

December 29, 1930.

Mr. Franz Blom,
Department of Middle American Research,
Tulane University,
New Orleans, La.

Dear Blom:

The time is drawing near when we will have to leave for Piedras Negras and I have been, and still am, so busy that I have done little so far in the line of purchasing of equipment. Many thanks for your helpful advice in your letters to Satterthwaite. In a day or two now we are going to begin ordering stuff.

It seems to me that the best thing we can do is as you suggest to come to New Orleans four or five days early, before the last sailing of the Fritzos for Carmen -- I believe she sails on the 29th -- and order, with your advice and help, food supplies, digging equipment, and everything which can be purchased in short order and at the same price in New Orleans as here. That would mean that we would come to New Orleans about the 25th or earlier. Will you be there then and can you help us? Then after we get our stuff all off by freight for Carmen we can proceed ourselves, probably best to Progreso. I presume passages will not have to be engaged in advance.

I will probably write you frequently in the next few weeks for advice in purchasing such equipment as must be specially ordered and secured in advance, but I have not had time to give this much thought yet.

You told me once that you were frequently able to secure free or reduced passages for scientific expeditions. Is there any chance for us and how should I go about it? There will probably be only Mr. and Mrs. Satterthwaite and myself. However later in February our artist, Miss M. L. Baker, is going to Merida and Guatemala City to paint Maya pottery vessels for our large album. Do you think there is any way by which we can secure special rates for her?

Cordial regards and Happy New Year.

Sincerely yours,

January 7, 1931.

Dear Blom:

Thanks for yours of the 2d. I have written to Cutter and to the Munson Line and hope for favorable answers.

I have been extremely busy and we are only just getting around around to ordering equipment. Our general plan is to order from Sears Roebuck the things that we are certain of, and on which they will pay postage to N. O., to order direct other things that they do not carry, and the heavy things that can be purchased anywhere or where we have to make a selection, to get in N. O. I shall probably have to ask advice of you frequently, but one thing occurs to me now. How about cooking for a party of six or so in a permanent place for five months, two seasons? I am considering ordering a wood-burning iron stove. The expense is slight but the weight great, 150-200 lbs. Would you advise it or should we build one there? What did you do at Uxmal?

Hastily, just before
closing time.

THE TULANE UNIVERSITY OF LOUISIANA
NEW ORLEANS

January 13, 1931.

DEPARTMENT OF
MIDDLE AMERICAN RESEARCH
CABLE ADDRESS:
MIDAMERES

Dr. J. Alden Mason,
The University Museum,
University of Pennsylvania,
Pennsylvania, Pa.

Dear Mason:

I received your note of January 7th, and hasten to answer that we used gasoline stove in our camp, at Uxmal. They are very light and efficient, only you have to carry your gasoline into your camp. I think it would be cheaper in the long run to save transportation on gasoline and haul in an iron stove, as you can cut your firewood right around camp.

Please let me know as exactly as possible when you will arrive in New Orleans, so that I may be ready to aid you.

Yours sincerely,

Frans Blom

Frans Blom.

FB:DM

January 21, 1931.

Mr. Frans Blom,
Department of Middle American Research,
Tulane University,
New Orleans, La.

Dear Blom:

Thanks for your kind offer of assistance which will certainly be welcomed and accepted. On your advice I wrote to Cutter who munificently replied with a pass for Miss Baker from New York to Puerto Barrios. In recognition of his kindness we gave him ten years free membership in the Museum which includes our publications, and these will probably awaken his interest in Maya work and in this Museum.

I had intended leaving for New Orleans this Saturday, the 24th, in order to purchase equipment in New Orleans to get off for Carmen on the Fritzo on the 29th, ourselves to leave on the Munplace for Progreso on the 30th. But I have been having some ear trouble, probably the result of that airplane flight, for the left ear-drum is retracted. A specialist is treating it and thought that I should postpone my departure for a week or two in order to give him a chance to do everything possible. But it is responding to treatment so well that when I see him again on Friday he may dismiss me. However he will probably want me to wait another week. However, I am planning, barring delays, for the Satterthwaites to leave for New Orleans on that date. I haven't locked up trains, but they ought to be in N.O. Monday morning and will purchase and pack equipment for the Fritzo. They may then get off on the Munplace on the 30th and see Chichen Itza and Uxmal, and study Morley's methods of work before I arrive on the next boat. Or possibly the specialist will let me off Tuesday or Wednesday so that I can catch the boat on the 30th. In either case I am relying on you to give Satterthwaite advice and help in purchasing and packing equipment.

We have ordered a good deal some packed for export and sent direct to the pier, and others by parcel post sent in your care which Satterthwaite will repack. Many thanks in advance, and I will see you shortly.

Cordially yours,

THE TULANE UNIVERSITY OF LOUISIANA
NEW ORLEANS

January 23, 1931.

DEPARTMENT OF
MIDDLE AMERICAN RESEARCH
CABLE ADDRESS:
MIDAMERES

Mr. J. Alden Mason,
The University Museum,
University of Pennsylvania,
Pennsylvania, Pa.

Dear Mason:

Thanks for your letter of January 21st. Many packages are arriving and are awaiting for you here, I have also received mail for a Mr. Charles Wisdom, is he one of your party? I will be ready to receive your party on Monday morning the 26th, and shall be glad to assist you all in every possible way.

In haste,

Yours sincerely,



Frans Blom.

FB:DM



TELEGRAFOS NACIONALES

ESTADOS UNIDOS MEXICANOS

TELEGRAMA



81 Neworleans La via Mexico Feb. 3 Merida. yuc. 1931
Depositado

9 .sn cobrar. .d. 23.50 Recibido

ADDEN MASON,

HOTEL ITZA. MERIDA YUC.

CUMMINGS SANBORN LUMBERMAN COMMITTED SUICIDE TODAY REASON
FINANCIAL DIFFICULTIES .

BLOH.

1.10. 92..DH 3..x.124.

Todo telegrama debe llevar el sello de la Oficina:
Lea Ud. el reverso; le interesa conocer los diferentes servicios que le ofrece el Telégrafo.

Tenosique, February 16, 1931

Dear Frans:

Arrived here Saturday at last. This is Monday and tomorrow is Carnaval, so we are planning to get away Wednesday. The camp hasn't been built yet, so we will probably live in a house in the nearby village of Porvenir until it is finished. As I knew we would be delayed several days I let the Satterthwaites run in to see Palenque, which I saw last year, and I expect them in today with my engineer, Wyer, who ran down in the launch we bought from Sanborn to bring them up here.

There is a tall pleasant quiet fellow in town who says he knows you -- met you at Cayo. He is from Belize, Scotch-Latin mixture named Ross, now working on his own up in the woods, lumbering. Probably some others who know you also.

I thought we were going to have some trouble with Alvaro Perez of Frontera, Sanborn's agents, at first, on account of Wyer taking possession of things before they legally turned them over, but it came out all right and they have given us permission to take everything we need.

What I especially wanted to write you about is this. I just got a letter, forwarded from Philadelphia, from your engineer, Merrill. He didn't know I was coming down here but had heard of the possibility of our doing some work near Trenton, and says that he is so enthusiastic about archeological work after his last summers work with MacCurdy, that he would take a job on any expedition without compensation if his services as a surveyor and photographer would be useful. If he means what he says, is good company and efficient I feel inclined to let him come down and help me. I and Satterthwaite counted on doing the photography ourselves but would be glad to turn that over to a capable person, and Wyer will probably be busy most of the time finishing the road and the camp and helping to get the stela out to San Jose. So I think we could use Merrill very well if he cares to come here. The point is, did you find him pleasant company and efficient and would you take him to camp at P. N. if you were in my place. Suppose you send me a telegram, collect, briefly stating whether you would recommend that I ask him to come here if he wishes to. I have already written him to ask. Then by the time his reply comes I will have your opinion.

Cordial regards



TELECOMUNICACIONES
ESTADOS UNIDOS MEXICANOS
TELEGRAMA



No. 2 De Nueva Orleans el 28 de Feb. de 1931

Recibido en Pto. Mex 7. Cobranza
A la Sr. Alden Mason.

H. D.	H. R.	T. M.
	17.25	R

Merrill is splendid.
Both work and
sociability.
Blom.

Nota Por Cobrar.
5.25.

Todo telegrama debe llevar el sello de la Oficina.
Lea Ud. el reverso; le interesa conocer los diferentes servicios que le ofrece el Telégrafo.

4-121

THE TULANE UNIVERSITY OF LOUISIANA
NEW ORLEANS

March 6, 1931.

DEPARTMENT OF
MIDDLE AMERICAN RESEARCH
CABLE ADDRESS:
MIDAMERES

Mr. J. Alden Mason,
Tenosique, Tab. Mexico.

Dear Mason:

Immediately upon receipt of your letter of February 16th, I wired you that I had found Merrill both a very efficient engineer and good company in camp. I hope you can persuade him to join you.

Miss Baker stayed with us nearly two weeks. She certainly is a most charming person, and it was very delightful to have her here. I gave her several letters of recommendation both to people in Yucatan and around Campeche and Tabasco, I hope that these may be a help to her. Ross, whom you met in Tenosique used to be agent for Schufeldt, he is a nice man, and we had much fun swapping stories in Cayo. Give him my very best regards. Andrade the linguist has just been in town, and he will probably come through your camp on his way to the Lacandon country. I have furnished him with letters to a good guide in the interior but he will probably need mules and servants from Tenosique.

Hoping that you all are getting along well and with my best regards to the Satterthwaites, I am,

Yours sincerely,

Frans Blom
Frans Blom.

FB:IM

CARTA NOCTURNA

Alvaro Obregon
Junio 29, 1931.

FRANS BLOM
BIDANERES
UNIVERSITY
NEW ORLEANS.

THANKS FOR HELP STOP COMPANY HAS NOT WIRED OFFICE HERE BUT
TRIP OF TEGUCIGALPA HAS BEEN CANCELLED AND I AM LEAVING EARLY
THIS MONDAY MORNING FOR TAMPA ON TRUXTON STOP SORRY I SHALL NOT
SEE YOU IN NEW ORLEANS

J. ALDEN MASON

TELEGRAFOS NACIONALES

TELEGRAMA PARA TRANSMITIR POR ESTAS LINEAS CON ABSOLUTA SUJECION A LAS CONDICIONES QUE AL REVERSO SE EXPRESAN Y SON ACEPTADAS POR EL QUE SUBSCRIBÉ:

NUM _____ PALABRAS _____ VALORES _____ H D _____

(ANOTE USTED AQUI LA CLASE DE SERVICIO QUE DESEE UTILIZAR) Carta Diurna

PROCEDENCIA Alvaro Obregon EL 25 DE Junio DE 19 31

DESTINO New Orleans E.U.A. VIA _____

SR Franz Blom

DOMICILIO Midamores Tulane University

~~if you have cordial relations with Southern Banana Company
can you get me passage for myself and about thirty five small
boxes of specimens on ship Tegucigalpa leaving Frontera probably
on Monday for New Orleans Stop Many thanks Stop Am bringing
finest piece of Maya sculpture ever made,~~

J. A. Mason

Hotel Polo Norte

UNIVERSITY OF LOUISIANA
NEW ORLEANS

December 16, 1931.

DEPARTMENT OF
MIDDLE AMERICAN RESEARCH
CABLE ADDRESS:
MIDAMERES

Mr. J. A. Mason,
University of Pennsylvania,
Pennsylvania, Pa.

My dear Mason:

I thank you so much for your letter and report on the Piedras Negras work. I will naturally publish the picture of the Stela which certainly is a most beautiful thing.

I received the airplane photographs and I am intensely interested in them, and hope to buy them, but will have to look around for a little money first. You will hear further from me on this matter within a few days.

You are welcome to use us in relation to your next year expedition, and let me take this opportunity of congratulating you in being able to raise funds.

With my sincere regards, I am,

Yours sincerely,



Frans Blom,
Director.

FB:DM

January 14, 1932.

Mr. Frans Blom,
Department of Middle American Research,
Tulane University,
New Orleans, La.

Dear Blom:

We are hustling our plans for returning to Piedras Negras but our date of departure is very uncertain yet, probably not before February 15. I am ready now, however, to appeal to you for advice and help. This relates, of course, to costs of transportation and freight. Our funds are not so great this year and we want to spend as much as possible on excavations, so every cent we can save on costs of transportation and freight will be so much to the good.

Victor Cutter, President of the United Fruit Company, promised me all possible help. I hoped that they controlled some of the small companies plying in the Gulf, but I have just received a letter from him in which he says they have no interests there, and that the boats to Frontera (Alvaro Obregon) are run by the Standard Fruit Company. He will, however, give us free transportation for the party from New York to Havana if we wish to go that way. I shall have to figure out whether this way will result cheaper, taking Ward Line to Progreso from Havana and then rail to Campeche and small boat to Carmen, or whether it would be cheaper to sail from New Orleans, and on this I wish your advice and information. Cutter also will help us with the cost of transportation of the monuments (freight) from New Orleans to Puerto Barrios and New York, but before committing the company needs further information on the size and weight and number of the monuments.

In brief, I wish your advice and help so that we may reduce our costs as much as possible by securing free, or reduced passages from here to Piedras Negras, freight on equipment in, and freight for shipments out to Guatemala City and to Philadelphia.

There will be five in our party this year, myself, Satterthwaite and his wife, Miss Mary Butler, and my engineer, Mr. Fred Parris. Miss Butler will probably leave early as she wants to spend a couple of weeks at Chichen Itza studying the pottery with Henry Roberts. If she can make good connections in Havana, it would probably work out more cheaply if she would take the Standard Fruit Company's free passage to Havana and then Ward Line to Philadelphia. Do you think so? I have just talked with her

and she seems to think not. The Ward Line rates from Havana to Progreso seem to be 75.00, and from New York to Progreso 105.00. She would apparently have to wait three days in Havana, which would probably cost more than she would save on the Fruit Company boat to Havana. She figures that the trip by rail to New Orleans and then Munson Line to Progreso would be even more, and not including cost of staying in New Orleans if the Munson line boat does not leave on time. I suppose there is no hope of getting free transportation on the Munson boat? Last year they gave us a little reduction, to 45.00, but not enough to make much difference. I presume there is no use asking the Ward Line for free passage or reduced rates. Unfortunately we can't use the same argument to the Ward, Munson and Standard lines that we could to the United Fruit, that the presence of the stelae in Guatemala and in Philadelphia will be advertisement for their tourist trade. So I presume Miss Butler will go down by Ward Line to Progreso.

The same applies also to the passage of the rest of us, if we travel via Progreso: probably cheaper on Ward Line ~~to~~ from New York to Progreso than either free passage on United Fruit to Havana and then Ward Line to Progreso, or rail to New Orleans and then Munson Line. We will miss seeing you in New Orleans if we do that, but savings in expense is more important. If we travel via Progreso we can pick up Miss Butler there, and possibly pay a flying visit to Morley at Chichen. But again expense must be the deciding factor. How about passage direct from New Orleans to Frontera? Is this Standard Fruit Company? Any other companies? Any ~~other~~ chance of free passage? Shall I make the appeal myself and to whom? Last year when I was in Frontera on my way back you kindly secured me a free passage on a certain boat -- told me to see the captain, but I found that this sailing had been cancelled and that she would not sail for about a week. I could catch a boat the next day for Tampa and had not time to get ~~it~~ into touch with you again and so, rather than spend several more days in that hole I paid my passage to Tampa. Boats also run from Frontera to Galveston, I know. I realize that these are freight fruit boats with few if any accommodations for passengers, but if they can take us at all with free or cheap passage, it will probably be a saving over costs via Progreso. Will you look this question up for me please, let me know to whom I should write if you do not care to take the matter up personally with the company, approximate sailing dates during February, and any other data of importance.

Regarding equipment, this will be little this year except for food supplies. We are undecided whether to go on to New Orleans in advance and buy them there as last year, or to buy them here and send to New Orleans by freight. The cost of staying several days in New Orleans would probably equal that of freight. Now that we have had some experience in purchasing food, probably we can order from Cottam by mail well in advance and have him ship the things. Will you be good enough to find out about freight from New Orleans to Frontera? We must by all means avoid the trouble we had last year when they

assured us that the FRITZOE would leave on such and such a date, and when Batterthwaite got to N.O. he found that she had just left on the previous trip and was about ten days or two weeks late, so we were a month late in getting our stuff. I suppose shipments from N. O. will go again on the FRITZOE. Will you find out about her sailing ~~in~~ dates in February, not the schedule dates, but the probable ones? I suppose there is no chance of getting free or reduced freight either on the FRITZOE or on any of the banana boats?

The big item this year, however, will be freight of the big stelae and other monuments. Will you try to find out if there are any freight boats, ever, from Frontera to New York or Puerto Barrios? I am told that there are some at rare intervals and that the Hamburg-American used to have occasional service. But I suppose we must ship to New Orleans and then transship to New York and Puerto Barrios. I suppose the United Fruit never has boats from N. O. to New York? From N. O. to Puerto Barrios we can rely on United Fruit, but from N. O. to New York I suppose it will be Southern Pacific? No chance for free freight or reduced freight, I fear? From Frontera to New Orleans I suppose we must rely on the old FRITZOE or the Standard Fruit banana boats. Is there any chance of the Munson Line giving us reduction on this freight because of the publicity the stelae in Philadelphia will give to Maya archeology? So that I can get some idea of the amount that I must leave in my budget, and not spend for excavations, to take care of freight, can you give me some idea of freight rates for these boxed monuments, weighing from 300 pounds to 3 tons, from Frontera to New Orleans, New Orleans to Puerto Barrios and New Orleans to New York, also some idea of costs of lightering and loading, especially in Frontera?

I also want to solicit the assistance of the Standard, or any other Fruit Company, operating in Frontera, in getting the big things down the river. How I will do this is uncertain. But I think the best and most economical way in the end would be to have a big banana loading barge of light draft towed up the river to above Tenosique, and then towed down again. The Fruit Companies own these barges, and they may also own tow boats that could do the towing. Can you find out if they could lend me, or rent me one of these, how much it would cost, and how much for the towboat?

I am asking a lot of you, I know, but it is for the interest of Maya work, and the more we save on transportation the more we can spend on the dig. It may take you some time to find out all these things, but most of them you can do in a few minutes of telephoning while it would take me hours of writing to many persons and days of delay in explanation. May I beg of you to do this and let me hear from you as soon as convenient? Miss Butler is planning to sail from New York on Ward Line January 26, we two weeks or so later.

With cordial regards and thanks,

Sincerely yours,

THE UNIVERSITY OF LOUISIANA
NEW ORLEANS

January 19, 1932.

DEPARTMENT OF
MIDDLE AMERICAN RESEARCH
CABLE ADDRESS:
MIDAMERES

Mr. J. Alden Mason,
University of Pennsylvania,
Philadelphia, Penn.

Dear Mason:

I will see what I can do for you. Tomorrow I am calling on Mr. Felix Vaccaro, head of the Standard Fruit Co., in order to request in your behalf as much as I can get, i.e., either reduction in rate or free transportation. From your letter I judge that you will be needing four passages New Orleans to Frontera, as Miss Butler appears to go via New York-Progresso.

The Munson Line Boats to Progresso, generally leave here on schedule, but it is different with the freighters going to smaller ports. Cottam can well take care of your food supplies. Please write direct to Mr. Fernando Patron, he has handled supplies both for the Carnegie and our outfit, and he is fully familiar with this kind of shipments.

I understand that on very rare occasions, there are direct boats Frontera-New York, and would suggest shipment Frontera-New Orleans and transshipment New Orleans-Puerto Barrios as well as New Orleans-Philadelphia. I do not see why it would be necessary to ship through New York.

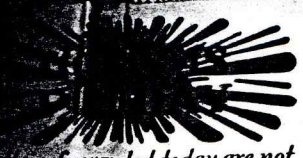
When I see Vaccaro, I shall speak to him about barges at Tenosique. In a few days I will write you further on the matter.

With best greetings, I am,

Yours sincerely,



Frans Blom,
Director.



WESTERN UNION

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

Messages forwarded today are not to be acted on before Monday
A WESTERN UNION NIGHT LETTER WILL GET ATTENTION EARLY SATURDAY

ONE CENT PER WORD
 C. WILLEVER, FIRST VICE-PRESIDENT

The filing time as shown in the date line on full-rate messages 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. 1932 JAN 21 PM 11 37

B553 26 NM=UN NEWORLEANS LA 21

MINUTES IN TRANSIT	
FULL-RATE	DAY LETTER

ALDEN MASON=

RE UNIVERSITY MUSEUM UNIVERSITY OF PENNSYLVANIA

PHILADELPHIA PENN=

PLEASE STATE NUMBER OF MONUMENTS STOP APPROXIMATE TOTAL WEIGHT STOP WHERE LOCATED FOR SHIPMENT WHETHER IN TENOSIQUE OR OTHER PLACE STOP HOPE ARRANGE TRANSPORTATION AT COST =

BLOM.

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

January 22, 1932

Mr. Frans Blom
Middle American Research
Tulane University
New Orleans, La.

Dear Blom:

Your telegram arrived this morning and your letter of the 19th, this afternoon. We are certainly very much obliged to you for all your help whether you succeed in getting us any favors or not but of course we hop that you will get us a great deal.

I have been busy figuring all day long on the weights of these monuments in order to give you an estimate and hope that I have this more or less correct. I figure that if we take out everything that we have the slightest hopes of getting there will be about 50 boxes of monuments or fragments, mainly fragments, and that these will weigh about 50 tons, probably not over that. Of course there will be some small boxes of smaller specimens that can be managed by hand. I do not really expect that we will be able to get out more than about $2/3$ of this. The heaviest single piece will weigh not more than two tons and be about 8' long. If you want to take the time to check up my figures, I estimate that the total volume of the stone would be about $16\frac{1}{2}$ in cubic metres and they estimate wet limestone at about 175 lbs per cubic foot. Then there will have to be added the weight of the boxes.

We will have these boxes at the finca of Santa Margarita about twenty miles above Tenosique but river boats arrive at this place at any tim without difficulty. I was delighted to receive a telegram yesterday morning that the four boxes containing the parts of stela 12 had been taken through the rapid and are now at Santa Margarita. We may have these spent up immediately in advance of the rest if the cost is not too great.

I wrote to the Ward Line asking if they would give us free passage from Havana to Progreso and to the International Railways of Central America asking for free freight from Puerto Barrios to Guatemala City. I have not yet heard from either of them yet. I also wrote to Cutter to ask him if they have any fruit boats from New Orleans to New York or Philadelphia.

I do hope that you can arrange with the Standard Fruit Company to handle at cost the entire shipment from Santa Margarita to New Orleans. It would save me an immense amount of trouble and expense. Please let me know as soon as possible the approximate cost. I presume the barges afe of a certain maximum tonnage and I would appreciate it if you could let me know what would be the cost per barge load and the tonnage of each.

I am hurrying this letter so as to get it off to you by airmail. I am giving you only the barest facts. I shall write you more at length in a

with my cordial appreciation for all you have done in our behalf.
Sincerely yours,

January 4, 1932.

Mr. [Name obscured]
Department of American Research,
Tulane University,
New Orleans, Louisiana.

Dear Bloch:

I have been looking for a letter from you every day for some time, and am getting a bit worried, for it is about time for us to be off, and I am postponing final settling of details of transportation until I hear from you. Of course you are having a lot of trouble trying to help us, and we greatly appreciate it. The matter of transportation of the freight is not ~~urgent~~ urgent, -- I mean freight out, but that of transport in is more urgent. We have most of our equipment ordered now, and can leave very soon. If we have to ship freight on the FRITZOE, her sailings are so infrequent and irregular that we should know at once her approximate sailing dates. The same applies to passage to Progreso on Munson Line. If we can ship via Standard Fruit to Progreso, probably the sailings are more frequent. Please let me have this information as soon as possible. If you wire, send it collect. Mil gracias for all your help.

Cordially yours,

CLASS OF SERVICE

This is full-rate 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 Letter
- WLT = Week-End Letter

NEWCOMB CARLTON, PRESIDENT

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 OV GB AC 2 P

3- 9 pd Relay Via RE UN New Orleans La 12.08p 2.8.32

J Alden Mason

Phoned 246 M Berwyn Pa.

Standard fruit boat to Frontera Friday practically one weekly

Phoned Mr Mason 2.18 p

Blom

February 10, 1932.

Mr. Frans Blom,
Department of Middle American Research,
Tulane University,
New Orleans:

Dear Blom:

Thanks for your telegram received ~~by~~ two days ago:
Standard Fruit boat to Frontera Friday practically one
weekly. Don't go to expense for us; send telegrams collect.

We are almost ready to leave and I am hoping to get a
letter any day from you giving more details regarding boats,
sailing dates, costs of passage and freight, etc. A couple
of boats came in the last week from the Standard Fruit, direct
from Frontera to New York, and I think they touched here in
Philadelphia. I am told that this is unusual, however, that
there had been none for some time and probably would be none
for some time. I wish we had known of this sailing. Possibly
it might be cheaper to let our monuments remain in Frontera
until another such voyage takes place.

We have some equipment here ready to send and are ordering
more. Much will be purchased from Cottam and Woodward-Wight,
but some will be sent here and expressed by us to New Orleans,
and more will be ordered to be sent to New Orleans for us. We
were told that it is very advisable to have a shipping agent in
New Orleans who will attend to all shipments for us. Karl
Ruppert gave Satterthwaite the name of the Carnegie shipping
agent in New Orleans, and I intended to write him, but Sat.
has mislaid the name. Do you know it or the name of another
agent whom you can recommend? And do you think it advisable
to have such an agent? Please wire us, or get the agent to
wire us, his address, so that we can immediately express or
freight stuff to him to ship to Frontera for us when it is all
ready. I presume we can ship either by Standard Fruit or by
the Munson's FRITZOE. If we knew the exact sailing dates we
could possibly ship direct to one or the other, but of course
we want to ship by the next boat after we get to New Orleans.

Of course we cannot catch this Friday's boat, but there
is a possibility that we may get the boat the following week,
if it goes towards the end of the week. I presume what we
shall do is, when we have our stuff all ordered, either sent
from here, ordered in New Orleans, or shipped from other
houses to New Orleans, to wire you asking when the next boat

leaves for Frontiers, and arrange to get to N. O. a day or two before that in order to see that everything is properly arranged.

I had a local shipping agent here look up the matter of freights on the monuments and they got quotations on that. One of them was considerably different from the same source. The Standard Fruit company wrote them that freight on the Moore-McCormack line from New Orleans to Philadelphia would be 53 cents per hundredweight for carload lot, and 76 cents for less than carload. The same Moore-McCormack line gave Oh, well, I am bothering you too much and excuse me; I just called up the office of the M-M company here and got their quotation. They say 1.38 per hundred; that is going to make it expensive.

Please let me know by wire collect, or ask shipping agent to wire me to what address you would recommend that we have our equipment shipped.

Many thanks for all your trouble. Cordial regards.

Sincerely yours,

February 17, 1932

Mr. Frans Blom
Department of Middle American Research
Tulane University, New Orleans, La.

Dear Blom:

We are planning to sail on the boat of the Standard Fruit Company sailing on Friday th 26 from New Orleans. We will probably leave here on the evening of Tuesday the 23rd and be in New Orleans on Thursday the 25th, so as to have a full day there to be sure everything is all right. Since you have been trying to get us free or reduced passage, I have not taken up the matter officially with the Standard Fruit Company and will request you therefore, to reserve us five passages to Frontera on this boat. There will be Mr. and Mrs. Satterthwaite; myself; Mr. Parris, my engineer; and Mr. Anram, my assistant. If you can get us free or reduced passage we will appreciate it greatly but please make the reservations for us anyway and I will bring sufficient funds with me to pay for the passage. Also be kind enough to find out if the boat will sail for certain on this date. If it sails a day or two ahead we might be able to make it and if it is delayed several days we do not wish the expense of staying in New Orleans.

Most of our equipment will probably be shipped by express on Friday to Mr. Hegewisch who telegraphed and wrote me a few days ago on your recommendation. There also may be a few other things which we will order sent to Hegewisch directly. The major part of our supplies we are ordering from Woodward, Wight & Cottam and we will probably have these sent directly to the boat and not handled through Hegewisch.

I do hope that you will succeed in getting us free or reduced rates as we are trying to save every cent we can. You will be pleased to hear that the United Fruit Company has given us free freight from New Orleans to Puerto Barrios and the International Railways of Guatemala will haul a carload of freight from Barrios to Guatemala City for \$45.00. Probably these favors granted to us might induce the Standard Fruit Company to give us reduced rates. The matter of freight is a little more urgent than I thought because the four boxes containing the parts of stela 12 have been taken through the rapid near Tenosique and down the river to Frontera where they are still on the raft. The Customs in Frontera will not pass them without special authorization from Mexico City and I have written for this, but as soon as this is granted they will be shipped from Frontera to New Orleans and consequently, I hope that you will be able to arrange the matter of freight within the next few days.

I am asking a great deal of you and we appreciate tremendously your help. I shall look forward to receiving a letter from you soon.

With cordial regards and anticipations of seeing you on the 25th and with regards to Beyer, I am as ever,

Sincerely yours,

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WESTERN UNION ⁷²

SIGNS

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Received at **OV GB** 4.30 p

4- 6 collect UN New Orleans La 3.14 p 2.22.32

J Alden Mason
 Conestoga Rd
 Berwyn a.

Standard Fruit offer half fare

Blom

246- busy 4.40 p

" 4.50p
 line out 5 p

See service #3 2/22/32 W/B