.

Small Rapids
in River round
this bend.
(Said to be navigable by
motorless scows)

Tabasco.

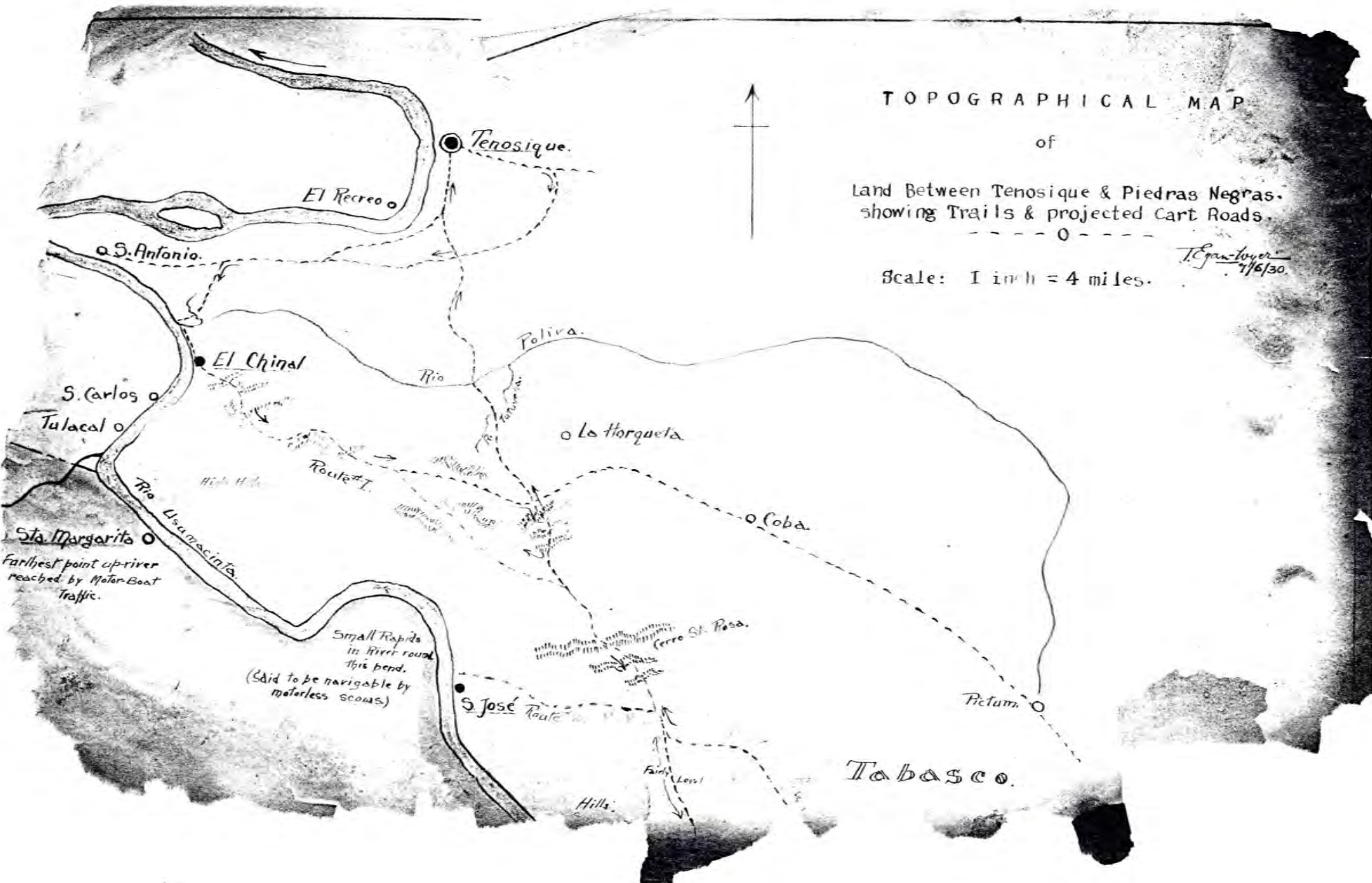
TOPOGRAPHICAL MAP

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7/6/30.

Scale: 1 inch = 4 miles.



The University of Pennsylvania,

Dear Doctor,

I am enclosing herewith the Reports for the week ending the 13th. The previous week's reports I sent in last week and have received them O.K., as well as the Monthly Statements and Reports to you a few days earlier. I am including with the reports also the cost of feeding the laborers from August 4th to September 13th, as you will see, at the rate of 0.50cts per man per day of provisions in Tenosique. The estimated cost as given in my report of August 4th is 0.72cts per man. The cost per man, including freight, and while the addition of wages of Cook and Helper brings the actual cost up to 1.20 (pesos) per man per day, for the period mentioned.

This is not very expensive compared with figures I have obtained from several people, and I think it costs the Agua Azul Company about 0.20 (pesos) per man, and does not take into account wages of Cook and Helper. They have to pay more in freight. I have now obtained a woman on a monthly wage of Twenty Pesos, and confidently say that the cost of feeding the men will be much less this next month. The first cook I had was extravagant in the use of Land, Coffee and Panama.

Regarding the work for the week, there has only been a little work put in on the road, the remainder of the week being spent in building the new camp and collecting "guano" palm leaf for the houses.

Sunday the 7th, I had the men on dressing the surface of the road over a stretch of a kilometre or so, and removing large rocks. There are still a few places to be dressed but these are not very bad. The ground is more muddy than anything else. Owing to the lowering ground, the rain has run off the rising ground on one side of the road has formed several small water-courses across the track. There will be no real need to spend money on dressing the surfaces of these places, as in the dry season the ground will harden sufficiently to carry the wagons without any difficulty.

Monday and Tuesday were spent in clearing the right-of-way and 1440 metres were opened to the arroyo Santo Tomaso, where I am building the new camp. The brush was very thick and there were a lot of stumps on the line, so that I had to reduce the task to 30 metres, but I had the men clean the ground of all roots and stumps, so that there will be no need to go over this part again.

Wednesday was spent in clearing the camp site, and the men were on cutting posts, etc., for the buildings.

Thursday, had all the men on erecting the framework of the buildings.

Friday and Saturday, the men completed the erection of the buildings, and some were put to work cutting guano. The distance to the guano had to be carried was close on six kilometres, owing to there being no guano available near the camp, and I had to employ two mules for this work.

With reference to the two men I had out looking for a better crossing of the river at Cerro Tapexco, or if possible for a better crossing, they had found a place where a winding road could easily be made, but it meant going out of our way and making a big circuit. I did not think that it was worth the expense, so after going over that trail with them to see if there was no means of connecting with the mule trail closer to Cerro Tapexco, I paid them off.

Though I did not know the country as well as the men, I was a little bit doubtful of their finding a detour, and only got on being assured by Sr. don Priciliano Colorado, who had worked the mule chicle for the last thirty years, that there was a trail.

Puerta Mexico
Mexico.

Wednesday, 28th May, 1930.

Dr Alden Mason.
33rd & Spruce Streets
Philadelphia Penn.

Dear Sir.

Enclosed I forward my expense account up to date and also give you an account of my journey.

I left Guatemala on the morning of the 22nd and arrived at Ayutla at 6.15 pm. that evening. I tried to cross the border but couldn't obtain the permit from the immigration office. I went over next day (in the morning) but was held up by the authorities & so could not catch the train that day, and accordingly had to wait till next morning (24th May). Left Suchiate on Train of the 24th and arrived Santa Lucia 8.20 a.m. the morning of the 25th. Changed trains at this junction and arrived Puerta Mexico at 3.15 pm. that evening.

Owing to the heavy Norther blowing at present the Coastal Schooner from Frontera arrived late and it has been necessary for me to stay here for the past three days. I hope to get a boat this evening or tomorrow morning. I will submit another report as soon as I arrive at Tenouque.

Yours faithfully
T. G. A. [Signature]

Yours af.

Frontier

Talasco, Mexico

June 4th, 1930

Dr Alden Mason

33rd & Spruce Streets.

Philadelphia, Penn

Dear Dr Mason:

As you will see by the above address I have not arrived at Tenosique as yet, but this is unfortunately due to the lack of transport. There have been no Motor Boats going up to Tenosique for the past week, though there have been boats to Villa Hermosa nearly every day. I finally got a passage from Pto. Mexico the afternoon of the 29th May and arrived here the following morning after a very rough trip. There was a heavy wind throughout the trip and the small boat rolled something dreadful. On arrival I made inquiries at the agents for a boat to Tenosique but was informed there would be none till Monday or Tuesday. However the boat due to sail then did not leave till this afternoon & was so heavily loaded that there was hardly any accommodation for passengers. There is another boat leaving tomorrow evening and I have arranged a passage on her, and will probably arrive on Saturday or Sunday.

Dr Villanueva is at Villa Hermosa at present but is expected here this evening or tomorrow. I will give him your letter and have a talk with him.

with him about labour, etc. I have found out
there is a lot of equipment belonging to the Camp
Mahogany Corp. lying in storage somewhere this
of Tenouque. I will have a look at this when I go
as the corporation has suspended operations for the
present and there is a possibility of obtaining the use
of some of the gear.

I have also seen a Mr Buchanan, of the
Agua Azul Mahogany Co. and find that their operations
at present are up another river further west, and so
the road will be of no use to them.

The weather has been pretty good up to
now, with only a few showers of rain in the evenings.
This may hold good up to the end of June, and if
we have some hours of sun, will not interfere with
the construction of the road. I intend making a
thorough survey of the routes before I start any
work on the road & will let you know further, also
an approximate cost.

I must say that travelling in this part
of the country is very tiresome and difficult. The
people will not be hurried and do not seem to
care about making money.

Without further for the present.

Yours sincerely,
T. G. A. L. W. G.

Expenses etc.

Tenorique.

Tamaso Mex.

Monday 11th June, 1930

For J. Alden Mason
33rd & Spruce Streets
Philadelphia Pa

Dear Doctor,

At last, thank goodness, I have arrived at Tenorique, but what a trip. Yesterday midday ~~and~~ was the time I arrived and I was just about done in, and glad to set foot on dry land again. In my letter of the 4th instant, I stated that there was a boat going up the river the following day, but it did not leave till the Monday, 9th, in the evening at 7.30 p.m. We had engine trouble all the way up to Jonuta and it took us till the afternoon of the 12th to get as far as this. The Captain then decided to return to Frontera, and as there was another boat expected up that day, four of us passengers got off to wait for her. I forgot to mention that the first boat was the "Simbae". Well, the next boat "The Consulite" didn't turn up till next afternoon, the 13th. She took on five passengers here, including myself and had Pardo Villanueva and his wife, and five others already on board. These naturally had taken up all the available space for their hammocks and their gear and cargo. We, who got on at

place where we could make ourselves comfortable(?) I was prepared for an uncomfortable trip, but certainly didn't expect it to be so bad. The following night I had a better time as I managed to get a hammock to sleep in so I spent a pretty comfortable night. I had refunded ^{to me} part of the fare I had already paid for the whole trip and had to pay with that another five dollars from Jonuta to Tenosiquip. This was as much as the first fare from Frontera to Tenosiquip nearly.

I found your letter from Guatemala awaiting me and am glad you got everything settled definitely. Sorry you couldn't see Mr. Hatch or visit Quirigua. So McKenna and Dickerson have gone on their vacation. It is pleasant to know that they had a kind word for me. I also fully expected Sanderson to do something like you state. The bill you mention do not amount to \$200 between them and I know that they are not the reason for the treatment I received. I met Kennedy, the Chief Engineer, on the train, while on the way to Ayutla and he avoided me like the plague. Wouldn't come to the point when I asked him for a reason for getting rid of me. However, I am sorry but don't intend to do any crying.

I am very sorry that the trip has taken so long and cost so much, but ^{this} has been solely due to a chain of delays which couldn't be avoided.

I am making arrangements to start back to Piedras Negras within a day.

Though the weather is threatening, I don't think it will be an hindrance to the work.

I have just received your other letter from Orleans, and note that you wish me to investigate possibilities of the road across to the San Pedro River. I shall certainly do this and compare it with the road to Tenosique.

I have been making inquiries about labour and doubt whether it will be possible to obtain workmen near the ruins. It looks as if all, or most, will have to be taken from Tenosique, and they will have to be fed by us. I think a crew of ten men, including a foreman and a cook will be sufficient for the work, except when any grading will have to be done. This may need more but I cannot say anything definite about this until I have been over the route. An approximate cost for labour, less food, of the crew stated will be about 22 pesos and food will come to about another 8 pesos (Per day). They should be able to clear and stump a kilometre a day in most places, and maybe more, where the brush is not thick. It will be necessary to construct camp (temporary) along the route as work progresses, and most of the provisions will have to be carried on mules from Tenosique.

I am sending you a cable tonight, reporting arrival and plans, and asking for further funds as I will be in the bush for some time and it will be difficult to get money here for it, especially as the other route will be in another direction. Sincerely, you

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This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

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 LCO = Deferred Cable
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 Received at Western Union Building, 230 So. 11th St., Philadelphia, Pa.

D&A CDV516 44/42 NL

GY TENOSIQUETAB VCZ MEX JUN 17 1930

DOCTOR MASON ANTIQUE

PE UNIVERSITY OF PENN 33RD AND SPRUCE ST PHILADELPHIA
 PENN

RECEIVED NEWORLEANS LETTER INVESTIGATION ALTERNATE ROUTE STOP
 TRAVELLING EXPENSES AND PERSONAL TOTAL DOLLARS 267 STOP APPROXIMATE
 ESTIMATE ROAD DOLLARS EIGHTEEN PER KILOMETRE STOP OWING TO
 DIFFICULTY IN CASHING DRAFT ADVISE YOU CABLE ME HERE AT OTHER
 FIVE HUNDRED IMMEDIATELY TO AVOID DELAYS

WYER

1135P

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE.

June 12, 1930

Mr. T. Egan Wyer
c/o Francisco Villanueva
Tenosique
Tabasco, Mexico.

Dear Wyer:

Thanks for your letters of May 28th from Puerto Mexico and June 4th from Frontera. You have certainly had a lot of trouble in making the trip and I know how lonely it is to have to wait in those small towns for transportation. I presume that by this time you are on the job and surveying for the road. Hope you have no trouble with the Labour Unions there, dont let your Irish temper interfere with the work. I will take it for granted that you can lick the Chief of the Union without proving it.

I presume you got the letter which I sent you from New Orleans in which I suggested that you investigate the possibility of surveying a road from Piedras Negras northeast of the Rio San Pedro or to the tractor road which the Agua Azul Mahogany Company has made through that region. It is possible that that will be a more feasible route. I note that you speak of some equipment belonging to the Campeche Mahogany Company which is stored in that region and which we might rent. That is an excellent suggestion and I wish you would look into it. I know personally Mr. Leslie Moore and Mr. Shoemaker who are agents of the Mahogany Companies in the city of Carmen and I am sure that either of these will give me all possible help but I am not sure if either of them is connected with the Company which you mention.

It would probably have been better if you had taken a boat immediately from Frontera to Villa Hermosa and from there you might have got a boat up the Tenosique more quickly. Please be as economical as possible as we must make our funds go as far as possible. I note that between May 22nd and June 4th you took \$82.50 for personal expenses including the \$17.50 which you paid on the hotel bill in Guatemala. While your personal expenses are none of my business so long as it figures out properly in the end I would suggest that you will have to cut down on these in order to save up the advances which I made to you in Guatemala and would personally suggest that for your own good you economize as much as possible in view of your approaching marriage and the bills which you owe in Guatemala. Please take this as just a bit of friendly advice.

Wishing you the best of success and as much in comfort and
pleasure as work in rainy forests will permit, believe me as ever,

Cordially yours,

Tenoziqu
Tabasco

June 17th 1930

Dr. Alden Mason
33rd & Spruce Streets
Philadelphia, Pa. U. A.

Dear Doctor.

This is in confirmation of a cable sent you this day, which reads as follows:-

Doctor Mason

Antique, Philadelphia, Pa.

Received New Orleans letter investigating alternate route, stop. Travelling expenses and personal expenses
Dollars 267 stop. Approximate estimate
Dollars eighteen per kilometre, stop. Own
difficulty in cashing draft, advise you cable
here another five hundred immediately to
delays

Wyer.

I had a lot of trouble cashing the draft
Tapachula and thought I would have to stay
a day while they wired Guatemala. However
succeeded in obtaining exchange.

The Jefe of Porvenir was in town
today & said something about
from the Jefe Político of P.

the arrival of anybody to work in or near the
Regias and a guard of soldiers would be sent for
protection. I will cable you if this is so when
I get there and also if the Museum will have to
defray expenses.

The Chile trade is pretty bad at present
and I don't think there will be any trouble getting
cheap labour. I met an American, a so called
doctor, who seems to have been here in Mexico for 20
years or so. He is trying to work a mahogany con-
cession if he can obtain tractors & some equipment
from the Campesino Mahogany Corp. Mr Sanborn
the proprietor of the outfit is at present said to
be in England. His New Orleans address is

C. A. Sanborn.

Prop

1300 Colburn St

Campesino Mahogany Corp

New Orleans, La.

It might be advisable to get in touch with
him & find out if you could obtain the use or hire
of the equipment, which I will go and inspect and report
on. I understand they have a couple of those cater-
pillar tread wagons in this district. They would be
just the very thing, I imagine. However, I will report
further.

The estimate I cabled you is only approximate
of course, and will probably cost more when grading
or cuts have to be done, and less in other parts, but
I will send you more detailed particulars as
soon as possible. Will you cable me if I

to start work on the road after you have
my report on the two routes.

I think we will only need to bring the road
as far as El Chinal which don Pancho says is
the most suitable place for loading onto the
boats. I will find out if it is possible to obtain
barges on to which a large number of the stelae
could be loaded per trip. This might prove cheaper
than separate shipments to Frontera.

The weather is holding up fine at present
and I hope it continues for some time yet.

With best regards.

Sincerely yours

T. G. Taylor

June 27, 1930

Mr. T. Egan Wyer
Tenosique
Tabasco, Mexico

Dear Wyer:

I received your air mail letter of June 17th yesterday and the other of June 16th today. I am glad that at last you are in Tenosique but it was an awfully long trip, twenty five days, it probably would have been better had you gone in a different way but there might have been as many delays in another way. It probably would have been quicker if you had taken the first boat up the river as far as it went and so on by short stages, but I made the same mistake myself when I was down there. It must have been a monotonous and uncomfortable trip but it is over now and I am glad you are at last at work.

You speak about the bills of yours which Mr. Sanderson referred to. He said they had come after you left there, not that they were the cause of your leaving.

In regard to the work I did not expect that you could get much labour in the neighbourhood of the ruins, but it is possible that you could get some at Porvenir. Employ as many men as you think efficient. I presumed, however, that you would go alone with a guide or with only one or two other helpers until you had the route selected and surveyed and would then employ a larger body to do the cutting and grading. I do not think it would be efficient to take in a large gang while you are doing the surveying but I presume you have not done so. As soon as you decide on the route and have it surveyed and plotted so that if you quit before the route is finished I will be able to follow it without further surveying then you may begin the actual work. Possibly it would be better for you to do the first parts that need grading and some engineering ability because I myself or any untrained man could not understand the cutting of the bush.

I should have informed the Guatemalan Government that I had sent you in there so that they would not interfere with you. Of course there is no need of your having a guard of soldiers. If they insist on your having one and on your paying them, and if you have decided on the route to Tenosique, then suppose you

restrict your operations to Mexican territory until I settle the matter with the Guatemalan Government. What you say about the equipment of the Campeche Mahogany Company is of importance and I will write to Mr. Sanborn immediately. Please do as you say and enquire about barges which can carry a heavy cargo to the head of navigation.

I hope that you got my letter of June 19th and before that the \$300 which was sent you by cable. Let me know frequently how the work is progressing and when you will need more funds. I hope that you had no trouble in getting the money from the Telegraph Office in Tenosique.

Please give my cordial regards to Sr. Villanueva.

Hoping that the rains are holding off and that you find the work pleasant and as comfortable as possible, believe me as ever,

Cordially yours,

June 19, 1930.

Sr. D.
T. Egan Wyer,
C/o Sr. Francisco Villanueva,
Tenosique, Tabasco,
Mexico.

Dear Wyer:

I received your cablegram yesterday. A few days ago I wrote you a letter in answer to several of yours so there is little else to say. Cablegrams apparently come through quickly as yours was dated 1155P June 17 and was received the morning of the 18th. The address ANTIQUE apparently serves all right and needs nothing further. I hope that cablegrams from here go as quickly and well and that there will be no difficulty in the transfer of funds by telegraph.

I spoke to Mr. Jayne about it and he thought that in view of the different dangers involved it would be better not to send such a large sum at one time and so I have asked the treasurer to send you by cable three hundred dollars which will undoubtedly see you for some time yet. Do I understand that you are having trouble in cashing there the drafts which you bought in Guatemala City? I thought that they were for such small sums that you would have no difficulty in cashing them. I presume that you are writing me further details about your difficulties and doings in the Tenosique region. It would be better to send letters by air mail; I think that after they reach Villahermosa they come up exceedingly quickly. I hope that this additional three hundred, plus the draft that you eventually will get cashed will see you through until you are *zbláytéc* quit and go on your honeymoon, but if more is needed, and if the work is going efficiently, economically and well, there will be more forthcoming when needed and on your request.

I was interested to see your estimate of eighteen dollars per kilometer for the road. If that includes the grading over the bad places and is estimated for the entire road, it is quite reasonable. How many kilometers are there? About 70? That would mean about 1300 dollars

Carl W. Weyer

U 23/30

Tenosique,
Tabasco, Mexico
July 4th, 1930.

Dr. J. Alden Mason,
University Museum,
33rd & Spruce Streets,
Philadelphia.

Dear Doctor,

I returned yesterday from the bush after making a thorough preliminary survey of the possible routes, and considering the requirements of the road from all angles, I am of the opinion that it is impracticable, for the sole purpose of bringing out the Stelae, to construct a Cart Road over the Mule Trail outlined on your trip to Piedras Negras.

Though it is possible to make a serviceable road over the present trail, it would cost a great deal of money to construct a safe winding road down the sides of some of the Cerros, which have on an average 40 per cent grades. Owing to the heavy rainfall in this region, it would be useless trying to make these grades on the "cut-and-fill" process, as the fill would soon be washed away even though protected by a retaining wall of stone "rip-rap". (see sketch # 2.) It would be necessary, in view of the kind of load to be carried, to cut into the side of the hill for more than the actual required width of the road, protect the outer edge with rock or tree-trunks, and put in some sort of drain on the inside against the hill. (see sketch # 3.) The rocky surface and the natural slope of the Cerros would increase the cost of excavating to more than twice that of similar work on ordinary soils, and might be anything from 0.40 cts to 0.60 cts per cubic yard. The lack of skilled labour for this sort of work would increase the amount still more, and on the whole the road would cost more than the Institute would be justified in paying.

There are, however, two alternate routes, over which good dirt roads could be constructed essentially for carrying heavy loads in the dry season, could be constructed avoiding most of the hills except Cerro Tapexco. These two routes are shown on the red dotted lines on the accompanying map, which also shows the other trails investigated. (see sketch # I.) The first route would run from El Chinal on the bank of the Usumacinta, to meet the existing trail close to Rio Tepiscuinta, follow the trail to a little beyond the abandoned railway, and turn off to the left along an old "Camino Real" (abandoned about 10 years ago) to the foot of Cerro Tapexco. Unfortunately it is necessary to cross the latter as there does not seem to be any detour available, and then the road would follow, more or less, the trail to Piedras Negras, making a by-pass near Porvenir. The other route would be from the Rio Usumacinta near San José along the line of the R/R, and from that point follow the same course as the first.

The second route would be the best, not only because it is the most direct possible, but also as it runs over practically flat country and so would make hauling much easier. The road here depends on the possibility of boats or sampans being able to navigate the river up to this point. I have made extensive inquiries about this and have been told that large motorless "Canoas" can reach the mouth up to the month of March, and possibly later, depending on the state of the river, but during the rains the current is too strong. As the outfit who were here used this place for loading large quantities of Log-wood, there does not seem to be any doubt of its being of use as a suitable place for the transport of the Stelae by water. I have written to a couple of firms in Frontera Rosita to see if suitable scoops can be obtained when you require them, to be used for the transport of the Stelae. You know as soon as I get replies. I will send you over my trip and give you a report.

me to/do.

I engaged a guide and an "arriero", to look after the animals while I and the guide were out examining the country. As the trip was a number of days, two pack-mules were necessary to carry the equipment. kindness of Sr. Villanueva, I was able to get the use of the same man on your trip, though he was employed at the time by Villanueva. I left direct for El Chinal, which you will see from the map, lies about a mile the mouth of the Rio Poliva, and nine miles from Tenosique. Owing to an outside Tenosique being flooded, I had to make a detour of three miles. for the most part is fairly level and over high ground and passes through lands. There are a few hills about a mile and a half this side of the Poliva an arroyo, narrow but deep, to be crossed. A quarter of a mile from the mouth of the Rio Poliva, which is more or less 75ft wide and would be difficult to bridge. I was not interested in this route as a road, having in mind El Chinal as the loading station for the Stelae.

The bank of the Rio Usumacinta here is high but the ground slopes and no difficulty would be found in making a loading place when the water goes I made this point a base for a thorough investigation of the land as far as in the direction of El Retiro. Outside the Finca limits and not far from the I discovered evidence of an old cart road which had been constructed by the Azul people but had been abandoned without being used. This road runs eastward Laguna Coba on to the San Pedro Rio, and crosses the trail from Tenosique El Retiro about seven miles from El Chinal and six miles from Tenosique. The runs over hilly ground it is free from troublesome rocks, and the worst slopes be easily avoided by making short detours over more favourable ground. Very work needs to be done in clearing to the required width, except in the case of large, which cross the road, and also to dress the bad places. There are five bridges to be made, and three or four boggy spots to be "corduroyed". bridges would cost round about \$ 20 to \$ 40, but this is an item rather hard estimate exactly just now as a lot depends on being able to find suitable timber close at hand, the type of soil below the surface of the arroyo bed, and the of workmen.

About a mile and a half before it meets the trail from Tenosique road branches off to the right (south) and rejoins the Tenosique trail about a mile this side of the Rio Tepiscuinte. This southern branch of the road is better for our purpose than the direct line (to Coba), as it by-passes the broken trail between the Rios Tutuyehá and Tepiscuinte.

I examined this section of the trail from Tenosique (between the wings of the "Y" from El Chinal) and think that it would cost too much to put road through here, owing to the badly broken nature of the ground, as you know narrow climb along the side of the canyon needs a wide cut, which would have continued down the steep slope on the other side and then up another ascent. worst piece in this section is where the trail descends down one side of a wall, turns down the course and has a stiff climb beyond. I could not find suitable location for a detour here, except by going round for quite a considerable distance and over none too good ground. On the question of cost I think rule this part out.

If the route to El Chinal is adopted, Cerro Santa Rosa will be crossed, as this hill extends for a considerable distance on either side of trail. A winding road up and down on the other side using the most favourable slopes is the only thing. It would have taken time to explore the land East or West owing to their being no trails through the bush, necessitating construction of a camp at this point, as I could not obtain any information the lay of the land on either side, and naturally did not feel justified in the added expense before examining the remainder of the trail. I have made an approximate estimate of the cost of construction of the line and

the work except to say that it might cost anything from \$150 to \$250. I could lay out the line of the road over the most suitable slope and clear of way, and the actual excavation could be done under your direction, if you like it, and you could then see for yourself the actual amount of work required and its cost.

From here there is only "clearing the right of way" and some grading and dressing required as far as the old railway, from which point, route you decide on, that is, along the R/R to San José or to El Chinal, I suggest opening up the old "camino real" and so avoid the extremely bad hill section near El Retiro. This "camino real" branches off to the left (east) present mule trail about a mile south of the R/R (which runs nearly due East point), and passes through practically level country, slightly rolling; the small rises being earth and not rocky. It describes a curve round the hills south and joins the trail again about a quarter of a mile, maybe less, from the foot of Cerro Tapexco. The distance is approximately seven and a half miles, while being more than the direct route to El Retiro has the advantage of being better ground.

The 100 yards of steep grade, which you suggest might be lessened cut at the top, is, I think, too severe for a cart road, as are also the other nearer El Retiro. There is another trail to the latter settlement, which branches off to the right some distance before you strike the small narrow arroyo (San Tomaso) and runs over fairly level country towards the river (Usumacinta), and then along the bank of the latter to El Retiro. The arroyo, Santo Tomaso, has to be crossed, as well as two rather high hills, but on the whole this "short-cut" is better than the main trail.

We are now at the Cerro which caused me more anxiety than any other part, before I saw it and examined the problem of getting the carts down it, and it is Cerro Tapexco. It is out of the question to think of making a winding road down this hill as the sides of the present trail are of solid rock and would have to be blasted (with dynamite) before anything could be done. Even the at the crest, as you suggest, would need blasting. But in spite of the apparent difficulties, I think that it will be easier than it looks. I send you a rough sketch (#4) of the locality from which you will be able to follow the plan I worked out. As the heaviest traffic will be from Piedras Negras, the task is simplified, especially as there is no incline to be surmounted. You will note from the sketch, that there are two canyons, one lying to the left of the trail from El Retiro, and which I will call Canyon #1, and the other (#2) on the right of the trail. The ascent from this side is divided into two sections, as you doubt remember, by a short length of level ground about half way up. At this point the trail crosses between the two canyons and the second half of the climb being steepest from here. Canyon #1 starts at the foot of the Cerro on the level as the trail, and runs between two vertical walls of rock right up to the level portion half way up the hill, where it stops abruptly against a vertical face. The bottom is composed of large boulders, which would be difficult to remove, but they do not interfere with the plan. The horizontal portion up the hill, extends on the right of the trail up to a vertical face about five metres high, from where the second canyon starts, as shown in the sketch. This canyon also runs between vertical walls of solid rock, but the ground is of earth and perfectly flat with a slight rise to where it meets the trail on the other side of the Cerro and at the same level. At hardly any cost except that for clearing the light bush and removing a few fallen trees, it makes a perfect road. The carts would be brought as far as the end of this canyon (#2) and would be lowered down an inclined trestle, built in the form of a bridge. The trestle would be "snubbed" by a cable or rope run through a couple of snatch blocks, which would be coupled to the cart and the other fastened to a rock. There are plenty on the spot. The free end of the rope would be run through a couple of turns, according to the way the trestle is built.

Canyon #1 is sufficiently wide to give a direct run to the top and the loaded carts could be lowered with the greatest ease and safety. A continuous trestle could not be built for the reason that it would then block the mule trail and prevent the passage of any animal traffic. The trestles have to be constructed of heavy timbers to carry the loads, in exactly the same manner as "bush-bridges" are made, only being given an inclination, and cross-braced. A rough estimate of the cost would be approximately \$1500 or so, which while it may seem high, would be decidedly cheaper than any other road.

I have used this method of "snubbing" with snatch-blocks, on "line Loading" in Mahogany work in British Honduras and know from personal experience the enormous loads that can be safely and easily handled by a couple of men. The empty carts could easily be hauled up the inclined way with the same blocks and tackle arrangement, by coupling the free end of the rope to the set of snubbing which would then work down canyon #2. The location lends itself to this method and I think it is the easiest and cheapest solution. I enclose a rough sketch showing the arrangement of snatch-blocks for lowering and raising the carts. (see sketch # 5.)

The trail after leaving Cerro Tapexco is pretty rough and there are a few boulders to be removed, while ahead are a few spots which require a little grading. Just before crossing the first arroyo after Tapexco, the trail splits and then comes together again about a mile and a half further on, at the place where the trail crosses Arroyo Tres Champas. Of the two, the one on the right requires the least attention and it runs over higher ground. The other, which I examined on my return trip and is, I understand from the guide, the one you traversed, is rather broken and would need considerable work. I don't know if he did not take you over the better road, as the travelling is much easier.

Most of the ground is good from here to where the trail runs along the edge of the stream, but that bad spot can be avoided by making a detour to the left, on the way to Porvenir, where there is better ground. The arroyo at Tapexco and the two or three bad grades close by can also be avoided by taking the trail over a by-pass which starts about a mile this side of the Village and joins the trail again half a mile the other side. The logging trails need little attention except for removing roots, etc., and a little grading in places, until Piedras Negras is reached, or rather to the point where the trail enters the pass to go down through the hills on either side. The best entry into the site can be made from the North, turning off the regular trail to the right towards the river along a partly closed trail one time used for bringing out wood. This trail off starts a little this side of a place called "Pozo de Agua" (a spring on the left of the trail). About a third of a mile down this turn-off there is a small canyon running into the side of the hill on the left, over the top of which is the northern portion of the ruins. A suitable winding road could be built up the canyon, on one side, preferably the river side, to a sort of saddle at the hill and with a small cut here, would come directly on to the most northern lying Stelae of the "West Group" rather close to # 38 and 39, as far as I could see out.

There would be no difficulty in making passes or roads from the various Stones to the head of this main road. It would be easier to remove the stones along this route than trying to take them round by the present trail near the old camp, as the ground down that way is awkward and would give a lot of trouble.

I have gone into the question of Labour very carefully, and the unavoidable necessity of feeding the men while out in the bush. The usual rate of pay out in the bush is Two Pesos per day, and Feed. Owing to the Chicle business, it may be possible to get men for a Peso and a half a day, but this is not a certainty. It will also be necessary to pay for the men who leave for the Camp and returns to Tapexco.

and give the prices ruling at present.

I see in your letter dated June 19th, that you consider my Eighteen Dollars for labour rather high for the work over the level part any grading over the bad places. I presume you took the amount from the you, which did not give any particulars as in my letter of the 16th June. particulars I now give are in greater detail and will show you exactly what can be done for the money.

The rate of progress I have estimated for is a Kilometre per day by a gang of ten men and a "Caporal". The work being clearing the "right of way" as straight as possible without having to fell large trees, say over 18" dia.), stumps and roots, and minor grading and dressing rough spots. Of course this rate of progress does not include the time spent in making bridges or grading the arroyos. A bridge will take a day or two, depending on the size. Where the ground allows it, a sort of timber platform could be constructed to lie on the bed of the arroyo, and would be as efficient and cheaper.

From conversations I have had with various men who have employed in the past I gather that I am being too optimistic in expecting to complete a Kilometre per day as estimated for above. It seems that the usual task or "Tarea" in vogue is one hundred varas by three or four metres, which would mean that ten men would only do 1000 Varas or 327 Metres.

As a matter of curiosity I asked a couple of men to make offers for a contract and their figures are interesting. One man only wanted 125 Pesos per kilometre, or \$ 62.50 gold. and the other said that the section between Piedras Negras and El Retiro would cost 3000 Pesos or close to \$ 42.00 (gold). per Kilometre. The distance is roughly 36 Kilometres.

The following are the distances as close as I could reckon, and with actual measurements.

From.	To.	Kilometres
Tenosique.	El Chinal.	14-1/2
Do. (by regular trail direct.)	El Retiro.	35.
El Chinal (ditto.)	El Retiro.	40.
Do. (by " Camino Real.)	Do.	43.
San José. (ditto.)	Do.	25.
El Retiro.	Porvenir.	35
Porvenir.	Piedras Negras.	4-1/2
----- Projected Roads.		
El Chinal. (by " Camino Real ")	Piedras Negras,	70.
San José. (ditto.)	Ditto.	58.

Estimate for Labour. WAGES.

One Caporal or Foreman.	at \$ 2.00 per day.
Ten Labourers.	at \$ 1.00 " "
One Cook.	at \$ 1.00 " "
	Thirteen per day.

twelve men for ease in calculation, at the prices ruling at present
the actual requirements at a fair allowance per man.

Rice.	50 Kilograms	at	\$ 0.20 per Kg.	=	\$ 10.00
Black Beans.	70 do.	at	0.15 " "	=	10.50
Note 2. Coffee, Ground.	10 do.	at	0.75 " "	=	7.50
Salt.	10 do.	at	0.05 " "	=	0.50
Corn.	100 do.	at	0.05 " "	=	5.00
Note 3. Totopostes.	28 Bundles.	at	0.67 " Bndle.	=	18.76
Lard.	12 Kilograms.	at	0.46 " Kg.	=	5.50
Brown Sugar (PANELA)	6 Bundles.	at	0.63 " Bndle	=	3.75
Lime.	5 Kilograms.	at	0.10 " Kg.	=	0.50
				Total	\$ 64.01

Which works out at \$ 4.27 per day for 12 men, or
\$ 0.36 per day per man.

I was given a rough estimate of \$0.50 or One Peso as being the minimum figure.

On these figures Labour will come to \$ 17.27 per day, or per Kilogram if I can get that much done daily.

Note 1. It appears to be usual to have a cook's assistant, to carry water, grind corn and any other odd jobs, but I think it will be possible to do without one if the camp is small and located close to water.

Note 2. I have included ground coffee for the same reason and to save the price of a grinding machine. I think it will be cheaper in the long run than purchasing coffee in the raw bean.

Note 3. Totopostes are a large form of Tortilla, only thinner, which can be bought in the market already prepared only requiring a final toasting to make them fit for consumption. There are forty in a bundle or "Almud" and the usual allowance is one Almud per week per man. Totopostes are in common use especially on journeys and in temporary camps, and being more compact than their equivalent in corn will save besides not requiring a woman to make the tortillas, or an assistant to grind corn. A woman would be necessary for the Tortillas as the men consider it "infra dignum" to do what they consider women's work. You will note that I have included some corn This would be used to make a sort of soggy cake which is broken up in a mug of water as a beverage, called "posa". It is advisable to include this, I am told.

Some tools will have to be purchased for the road construction, and I am unable to obtain any on loan, to be paid for in case of breakages. The prices I quote are provisional, as they will have to be brought from Frontera or Villahermosa in which case they may cost a little more.

<u>Tools.</u>			=	\$ 6.00 (gold)
Three Pick-axes.	at	\$ 2.00 ea	=	15.00
Six spades.	at	2.50 ea		
			Total	\$21.00

Cooking Utensils for Camp. For Labourers.

Three large Cooking Pots.	at	\$ 3.50 ea	=	\$10.50 (gold)
Two large Tin Spoons.	at	0.50 ea	=	1.00
One small corn Grinder.	at	5.00	=	5.00
Three empty Kerosine Tins.	at	0.50 ea	=	1.50
Two Dietz Lanterns.	at	1.75 ea	=	3.50
			Total	\$21.50

quotation for the cost of labour per day
to be added:

Meals.	average figure	=	\$ 1.00
Hire of Riding Mule.		=	1.25
			<u>\$ 6.10</u>

Brought forward. = \$ 3.25

There are two other items to be taken into account, but the amount can hardly be added to the estimated cost per Kilometre just now as they depend on many varying factors.

Construction of Temporary Camps and cost of transferring Stores, etc. Making a camp will cost more than they would in the dry months and on material being close to the selected site, which is governed by water conditions. But it can be roughly estimated as a couple of days at each location. The number of camps will depend on the most efficient "greatest" distance the men can walk to work. In Guatemala I have had men walking as much as eight and nine Kilometres out, and doing their days task, but I do not say definitely how these men would stand that, however, five kilometres each should be possible.

Transporting Stores. The cost for this item will depend on the number of animals required to carry out the provisions on establishing the first camp, and later on the distance the remaining camps will be from each other. It may be possible to have the men transfer the stores between these camps, if the loads can be arranged so. The cost of hiring Mules is as follows, which figures I obtained from don Garcia, and includes "arrieros".

Hire of Pack-Mules.

Per animal per trip to:

El Retiro.

= \$ 7.50 (gold)

Porvenir or Piedras Negras.

= 11.00

I think that I have covered every item to be taken into consideration in the construction of the road and while it may appear to you to be excessive, I know from my past experience in camps that these figures are kept down a lot. It would be useless for me to put down figures below what they actually would be with the risk of creating a job and later to show an expense account for construction which would naturally be open to question. While I may be careless with my own personal money, I fully realize the necessity for economy in an undertaking of this sort, by an expedition and not a commercial outfit, and that is why I have made a very careful investment into the cheapest route and gone into greater detail as to costs, etc., before starting the actual construction.

The figures for my preliminary survey, which I give below, may seem at first glance expensive and unnecessary, but when the cost of the other and cheaper route is considered against what it would be over the existing Mule Trail, the difference that will be effected will be seen.

Expenses on preliminary survey.

Wages of Guide Rosendo Esparza.	8 days.	32.00 pesos.
Do. Arriero, Baltasar Pool.	8 "	24.00 "
Hire of Three Riding Mules.)		
Do of Two Pack-mules.)	8 "	80.00 "
Provisions, purchased from Sr. F. Villanueva.		47.00 "
Ditto do do Diaz del Castillo.		24.05 "
Ferry, at mouth of Rio Poliva.		2.50 "
Labour, cutting path through bush on detour for examination, about 9 kilometres.		30.00 "
		<u>Total 220.00</u>

steel already laid to San José, which is in good condition all the way, the very thing for our work. It would only need clearing the track and some of the bridges. Small four-wheeled cars with platforms would be suitable for carrying the Stelae to the river, being easily hauled by a couple of mules. I have just heard that the Governor of the State, Garrido, has instructed the Mayor of the Municipality here to have the steel torn up and shipped to Villahermosa. If it is some move on, I believe, as I hear that an engineer will be arriving in the city shortly, but I cannot see what need there is for one solely to tear up a rail track, a light tramway at that. I have met the President and find him quite a different sort, and think that he will be of use to you. He is well in with the Governor, and the Liga do just as he requires. He is away at present, but on his return in a few days, I will try and find out what is being done. The removal of the steel will affect the adoption of this route, as the same right of way can easily be used for the cart road.

I think the most economical means of transportation will be by means of carts drawn by oxen. It would be costly to get Caterpillars to Piedras Negras, well as being difficult to ship them to San José. I will let you know more about this in a following letter dealing with the other points, such as Camp Site and Campings, Equipment and methods of working, Lighting Plant, Sawing Machinery and other items.

As you will see, I have not started work on the road yet in view of the different points I have raised and your approval of the costs. In any case, the weather has been very wet and decidedly unfavourable to road construction. However, fairly decent weather is expected in a couple of weeks, by which time you should have received this report, and according to local experts, this condition should last until October. As you have already been put to a lot of expense in sending me here, I am prepared to remain on and complete the construction of the whole road instead of leaving in August, as I intended. This would suit me owing to a change in my plans, and maybe be agreeable to you.

If you wish me to remain on, you could send me a cable and I will be making preparations immediately, to get together a good crew and the necessary equipment. I have already spoken to a good Foreman, whom it is essential to have in charge of this type of labour, and he is willing to work for me whenever I am ready.

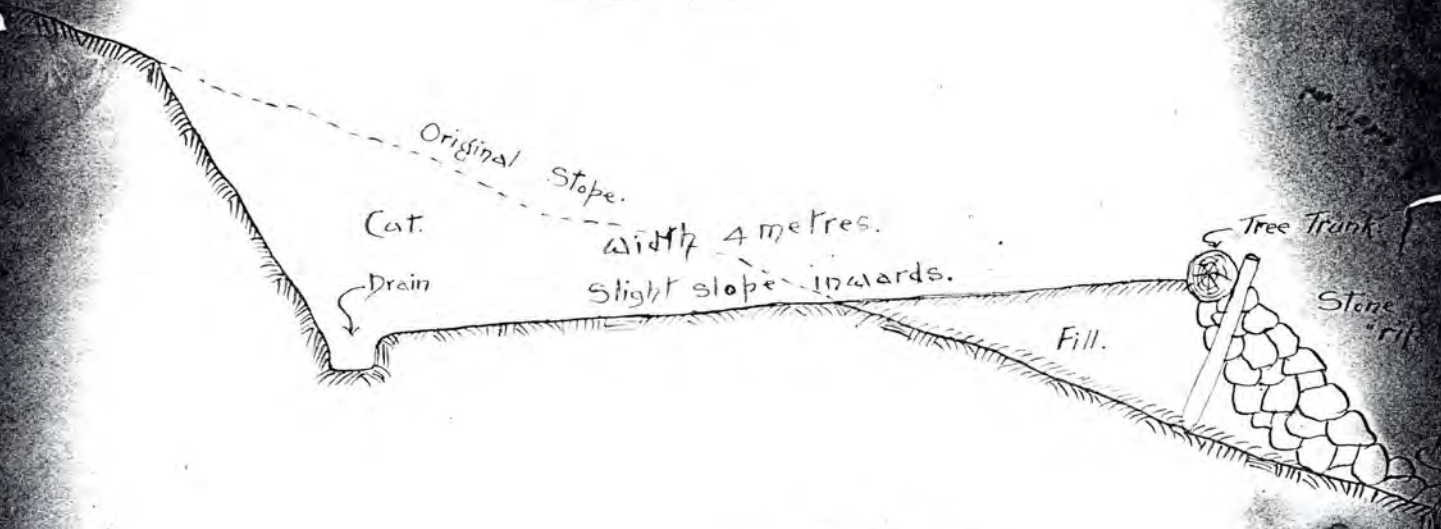
I fully understand the question of remitting large sums, but think it will be best to send me a fortnightly remittance of Three Hundred Dollars if you can to carry on. This will cover the wages and feeding and any extra labour I might engage for any particular work, while it would be advisable to keep the balance in hand for any emergencies that may arise.

The Cable Draft, through the Villahermosa Branch of the Banco de México, was received by me alright on the 24th, so that there will be no difficulty in drawing out the funds through the same agency. As a matter of fact, the telegram from the Government came to Sr. F. Villanueva authorizing him to pay me the amount.

Reference your writing the Guatemalan Government, I think it would be a good thing, as when I visited the Ruins, the Alcalde of Porvenir, who came in place of the young Agent, don Pedro, did not want to allow me go over the ruins, he said I had no permit. However, in the end he tried to say that he didn't want to stop me. The young Agent excused him when we returned to the Village and he was sorry the Alcalde was so officious.

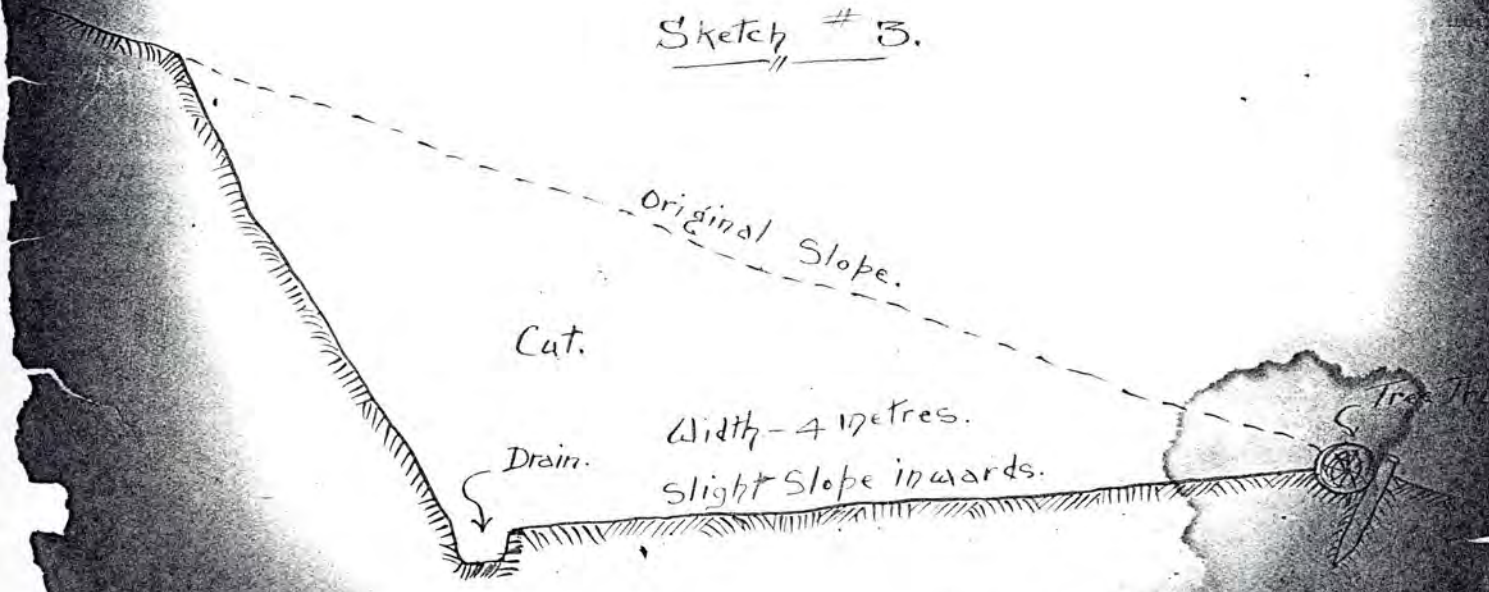
Thank you for your wishes and assurance of all the assistance I may need, and in conclusion, I can only say that if you let me carry on, I will try to do a good job for you, not only for your business but also to overcome the difficulties in Guatemala.

Sketch # 2.



Cross Section - "Cut & Fill."

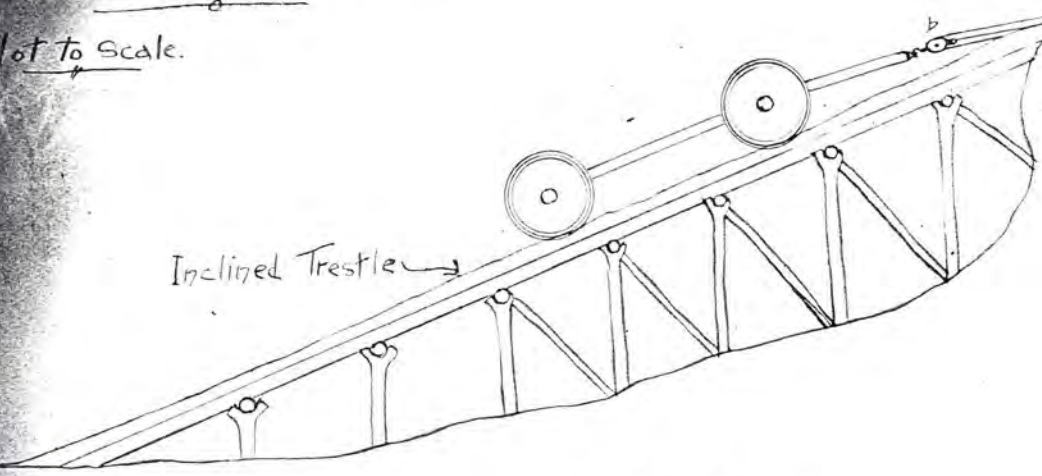
Sketch # 3.



Sketch #5.

Hoisting arrangement of Tackle
to lower Carts down Trestles.

Not to Scale.

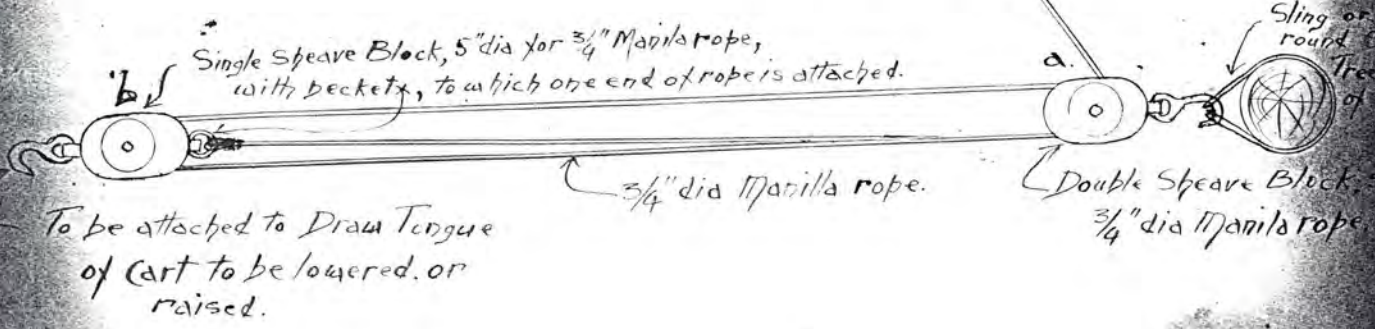
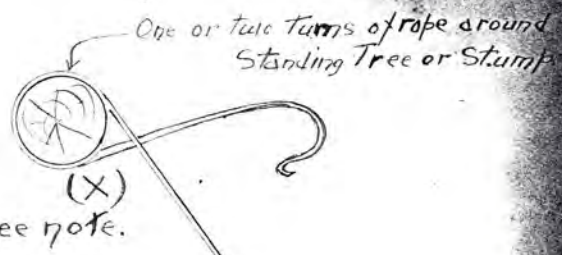


a = Double
b = Single

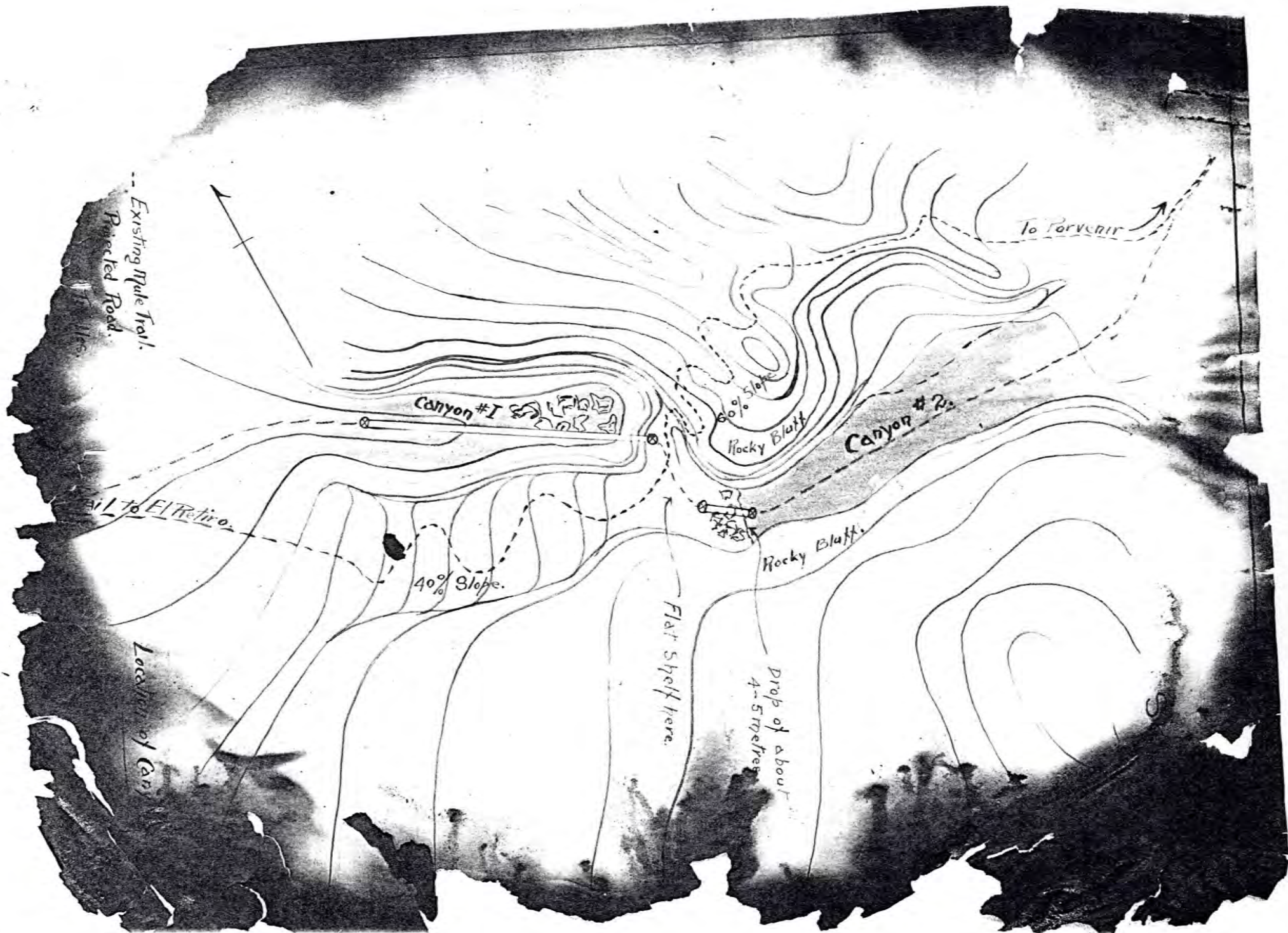
Inclined Trestle

Side Elevation.

Details of Tackle to lower
Carts down Trestle.



Note. To draw carts up the Trestle, the same arrangement is used with the addition of a single sheave "Snatch-block" fastened by a sling to the second tree at the point marked X, and the rope run through the block instead of being taken around the tree. The free end of the rope is attached to the Team of Oxen. The snatch block allows any change in the direction of pull without any friction.





Existing Mule Trail.
Rejected Road.

To Porvenir

Canyon #1

Rocky Bluff

Canyon #2.

Trail to El Retiro.

40% Slope.

Flat Shelf here.

Rocky Bluff.

Drop of about
4-5 metres.

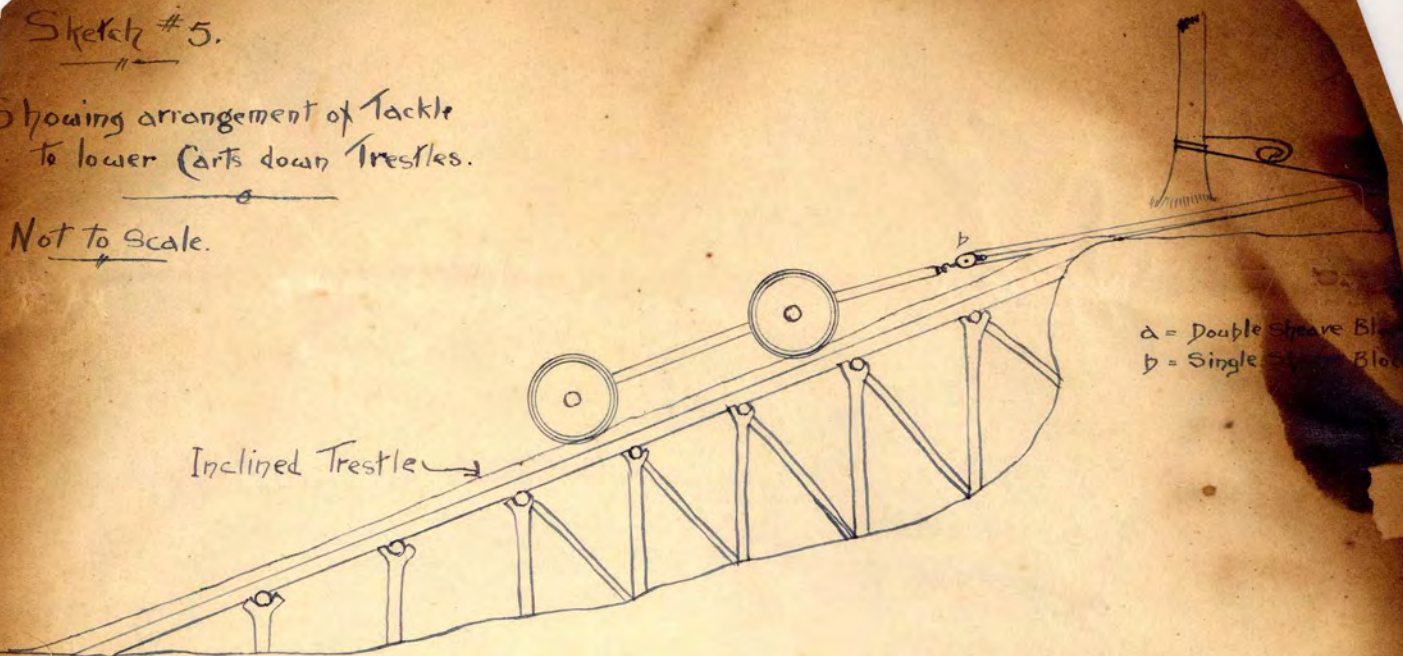
Location of Canyon

S

Sketch #5.

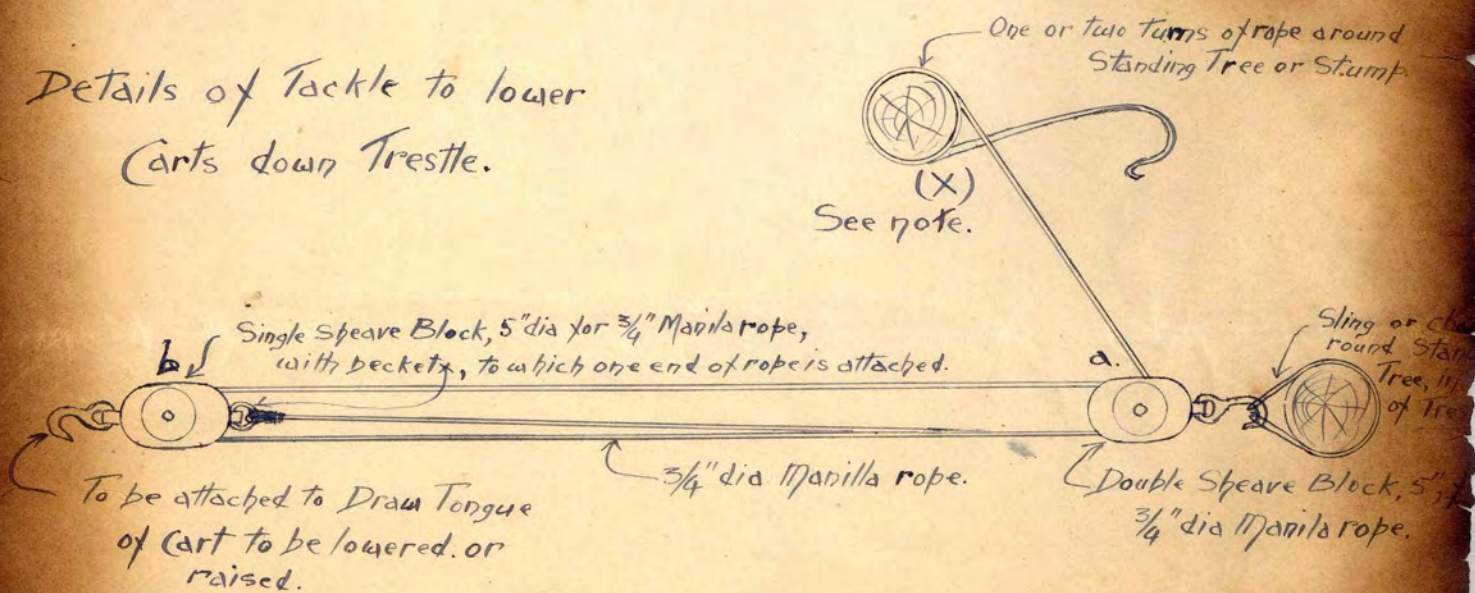
Showing arrangement of Tackle
to lower Carts down Trestles.

Not to Scale.



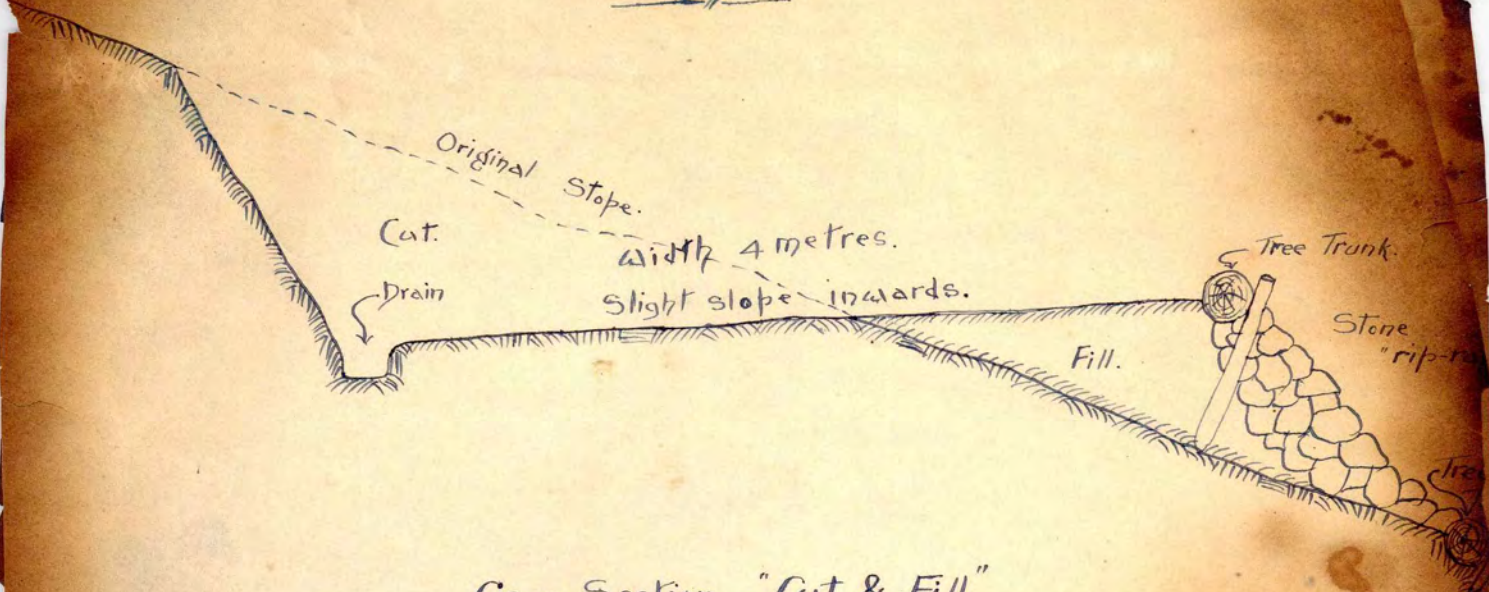
Side Elevation.

Details of Tackle to lower
Carts down Trestle.



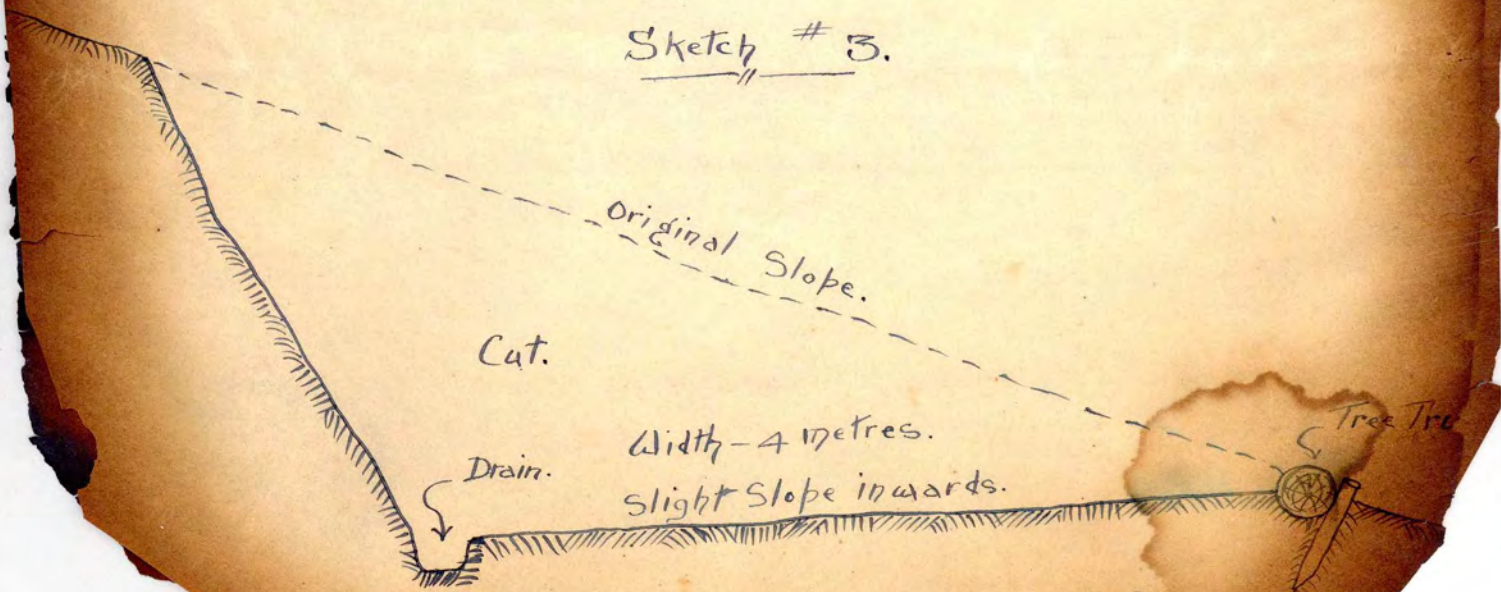
Note. To draw carts up the Trestle, the same arrangement is used with the addition of a single sheave "Snatch-block" fastened by a sling to the second tree at the point marked X, and the rope run through the block instead of being taken around the tree. The free end of the rope is attached to the Team of Oxen. The snatch block allows any change in the direction of pull without any friction.

Sketch # 2.



Cross Section - "Cut & Fill."

Sketch # 3.



Section - "All Cut."

July 15, 1930

Mr. T. Egan Wyer
Tenosique, Tabasco, Mexico.

Dear Mr. Wyer:

I have been expecting to hear from you for some time, and I am eager to hear how the work is progressing. I presume that you are up in the woods surveying and I hope that the rains and insects are not bad enough to make it utterly unpleasant. I presume I shall hear from you when you next return to town, or find it convenient to send a letter out.

I think I said in my last letter that I hoped that the funds which I sent you by telegraph would be sufficient to keep you as long as you were able to work there. But if the work is going along well and efficiently, be sure to wire me in plenty of time and I will send you money.

I wrote to Mr. Sanborn, as you suggested and received a reply, a copy of which I enclose herewith. Please at your convenience go and look over this equipment and send me a full report upon it. Tell me which of the objects will be of use to us and your appraised valuation upon them. Also find out what you can about the Company and give me your opinion as to the minimum price which you think Mr. Sanborn would accept or what I should offer him to begin with.

Until I hear from you further, there is nothing more for me to say. With cordial regards,

Sincerely yours,

Curator of American Section

July 23, 1923

Mr. T. Egan-Wyer
Tenosique
Tabasco, Mexico

Dear Wyer:

Your report of July 4 was received by me on Monday 21 although it may have come several days earlier as I had been away since Thursday. I hope that the long delay in its receipt has not compelled you to remain idle but that you have gone ahead with the building of the road. The Director was away on Monday but yesterday I asked him to cable you \$300 together with a message to the effect that you should go ahead with the building of the road, doing the most difficult places first, and that \$300 would be mailed to you every two weeks. I shall immediately ask for another draft of \$300 to be mailed to you in order that it may be received in good time.

I was greatly pleased with your report and now fully convinced that I made an excellent move in sending you in there. I am sure that your work for the remainder of the period will give me no cause for changing my opinion. I am pleased that you are willing to remain on after August and until October and finish the road for me. Possibly if it suits your plans I might be able to offer you a position as engineer on the job when we come down at the end of the rainy season.

Now with regards to the details of the work. Of course the shorter road which you suggest from the ruins to the river at San Jose would be by far the most economical and efficient provided that transportation from San Jose to Tenosique is possible. Of course the majority of the equipment would be of slight weight and could be taken up the small rapids near San Jose or on mule back over the present trail, but will it be possible to get the heavy transportation equipment through the rapids?

I think that at least we need a small auto for rapid transport on the road and of course we will need some heavy carts or wagons for the transportation of the heavy stones. If it possible to get

T.E-7. #2.

These through the rapids, by all means run your road to San Jose. If it is not possible to do this then we must consider whether or not it would be better to run the road to El Chinal. Of course it will be impossible to bring heavy tractors through the rapids but I am pleased to see that you recommend transportation by ox-cart instead of by tractors. I had considered this method myself and it will save us a great deal. If you are quite certain that everything that we must have can be brought through the rapids or over the trail on mule back, then you may consider the route to San Jose as definitely settled, but if there is any question then I would suggest that you write me further and in the meantime do the certain part of the road beyond the division of the two possible routes. If there is any uncertainty regarding the possibility of getting the whole road done, I would suggest that you do first the most difficult portions, such as the trestle work at Cerro Tapexco and any places where grading has to be done or bridges built for which special engineering training would be required. Then over the easier portions where only cutting out of trees is required, you might stake out the road and I could have the cutting done. Of course you must not do any work which would be in danger of being washed out during the heavy rains.

I am looking forward with great interest to other coming reports on camp site, equipment and such things, for this will be of great interest to me.

I presume that you received my letter in which I spoke about having heard from Mr. Sanborn, concerning the equipment of the Campeche Mahogany Corp. in storage in Balancan. I hope that you will find an opportunity to inspect it for me and what part of the equipment we could use and your appraised valuation of it. I understand that Mr. Sanborn wishes to sell the entire lot together but I doubt if we want everything, especially since you have recommended against the use of tractors.

I wrote the Guatemalan Government informing them of your presence in that region and assuring them that you would do no excavating and that the greater part of your work would probably be in Mexico.

T.E-W. #3.

I enclose the negative and two prints of a photograph which I took at Francisco Villasevera when I was there. Kindly give them to him with my cordial regards.

Thank you heartily for the efficient results of your work among such great inconveniences and with best wishes for your comfort during the remainder of the work, believe me as ever,

Sincerely yours,

CLASS OF SERVICE

This is Telegram or Cablegram unless its deferred character is indicated by a suitable sign above or preceding the address.

WESTERN UNION



SIGNS

- DL = Day Letter
- NM = Night Message
- NL = Night Letter
- LCO = Deferred Cable
- NLT = Cable Night Letter
- WLT = Week-End Letter

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J. C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME.

Received at Western Union Building, 230 So. 11th St., Philadelphia, Pa. 1930 JUL 30 PM 11 05

NA1 36 NL=GY TENOSIQUET AB MEX 30

DR ALDEN MASON ANTIQUES= TRY CARE U OF P MUSEUM
 =PHILADELPHIA PENN=

RECEIVED YOUR TELEGRAM OF THE TWENTY FOURTH ALSO DRAFT FOR
 DOLLARS THREE HUNDRED STOP HAVE INSPECTED SANBORNS EQUIPMENT
 AND AM SENDING REPORT STOP STARTING ON ROAD IMMEDIATELY AND
 WILL SEND REPORTS OF PROGRESS FREQUENTLY STOP SALUD=
 EGEN WYER.

The VOGUE of the
SOCIAL TELEGRAM

C/p St.

Tenosique

Mexico, August 1934

Dr. J. Alden Mason,
University Museum of Pennsylvania,
33rd & Spruce Streets,
Philadelphia, U.S.A.

Dear Doctor,

I am in receipt of your letter of July 24th, which arrived in Tenosique a few days ago and was sent out to me in camp, also your letter of July 15th which referred to the equipment of the Campeche Mahogany Co. Unfortunately I had made the trip to Santa Cruz before I received this letter and paid more attention to the wagons than I did to anything else. Owing to the irregular running of the Motor Boats just now, I did not want to be hung up at Balancan or Santa Cruz for a week or so. However, I will go into great detail on my visit further on.

I can hardly express my pleasure in receiving such a fine letter from my boss, and also appreciate very much the remarks of the Director, Mr Jayne. It is certainly great to learn that you are satisfied with my efforts so far, and thank you very much and can assure you that I will continue to carry on in the same manner, not only on this road construction job, but also on any other jobs you or the Museum may care to give me.

Though my original plan was to return to Guatemala for my marriage in August, a postponement of the wedding for a short period will allow me to remain on and complete the entire road for you, that is, barring accidents. If work should be finished in November, I calculate, and would include the construction of your permanent camp at the Ruins. Your suggestion that you may be able to offer me a position as Engineer for your work at Piedras Negras interests me greatly, and I don't think that there would be any difficulty in coming to some agreement on this. I would desire, however, to return to Guatemala as soon as the work on the road is finished, to get married, and as you, no doubt, will not be arriving here until some time in January, this would give me time to settle everything before returning to work for you, if you require me.

Should you definitely decide on offering me the job, the main question I would like you to consider would be the salary, but I don't want you to think that my ideas on this point have been inflated by your expressions of satisfaction, because I say that I would expect to receive more in the future than I agreed on for the present job. I do not forget your kindness in giving me this opportunity when I was in difficulty in Guatemala, but you will not remember that I told you what salaries I had been drawing previously. There is also the problem of finding another job after you close down at the end of the first season, say in June, until you should require my services again the following year. If the Museum could find some other use for my capabilities during that interval, the question is simplified. However, I need not tell you when I would be to work for you and will also honestly say that I have no definite plans for the coming year. So what I have just said will not, I hope, prevent you from letting me know what you are prepared to offer me and also the prospects I might entertain with regard to working for the Museum. As to you in Guatemala, I am very interested in work of this description and I can utilize my experience to better advantage.

hope that as soon as you decide things, you will let me know.

Regarding the routes. I don't think that there will be any in taking all the equipment up to San José by river. If you had decided Tractors, there might have been some trouble, but I think that with all I could get them up. The Fordsons would present no especial difficulty, nor would a small automobile. Regarding the latter, I certainly agree with you this would be very useful for rapid transport as far as San José, as the two ride by mule would be very tedious for any ladies in the party or for anybody not used to riding through bush of the type found here. With a little attention to dressing the road, there would be no trouble at all. There is an auto of vintage, a Ford two-seater, at Santa Cruz, but as I was not aware of your interest I did not pay much interest in it. The wagons would be the biggest thing to transport, but these are very easily dismantled and if necessary could be taken in pieces. When shipped by the manufacturers, they are packed in four cases, in seven pieces, with a total weight of about 5870 lbs, measuring 353 cu.ft. There will be no occasion to crate them, however, for transport to San José. I am enclosing a print of the type I strongly recommend, and which is the same as those at Santa Cruz.

With reference to transportation, I am convinced that Steers would be the best means, as for the number of trips that would be made and the short period you will be working each year, the expense of an efficient(?) driver, transport Gasoline, Oils and Grease, purchase of spare parts, etc., would be out of all proportion. Although a Tractor has been proved to be the cheapest form of hauling is only for considerable periods and with proper maintenance. I have not much in the efficiency of the native driver or mechanic, and with the few dry months which hauling will be done, it would be very annoying to find that the machine not in working order and a trip could not be made. Steers do not require a skilled mechanic nor spare parts, and "maiz" can easily be purchased locally, being supported by the leaves of a tree called "ramon". A driver would be necessary for each team, with a boy helper, and a man for the cutting of the "ramon". The number of ~~the latter~~ cutters necessary would depend on the number of teams, but one should be able to cut sufficient for a couple of teams. A team of eight steers should have no difficulty in hauling a load of five to six tons over a decent road.

I don't think that there will be any difficulty in hiring animals, I understand that Sr. don Manuel Villanueva, brother of don Pancho, has about a hundred head of draft steers, trained for this kind of work. They have the advantage of being located a short distance above Piedras Negras, and as he is not doing any lumbering at present, it might be possible to make a contract with him. He is not in Tenosique at present, but I will speak to him on the first opportunity.

It is difficult to give you any quotation, but it should be well under twenty pesos per day per team. I will let you know further as soon as I have spoken to either don Pancho, who has a few head of steers, or don Manuel. Twenty four would be sufficient, I think, for a start, ^{to be} and increased as required.

I note your suggestion that I should start on the difficult places first, and understand your reason for this, but as I will be able to remain on all is completed, I have started operations at the point where the mule trail crosses the R/R and propose going right through to Piedras Negras. Apart from that I think that the expense of making camps at the various places where individual work would be done, would increase the cost a great deal. At present I will be occupying one camp for three weeks to a month before moving, doing five to six miles from each location. I trust that this will meet with your approval. Nature will not do any grading or other work that would be in danger of being destroyed by heavy rains, but whatever work of this kind I do to avoid any expense of moving to any location will be protected as much as possible.

Regarding the trestle work at Cerro Tapexco, I haven't decided whether it would be better to transfer the loads and let

form of sledge, or to build a trestle to carry the loaded
governed by the actual dimensions and size of columns that will
might be a possibility of doing away with the construction of one
by putting in a little grading, though the "snubbing arrangement"
to be used. I will be able to let you know definitely what is the best
I get to that location and start work there. You can be sure that
best type under the conditions. Of course the trestle would be better
run-way and sledges, as then the cost of the transfers would be eliminated.

Now with regard to the equipment at Santa Cruz, I am exceedingly
sorry that I did not spend more time there and gone into greater detail, but
mentioned earlier in this letter, I did not wish to be delayed and as the
was expected the day after I got to Balancan, I returned in time to catch it
left Tenosique on a Motor Boat bound for Laguna, but as we arrived at Santa Cruz
midnight I went on to Balancan, just below. I hired a canoe next morning and
ed up-river to Santa Cruz where I inspected the wagons and looked over other
which I thought might interest you. I returned early next morning to Balancan
time to make connection with the "Sinbad"

Caterpillar Tractors. There is no need to mention anything about these for
reasons I gave previously.

Fordsons. One of these might be useful at the Ruins for sawing lumber for
crates, etc., and any other light hauling jobs. But I think that it would be
er to employ two men with a large Pit-saw, to cut whatever lumber is required.
should be able to cut about eighty Board feet daily, which should be enough for
needs. Men skilled in this sort of work are easier found than those who could
age a circular saw. The Fordson with the Winch attachment would be very useful
Cerro Tapexco for use in place of the "block-and-tackle" arrangement. I proposed
and it might be worth while making an offer for this unit. Before I could fix
price on this unit, it would be necessary to go over it thoroughly, as in spite
what Sanborn says in his letter to you that they were all placed in A-I condition
a certain amount of work would have to be done on them before they could be
away. Considering the state of the Lumber Market, he would have great difficulty
in finding Buyers just now, and you should be able to get whatever you require
cheap, and by the time your work is finished, and with the little wear in compa
with mahogany working, the machines could be sold pretty close to the purchase
that is if the market improves. I should put a value of \$ 400.00 as the limit
the machine with the winch. It is possible to do the work without this unit,
knowing the nature of the type of mechanic found in these countries, I think it
would be best to cut the amount of machinery down to bare necessities.

Ford Roadster. As I mentioned before I did not pay much attention to this.
Athey Wagons. (with caterpillar tracks.) These would be very suitable for
carrying the heavy loads over bad ground, but are so heavy that a powerful tract
would be required to haul them.

Eight-wheeled Garland Wagons. This is the type of wagon that I strongly re
mend for your work, being specially made for heavy loads over rough, uneven tra
They are very flexible and turn in a circle of small radius, about 25 ft., and
quire little power for hauling. The principal of construction allows the use
several trailers in a train behind one another, and because of the flexibility
wheels hold the ground no matter how uneven. They are very solidly construct
and will stand the concentrated loads well, and there would be no difficulty
finding purchasers after you finish with them. Those I saw at Santa Cruz are
very good condition, especially the wheels, which deteriorate in this climate
don't think that you could do better than to purchase these. The price
ilar wagon, new, F.O.B., New Orleans, La., was \$ 452.00 and crating at
making a total of \$ 522.00 in the States. I don't know what the freight
to Frontera, or the transport charges to Tenosique, but I should put
wagon landed at Tenosique at about \$ 700.00, so that in my opinion
Cruz would be worth about \$ 400.00 to you. It might be

for less, say a starting price of \$ 250.00 each. It is certain
him a small fortune to remove this stuff, and I think that he would
glad to recover something, especially in view of the state of the
I would suggest the purchase of at least three, and if possible four,
long haul. Naturally these here are equipped with bolsters for logs,
platform, and we would have to make this here or at Piedras Negras.

?
18 ft. Cypress Boat. This boat which has seating capacity for five passengers
and is equipped with a top, would be extremely useful for rapid transport
river between San José and Tenosique, and even to Frontera if necessary, making
you independent of the uncertain River Service. Even should you not decide on an
auto, the motor boat would save a lot of time and discomfort, eliminating the
six hours ride between the R/R and Tenosique. The trip could be made under
of hours by water. The

?
8 H.P. Johnson is a bit underpowered for the Hull, but would serve. However, a
unit, say of 14 H.P. or even 22 H.P. would give better results, and surmount
small rapids at San José with greater speed.

?
The hull is in good condition, well made, and would cost in the
States from \$ 250.00 to \$ 300.00. I think that a fair price to offer for this
would be about \$ 150.00 to \$ 200.00 and it would be worth your thinking over.
The engine mentioned is in good condition and costs about \$ 165.00 in the States.
don Francisco Villanueva purchased a 14 H.P. Johnson in Frontera which cost him
Fivehundred and forty-four. An Evinrude of 14 H.P. at \$ 190.00 would probably
best thing, and if you desired a more powerful unit, a 22 H.P. of the same make
be purchased for \$ 250.00 in the States. I would suggest buying either engine,
in the States. The consumption is very small and they are easily handled, well
looked after and treated with care will give remarkable results. The complete
could easily be sold here locally when finished with. As a matter of fact, I
been spoken to already about this boat, here in Tenosique.

no
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10 gallon Copper Stills. These I saw on my visit, but don't think that they are
any real need for them. The river water is fairly safe, especially if boiled and
filtered. Incidentally, while on the subject of filters, I would suggest a Berk
Filter Pump for use in your camp. They cost about \$ 16.00 and deliver a quart
minute. While being a little expensive, they are easily and safely transported.
Machine Shop Equipment. There was not much of this in evidence, except for a
couple of blacksmith's wall-drills and two or three vises, and other hand tools.
can hardly see any use for these at present.

?
Logs, Chains, Canthooks, etc. etc. These are not of much use to us, but in view
of a method I have since thought of in regard to the transport of the Stones by
water, the various chains will be useful and advantageous. As I mentioned in one
of my previous letters, I made inquiries into the possible hire of scows or boats
to carry down the Stones to Frontera or Laguna, and don Pancho Villanueva was kind
enough to make inquiries for me when he was in Villahermosa and Frontera. The
terms he could find out for this work was at the rate of Twenty Pesos (Mex.) per
from the time the vessel leaves Villahermosa to its return at the end of the voyage.
This seems to me to be exorbitant, as there is the uncertainty of the actual
periods when there would be sufficient loads at San José. If the vessel was hired
for three months, the amount would be close on Two thousand Pesos, with no
of recovering a cent. The vessel would only be able to carry about ten tons
per trip and would have to be unloaded at the Seaport immediately on its arrival.
This will also add to the cost. Now what I propose for this work would be to
a Raft of Cedar Logs. This could be constructed to carry as many tons as
only needing to be increased in length for the greater loads. Naturally,
be necessary to purchase the cedar outright, but as they can be sold at
for at least the same price, ^{as that} at which they were purchased, if not more,
there is no actual loss on transport by river, only that of the men (three
along with it to its destination. I have calculated that it would
of medium size to carry twenty tons, and the raft for

eight logs in width by six logs long. A raft of this size can be carried by three men and would present no difficulties in navigating the river during the dry season; would require no towing as it would be carried along and could lie loaded at the port until the arrival of a freighter. It could take about eight to ten days according to the state of the river. Of course it could be towed, but from what I have heard of the cost of towing rafts the Azul Company, which is somewhere round about \$ 600.00 per raft of five or six hundred logs, I would hesitate to suggest anything like this, when it can be done cheaper.

The basis for my calculations is a log 18 ft by 18 inches square equal to 40 cu.ft. or 480 Board Feet, called a "ton". A log of this size would cost about \$ 35.00 and the fifty would come to \$ 1750.00. This is an average figure, of course, and while it may seem high against the amount I mentioned for the hire of a vessel, (two thousand pesos) it must be remembered that the log will lose nothing in value while being put to service and should sell for at least the purchase price, delivered at a seaport. In fact, the price I mentioned for delivery at Tenosique, and the same wood delivered at Frontera, sells, I am glad to understand, for \$ 50.00 to \$ 60.00 depending on the market. There is another advantage in employing rafts for this work. As the stones are fairly large and unwieldy, it will be much easier loading a raft (with a fairly large surface) than a vessel with a narrow deck.

Should you agree to employing rafts for the water transport, it will be necessary to obtain the logs this season, or at the latest by November, to be delivered on the high water during that month, the logs to be retrieved at San Juan employing two or three men from Sta Margarita. I would suggest that you cable me as soon as possible, so that I can make arrangements with a Contractor for the cutting of the logs, at the best rates obtainable.

Office Equipment. I don't think that you need any of this?

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/moved
Furniture. I looked over what I could see out in the open without having any of the articles from the positions in which they had been stored, and think that a couple of Folding Iron Camp Beds would be worth buying. These appear to be good and would be more comfortable for ^{members} those not used to sleeping in hammocks. A bed in the States would cost about \$12.00. They require mattresses, but I could not see any at Santa Cruz. It may be better to purchase new mattresses, which can be obtained, "kapok" filled for about \$9.00 in U.S.A. There is also a camp cot of canvas, in fairly good condition, worth about \$6.00. As far as the rest of the furniture is concerned, a lot of it would certainly make the conditions in camp more comfortable, but would suggest the purchase of a couple of Reed Rockers, reed Easy Chairs, and a reed Settee. Most of the stuff he has there would not be worth removing from his point of view and I don't think that it would be difficult to buy the stuff I mentioned very cheaply.

I could not see anything of the Cooking equipment he speaks of, except for a few odd pots and pans, water pitchers (aluminum), etc., in the house he occupied. There were a few plates, odd tumblers, etc., that it would be hard to price. Regarding cooking equipment for the men, the articles I have already purchased and am now using in camp, would do for a crew of fifteen to twenty and if you are going to employ more than that number, the few extras could be obtained here in Tenosique very nearly as cheaply. He has a fair quantity of canned Dried Vegetables, dozens of bottles of Tomato & Worcester Sauces, etc., but I could not examine them as they were locked up in a closet.

Should this information not be sufficient, I could arrange for another trip by land, now that the rivers are down a little, and go into detail, so that when you let me know about the matter of the cedar log raft, you might mention what you want me to do. It might be advisable to see the chains to see what we want. Maybe, you could get in communication with the man and ask him to fix his price for the articles I have mentioned.

I am sending you a list of Stores and Provisions based on what we used to carry in camp when I was with the U.F.C. as far as quantities and items are concerned, this would depend on number of members in your party, and possibly Mrs Mason, whom I understand to say would be coming with you, could give you an idea of the amount that it would work out cheaper to bring as much as possible from the States the price of stuff here is scandalous. As regards the planting of vegetables don't think that there would be any difficulty in getting those you mention to grow well, but to make it worth while, it would be better to engage a man ly to look after the garden and to do the initial planting. I would suggest ing a Chinaman from Frontera, say at Thirty to Forty Pesos per month, and also do the cooking for you when you arrive. This would be the best plan, doubt whether you could find anybody here who could do this work and make a profit of it. I have kept in mind your suggestion that I should plant a few Bananas and have asked the Guatemalan Agente at Porvenir to do this for me as soon as possible, also to plant any other native vegetables, yams, etc., that would be suitable for the table. If you think that my suggestion about the Chinaman is O.K. you please let me know at the same time as you cable me about the other matters. You could also send me the necessary seeds.

Coming now to the question of your Camp at Piedras Negras. I looked over the ground at the Ruins on my first visit and as far as I can see the best location for the Staff Buildings will be more or less on the same spot as where you had your champa. This is nearly as far as it could be put, taking into consideration your water supply. Any higher up would increase the cost of a pipe and piping necessary. There is a larger area about fifty metres further in which could be used if it were not for the above reason. There is not enough space more than the following Buildings on the spot I have selected tentatively, and they are:

One large house, 36 ft. by 22 ft. ; divided as follows:

 Batchelors' Quarters; enclosed on four sides. 22 ft. by 12 ft.
 General Dining Room; open on two sides. 22 ft. by 12 ft.
 Store Room; enclosed on four sides. 15 ft. by 12 ft.
 Photographic Dark Room; Ditto . 7 ft. by 12 ft.

Two small Houses, for use of married couples.

 20 ft. by 12 ft. each.

One small house. Divided in two. Kitchen and Cook's quarters.

 20 ft. by 12 ft.

The large house would cost about a week's labour including the clearing of the bush; that is about \$ 100.00 . The three smaller houses would probably run to \$ 150 for the lot. Of course, a lot depends on how close it is possible to find the palm leaf for the roof. It will also be necessary to find all large trees for a safe distance on the camp site.

I suggest building the quarters for the men in another location quite a distance away, so that there will be no occasion for them to hang round the Staff Camp. I have not picked out a site for their camp, but will do so as soon as and while I am building the Quarters.

Water Supply. A very efficient little Unit for this used to be made by The Evinrude Outboard Company, which used the same engine of low power arranged on a standard with a centrifugal pump. I have had personal experience with one of these units, and think that if they are still obtainable, you could do better than to put in one of these. They cost, or did when I used one, little, and a whole days pumping is done on a remarkably small quantity of fuel. They are very compact, light, and easily transported, and do not require a hydraulic engineer. I believe that they are the best which delivers the water much further than any other.

Being easily installed, it can be taken up and stored in one of the buildings you close down at the end of the season. One-inch galv. iron pipe and couplings would be the best. The actual length required I will give you when the buildings are laid out.

Electric Lighting Plant. A small unit, self-contained, would be quite suitable for lighting the buildings mentioned. It would be the cheapest, not only in cost and transportation charges, but also in running expenses. An independent unit of the type mentioned in the previous paragraph would be better than a hand driven pump. There are several small Electric Plants on the market, the "Homelight". This is an air-cooled unit, of small dimensions, and does not require any elaborate foundation. It is very efficient and would give good results. You could obtain complete details of this machine from any dealer in electrical goods. I enclose a clipping of another plant that seems pretty good and at a reasonable price. The announcement mentions an A.C. unit, but this would not be suitable. However, you will see that they also manufacture Direct Current units, which supply sufficient current to light a camp of three or four buildings, or about 10 to ten lamps. The price quoted, I believe, (\$139.00) includes wiring and fixtures and it seems to me to be what you would require.

the Water supply.

I would suggest that you write to several of the makers, also to the people making the plant of which I send the cutting, and then could send me the information.

Radio Reception. The most suitable type of set I would recommend and which from two years personal experience in Central America, I have found to be the only one to give results and reception throughout the year is a "Short-wave" Receiver. I also enclose a cutting of a/similar to one I used in Guatemala and which I know will give you perfect satisfaction. I have experimented in the past with various other makes as well as sets I have built myself, and can easily give the "Pill Super-Wasp" Short-wave Receiver (Battery operated) the credit of being the most efficient. I have received all the short-wave Broadcast stations in the State as well as Holland, England and Australia not only during the evenings when conditions for reception are excellent but also in the day-time. For easy transportation and greater security against breakages of some of the connections I think that it would be better to purchase the parts in " Kit form".i.e., Kit K-110, Battery operated " Super-Wasp." at \$ 29.50 U.S.Cy., and I could then assemble it at Piedras Negras. Three 45-volt High Tension Blocks, Eveready Heavy duty " Layer-built" #486 being giving the best results and longest life. If you preferred to purchase the set ready built, at a slight extra cost, I would advise you to ask for all the components to be well soldered as well as being secured with nuts and spring washers where applicable.

set/

In addition to the four Tubes necessary, I would advise bringing a spare set. A good pair of ear-phones for tuning-in and a Loud-speaker of moderate size, say a 12 " x 14 " Temple " Air-Chrome " would also be required, and, I need not forget to mention, the Antenna. This can be obtained from any Radio Dealer complete with all necessary Insulators, etc., at a cost of \$ 2.00. An accumulator of 60 to 80 ampere-hour capacity (an auto type is suitable and will stand the transport better) is also required. This would be charged whenever required off the lighting plant.

Refrigerator. I enclose another clipping which I think might interest you. I don't know what such a machine would cost, but you could easily write the makers and obtain further particulars and prices, and also what sort of heating would be required. Of course, that is if you think that such a unit would be useful.

The remaining problems to consider would be the equipment for use at the Ruins, for handling the stones, etc. I have not as yet, but will write you shortly and offer whatever suggestions I have.

I have been in camp for close on two

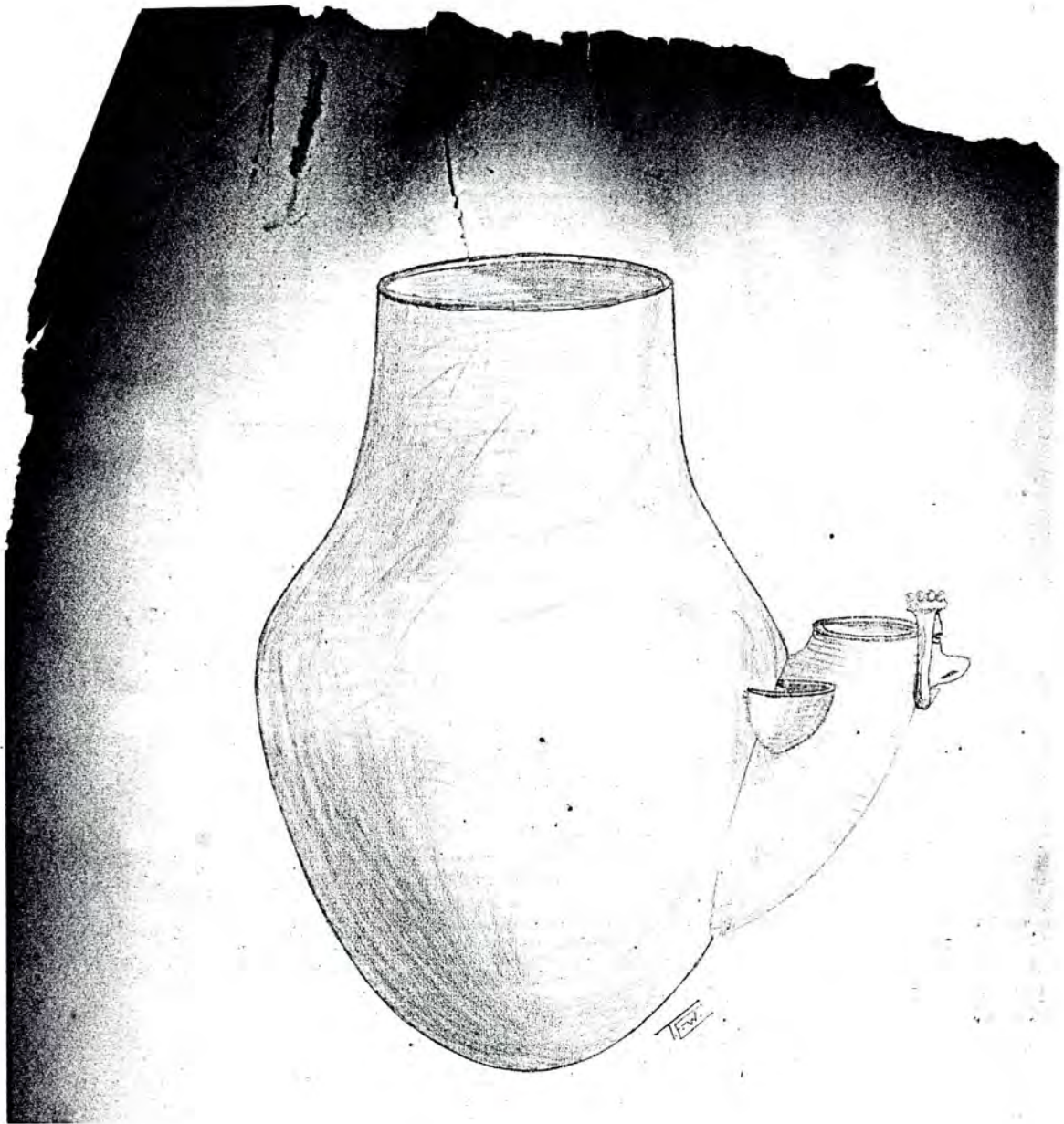
about eight Kilometres. The men left Tenosique on Monday, 4th, at the camp site the afternoon of the 5th. I could not put them on the actual road construction till Friday, the 8th. The weather was unkind, as it rained for the first three days incessantly. I must say that my first night in a "champa" or "lean-to" was not very comfortable, as soon as I could move into the small house I had built, things were more comfortable. As there is a lot to report and details of progress to tell you, I will forward a separate report on this stage of the work, as this letter is pretty bulky already.

I would like to let you know how much kindness and assistance I have received from Sr. don Francisco Villanueva, and especially from his manager, do Francisco Garcia D. The latter has been of great assistance to me in engaging reliable men, and others matters. As he expressed his desire to possess a radio set, I offered to build him one if he could obtain the parts in Mexico to show my appreciation of his assistance, but I found that buying the parts here would run the price up to a tidy bit. So I thought I would mention the matter to you and ask if you could purchase for me on behalf of don Pancho Garcia, a similar set to the one I have proposed for your use. This is, a "Super-Wasp" Short-wave Receiver, Battery operated. Kit K-110., without any of the other parts or accesories I mentioned. I don't want to trouble you but would be extremely obliged if you could do this for me, and hope that you will not think that I am taking advantage of your good nature. Whatever the cost comes to, including Postal Charges, etc., if it can be sent by Parcel Post I can collect from don Pancho Garcia and credit the Museum Account in my Books.

With best wishes from both the Fanchos, and Senora Villanueva, thanks for the prints and negative, and with the assurance that I will do all that is possible to give you results, I remain

Yours very sincerely,

T. Egan-Loyer
T. Egan-Loyer.





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GY TENOSIQUETAB MEX SEP 1 1930

DR J ALDEN MASON

re ANTIQUE UNIV OF PENNA 33RD AND SPRUCE STS PHILADELPHIA PENN
 YOUR TELEGRAM OF AUGUST TWENTY NINTH RECEIVED. CANNOT UNDERSTAND YOUR
 NOT RECEIVING MY LATER REPORTS AND TELEGRAM. STOP. TELEGRAPHED YOU JULY
 THIRTIETH ACKNOWLEDGING RECEIPT OF FIRST IMBURSEMENT REQUESTED IN
 REPORT OF JULY FOURTH. WROTE YOU JULY FOURTEENTH AUGUST FIRST AND
 SIXTEENTH GIVING DETAILS OF WORK, PROGRAMME AND REPORT ON EQUIPMENT AT
 SANTA CRUZ. STOP. LEFT WITH CREW FOR CAMP AUGUST FOURTH STARTING ACTUAL
 ROADWORK THE EIGHTH AND HAVE COMPLETED TWELVE KILOMETRES FROM JAN JOSE
 ALONG ROUTE AS PROJECTED. MAY BE POSSIBLE TO AVOID HAD CROSSING AT CERRO
 TAPESCO. STOP. AM WRITING TOMORROW GIVING STATEMENT OF ACCOUNTS AND
 PROGRESS OF WORK TO DATE WITH COPIES OF CORRESPONDENCE. WORK GOING FINE
 IN SPITE OF SICKNESS IN CAMP, CONDITION OF ROAD GOOD CONSIDERING THE
 WEATHER. STOP. TWELVE HUNDRED DOLLARS RECEIVED HERE INCLUDING CHEQUE

T EGAN WYER

1148P

Los Angeles

Mexico Sept. 1st 1911

For J. Alden Mason,
The Museum,
University of Pennsylvania

Dear Doctor,

As I mentioned in my letter of the 15th I intended forwarding my report containing details of the work with or so of writing, but regret that I have not been able to do owing to having been laid up with a go of fever and contacted for over a week. I had to give myself genuine as ordinary treatment by the mouth did not seem to have effect.

Several of the men have been laid up also. You will see from the weekly Time report I enclose. I regret very much that you have been kept so long without information as to what is happening & realize that you must have been anxious. I received your telegram the evening of the 30th & sent a man in with my reply early yesterday but as it was Sunday, the Telegraph office was closed.

I enclose the following:-

Daily Work Reports. From the 4th to the 30th.

Weekly Time Reports. For four weeks.

" Progress Reports. ditto.

Payroll for the Month of August,

from all of which you will be able to see exactly what has been done daily, the details

September 5, 1930

Dear Wyer:

I am sorry that I was a little previous in sending you that telegram of August 29 because the following day we received your long report of August 15 and a day or two later your long telegram of September 1. The next day I asked to have your next \$300.00 sent to you and I presume you have received by this time. That makes \$1500.00 sent so far. We did receive your telegram of July 30 acknowledging the receipt of the first disbursement but never received the letters of July 14 and August 1. I presume however, that there was nothing important in them.

I was immensely pleased with the fine report of August 15. I wish to assure you of my appreciation of your strenuous endeavors in spite of bad weather and sickness. To take up some of the points in your letter. I will be glad to offer you the position of engineer on the expedition if you would care to accept. The work of the engineer, after the road is finished, will consist mainly of making the plans and detailed drawings and everything of that kind in the archaeological work although of course we will need your technical knowledge in superintending any difficulties of transportation, running the radio and the various apparatus of the camp. I gather from your letter that you intend to return to Guatemala City for your wedding as soon as you finish making the road and the camp and return at the end of the rainy season when we begin actual work there. As I told you in Guatemala that I was not offering you as much as you deserve but that I was taking a chance and I would give you a bonus if your work was satisfactory, and judging from your reports, I am inclined to think that you have well earned this. For the position of engineer of the expedition we will be willing to pay you \$125.00 per month which, if I remember correctly, is the amount you said you were getting with the United Fruit Company. Regarding work in the interim between the time we stop work next year and when we begin for the second season, it is difficult to make you any promises. If your work continues as satisfactory and if there is any position that we can offer you, you will be in line for it but at the present time Mr. Jayne or I can think of nothing for you during the summer. However, if you have nothing else in prospect I sincerely hope that you will take this post and possibly something may eventuate to make possible an opening for you next summer. I have an idea that possible it might be a good plan to store all the material to

be shipped out at the head of navigation until after the work is ended and then you could remain on for the necessary time to get this loaded on the rafts or boats and get it down to sea and aboard the steamers. This will give you a month or so more employment. Of course if Mrs. Wyer wishes to accompany you she will be welcome at the camp. I am not sure yet whether my wife will spend any time there but if so it would be only for a short time. However Mrs. Satterthwaite, wife of my assistant, expects to be down there throughout the whole time.

In regard to the many recommendations in your report I will consider them more at my leisure and will then write Mr. Sanborn and ask him for the price of the things you recommend. If you are certain that we can do the hauling with steers then there is no use of buying the tractors. As you say, the Fordson equipped with a winch will be of considerable value to us. If you get the opportunity I hope that you will again look over the equipment and give a fuller report on some of the other objects. We certainly need a light automobile for rapid transportation over the road and it will be much more convenient to buy a secondhand one in that region since we shall have use for it such a short time but it may be that Sanborn's old car is too much of a wreck and that we could buy one a little better in that general region. Please keep this matter in mind and send me recommendations.

My good friend, Mr. Leslie Moore of City of Carman, who is an agent for a lumber company down there, is also giving me considerable advise and has sent me an independent report on Sanborn's equipment which he obtained from a man named George Ludewig who used to work for Mr. Sanborn. He says that the old Ford is quite a wreck. I have just written him a letter which I shall send him by air mail, asking his opinion on the proposition of shipping the big stones down the river on rafts of cedar logs and the selling of the cedar at the seaport. I have asked him to write or cable me immediately as to whether these logs would be readily salable at a price which would entail no loss and possibly a little profit and I will cable you as soon as I have his reply. He recommends that we do all our shipping through the port of Carman rather than Frontera and in that case the rafts must be towed from the mouth of the Jonuta across the laguna to Carman. You must keep in mind that getting out of the large stones is only one part of the big work and that the most important work will be in excavating and that there will be considerable transportation of equipment and small specimens.

As to the question of the boat and the motor: possibly it would be well to have the large boat for trips down the river and a large dugout for the short haul above Tenosique.

No. 3.

Regarding the building of the camp, I have written to Mr. Ricketson urging him to send me a copy of a manuscript which he has about finished writing on practical methods of work in that region and unless it is imperative that you begin the construction of the camp immediately I would recommend that you let this wait until I am able to send you some of his recommendations based on years of experience.

I think it would be a good plan, as you suggested, to employ a Chinaman as cook and gardener if you can get a good, reliable man for about to or 40 pesos per month, as you see fit. I can not judge just what planting can be done at the present time but if it is possible to commence now and have it ready by the time we get there, I empower you to hire such a person and put him to work. What are such things that will grow and should be planted now? I will send you the seeds.

Next the pumping plant, the electric light plant, the radio, and the refrigerator. I presume that it no intention of yours that we send these down to you for immediate installation since the danger of theft would be too great and I presume that you intend that I should bring them with us when we come as they can probably be installed in a few days. I have seen the Icey Ball Refrigerator of which you send a clipping in use out in the torrid Texas country and it seems to be just thing we need. The other things I will study and consider more carefully. I will also very soon order the Super-wasp radio for Sr. Garcia and will ship it to you before long.

Regarding the specimens which you mentioned in your appended letter of August 16. These seem to me of considerable interest, especially the wooden object which you speak of as a marimba but which is apparently, as I gather from your description, an example of the old Mexican drum known as a teponaztli. These are extremely rare and the finest ones are quite valuable. I enclose a tracing of such a teponaztli to see if your specimen is like this. It is certainly worth \$50.00 to us but I imagine the owner will sell it for much less. I do not see how such a wooden object could have been preserved for so long in a cavity in the ground. Even if modern it is worth something but if you are convinced that it is quite old, then by all means buy it for me. The pottery vessels of which you send a drawing, look to me very peculiar and interesting being different from anything I ever saw in that region. If they are also old they are worth to us the price asked here but I consider the price asked there as rather high and I imagine that you can get the man to come down, possibly as much as half. Please keep in mind however, that the exportation of such

No. 4.

objects from Mexico is forbidden and that we must run absolutely no risk of getting in bad with the Mexican Government to whom we must look for permission to take out through Mexico our objects secured in Guatemala and are under obligations not to export anything found in Mexico. We would be glad to have these objects here but do not take the slightest chance of incurring difficulties with the Mexican Government.

I think this answers all your questions for the present and so will close with my cordial regards and hope to receive frequent reports from you in the future.

Sincerely yours,

Mr. T. Egan-Wyer
Tenosique
Tabasco, Mexico

September 23, 1930

Dear Wyer:

I have still been too busy to look over your detailed report of your work and I am anxious to let you know the details of the letter which I received from Mr. Leslie Moore of Carmen, who I mentioned to you in my last letter. Mr. Moore is not inclined favorably to your suggestion for using cedar rafts as you will see in the following transcript from his letter. Of course there is a possibility of his being prejudice and defending his own company's interest and consequently I would like to have the opinions of other men in that region. But of course, unless you can prove to me that Moore is incorrect in his judgment, I cannot authorize you to proceed with the cutting of the logs. Moore writes as follows:-

"I do not know whether it would be possible for you to hire oxen, but if not, you will probably find some for sale at a fair price. I think the eight wheels are the best, and there is no reason for your buying more of them than you need. I have heard various people mentioning this, say oxen could be bought in that district."

"The plan of bringing down the stones on rafts, don't appeal to me. In the first place, to get cedar logs cut, someone would have to make an application at the Forestry Agency, even if the trees were on private lands. Then an inspector would be sent, and it is sometimes difficult to get such a man to make a proper report."

"The size of the logs you mention, 18 inch square, would not hold up a ton of stone to each $2\frac{1}{2}$ of them, which is the way it figures out. Even if there were chains every few feet, the working of the logs back and forth would cause considerable loosening up on the trip. I don't think you could put even $\frac{1}{2}$ of a ton on each $2\frac{1}{2}$ logs. I don't think it practical to float a raft down the river, either to Frontera or any other point, as it is almost impossible to steer a raft and not have it swing around by the current at the bends of the river. It would be very likely to be caught at the inside of a curve and the currents would keep it there; then, when you got down to where the river ran swiftly, say, between Palizada and Laguna, it would be impossible to prevent the raft from stretching across the river, and blocking navigation. It would be impracticable to do anything but tow them."

No. 2.

"I don't know on what Mr. Wyer bases his belief that the logs will sell at Laguna or Frontera at from \$50.00 to \$60.00 each. The chances of selling them in Laguna are nil. There is no buyer here, and as for selling them in Frontera, the principal buyer of cedar has just closed his office, as he can't market the logs which are a great deal larger in diameter than those you suggest. The company that he is buyer for, I am told has two million feet of cedar logs it would like to sell. I don't think, therefore, that the plan is a good one."

"This morning I went to see a man named Cesar del Pino in regard to some big barges he is using in the dye-wood business. They are plenty big for your purposes, and have derricks on them with capacity for four tons."

I am sorry that I have delayed so long in ordering the radio for Sr. Garcia but will ask Mr. Jayne to do that today.

Hoping that the work is going well; that you are in better health; and looking forward to further good reports from you, I am as ever,

Sincerely yours,

Mr. T. Egan-Wyer
Tenosique
Tabasco, Mexico

FEARLESS FEAT RAFT WITHOUT TOWING
FOUR TON CAPACITY CRANES AVAILABLE LAGOON
LESLIE MOORE.

Apparently Moore does not think your
of transportation by rafts feasible and so I do not
to instruct you to go ahead with the ordering of logs
until I am convinced that Moore is wrong or prejudiced.
Will you try to find out more about it? Meanwhile I
expect any day a letter from him giving further details.

Now about Sanborn's equipment. I wrote
him asking his rock-bottom price for certain things and
received the following quotations "bottom prices".

One only 8 wheel Garland wagon	400000 US\$
One Fordson tractor with winch	500 ✓
18 ft Cypress Boat	150 ✓
One 8 H- P- Johnson Outboard Motor	75 ✓
Ford Roadster	150 ✓
1 Check protector	50 ✓
Steel filing case	100 ✓
3 Royal typewriters 75.00 each	225 ✓
Adding machine	50 ✓
Safe	50 ✓
Desk, cabinets, etc	100 ✓
Camp equipment, cooking utensils, with house furnishings	200 ✓
Logging chains on rack in machine shop, at end away from office	50 ✓
Machine shop equipment, without large hand drill	100 ✓
Large hand drill	25 ✓

Of course much of this we will not
want. He offers a slight reduction for immediate
acceptance, but I shall not hurry on this account.
I hope that you will get there again and look over
this stuff again, particularly the small things you
did not inspect the last time and give me your opinion
as to its condition, value compared with the above
prices and its necessity to us.

I have not yet heard from Ricketson to
whom I wrote asking for his article on practical methods
of work there.

I find I neglected to enclose the draw-
ing of the teponaztli to see if it tallies with the

"marimba" offered to you, and so enclose it

Regarding the radio, I wrote to the company for their catalog and have now received it. I will ask the Director on Monday to order one for you and Br. Garcia. You say you want one without any accessories or extra equipment, and I presume you mean without tubes or batteries which come extra. If you wish tubes and batteries ordered for Garcia also, send me a wire and we will order these sent you as soon thereafter as possible. Meanwhile you will receive the radio without these.

I also wrote to the Onan Company for a catalog of their lighting equipment and have received same. One of their printed letters from users speaks of using it also for pumping water. Is this feasible, to use it for pumping water into a tank during the day and for lighting at night?

I think that is all that needs to be taken up now, and it is closing time. My appreciation for your energy in keeping on the job in spite of fever and redbugs. I look forward to your frequent reports and hope that everything is now going well, comfortably and efficiently. Please let me know if your bride will accompany you when the work begins next year.

Cordially yours,

September 19, 1930.

Dear Wyer:

I have waited an extremely long time before writing you and must wait no longer. I am typing this very hastily myself so please excuse errors if I do not have time to correct them.

Your long report of Sept. 1st arrived yesterday but I have been too busy to study it carefully with the expense account, etc., but I am sure that everything is o.k. and will study it carefully soon. Of course I am disappointed that the work is going more slowly than we hoped but it is always so in work in the bush. I am sorry that you have been ill and hope that you have entirely recovered from your malaria. I have never had that in spite of many travels in the tropics and hope that I am naturally immune. Your misery with redbugs, however, enlightens me, for I had the same trouble on that same trip. I was never in such ~~trouble~~ misery, and when I got back to Tenosique my legs, and a good part of my upper body was a mass of pustules, blisters and sores. I thought it was a dermatitis of some kind, for I occasionally have mild outbreaks of the same thing here in hot, sultry weather, but your experience enlightens me to the fact that they were redbugs, of which I have often heard. I suppose you have learned what to do for them and I will find out.

I have been awaiting a letter from Leslie Moore of Carmen giving me his opinion as to the feasibility of using cedar logs for rafts as you suggest. He is manager of Hearst's big concessions in the Campeche region and knows the lumber situation. It is possible that he wants to avoid competition in the sale of cedar, but as he has given me much good advice already I feel inclined to trust his judgment. He sent me a telegram which was somewhat garbled so I copy it verbatim with its errors so that you may dope it out to suit yourself. MY OPINION OXEN BATTER THAN TRACTORS STOP PROBABLY ABLE BUY SECOND HAND TRUCK THIS DISTRICT STOP CEDAR LEGS HAVE NOT CARRYING CAPACITY STATED STOP PROBABLY IMPOSSIBLY SELL CEDAR LEGS STOP
IMPOSSIBLE/FA/

I am waiting eagerly for Mr Leslie Moore's matter of the rafts. The only trouble I think we might have navigating the sudden turn in the river at the rapids close to the bend is that I understand that the course is very narrow at that point and the current is swift.

I think that it would be better to use a large dug-out down the river with the Outboard motor for the journey above Tenosique, as it would stand up to more knocks than the lighter boat. It would be advisable to use a motor anyway, though, as the saving in time over paddling or, as seems to be the usual method, poling along close to the banks, would be considerable. When the rapids are reached, the motor could be lifted out of the water ~~and~~ safe from all risk of being broken or damaged. I certainly think that the small launch would be very useful to you.

There will not be any need to build the camp at Piedras Negras. I have opened the road as far as that point, unless something unforeseen occurs. So that I will have the opportunity of studying the methods recommended by Ricketson.

I will write to Frontera and see if I can hire a good Chinaman for the job as Cook and Gardener. Regarding what can be planted, I am given to understand that all vegetables, cabbage, tomatoes, in fact everything, grow well here and this is about the time to start. So if you send me all the seeds you wish to have planted, I will put the man on the job as soon as possible.

I think that in view of the fact that steers are going to be used it would be a good plan to start a Milpa and plant corn and also frijoles. This would save a lot of freight. The cost of corn would work out about 10 pesos a cargo, or 44 kilograms. I do not know exactly what the frijoles would come to, but there is no doubt that there would be a saving of close on \$20 pesos on each 100 kilograms in freight. I am now purchasing the corn for my camp from the man at El Retiro to be delivered at the camp cheaper than I can buy it in Tenosique. I can make arrangements with him to start a milpa close to Piedras Negras or if that cannot be done, on this side of the border. As this is the time for planting, it would be worth while sending me a telegram if you agree.

With reference to the machinery for the camp, I think that it would be best to bring these with you, or maybe, if you wish I could return here to Tenosique ahead of you and instal everything, build the necessary bridges and finish off those parts of the road that I propose leaving till the dry season. Of course, I do not know when you expect to arrive and commence operations.

I have seen the owner of the specimens I wrote you about, and have arranged to buy the three articles for \$125.00 (pesos). I am afraid you may have forgotten to enclose the tracing of the teponastli as you mentioned in your letter, as I couldn't find it. I tried hard to get the price down to a round figure but he would not meet me. I hope that you will be satisfied with the purchase. I do not think that there is any doubt of their being genuine, they certainly look ancient, and there hardly seems to be any motive in falsifying them in this part of the country. If it had been in the City, I would have hesitated mentioning the subject. Regarding the exportation of them, I think that I will be able to get them out without incurring any risk of trouble with the Mexican Government.

There is nothing else for me to report at present, so will conclude with every assurance of co-operation. I also thank you for your kindness in purchasing the Super-wasp radio for don Pancho Garcia.

With best regards,
Yours sincerely,

T. G. ...

the trail would come out near Tres Champas.. I naturally knew what he was talking about, but I now see that it was of fifty pesos. It means that we will have to take the Tapexco at the Mule Trail, but as I mentioned in one of my earlier letters I think that there may be a possibility of doing away with one of the trestles. I will let you know more about this when I start work at the point.

I received your letter of the 5th yesterday afternoon and was a little upset on receiving your telegram of the 29th, but I read afterwards that you must have been worried and rather anxious in the circumstances. Apparently something had gone wrong with the Mail Service in Tenosique that month, because I also received a telegram from Guatemala as well as a registered letter from my fiancée, asking me why I had not received any letters from her for over a month, and even now she has not received the two packets of photographs I sent her. There was really nothing important in those letters, but it would have prevented any misunderstanding if you had received them.

I am glad that you were pleased with my report of August 15th and hope that when you go over my work here on the road, you will be as well pleased.

With reference to the position of engineer on the expedition which you are kind enough to offer me, I will be very pleased to accept it at the salary you mention and all expenses, even though it is not much as I expected. The salary I was drawing with the United Fruit Company was \$150.00 per month and expenses, and before that, when with the Polanco Banana Company in Guatemala, I drew \$200.00 and expenses. However, I am prepared to work for you at the salary stated for the reasons I mentioned to you in Guatemala and also in my letter of August 15th. I note that you cannot promise anything definite with regard to work in the summer beyond keeping my name on the list in the event of anything cropping up, and I am sure that you will give me the opportunity should any work eventuate.

I too, have thought that it might be a good plan to store the material at the head of navigation so that there would be sufficient boats to keep the boats busy getting it down to the seaport, when the job of the steamers could be more easily supervised. If the road had been brought to El Chinal this would be easy, but I am afraid that the state of the river at San José might be against this plan. But then, when I proposed San José I decided on that point after making careful inquiries, it was with the object of saving the heavy cost of construction over Cerro Santa Rosa and the broken country this side, as I pointed out in my report of July 4th. I will investigate the possibilities of storing the material and will let you know.

Thank you very much for your kind permission to bring Mrs. [Name] with me when I return, and I am sure that she will enjoy her stay very much and appreciate the welcome which you offer.

I do not think that there will be any difficulty in hauling the material with steers, and am certain that they will give better and cheaper results than tractors, for the reasons I gave in my letter. The Fordson with the winch will certainly be very useful. I will find time to make another trip to Santa Cruz and will examine the things more carefully, but think it would be better to look out for another automobile. There are a couple of Fords in Tenosique, which are only a couple of years old, maybe a 1915 and with the present state of trade in Tenosique it might be possible to purchase one quite cheap. This would save quite a bit in transportation, now that the machines are in good condition. I will see the owner and if I get the chance and will let you know the result.

Campamento "St. Louis"
Tenosique,
Tabasco.

Mexico, Sept 30th, 1930

For J. Alder Mason,
The University Museum
Philadelphia.

Dear Doctor,

I am enclosing Weekly Reports for the past two weeks, which I trust you will find in order.

Camp Cook & Helper. This item now works out at \$10 against \$28²² of previous weeks. The woman is also more economical with the stores and I am sure there will be a big reduction in the cost of feeding.

I will send in a statement of the Mess in a week or so, with the Monthly statement & Payroll.

Camp Building - Constr. The construction of the new camp appears rather excessive compared with the cost of the first camp ("Los Rieles"). This was due to the difficulty in obtaining leaf for thatching the house close to the site, and all of it had to be carried from near the old camp. The Champa for the men had also to be made larger to accommodate the increased force.

One day was spent in changing camp.

Clearing Right-of-Way. In the two weeks a

width of road was opened on the other side.

It was difficult to give more than

Walter Mason #2

Large number of trees. There were also a considerable number of trees across the route and roots & rocks removed.

I have purchased the specimens for you and for the funds. \$125.00 for the three objects. They would not come down to \$100.00. I think that they are genuine alright, but of course, this sort of thing is not in my line. I am enclosing a couple of snaps of the articles from which you will be able to form an idea of what they look like. Unfortunately the photo does not show the egg-shaped bottle very well. The snap of the Tepozaytli is fairly plain and the rule alongside is extended to 24 inches.

I will be sending you some photos of the road as soon as I find time to run off some pictures.

I would like to suggest that it would be more convenient to send the drafts of Brown Bess direct to the National Bank of Mexico (Villahermosa Branch) as it would save a lot of time. At present, I have to send the cheques to them by mail (which is very uncertain as you know) and they either telegraph or send silver by the slow river boats.

I will be sending you a fuller detailed report next week, as I want to send this end by a man who is returning to Tehuacan today.

With every assurance of doing my best

I remain,

Very sincerely,
Walter Mason

October 3, 1930

Dear Wyer:

I received your letter of September 16, yesterday. In spite of the air mail letters take a long time in going and coming. I presume of course the great delay is between Tenosique and the coast.

I appreciate greatly your full reports but have still been too busy to go over them in detail but feel sure that they are accurate and economical.

I am sorry that the road building is not progressing as fast as you estimated but in such work unforeseen difficulties always delay more than is anticipated. Do you still feel confident that you can finish the road and build the camp before you leave to go to Guatemala?

I sent you a telegram yesterday authorizing you to go ahead with the planting of corn and beans. Such work I must naturally leave entirely to you because you can judge far better than I the conditions there and whether certain plants would be more economical. I do not know how much corn and beans would be required or the relative cost of raising them and buying them or whether they would be fruitless at the proper time or be ruined by the rains, insect pests or local theft. If you feel reasonably confident that we can get a good harvest in spite of these possibilities and that you can guard against theft and that the harvest is needed and will save us money then by all means go ahead.

The radio for Sr. Garcia has been ordered and they wrote to inquire if we wanted the tubes also. Although I had written that we would not send the tubes since you told me to get no extras or accessories, I am not sure whether you considered the tubes as accessories or not and so I ordered the tubes. If you did not intend them to be ordered we can use them for the extra set for our camp radio. I am glad that you secured the two specimens and hope that you can get them to us without either of us getting into trouble with the government. Were they found in Mexico or Guatemala? As you noted I forgot to inclose the tracing of the old Mexican teponastli but I inclosed it in my last letter.

I do not understand why I have not heard from Mr. Ricketson concerning the article on practical methods of work in the Maya region.

I am greatly pleased that you have decided to accept the position as engineer on the expedition and will look forward to a pleasant camp time with you next year.

I have just written to a large seed house to ask them what varieties of seeds they recommend for that region and will send them to you probably within a week.

With cordial regards. Believe me as ever,

Sincerely yours,

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- DL = Day Letter
- NM = Night Message
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Received at 3307 Woodland Ave., Philadelphia, Penn.

115P FMY 50 NL

GY TENOZIQUETAB MEX OCT 6 1930

DR ALDEN MASON

ANIQUE U OF P MUSEUM 33 AND SPRUCE

OPENED ROAD TO CERRO TAPEXKO BUT HAVE HEAVY EXCAVATING ON
 A HILL THIS SIDE OF CERRO HAVE RECEIVED LAST TWO CHEQUES UP SEPT
 SIXTEENTH BUT DELAYED WILL YOU REMIT BY TELEGRAPH DOLLAR THREE
 HUNDRED TO BANCO NACIONAL YOUR LETTER OF TWENTY THIRD RECEIVED
 AM WRITING SENDING MONTHLY STATEMENT THIS WEEKS

EGAN WYES

534P OCT 7

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THE QUICKEST AND EASIEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

Campamento "Santa Tomas"
Tenosique,
Tabasco,

Mexico - October, 11th, 1930

Dr. J. Alden Mason
The University Museum,
Philadelphia.

Dear Doctor,

I am in receipt of yours of the 19th & 23rd ult.
both of which reached me last week the letter of the 23rd
arriving first.

I trust that my reports and expense account
will be found within your expectations. I am honestly
endeavouring to run things here with the least possible
expenditure and at the same time get the best possible
results. While I myself am disappointed at the
slow progress, I think that the work that has been done
on the road so far is quite good for the expenditure
under the conditions.

Thanks to the quinine
injections I have not been troubled again with malaria
but still have the red bugs. The Spanish "bechos"
is very appropriate. But I have discovered a fairly
successful remedy now though it took me some time
and a great deal of pain. I tried kerosine oil, the
juice of limes, iodine and several other things
recommended, but to no avail. I now use a preparation
called "Mitigal" (Disulfuro de Carbono) but I don't think

son. #2 of Oct. 11, 1930.
When I return to camp This relieves the irritation
immediately and then before retiring at night I rub
on a thin layer of "Ioder." It is not necessary to use
the Miltol every day, but I just touch any irrita-
spots with a drop of it. I have been told that
the bugs enter the skin & if not killed immedi-
ately lay eggs. I certainly know that the painful effect
lasts for a considerable period.

Mr Moore's telegram and letter, extracts of
which you sent me are very interesting but I am afraid
that he has made a few errors in his calculations. I
am glad that he is of the same opinion as myself
about the oxen, and naturally there is no need to
buy more than is necessary. I have written down
Manuel Villanueva about his oxen and what he
would want for the hire of a team or two and will
let you have his reply. Mr Moore is correct in
his remarks about the legal proceedings necessary
prior to cutting any logs, but this would be a matter
for the contractor and not us. When I wrote you, I
had been given to understand that there was a
man going into the bush to cut logs and that there
was a possibility of purchasing the cedar from him.
Though there is a Forest Agent at Balanean, I
was told that no Forest Officer has ever visited
this region before wood has been cut. Apparently
the Government wants is the hard east

The carrying of the

J. Alden Mason # 3 of Oct 11, 1930

The following figure may be of interest to you in view of Mr Moore's remarks. In my calculation I used the U.S. short Ton of 2000 lbs and took a log 18 ft long & 18 inches square for ease in figure and did not intend that this was to be the definite size.

A log 18" square & 18 ft long = 405 cu ft
and taking 1 cu ft = 40 lbs = 16200 lbs

405 cu ft. of Water (fresh) weighs 6225 lbs and a similar volume as the log = 25213 lbs

The difference between the two weights gives the capacity of the log which comes to — 9013 lbs

Therefore $2\frac{1}{2}$ logs will support — 22528 which is over the short ton by 25282 lbs and would take care of the chains and fastenings. Of course the weight of cedar varies greatly, but square logs cut in time with the heavy bark removed & the sap allowed to dry, would not be far off 40 lbs if not less.

Taking 500 lbs as the $\frac{1}{4}$ Ton of Mr Moore's load per $2\frac{1}{2}$ logs, his weight per cu ft. would be more than 56 lbs or to be exact — 57.3 lbs per cu ft. of cedar, is heavier than Mahogany. I am sure that Mr Moore has seen more than one of his men standing on a single log of Mahogany at one time. Then again the construction of this raft, a totally different principle would be followed to that employed in an ordinary raft of logs for shipment. It should be rigidly constructed with

Dr. J. Elden Mason # 4 of Oct. 11, 1930.

timbers and a staging, which would assist material in the towage. I think I could construct a raft sufficiently well fastened to stand any severe move to which it would be subjected in that part of the river near San José. This is the part of it where it would suffer most.

Regarding the impracticability of floating raft down the river, for the reasons given by Mr. I would like to mention that 99 per cent of the take down the Usumacinta in rafts prior to have been floated down without being towed. Only this year that a regulation was brought in force making it compulsory to employ a Tow "Remolcador". I am quoting below paragraphs from Sr. Jaccia's letter to me on this subject, and he has had nearly 30 years experience in this line, they speak for themselves as to whether floating raft down the river is practical or not.

"Las balsas es obligatorio darlas al remolcador de la cooperativa de Frontera, estando prohibido que las ~~bajas~~ bajen gentes de aquí, esto es resultado desde hace poco tiempo (desde el año pasado) pero muy bien ^{podían} bajarlas la gente como lo hacían antes sin que tuviera tropiezo en el camino, pero me digo, ahora ya no es posible hacerlo así."

"Para bajar balsas a Frontera o al depósito "chica" en Laguna, se emplean un patrón

Cuando las balsas llegan a

Alden Mason

5 at Oct 11, 1930.

Trozos se le pagaran a razon de \$2.50 por Trozo cuando fueren de menas entagos fueron a jornal \$2.50 por cada boga & \$3.00 por el patron por siendo de cuenta del empresario o del que remitia maderas todas los demas gastos de viveres ect. le dije en carta anterior ahora no se pueden bajar la gente y hay que ocupar el remolcador.

With reference to the towing I am sure the Museum could obtain special permission to float small rafts down to Boca Chica as the rafting in case is not a commercial enterprise. Mr. M. can speak with greater authority than I on the ques of buying and selling, but I know that the principal buyer in Frontier still has his office in that part & from information I have received from his brother, he still buying wood for his company. The figures of you (\$50 to \$60) was given me by Don Sanchez Garcia Sr. Villanueva, Manager, and was naturally approx.

The large barges mentioned would be very useful owing to their being fitted with derricks, but what size are they? They must be pretty big to carry 4-ton derricks & if so, how does Mr. Pebor suggest getting them hauled up the rapids the location & conditions which he should be aware of, as I understand he has been up that way. The large canoe or boats I mentioned would be of about 10 Ton capacity & would be much trouble. I have received word of a suitable boat for

John Alden Mason

6 of Oct 11, 1930.

rented on a rental of \$150.00 (pesos) per month for crew. I have asked for more information & will let you know further as well as any more information on the question of gifts & scores. In the meantime would suggest, in view of the fact that you will be returning for a further period of work in 1932, that the house should be stored at San Jose in well constructed for the first season while further studies could be one of the best means of transport, and I will also be opportunity of studying the river between San Jose & Newryque & will be able to form a better opinion.

Sanborn Equipment

I see from the list give in your letter of the 10th that only one wagon is quoted, & gather that you have decided to use only one. I think that the price he quotes is reasonable & the condition is very good. It is interesting to note that most of the prices he quotes are in close agreement with those I gave in my report of the 15th August. I would suggest the purchase of the Fordson with the winch. Although the price seems rather high to me I will make a thorough examination of this unit when I go to Sto Cruz about the end of this month. If I can arrange it and will write you further on the other articles also. The Boat Hull is very cheap & I think would be very useful as I have already mentioned. I doubt whether it would be worth while buying the 8 HP Motor, as it is not a special force. I don't think that

Mason.

#7 of Oct. 11, 1930.

Madeste would be a bargain, but I will look
let you know. It would be worth while purch-
one of the Typewriters, which are practically new, for
use at Piedras Negras, as well as the Desk & Cab
It will be necessary to have an office - much more
convenient with proper facilities, especially when de-
with a number of men. The rest of the stuff, esp
the chains, etc., I will look over on my visit.

The remark about the lighting plant, used
for pumping water is very interesting, and this
is quite feasible. You do not state whether the pump
is belt-driven off the engine flywheel or by an electric
motor. However, if belt-driven I can install it close to
water so that the lift will not be more than 10
and by the time the rains come & the river rises, the
machinery will be stored. The pump will have to be
a force-pump, of course.

Thank you for ordering the radios for Sr.
Jancea. I have written them asking whether he wants
the tubes & batteries from the States & will wire you if
he does. I have also written to my future wife
about accompanying me next year to Piedras Negras
and will let you know definitely as soon as I hear
from her, though I can almost say now that if
I get married in December she will return with me.
Without further for the present,
your very sincere

Mr. T. Egan-Nyer.

Regarding transportation by raft or otherwise. It is extremely difficult for me to make any decision at this place. We could not afford to tie up a lot of money in cedar logs if their sale would be doubtful or long delayed. I think that your decision is just what I would approve - to let the matter of the cutting of the logs wait for the present and to store the heavy specimens at the head of navigation until we have a chance to study this question more in detail and to decide the best way of handling it. Please keep this question constantly in mind and ascertain all you can with regard to it.

The photographs of the specimens which you sent are extremely interesting and are worth more to us than the price which you paid. The drums are most rare. I am extremely nervous about the question of the exportation of these for we cannot afford to take the slightest chance on getting in bad with either government. I have not yet received permission from the Mexican Government for transport through Mexican territory and understand that they are quite opposed to letting these things go out of the country so they would adopt any excuse of illegal action on our part for refusing to grant this. I will of course have to promise not to take out anything from Mexico and of the specimens from Guatemala we are entitled to only half on loan. Exportation of archaeological objects from both of these countries is forbidden. Kindly, therefore, get a paper signed by the former owner to the effect that these specimens were found in Guatemalan territory. I think the best thing to do with them would be to leave them in reliable hands on the Guatemalan side until after I get down there.

You will be very interested to hear that before I come down there we are planning for an airplane exploration of parts of Mexican territory, the Maya region, about the first of December and will probably fly over Piedras Negras some time about December 7th and probably land at Carmen the same day. I will try to keep you informed by wire of our itinerary so that, if possible, we might meet some where. It is possible that I might remain down there but I have so much to do here that I think I will come back again before starting off on the big job.

With cordial regard, I am as ever,

Sincerely yours,

Mexico, October 21

Dr. J. Alden Mason, Ph.D.,
The University Museum,
33rd & Spruce Streets,
Philadelphia, U.S.A.

Dear Doctor,

I am taking advantage of some men who are leaving the job and returning to Tenosique, to send in the Weekly Reports for the period ending Oct. 18th.

The work for the week has been on the Cut; grading and excavating on the hill mentioned in my letter of the 14th. The result of the week's work has certainly been very encouraging, as the grade and surface have turned out quite good. There is still a certain amount of dressing to be done, but I reckon on finishing this side of the hill by the 25th. After the surface has been completed, I will start the excavating on the long approach on the other side. This will not give as much trouble as there are not so many rocks to be removed, but the distance is much longer. This is an advantage, as it will give a much easier gradient. There is another advantage in that the amount of cut will not be so great. It is unfortunate that we could not fill up one half the width, but I really think that it will be cheaper in the long run.

With reference to the planting of Maize and Beans, I considered the matter well and decided that as the weather is against making a milpa in the correct manner, and any other method would not be worth while, it would work out better for the first season, to engage to purchase the corn and beans from someone who already had a clearing ready for planting. With the idea of giving the residents of Porvenir the opportunity, I wrote to a man named Silverio Campaseco asking him to give me prices for the cereals. He had the nerve to ask for an advance of six hundred pesos to engage labourers for the job, and would be pleased to supply us with Maize, delivered at the Camp, at Eight Pesos per quintal, and Black Beans at Twenty Pesos per quintal. As the price of maize in Tenosique is nearer \$7.00 (pesos) and Black Beans at \$ 17.50 (pesos), per quintals respectively, even with the cost of freight added I thought that his figures were excessive. I might add that this is the same man that tried to prevent me from inspecting the Ruins on my first visit. I have therefore spoken to the man at El Retiro, from whom I am purchasing the maize for my present needs, and he is willing to supply all the corn and beans needed at Piedras Negras next year at the following rates.

Maize per quintal. shelled. \$ 5.00

These prices are very reasonable, I think, and so have with him for our supply, which I trust will be in agreement with your views. It would no doubt save us a certain amount of money if it were possible to obtain better prices at Porvenir, But I am firmly convinced that the man mentioned is trying to take advantage of the situation, and believes that we will be compelled to obtain the grain from him if we wish to save the freight from Tenosique. Quite apart from my own personal opinion of him, I have been told by everybody in the district, that he is not to be trusted, and I certainly don't think that you would care to advance him the \$600.00 pesos. In view of the fact that the road will be open and the wagons when taking loads to San José will return empty, they could easily transport a load from Cerro Tapexco to Piedras Negras. Even should you not desire to engage the steers before the second month, I think that I can arrange for the man at El Retiro to carry sufficient grain in a week's work to last a month or so. *at a reasonable rate.*

I have made inquiries at Frontera for a suitable chinaman but regret that nobody is willing to come up here for the job on the terms I offered, i.e. \$40.00 pesos. A Cook wants \$ 100.00 pesos per month, and a gardener--\$ 70.00 pesos. I do not know whether you wish to pay this, so have not made further inquiries. I believe that The Agua Azul people pay their chinaman cook \$100. which is ridiculous, as he has to cook for two people or so. I have made many inquiries around Tenosique, but cannot find anybody with sufficient experience whom I could trust with the job.

I don't think there is much more at present to report, and in any case I will be sending in another report in a few days by the arriero who is bringing out some provisions.

The mosquitoes are still very troublesome, and I continue taking my meals and do all my writing under the mosquito-net. The weather still remains changeable and during the day is as hot as -- it can be expected for this time of the year. Thank goodness the nights are cool. The rain is not troubling us or interfering too much with the work, and on the whole everything is going along pretty well.

very sincerely yours,

Frank Taylor

October 28, 1930

Mr. T. Egan-Wyer
Tenosique
Tabasco, Mexico

Dear Wyer:

Your letters of September 30th and October 11th have been received and as usual I wish to express my appreciation for your strenuous endeavors. The photographs of the road show it to be a good job, possibly even better than is absolutely necessary, but that is up to you to decide. I have spoken to our treasurer about sending your drafts the way you suggested and this will be done. Please notify me in plenty of time when you are on the point of quitting work so that we may stop the remittances.

Mr. Ricketson writes me that he has not yet finished the manuscript about which I wrote you but promises it in about a month so that I can use it as a base for ordering equipment. I presume that you will leave about the first of December for your wedding in Guatemala City and will then return as soon as possible and practicable to Tenosique to complete the road and to build the camp before we arrive. I am counting on you to inform me when weather conditions are ripe for us to start from here. I was interested in hearing of your remedy for the red bugs for they are one of the problems that must be solved before we can work in comfort. Your report on the equipment at Balancan is very useful but I will await further report from you after you have had a chance to inspect it again. I had not decided to order only one of the wagons the quotation on only one being Sanborn's own action.

Regarding the radio for Sr. Garcia. As I believe I wrote you before, I ordered the tubes as well but not the batteries. If you wish the batteries please advise me. I am writing the company which puts out the lighting apparatus and asking them whether this can be used with a pump and how it should be done. Several weeks ago I ordered some garden and flower seeds but they have been delayed in coming. I expect to receive them tomorrow and will take out the ones of small bulk and send them to you by airmail and the rest will follow by ordinary mail.

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GY TENOSIQUE TAB MEX NOV 13 1930

DR J ALDEN

TRY UNIVERSITY MUSFUM 33 AND SPRUCE STS

YOUR LETTER TWENTY EIGHT RECEIVED STOP WROTE YOU TWENTY FIFTH
AND ELEVENTH GIVING PROGRAMME AND REPORT OF TRIP TO SANTA
CRUZ STOP WISH TO LEAVE FOR GUATEMALA ABOUT END OF NOVEMBER
RETURNING FIRST WEEK JANUARY STOP WILL NOT NEED FUNDS HERE
DURING DECEMBER STOP WILL TELEGRAPH DATE OF LEAVING AND WILL
WRITE FROM GUATEMALA STOP AM ARRANGING FOR ONE MAN TO REMAIN
WARDING CAMP AND EQUIPMENT WHILE AWAY STOP

EGUN WYER

938A NOV 24

THE QUICKEST, SUREST AND SAFEST WAY TO SEND MONEY IS BY TELEGRAPH OR CABLE

November 18, 1930

Mr. T. Egan-Wyer
Tenosique
Tabasco, Mexico

Dear Wyer:

The last report received from you was that of October 21st and I am wondering if some of your letters could have been lost in the mail as it such a long time since I have heard from you. According to our records you have received, or at any rate, have been sent, \$1500.00 since the first of October. \$300.00 on each of the following dates:- October 2, 8, 15, 30 and November 14. Your last letter accounted for expenditures up to and during September so that there is a large sum of money to be accounted for by you. Since I understand you intend to go to Guatemala City in December to be married and our funds sent you cover the period up to November 28th, I have instructed the office that no further funds be sent until I hear definitely from you regarding your plans. Please let me know immediately or as soon as possible when you intend to cease work and what your plans are and also send me information regarding the other points upon which I shall touch in this letter.

As I wrote you in my last letter I am planning to go with some other men on an airplane exploration to this region and we expect to leave here on December 1st. We are not certain yet whether we shall fly from Carmen to Belize via Tenosique or in the opposite direction, but in either case Tenosique being about one half way in our itinerary, we shall probably be there on or about December 6th and I hope that it will not interfere too much with your work as I would like to see you for about half an hour or so in Tenosique. If it is not convenient for you to be there but more convenient for you to be, for instance, at the foot of your camp at San Jose, kindly leave a message to that effect at Tenosique. I realize of course that the plane needs a considerable stretch of smooth water, about a mile long and of considerable width in order to descend and rise again. I presume you will be planning to go out about this time. If we fly from Tenosique to Carmen I would like to be able to offer you a lift down the river, but since this is our longest days flight and since there is no place for refueling between Belize and Tenosique and we must consider every pound of weight, I fear that this will not be practicable. According to our present plans we are flying in the opposite direction and hope to land at Balancan and spend a short time looking over the ruins in Sanborn's equipment there, the thing which Sanborn was unable to see.

No. 2.

However, you may have already inspected it, but if not and if it is convenient to you will please do so on your way out. Sanborn has agreed on a definity offer which I made for certain thing in storage there. In detail, he has accepted an offer of \$1400.00 for:-

- 2-3 wheeled Garland Wagons
- 1-Fordson Tractor with Wench Attachment
- 1-18 ft. Cypress Boat
- 1-8 horse power Johnson Out Board Motor
- 2-Desks
- 1-Safe
- 1-Royal Typewriter

I have also made him an offer on the 2 folding iron beds; 1 folding canvas cot; 2 reed rocking chairs; 2 reed easy chairs; 1 reed settee; 1 steel filing cabinet; 1 large wardrobe; 1 chiffonier; 1 wash stand and 1 dresser. I presume that we will purchase these even if we have to raise our offer a little bit. Probably his reply will reach me before I send this letter, but if not I will send you a telegram informing you we have purchased the second lot. The first lot has definitely been purchased but the details of payment and delivery of goods has not been settled. Sanborn wishes us to send him a check and he will send us the factura or bill of sale, but I do not think it advisable to do so until I am assured that the goods are in your hands or some other accredited agent of ours and I have written him to this effect but have not heard from him as yet. Please let me know at once and preferably by cable what you think is the best way for us to take possession of these goods. Mr. Sanborn writes me that he is on the point of shipping balance to British Honduras where they expect to resume work.

I have been going over all your letters and accounts and studying them and will make the following comments upon them asking for further information on certain points but without implying any criticism since I know the difficulties of working in that region and by sending frequent reports by unreliable mail.

As I said before, there is \$1500.00 to be accounted for since your last letter and I am eager to receive this.

I am not clear as to just how much of the road has been built. I gather from your last letter that it was completed as far as Cerro Tapexco and I presume that by this time you are considerably beyond that and have the road nearly completed. Kindly inform you just where you are and how many kilometres have been done. I would like to figure out the cost per kilometre. I gather from what I know of the region and from reports that the stretch from Cerro Tapexco to the ruins will be considerably easier than that already completed. Kindly inform me also about how long it will take to complete the road and the estimated cost of the same. I expect to build the trestle at Cerro Tapexco before you leave. I am also for building the camp at the ruins. I have seen a map of the region in which he makes recommendations.

No. 3.

Of course I am sorry to see that the rate of progress on the road has been lower than what you estimated with a corresponding increase in the cost. In other words please send me a general, brief report on the total work done and to be done since your weekly reports are hard to fit together to show this.

In your estimate for hauling you say that a team of 8 steers are required for each wagon and that the cost of a team is 20 pesos per day. By team do you mean a pair of steers or the entire 8? This will mean that we will require 16 steers for our two wagons. You also state that it will require a driver for each two teams. Do you mean by this a driver for each two pairs: that is a driver to each team of 8 on a wagon?

Now with regards to the electric light plant. We have been in correspondence with the Onan Co. who put out a 350 watt 110 volt machine. This is equipped with a belt pulley for power take off, 2" diam. 2" face, operating at 1725 r.p.m. and may be used on loads requiring up to $\frac{1}{2}$ horse power. The manufacturers say that with a centrifugal pump, up to 20 or 30 feet we could ~~try~~ pumps of a capacity of 300 to 400 gallons per hour and operate from this machine during the day time. With a roper system using $\frac{1}{2}$ horse power motor which can be handled by the Onan plant, we should get 175 gallons per hour under 40 pounds of pressure. However, the manufacturers say to cut down on weight, then a pump driven by a belt is the proper thing. They also say with a shallow well pump that it only sucks or draws water from 20 to 40 feet but it is possible to pipe it 100 feet in the other direction. In other words it will push greater distances than it will suck it. I presume you will understand all this much better than I do and I will be pleased to have your opinion and advise regarding this.

I think it would be a good plan if you would make a deal for a second hand auto in Tenosique or the surrounding region if you think that Sanborn's is in an impossible condition. We will require an auto as soon as we reach there and if we have to buy one at once the price will be put at a prohibitive figure.

Since you have accepted a position as a member of the expedition it is advisable that you become familiar with the financial end of it. I was somewhat disturbed to be told that they have allowed an equal amount of funds for each of the two years, \$12,500.00 for each season and it does not seem possible to draw on any of the second year's budget for the first year, irrespective of the fact that the cost of a preliminary trip to Guatemala, the building of the road and the purchase of equipment must come out of the first year's budget. That will mean that a greater part of our year's budget will be spent before we get to the road and we will have to work the first year in a small way. It is possible and to postpone all the expensive projects.

No. 4.

We will certainly not ship the heavy stones down the river this year but will probably work with as small a body of men as possible and in every way try to keep our expenses down.

I think this is all I have to take up with you but when I read this letter over I will most likely think of something else to add as post scripts. I presume there is a report from you on the way and you may learn from this that some have been lost in the mail and I am becoming anxious not having heard from you for such a long time. Please send a full report and tell me especially when you expect to quit work and leave.

I hope that the heavy rains of November have not interfered greatly with your work and comfort and I wish to express my appreciation of your sincere endeavors to keep at this work at such a time. If I do not see you at Tenosique on about December 6th, I look forward with pleasure to seeing you and Mrs. Eyer when we begin the big job at the end of the rainy season.

Cordially yours,

If you do not get the road entirely finished before you leave, the trestle built at Tapexco and some or all of the camp buildings built, please inform me about how long you estimate these jobs will take, and the cost of finishing them after you leave. How far is it from San Jose to Cerro Tapexco and from Tapexco to the ruins?

We have a telegram from Sanborn today and he wishes us to send him a check at once. I presume this matter will be settled in a few days and I will wire you the list of the things we have purchased. Kindly make some arrangements for them to be kept for us safely until we get on the job.

PLEASE REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION

WESTERN UNION

DM = Day Message
NM = Night Message
NL = Night Letter
LCO = Deferred Cablegram
NLT = Cable Letter Telegram
WLT = Week-End Letter Telegram

full-rate Cable-gram letter is in a suitable or preced- address.

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

as shown in the date line on full-rate telegrams and day letters, and the time of receipt at destination as shown on all messages, is STANDARD TIME at Western Union Building, 230 So. 11th St., Philadelphia, Pa. 30 NOV 21 PM 9 58

116 NL=GY TENOSIQUETAB MEX 21

FOR J ALDEN MASON=

THE UNIVERSITY MUSEUM PHILADELPHIA PENN=

IED IN FROM CAMP SUFFERING BAD ATTACK MALARIA AND
 AINED TENDON IN LEG WISH TO LEAVE FOR GUATEMALA FIRST
 OPPORTUNITY HAVE CLOSED CAMP AND PAID OFF MEN LEAVING ONE
 IN CHARGE OF EQUIPMENT AND STORES HAVE OBTAINED
 PERMISSION FROM LOCAL AUTHORITIES TO CLOSE PARTS OF NEW
 ROAD TO OUTSIDE TRAFFIC EVERYTHING SATISFACTORY STILL HAVE
 ABOUT TWENTY KILOMETERS OF ROAD TO OPEN SUGGEST OBTAINING
 WRITTEN AUTHORITY FROM GOVERNMENT WHEN IN GUATEMALA TO ENA
 TO START WORK ON CAMP AT PIEDRAS MEGRAS WITHOUT
 INTERFERENCE AM WRITING FIRST OPPORTUNITY HOPE TO RETURN
 AT FIRST WEEK JANUARY WILL YOU CABLE ME PER NACIONAL
 GO IN VILLAHERMOSA DOLLARS FOUR HUNDRED A/C SALARY AND
 DOLLARS ONE HUNDRED FOR EXPENSES=

EGAN WYER.



REQUESTED TO FAVOR THE COMPANY BY CRITICISM AND SUGGESTION CONCERNING

WESTERN UNION

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

DL = Day Letter
NM = Night Message
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Western Union Building, 230 So. 11th St., Philadelphia, Pa.

6 63 NL= GY TENOSIQUE TAB MEX 22

1930 NOV 23 AM 5

J. ALDEN MASSON, UNIVERSITY MUSEUM=

33 SPRUCE ST PHILADELPHIA PENN=

YOUR TELEGRAM OF YESTERDAY RECEIVED HAVE SUBMITTED
 REPORTS REGULARLY SINCE ONE MENTIONED MAIL SERVICE FROM
 HERE VERY BAD AT PRESENT TELEGRAPHED YOU FOURTEENTH
 CURRENT TO ANTIQUE BUT MESSAGE WAS RETURNED ADDRESS BEING
 UNKNOWN TELEGRAPHED YOU YESTERDAY PRIOR RECEIPT YOUR
 ARE ON STATE OF HEALTH BETTER TODAY AM WRITING WORK
 PROGRESSED WELL BUT SLOW PLEASE ADVISE RECEIPT AND ACTION
 REFERENCE MY TELEGRAM OF YESTERDAY=

EGAN WYER.

Memo. Re letter to Wyer.

Replying to his former queries:

The "Onan Electric Lite Plant", 350-watt model, is equipped with belt pulley for power take-off, 2" dia., 2" face, operates at 1725 R.P.M. May be used on loads requiring up to 1/2 horsepower.

With centrifugal pump, up to 20 to 30 feet (lift?), could buy pumps of capacity of 300 to 400 gal. per hour, and operate from this machine during that time.

With a Roper (Geo. A. Clark & Son, 901 N. 3d St., Minneapolis) system using 1/4 H.P. motor, which can be handled by the Onan plant, should get 175 Gal. per hour under 40# pressure (pounds).

But to cut down on weight (& expense?) a pump driven by battery is the proper thing.

"a shallow well pump that will only suck or draw water from 20 to 40 feet, ~~will~~ it is still possible to pipe it 100 in the opposite direction. In other words it will push it great distances, but will not suck it as far."

Apparently, if the plant is placed ^{at-water-level} 20-~~or~~-thirty-feet-above level, we could use the suggested combination for pumping as high as 100 feet.

We have not received monthly reports and account for October.

Up to October 4th the labor charges had averaged 16.00 as opposed to Wyer's estimate of \$13.00 per day, due to employment of more men than expected.

We would like to be able to figure out the actual cost per kilo, up to October 4th, and to the latest date possible. What is the distance cleared ~~and finished~~ up to Oct. 4? What is the approximate distance, San Jose to Cerro Tapexcoto over road as cleared? The best and latest estimate of distance the road to be built, Tapexcoto Piedras Negras? What is the estimated length of road remaining to be done?

What kind of country remains to be covered, and what estimate of time and cost for covering it? (without spending a lot of time or making any new reconnaissances, but based on your present information and experience thus far.)

The rate of progress thus far (up to Oct. 4) has been considerably slower than estimated; have the remaining distance should be easier, and help to reduce the cost of the project.

Have the tresiles been built at Papexco? We assume
till last. How long do you estimate they would take

You have estimated a steam of eight steers per load, and
cost of a "team" as 20 pesos per team per day. Does this mean 20
per day for a team of eight steers? ~~or~~

As to requirement of a driver for each two teams - does
mean a driver to 16 steers?

We have purchased from Sanborn two Garland wagons. These will
require 16 steers, if we understand correctly.

~~Budget of work~~

~~When will you be done?~~

~~2:40 pm 1/11/27~~

~~Equipment at Belm...~~

~~20 teams purchased from Sanborn~~

Budget trouble
auto

Egan Wyer
Tenosique, Tabasco, Mexico.

Telegrams of twentyfirst twentythird and thirteenth just received
~~but~~ but no mail ~~and regret your illness stop~~ AM WIRING ~~YOU~~ THREE
NO
HUNDRED DOLLARS BUT MORE ~~CANNOT BE SENT~~ UNTIL RECEIPT OF EXPENSES
^
~~STOP~~ I FIGURE ABOUT SEVENTY FIVE DOLLARS SALARY DUE YOU OCTOBER
FIRST STOP PROCEED TO GUATEMALA CITY AS SOON ~~QUICKLY AND ECONOMICALLY~~
AS POSSIBLE STOP SALARY AND EXPENSES CONTINUE UNTIL YOUR ARRIVAL
THERE STOP SINCERELY REGRET YOUR ILLNESS.

UNION

SEND
LETTER
Should check class of service
otherwise message will be
transmitted as a full-rate
communication.

NEWCOMB CARLTON, PRESIDENT

J. C. WILLEVER, FIRST VICE-PRESIDENT

TIME FILED

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

68

T EGAN WYER
TENOSIQUE TABASCO MEXICO

DELIGHTED YOU ARE BACK AM WIRING TODAY VILLAHERMOSA THREE
HUNDRED STOP TAKE DELIVERY SANBORNS PURCHASED EQUIPMENT ALSO
TAKE OTHER NECESSARY IMPLEMENTS SUCH AS JACKS CHAINS ROPES
HOISTING BLOCKS TOOLS AND WIRE ME LIST WITH APPRAISAL ALSO
ADVISE WHAT OTHER SIMILAR THINGS I MUST PURCHASE STOP
BEGIN BUILDING CAMP CONTINUE ROAD AND LOOK FOR CHEAP AUTO
STOP WE LEAVE NEW ORLEANS VIA PROGRESO EITHER JANUARY
THIRTIETH OR FEBRUARY NINTH

MASON

American Independence

Philadelphia
December 19

Mr. T. Egan-Wyer,
Gran Hotel,
Guatemala City.

Dear Wyer:

I am so busy at my office since I got home the day before yesterday that I shall probably have to take work home every evening to get urgent business cleaned up, so I am beginning writing you. At any rate I can typewrite here instead of having to write longhand which I hate.

I presume that you are so busy with preparations for your wedding, or with the honeymoon if the big event has already happened, that you have little time to think of business, but nevertheless I hope that you will be able to find the time to give me the necessary information. I presume you received the letter that I wrote you hastily from Belize. While you are now further away than you were in Tenosique, the mail, by air, is much safer and faster, and I shall hope for an early reply from you.

We had a most interesting airplane trip; it was financed mainly by one of our trustees, not from the funds for my Piedra Negra expedition which are dwindling fast. Airplane travel spoils you for every other kind. We landed at Santa Cruz near Balancan in much less than an hour after leaving Carmen, and it took us only about ten minutes longer to reach Tenosique. We were the first airplane ever up the river and we certainly created plenty of excitement. I looked hastily over the stuff that Seborn has at Santa Cruz, but as the others were eager to leave I did not have time to inspect it thoroughly nor to mark it as mine, nor to select other equipment there, especially the smaller things. The entire population of Tenosique gathered at the river bank to greet us, and every cayuco came out loaded to the gunwale. Pancho Garcia came out in the first but those in the next were so excited they upset and grabbed onto Pancho's boat and nearly upset him. One of our crowd had a movie camera and got a picture of it all. So I had to go ashore alone, since Pancho turned back. By that time Pancho Villanueva had come back to town and I had a short conversation with him before I had to leave. I was disappointed that you were not there, though for your sake I was glad that you were off to your wedding and your bride. Pancho said that you had had some trouble with our last remittance to you. I didn't just get what, but apparently you had to go to Villanueva to settle it. If it was some mistake on our part, as I presume, I am sorry, and hope that it caused you no great difficulty. I do not send the funds personally -- I ask the treasurer to send them in the way that you request and it is charged up against the account.

Villanueva said that you were in bad shape when you came back with malaria and a strained tendon. He said you were in bed for several days. He said you were in bed for several days.

that you have entirely recovered and are
owner of Guatemala City. Villanueva spoke very
personally, and of the job you had done, which pleased
from Tenosique we flew up the river as far as the ruins
(Menche) and back to Carmen but without seeing anything.
decided that in such rough country as that around Piedras
airplane exploration for new sites is worthless. I hope
something of the road and of the river rapids and falls,
pilot did not dare to fly low nor to follow all the turns
river and somehow I missed Piedras Negras entirely.

I fear that many of your letters have been lost and
heard so little of you of late that we cannot tell how things
stand. When I returned two days ago I was hopeful that some
might have been received from you, some rather full report,
there was nothing. At least two letters of which you have
probably important ones, are probably lost. I hope you kept
of them and can send me these. Mail is so uncertain that you
should certainly keep copies of everything. Apparently we received
your letters of October 11 and 21, but not the letter of October
14 referred to in the last letter. Your telegrams of November
and 23 were received, and these evidently gave the office a clue
as to where your telegram of the Nov. 13 should be delivered,
the address was insufficient and it was received ten days later.
that telegram you refer to letters of the twenty-fifth and eleventh.
The letter of October 25, which apparently contained the report
your second visit to Santa Cruz, was never received, and if by
"eleventh" you mean November 11th, that also is missing. As
said, the letter of October 11th was received. Then we received
letter mailed at Tenosique on November 19 which contained the
daily work reports but with no letter nor the customary account
receipts and disbursements. If you have copies of your letters
October 14, 25 and November 11, if it was November, will you
them to me? Since we have not heard a word from you since
your telegrams of November 21 and 23, nearly a month ago,
that even more letters have been lost and if so can you send

You will understand, of course, that with all these missing
reports it is impossible for us to know how things stand and
are anxious to know as soon as possible. I hope that you were
greatly put out or inconvenienced by our not sending the full
which you requested. As I am naturally easy-going, my first
was to send you what you asked, but the higher-ups have been
about the large disbursements to you without greater security
my faith in you, and thought it unwise to send all that you
To be quite frank, although your salary has not been munificent,
personal expenses need not have been large, and I am sure
I had been in your place I would have saved up several hundred
looking forward to the expenses of the wedding in Guatemala
of asking for an advance in salary. While it was a long time
we had received a complete statement of your finances, not
October first, yet at that time we figured you had drawn
about \$75 of your salary. Am I correct in this?

I hope that a long letter from you is now on the way
statement of present condition of affairs and plans

Receipts and disbursements account from
... needed. Your medical expenses for
... job is of course on us, as are the expenses of
... Guatemala City where you were engaged. Weekly time
... reports from November 8 until you stopped working.
... been lost and no copies kept, a briefer statement will

I understand you still have 20 kilometers of road
this at the further end beyond Cerro Tapexco? Is this so
on the whole than what has been done? How many kilometers
been done? What do you estimate the cost in money and time
these last 20 kilometers? I presume the trestle work at
Tapexco has not been done yet? How long will this take and
much do you estimate for the cost? In total, how long will
take and how much will it cost to finish the road to the ruins
that autos and wagons can get over it? When do you expect
back on the job and can you set a maximum time when it will
possible to get auto and wagons over the road? Or should we
to get in camp supplies by mule from Tenosique? Can you get
equipment, including tractor, wagons and auto up the rapids to
Jose as early as February?

Can you let me have a list of the equipment that you have
hand so that we may count on this in ordering supplies and equip-
ment? Can you send me a copy of your report on the remainder of
Sanborn's equipment? I did not have time to examine it carefully
but I saw, among other things, some jacks and chains which I am
almost sure we will need. I don't know when Sanborn intends to
ship this to Honduras -- it will probably be all there when we
arrive, but in order to make sure we should purchase from him
the things we are certain to need. How much are they worth?
Can you give me a list of all equipment which you think we should
purchase before getting to Tenosique, especially equipment needed
in moving, loading and transporting the stones, such as jacks,
pulleys, rope, chains, etc. I saw several good pulleys at San
Cruz. Please advise me as to the minimum equipment which you
require for surveying and mapping the ruins, making ground plans
and correcting the existing map. Please be as specific as possi-
ble and also bear in mind that we must keep expenses as low as
possible.

Can you give me an estimate as to the cost of moving the
stelae from the ruins to San Jose? Should we let this job out
contract? We will have two Garland Wagons and the tractor.
not let out on contract, how large a force shall we need for
two wagons? I think you estimated rates for steers as under
pesos per day per team. By "team" do you mean a pair, or the
steers that you estimate will be required for each wagon? Even
with your accounts it is very difficult to figure out the ave-
rage cost of feeding men. If you have data at hand which may modify
our original estimate of \$.36 per man per day, will you please
let me have it, and be sure that figures state whether Mexican
or American currency.

We are trying to make up a budget which will cover
and then divide the remainder up over the two
not run short on either of the two

Millanueve thought that it would not be there before February 1st at the earliest. 15. Will you have the road, trestles, bridge at that time? I must leave the camp up to you as I received the article that Ricketson promised me. My wife probably not come down, but there will be you and Mrs Wyer, Terthwaite, my assistant, and his wife, myself, the Guatemalan inspector, and from time to time there will be guests. Assume that when there are guests, we ~~will~~, or some of us, will use up our good quarters and for a short time and sleep in the building. You still favor getting a Superwasp short wave? How did the one we sent for Garcia work? I never heard from you received this and got it into operation or whether you have the bulbs which I think I sent or the batteries which I did. How large a lighting equipment should we get and do we need a pump and of what kind?

I still have not received permission of transport in from Mexico, but we are working on this and hope to receive before long. It would be a good plan, as I believe you suggested, while you are in Guatemala, to make official application for such things as are needed, such as to build the rest of the road through Guatemala, make the camp, etc. Also remind the Minister of Education that, according to the terms of the contract they are to appoint an inspector. Find out, if you can, how much he is to be paid. I hope to God it is a small salary -- our budget is going horribly fast.

I see by the morning papers today that there has been a coup d'etat in Guatemala City and a new President. I presume this was rather quietly done without much disturbance.

And now let me wish you worlds of joy and happiness on the event of your coming marriage if it has not come off already. And kindly convey my very best wishes to the present or soon Mrs Wyer. I am looking forward to seeing you both in six weeks or so. I know it will be hard to take the time to answer you this but please do. I am nervous at not hearing from you so long. If there is any disagreement, write me frankly and at length, just as you would if we were sitting together over a glass of beer. Please give my cordial regards to our friends and the same to you. A very Merry Christmas and a Happy New Year.

Sincerely yours,

This is too long, it is too late, and I am too tired to read it all over, but will take it for granted that everything is right and clear. If there are any mistakes, I presume you can guess what I meant.

December 27, 1930.

Dear Wyer:

My sincerest congratulations on your wedding, my sincerest wishes for a lifetime of happiness to Mrs Wyer and yourself and a Happy New Year to you both. I received your wedding announcement a few days ago and was delighted to hear that your hopes and expectations have been realized at last.

I know that you have been extremely busy and preoccupied with these urgent personal arrangements, but I am very worried and inconvenienced at not having heard from you for so long. I sent you a short letter from Belize and a longer one a week or so ago to Guatemala. I presume you received the latter which explained everything and asked a number of questions which it is important for me to know in order that I may formulate a budget for the work and purchase necessary supplies. We must leave here in about a month and advice is urgent. May I not hear from you soon?

Reiterating my personal greetings and good wishes, believe me

Cordially yours,

January 5, 1931.

Mr. T. Egan Wyer,
C/o Sr. Ernesto Marroquin,
Guatemala.

Dear Wyer:

For the love of Pete and everybody else, I
hear from you. I wrote you a letter from Belize nearly a
ago, and two letters, I think, since that time from here,
addressed to the Gran Hotel which was the address you left
Villanueva in Tenosique. If you have not received those, please
go and get them. They were dated December 18 and 27.

There is nothing I have further to say than what
contained in those letters which were quite full, especially
the first one. We have heard nothing from you since your tele-
grams of November 21 and 23. I think the last descriptive
letter from you was October 21, but one of November 19 contained
some time sheets but nothing else. We are counting on leaving
here in about two weeks and are buying equipment and you must
realize how upset we are by knowing nothing of your doings and
expenses since October, not anything of your plans.

I realize that you must be thinking of other
things on your honeymoon and appreciate greatly your sending
me your wedding announcement and the Christmas Card. But
please let me have a word, or more than a word from you about
your doings and your plans. It is inconveniencing us greatly
please send me a cable on receipt of this telling me briefly
your plans. Don't make it too long as cable rates are very
expensive and send it deferred or week-end. But at any rate
let me hear something at once, so that we can make some plans.
I fear that some of your letters have been lost; you mention
some, at any rate, from Tenosique which were never received.

With my cordial regards to you and Mrs. Wyer,
believe me as ever

Sincerely yours,

Carmen, Febrero 10, 1931.

Egan Wyor, Tenosique, Tabasco

Saldremos tres para Emiliano Zapata esta manana en embarcacion de Nueva Esperanza punto. En proxima embarcacion de Alvaro Obregon saldra empleado de casa Alvaro Perez para recoger recibo por los efectos cogido por Usted en Santa Cruz punto. ~~Si/por/lo~~ Si puede telegrafiarle Emiliano Zapata si Usted puede viajar alla para arreglar este asunto y llevarnos con equipaje personal. Saludes

March 18th,

Dr. J. Alden Mason,
Tenosique,
Tabasco.

Dear Doctor,

We arrived here about 4 p.m. yesterday well ahead of the arriero, who did not turn up till about 7.30 in the evening. Our first day was rather heavy going as night overtook us before we got to Los Rieles, and if it had not been for the wonderful intelligence of the Pack-mule, we probably would not have there that night. It was as dark as pitch, and we spent too much time trying to dodge branches to worry about how tired we were. We finally got to our first camp at 7.20 p.m. We made an early start and the wife and I went on ahead of the arriero and the pack-mule. The new horse is a powerful brute but a wee bit heavy for the hills, and needed forcing to keep going along at a decent pace. However, when I went out this morning to examine the road work at this end, I discovered what he needed, and I think it will turn out a useful animal. At any rate, it is worth the hundred pesos.

The arriero reported that the animals were too done up to make his return journey today, so he spent the day here in Camp. I do not know whether we will have to pay for this day as the majority of the men return immediately.

Everything is going along well here and I am sure you will be pleased to hear that over two leagues of road have been opened up. The hilly section near Porvenir has been eliminated by making a detour behind the hills. This also will shorten the distance a bit. Most of the road so far is over fairly level ground, though there are one or two bits that will need grading slightly. I am sending some of the men on to make a camp about four leagues from here, and they will start to work on the section opened up from here and then return towards Tapexco, or rather as far as Tres Champas. This gang will consist of about eight men. The remainder, that is the half-dozen or so that Satterthwaite is employing at the Ruins excluded, will be on the grading at the entrance to the ruins.

I sincerely hope that you have heard good news from Mexico with reference to both subjects, and that at last you have allowed the stores to come up via Tenosique. In case there is to be a couple of weeks delay in the stores reaching the camp, I suggest that you send out as early as convenient the articles on the ~~attached~~ lists. ~~These~~ I have sent to don Pancho with no fear of any loss or needless expense of purchase. I already expect from the States as all of the

*personally assessed
& extra pay refused*

Teneoique., Tab. Junio 14/1931.

Sr. Dr. J. Alden Mason
-Ciudad.

Muy estimado Dr. Mason:-

Con motivo de estarse practicándose mi liquidación como empleado del Museo que de manera tan digna representa Vd., y después de hechas algunas aclaraciones al extracto que yo mismo me formulé el cual se encuentra á su revisión, estimo necesario hacerle algunas explicaciones, las que espero tomará ó mejor dicho, acogerá Vd., después de que éstas sean estudiadas con su sana conciencia y buen criterio á la vez. Yo desearia Dr. Mason, que Vd. no viera en el contenido de esta carta, miras de egoismo ni mucho menos, deseos de parte mía en pedir cosas fuera de la equidad que en este caso existe.-

Estando Vd. en los Estados Unidos, le fué reportado el trabajo, lo mismo que las posibles dificultades en cuanto á la construcción del mal camino que en aquella época constituía, la pasada del lugar denominando "CERRIL DEL TAPEXCO" Creo que tambien se le mandó, un proyecto que de haberlo llevado á efecto, casi podría hacerle ~~x~~ sin temor á error, que el costo hubiese sido mas ó menos cerca de:---- Dls. 500.00 con la agravante de ignorar, el resultado que éste hubiese dado al paso de los carros cargados.-

Hubo otro proyecto. Yo no soy ingeniero ni poseo conocimientos de aspirante a tal título, pero si dificultoso resultaba llevar a efecto la realización del otro, peligroso resultaba éste, toda vez que se desconocía el efecto que iba a producir la dinamita ~~x~~ y nada difícil hubiese sido que en lugar de abri, se hubiese serrado el camino.-

Ya conoce Vd. el costo que ultimamente reporté por el trabajo citado y por él, se ve ~~x~~ claramente, que éste resultó bastante económico y rápido á la vez.-

A su llegada de Estados Unidos, recuerdo que Vd. mismo no tenía esperanzas de que este año salieran piedras y, sin embargo resultó lo contrario. Personalmente le ofrecí que asi sería y ha quedado demostrado con el hecho de que en San José hay ya 4 cajas mas las dos que dentro unos dias estarn en dicho lugar.-

Como le indiqué verbalmente, Mr. Wyer me ofreció Dls. 25.00 mas de sueldo. Vd. ve en el extracto cargado solamente \$130.00 habiendo una diferencia de \$20.00 sin tomar en consideración que lo que se me ofreció, fuerón dollars y el pago es en plata. Creo que Vd. notará una diferencia bastante digna de tomarse en cuenta, si consideramos el tipo de cambio del Dollar sobre la plata mexicana.-

Confio que Vd. resuleva el caso, con su peculiar
humanitarismo.-

Muy respetuosamente.-

R. Rivas
Enrique Rivas

Mexico, Sept 11

Alden Mason
The Museum
University of Pennsylvania.

Dear Towster,

I sent you a whole bundle of reports and statistics to all I hope you received them O. K.

I am enclosing the Daily & Weekly Work Reports for the past week, as well as the Progress Report. The total distance cut and cleared to date (Sept 6th) is 13,400 Kilometres, and includes about 350 metres or so

cut up the first hill I mentioned in my last report. I am very satisfied with it and think it will hold up well even through the rains. There is the risk, of course, of the Mule Teams utilizing the new road as soon as we open it as far as Cerro Tapasco. I don't see how we can stop them.

We had some heavy rain on Friday the 5th and the men did not work, except the two men using the reconnaissance and the Cook & helper. Naturally, the men who did not turn out will not be paid.

I received your telegram of the 4th and really cannot understand why you have not received my earlier reports. I also note the thinking over the question of the

Dear Mason,

of any fats on the back.

The weather has been variable. We have had hot sun & then days when it rained every day. Conditions are not bad and everything is as comfortable as circumstances allow and the men are content. I get them started out to work by 5.30 a.m. or 6 a.m. at the latest. As the distance to the new Camp site is pretty far, I may reduce the task to 90 metres per man, as it will be cheaper than changing camp. As a matter of fact the road will have to be made before mules can carry the stores there. The quantities I originally purchased are holding out, with the exception of the Brown Sugar. This was used up before the month owing to loss by melting & negligence of the cook. The atmosphere is very humid and everything gets exceedingly damp. Our clothes are damp in the mornings and everything is covered with a layer of moisture. I have run into a new pest, which I had not encountered in Bar Honduras or Guatemala and it is a very minute red bug, so small that it cannot be seen with the naked eye. My legs are nearly one raw mass of flesh, and I have to wrap them in lint, saturated with Conazona antiseptic, before I can put on my sock & breeches.

I will be sending in my reports weekly, & I have no further cause for complaint.

With best regards,
 Yours sincerely,
 J. E. S.

hill south of the camp, about a
half way, also a certain amount of dressing
surface has been done along the road. There is
two kilometers of clearing to be done this side of
Arroyo Santo Tomas & then I will construct the
camp at that arroyo, probably about the 12th or 13th.
The road is over very good ground from the first
hill mentioned as far as the Arroyo and for a
short distance on the other side. Then there is
another hill, which is not bad & can be easily
worked, then level ground again till we arrive at
the Cerro Tapexco Range. A bridge will have
to be built at the crossings, both here (Cerro Tapexco
Riños) and at Santo Tomas, but in view of the heavy
rains due in November, and the damage that may be
done by the Mole Trains at the Chiclaire, I will
wait until after the rains before completing these.

I have taken some photographs of the
road & hope to send you copies as soon as I
can get them developed. I might mention that
several men passing over the section of the road
already completed have asked whether I was making
a road for Automobile Traffic. They say it is very
much superior to anything they have seen out in
the bush. I understand the Tractor Roads of
Agua Azul Co, are very poor compared to this
road of ours. However, you will be able
to see for yourself, so will refrain from

Mr. Mason.

2.

and the reason why more rapid progress has been made.

Daily Work Reports.

Two days had to be allowed the men joining camp as they came from a town below Tenouque. They arrived at the camp site late the 2nd afternoon (Tues 5th) and set to making shelters for the night.

Two days were spent building camp and from past experience I consider this very good work. A medium sized hut was made for me, including enclosing half of it for use as a *Bodega*, and a long low open sided *Champa* for the twelve men. The bush was cleared away and large trees felled for safety.

I tried employing only one man in the kitchen as cook, but the work was really too much for him do or had to give him another young man to help. During the past month I endeavoured to get an old woman cook, but none were willing to come out. One of the men has written to his town & to get a woman cook within a week or so. This will be cheaper I think.

The daily task or "Tarea", as you will see has been mostly one hundred metres per man, except when the growth has been heavy, when I reduced it. In the column showing number of men on "Clearing Road", to arrive at the actual number doing this, one will have to be deducted for the Foreman (from the Daily Work Reports) and three (one Foreman, Cook & Helper) from the Weekly Reports. The Foreman was employed a

Eden Mason.

3.

the men's work & helping wherever necessary, going ahead over the coming days work with me.

There were several Hardwood trees fallen across the Right of way, & which could not be avoided by detours due to the nature of the ground and other circumstances. These had to be cut through, thereby decreasing the actual number employed on clearing the road.

On Friday the 15th, we arrived at the mouth of a small canyon forming the approach to the river. The ground on either side rises abruptly into high hills and this canyon which has a rocky broken bed, is the only outlet to the river. It was flooded by the river, so that we could not do very much work at this point for a distance of about 400 to 500 meters. I did as much as I could in the way of removing large rock out of the way at this point as well as along the road, but there still remains some work to be done as soon as the dry season sets in & the river goes down. There are several small bridges to be made, but it is advisable to construct these just before you are ready to use the road. The road, running between the hills all the way, is low in places and during the heavy rains these are under water.

On the whole the road is remarkably good and there will be no difficulty in running an auto over it.

Wkly Time Report

This shows the number employed weekly and gives cost. Unfortunately there is a total of ten sick days "meas" lost, as under the local labor laws, men employed out in the Bush have to be paid for them.

This means a loss of a kilometre of
"Tareas", actually paid for. The man José
didn't show any signs of getting better, I sent him
on the 30th of the month, paying his wage for the day on the
road.
For the week ending Aug 30th, there are shown 5 men
joining camp. Two of these are men who left on the 21st
for which day on the road (22nd Aug) I did not pay as they
went home on leave, returned bringing a new man in place of
Carmen Lopez. The other two men (# 13 & 14) are men I engaged
to find a better crossing over the Cerro Tapexco Range. I was
informed by Sr don Prudencio Colorado that there was a
better crossing and a more or less straight route from the
Arroyo Santa Tomasa (where I am crossing it) to a point
near Tres Charpas, which route would eliminate the
travelling at Cerro Tapexco. He told me that this old
route had been used for hauling timber & was even suitable
for use by Tractors. In the circumstances, I thought I
would be justified in engaging these men, but could not do
so for less than Two Pesos & a half. I will let you have
a report next week when I send in the Weekly Progress Report.
Weekly Progress Report

You will note that I have classified the
various works under separate details & operation numbers.
This allows each job to be accounted for & kept under
separate accounts & costs. The numbers I have used
happen to be numbers taken from a complete list of
engineering job numbers I have used before.

John Mason
Payroll.

This shows the number of days due each man & total amount earned. The cash advances received in the month & deductions for stores etc., purchased from the Bodega, are shown, and the last column gives the balance of his wages he is to be paid. Most of the men prefer leaving their wages in deposit instead of drawing it in a sum at the end of the month; and instead draw various sums within the limit of their wages whenever required. I have purchased a supply of tobacco (leaf) Cigarettes, Tiles, and other items for sale to the men, which amounts are deducted as shown under column headed "Stores". I have marked these off in red on the Invoices & Bills I am sending you herewith.

Monthly Statements for May, June, July & August:

I am enclosing statements for these four months beginning with the date I received the first personal advance from you in Guatemala (May 31st). You have already received statements up to the end of June, but have included it again, so as to have everything kept plain & clear right from the start.

I also include the several Bills receipted, for various purchases for which I could obtain receipts and have marked on them the items forming stock for sale to the men.

With reference now to the future work, we remain in this camp for about two months. There is an amount of grading to be done

Dear Doctor,

I want to write to you before about the following
have been offered to me by a merchant here in Tenosique, but as
in your line I said that I would write and see if you were interested
consist of two large "tinajas", said to be ancient mayan, also
article made of wood, which I am told is a mayan marimba. How
duced anything like music from the weird thing is beyond me, but
you know more about that than I do.

The objects were found in a cavity in the ground near camp
about five days journey from Tenosique, in the Rio San Pedro district.
tinajas have a height of 18" with a maximum diameter of 14", and the
about 8" dia. Each one has a crude face, surmounted by a crown, on the
as shown in the sketch I enclose. At the side of the spout is a curved
projection, found to be filled with some kind of resinous substance,
no connecting opening with the main vessel, however. Each crown
of beads, but one of the crowns has about ten, if I remember right
other has six or seven. They seem to be hand made, and not spun on
wheel, and are remarkably thin, considering. One of them is in perfect
dition, but the other has a small crack running from the rim three
of the way to the bottom. The bottles are egg-shaped, with no feet.
owner offered them to me for fifty pesos piece.

The "Marimba" (?) is made of some hard wood, which I am told
of the same kind as that from which the present day marimbas are made,
cylindrical, 10" diameter, hollowed out underneath, leaving a thickness
at the top. There are two slits along the top, about two inches apart,
a cut across the middle, giving two tongues about 6" long by 2" wide and
thick. The bottom is flattened to form a base. For this ancient musical
instrument he asked One Hundred Pesos!!

I know that it will be difficult to say that they are genuine
without an examination, but should you be interested, you might let me know
and I will tell him so. We might be willing to keep them here till you
arrive. The son of Sr. don Prisciliano Colorado brought them from the north
when he was returning from one of his chicle trips.

It has been very hot the last few days, but I prefer it to
rain, especially out in the bush. Towards morning it gets very chilly and
heavy mist hangs around till about seven o'clock. Everything is going
and I have an exceptionally good gang.

Without further for the moment,

sincerely yours,

T. G. Sawyer

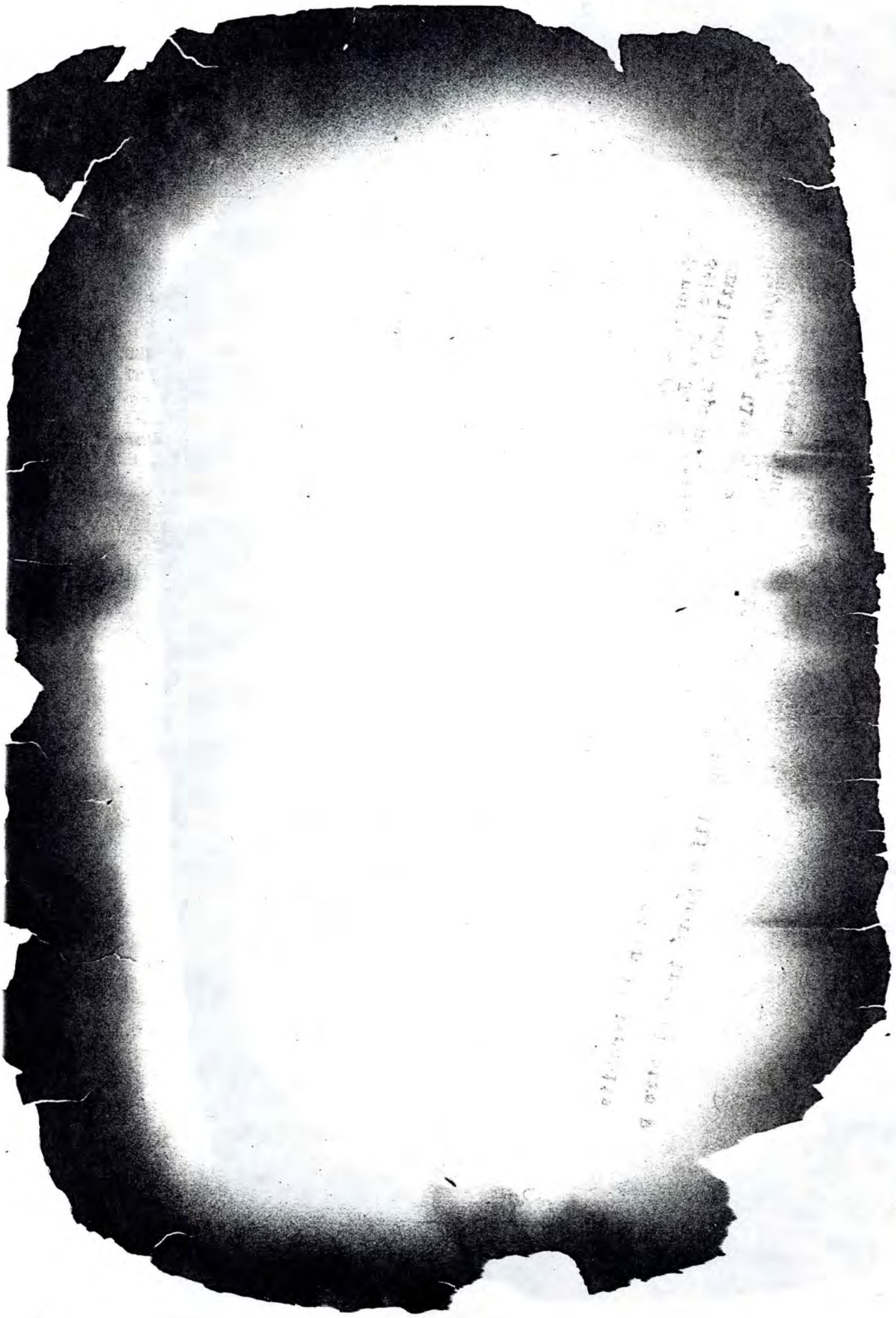
Total length
about 24"

C O P Y

NA63 75 NL-GY TENOSIQUE TAB MEX 30
DR ALDEN MASON
33 AND SPRUCE STREET PHILADELPHIA

YOUR TELEGRAM TWENTIETH STOP ARRIVED HERE TWENTY FIFTH AND RETURNED
STA CRUZ IMMEDIATELY SAME BOAT STOP ARRANGED TRANSPORT OF EQUIPMENT
TO STA MARGARITA FOR FIRST OF MONTH STOP WOULD ADVISE DELAYING YOUR STAY
TILL ABOUT FIFTEENTH OWING TO BAD WEATHER CONDITIONS HERE STOP HAVE RAIN
AND ROADS VERY MUDDY AND RIVER STRONG STOP SENDING ESTIMATE OF EXTRA
ARTICLES TOMORROW STOP HAVE NOT RECEIVED FUNDS YET STOP STARTING MEN
FOR PIEDRAS NEGRAS AT ONCE STOP

EGAN WYER



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