

ALVARO F. PEREZ SUCS.

ALVARO OBREGON, TAB.

Cable: "ALVAROF"

CLAVES:

A. B. C. 5a. Ed.-Lieber.  
Darham,-General,-Bentley.

Alvaro Obregón, Tab., ..... Julio 10 ..... de 193.1.

Sr. .... J. Alden Mason .....

Núm. .... 21680 .....

..... Ciudad .....

COPIA

Muy Sr(es) nuestros es):

Según las órdenes de Udes hemos embarcado para N. Orleans en el vapor hondureño MORAZAN, que salió de aquí el 2 del act., 30 cajas con objetos arqueológicos y 2 cajas aparatos científicos, consignados a los Sres. H. T. Cottam & Co, con instrucciones de rem. a Philadelphia 22 cajas y a Guatemala 10 cajas cuya operación ha causado los siguientes gastos:

Tip. "EL AGUILA"

Flete y timbrés ..... al cobro .....	\$	
Derecho de exportación tráfico internacional .....	18.	93
Derecho de muelle .....		
Póliza de embarque ... 3 juegos a \$ 3. -- .....	9.	--
Estampillas para permisos de embarque, etc .....	6.	60
Factura Consular .....		
Acarretos s/ 1500 kilos a \$ 1.50 los 100 k .....	22.	50
Comisión .....	15.	--
Portes de correspondencia y menores .....	1.	50
Almacenaje .....	3.	50
Abridura en despacho aduanal etc .....	2.	--
Deposito para derechos y penas de 9 b/ quedaron frontera Guatemala y esta marcadura de las cjas .....	100.	--
Alijo a \$ 6.55 ton. ....	8.	75
Telegrama s/g adjunta copia .....	9.	83
Timbres para pedimento de descarga .....	6.	06
2 % Imp. s/ la Renta sobre flete .....	11.	--
	1.	32
Suma S. E. u O. ....	\$	215. 99

Cargado en cuenta.....

De Ud[es]. afmos. antiguos y Ss. Ss.

ALVARO F. PEREZ SUCS.

C. Director General de Aduanas.

México, D.F.

J. ALDEN MASON, americano, con domicilio en Filadelfia, Pa., U.S.A., y de paso por este Puerto en tránsito para las montañas de Guatemala, C.A., en expedición científica, ocurrió ante Ud. muy respetuosamente, exponiendo: Que el 30 de abril de 1931, obtuve de esa Dirección a su merecido cargo, permiso para el tránsito internacional por este Puerto de objetos arqueológicos extraídos de las ruinas de Guatemala para los Estados Unidos de Norte America.

Los objetos arqueológicos que saqué de las ruinas de -- Guatemala fueron empacados en 36 cajas, de las cuales me fué posible transportar y sacar por este Puerto 30 cajas de las mas manuales, pero por su tamaño y peso me fué imposible movilizar 6 cajas las cuales opté por dejarlas en la Frontera de México, hasta esperar que los caminos mejoraran para su tráfico, ya que en aquella fecha estaban intransitables.

Ahora que ma ha sido posible por medio de mi representante en Tenosique, Tab., traer a este Puerto 4 cajas de las 6 que dejé en la Frontera de Mexico, conteniendo objetos arqueológicos, la Aduana de este lugar me notificó que de conformidad con lo prevenido en el art. 417 de la Ley Aduanal, el plazo para el tránsito de estos objetos ha transcurrido por tener mas de dos meses, y por lo tanto, es necesario la prórroga de dicho plazo por esa Superioridad que el mismo artículo señala para estas clases de operaciones.

Por las razones arriba expuestas, es que dejé de embarcar en su tiempo para el extranjero y dentro del tiempo reglamentario las cajas con objetos arqueológicos; por lo que me permito suplicar a Ud. C. Director, si lo cree de justicia, libre sus respetables órdenes para que esta Aduana permita la salida de dichas 4 cajas, así como de las 2 restantes que espero sacar en esta temporada.

Protesto a Ud. mis respetos.

Alvaro Obregón, Tab., marzo 5 de 1932.

Alvaro Obregon, Tab., abril 7 de 1932.

C. Director General de Aduanas.  
México, D.F.

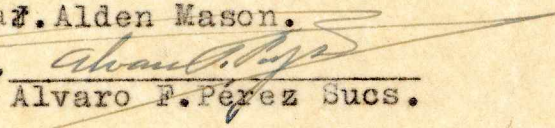
Atentamente suplico a usted, se sirva decirme la resolución que esa Superioridad de su digno cargo haya dado a mi escrito de fecha 5 de marzo del corriente año, en el que solicité permiso para que esta Aduana Marítima permitiera la salida para el extranjero de 4 cajas objetos arqueológicos correspondiente al tránsito internacional que esa Superioridad me concedió el 30 de abril del año de 1931.

Como las cajas de referencia desde marzo 5 del mes ppdo., están en este Puerto bajo la vigilancia aduanal esperando la autorización de embarque, la que hasta la fecha no llega, y como están causando fuertes gastos de almacenaje, me permito dirigirme a Ud. C, Director, suplicandole su pronta contestación.

Muy respetuosamente.

Alvar. Alden Mason.

PP.

  
Alvaro P. Pérez Sucs.

*no answer needed*

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco, México.

Dirección Telegráfica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's Bentley.

G. Alvaro Obregon, Tabasco, Mexico,  
15 Abril 1952.

CM

Sr. J. Alden Mason  
TEMOSIQUE Tab.

Muy Señor nuestro :

Ayer hemos recibido su carta de fecha 3 del actual, de cuyo seno desplegamos su cheque sobre Villahermosa, por la cantidad de :  
\$ 506.53 mon. naci. , que la hemos acreditado , salvo cobro.

Adjuntamos á la presente el Estado de su buena cuenta, cerrado el 31 de Marzo de 1952 , con un saldo de :  
\$ 791.05 mon. naci. á su cargo , que esperamos resulte de su conformidad. - Los depósitos aun no nos han sido liquidados por la Actana , pero le avisaremos tan luego recibamos la liquidación correspondiente.

Hemos tomado nota de los demás detalles de su citada y esperamos que avisará Ud. cuando tenga su carga en "San José" , para los trámites correspondientes.

Sin otro asunto por ahora , quedamos á la mira de sus nuevas noticias,

de Ud. afmos., attos. y ss.ss.

incl.: 1 extracto.

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telegráfica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

mgp

Alvaro Obregon Mayo 12 de 1932.

Sr J. Alden Mason  
Campamento Piedras Negras  
Tenosique

Estimado amigo: Nos referimos a sus dos atentas 17 y 24 del mes  
ppdo, de cuyo contenido quedamos impuestos.

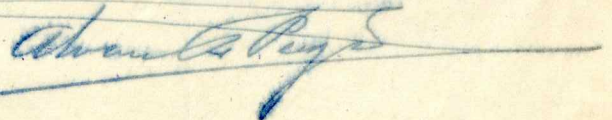
Lamentamos el desagradable percance que nos comunica  
de haberse quemado una parte de su Campamento y nos alegra que  
no hayan tenido ningun percance personal, a parte del natural sus-  
to que el incendio les habrá proporcionado.

Los bultos de su remesa aquí estan aun. La Aduana no  
permite la salida por haberse vencido el plazo para el tránsito,  
y la Dirección General de Aduanas no acaba de resolver el asunto.  
Hace pocos dias preguntó dicha Dirección a esta Aduana la causa  
por la cual no permitía la salida de sus bultos, y esta le contestó  
que por haberse vencido término para tráfico internacional. Cree-  
mos que en atención a esto pronto resolverá la Dirección el embar-  
que. Seguimos pendientes y tan luego se resuelva algo procuraremos  
comunicarlo a Ud seguidamente.

Respecto a los gastos de sus remesas, es difícil dar con  
anticipación datos exactos de ellos, pero la nota de gastos ante-  
rior que Ud menciona, puede servirle de base, pues creemos que serán  
ahora por el estilo.

Con la presente le acompañamos un estado de su estimada  
cuenta con esta su casa hasta hoy, y cualquier otro dato que de nos-  
otros dependa puede pedirnoslo, que con todo gusto se lo proporci-  
naremos. Como verá esta Aduana aun no ha devuelto alguna suma que  
ha sido entregada en garantía. Tan luego nos sea devuelta se la  
abonaremos a Ud con aviso.

Siempre a sus ordenes affmos amigos atentos y S. S.



ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telegráfica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

O. Alvaro Obregon, Tab. , 17 Mayo 1932.

GM

Sr. J. Alden Mason  
c/o Sr. Francisco Villanueva  
TENOSIQUE Tab.

Muy Señor nuestro :

Tenemos el gusto de informarle que al fin se recibió de la Dirección General de Aduanas el permiso necesario y en consecuencia pudimos ayer embarcar las cuatro cajas que había pendientes en ésta , via New Orleans , La. , de acuerdo con las instrucciones que en su tiempo nos dió Ud. sobre el particular. -

Adjuntamos á la presente n/Cta. de gastos #24084 , cuyo importe de :  
\$ 579.97 Mon. Nacl. le rogamos situarnos oportunamente.

Hubo que depositar, en garantía de los almacenajes que la Aduana cobraba, la suma de : \$ 390.00 , pero estamos haciendo gestiones para ver si se logra la devolución total ó si quiera parcial de esta cantidad. En su tiempo le avisaremos el resultado.

De los depósitos anteriormente hechos , hemos obtenido ahora de la Aduana el reintegro de :  
\$ 50.00 Mon. Nacl. , que le hemos acreditado en cuenta. - Estos son parte de los \$ 150.00 que figuran en n/Cta. de gastos #23033 , del 28 de Marzo últ° pdo., depositados para garantizar las indemnizaciones del Celador que acompañaba la carga despachada por M/ "SIMBAD"

Sin otro asunto por ahora y en espera de sus nuevas noticias , quedamos

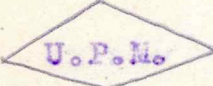
de Ud. afmos., attos. y ss. ss.

incl. 1 cta. de gastos c/anexos.

C. Jefe de la Aduana Marítima.

Ciudad.

Atentamente suplico a Ud. se sirva permitir el embarque en el vapor hondureño "KOSMOS", con destino á New-Orleans, La., U.S.A., de las 4 cajas objetos arqueológicos llegadas a este Puerto el lro de marzo del corriente año procedente de Tenosique, Tab., en tránsito internacional, según mi solicitud de entrada en la citada fecha.

Marcas.	Núms.	Cantidad de bultos.	Clase de bultos.	Clase de mercancía.
 U.P.M. University Museum 33 & Spruce. Philadelphia, Pa. En tránsito	s/n	4	Cajas	objetos arqueológicos con peso bruto de 4500 kilos.

Esta operación de embarque se efectúa de acuerdo con el telegrama número 31.1.6679 de fecha 10 de mayo de 1932 de la Dirección General de Aduanas.

Protesto lo necesario.  
Alvaro Obregón, Tab., mayo 14 de 1932.  
J. Alden Masón.

PP

  
Alvaro E. Pérez Sucs.

# American Fruit & Steamship Corporation

B/L No. 6

(CONTINUED FROM OVERPAGE)

26. Unless special care in consideration of increased freight has been arranged for and is provided for herein, all cargo is subject to stowage in holds and handling in quantities along with other cargo in any customary manner required for usual despatch, and to such stowage as available when working and pressure and the like, and the rate of freight is adjusted with reference to such handling and stowage only. All cargo liable to loss or injury by breakage, contact with other cargo or in any other manner under such conditions, should be so wrapped, cased or packed as adequately to protect the same therefrom; and the Carrier shall not be answerable for any loss or injury to foodstuffs or other loose materials in single bags, liquids in glass or tins, glass, unwrapped bales of skins or of other cargo, unprotected cargo of any sort or to any cargo when such loss or injury would not have been received if the cargo had been so protected, and Shipper, Consignee and/or assigns of any cargo not so protected shall be answerable for and bear any loss or damage to the Carrier or others arising therefrom. Live birds or animals and livestock and received at sole risk of shipper, consignee and/or assigns, the Vessel not having any special equipment therefor, and are subject in other respects to the provisions of this bill of lading, and to be deemed included in the term "Goods".

any such risks and armed or unarmed, also, if deemed advisable in the judgment of the master, owner, charterer or agent, in order to avoid loss, damage, delay, expense, or other disadvantage or danger to vessel, cargo, passengers or other interest to leave or discharge the goods at port of shipment and/or to wait at the port of shipment or elsewhere and/or, either with or without proceeding to or toward the port of discharge or entering or attempting to enter or discharge the goods there and whether such proceeding, entry or discharge be permitted or not, to proceed to or toward any other port or ports in or not in any route to destination and/or return to the port of shipment once or oftener backwards or forwards in or not in any order or rotation, retaining the goods on board or discharging the same at risk and expense of the owners thereof at port of shipment or elsewhere at the first or any subsequent call, and shall thereupon be relieved of all responsibility in respect thereof, and full bill of lading freight, extra compensation for any additional service and any extra expense occasioned thereby shall be paid by shipper, consignee and/or assigns, and shall constitute a lien on the goods; and the vessel is privileged to carry any cargo not excepting contraband; and the vessel shall have liberty in any circumstances to comply with any orders or requests of the Government of the United States or of Great Britain, its Allies, or any insurance or other department or bureau or agency thereof or of any person purporting to act with the authority of any such Government or department, bureau or agency.

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

28. This Bill of Lading shall be construed and the rights of the parties thereunder determined according to the law of the United States.

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

29. In addition to the other terms and conditions of the bill of lading, which shall be deemed affected only in so far as inconsistent herewith, this shipment is at the sole risk of the owners thereof, of all risks of war, arrest, restraint, capture, seizure, detention, sinking, interference of hostilities on the part of any Power and of all consequences thereof; and the vessel shall have liberty in the discretion of the master, owner, charterer or any agent thereof to proceed notwithstanding

31. The Shipper, Vessel, Consignee, Destination and Goods referred to Overpage as mentioned written, printed, pasted or stamped on front or back hereof are as follows:

Shipper: J. Alden Mason Vessel: "KOSMOS" Voyage No. \_\_\_\_\_  
 Expected to sail: Mayo 15 de 1932 from New Orleans, La. Destination of the Goods: New Orleans, La.  
 Consignee Order of: A. E. Hegewisch or assigns. Notify (If Consigned to Shipper's Order) \_\_\_\_\_

### SHIPPER'S DESCRIPTION OF GOODS

(Carrier's responsibility for description being limited as hereinbefore provided)

MARKS	NUMBERS	QUANTITY	SHIPPER'S DESCRIPTION OF CLASS AND CONTENTS OF PACKAGES	GROSS KILOS	GROSS POUNDS	MEASUREMENT	RATE	FREIGHT
<u>U.P.M.</u>	<u>n/n</u>	<u>4</u>	<u>Cajas objetos arqueologicos</u>	<u>4000</u>	<u>8814</u>			
<u>University Museum 33 &amp; Spruce Philadelphia Pa. En tránsito</u>								
			<u>En tránsito de Guatemala para Philadelphia, Pa.</u>					
			<u>PESO Y PLETS A RECTIFICAR EN NEW ORLEANS</u>					

COPY OF ORIGINAL  
FREIGHT COLLECT

J Seeloy

32. In accepting this bill of lading the Shipper, Owners and Consignee of the Goods and holder of the bill of lading agree to be bound by all its provisions, on this page and overpage, whether written, printed, pasted or stamped as fully as if signed by all of them.

**NORTHERN BANANA CORP.**

In Witness Whereof, the American Fruit & S. S. Corp., by its agent, hath signed 3 Bills of Lading, all of this tenor and date, one whereof being accomplished the others to stand void.

Dated at New Orleans, La. xxxxxxx Alvaro Obregon, Tab., mayo 15 de 1932  
J. Alden Mason.  
PP. Alvaro F. Pérez Suos.  
**American Fruit & Steamship Corporation**  
 By **Standard Fruit and Steamship Company, Agents**

Total Steamship Freight	\$ <u>44.04</u>
Tollage	\$ <u>0.66</u>
Consul Fees <u>10%</u>	\$ <u>0.04</u>
Translation <u>2 1/2 % T.T.</u>	\$ <u>0.88</u>
Drayage	\$
Customhouse Brokerage	\$
Inland Freight	\$
Storage	\$
Insurance	\$
<b>Total Prepayable</b>	<b>\$ <u>45.68</u></b>
(U. S. Currency)	

**NORTHERN BANANA CORP.**

ALVARO F. PEREZ SUCS.

ALVARO OBREGON, TAB.

Cable: "ALVAROF"

CLAVES:

A. B. C. 5a. Ed.-Lieber.  
Darham,-General,-Bentley.

Alvaro Obregón, Tab., mayo 16 de 1932

Sr. J. Alden Mason

Ciudad

Núm. 24084

Muy Sr(es) nuestros es:

Según las órdenes de Udes hemos embarcado para New-Orleans, La., en el vapor hondureño "KOSMOS", que salió de este Puerto el día 16 del actual, 4 cajas objetos arqueológicos con 4500 ks, a la consignación del Sr. A.E. Hegewisch para University Museum de Philadelphia, Pa. Estas cajas llegaron aquí en una balsa procedente de Tenosique el 26 de febrero del cte. año.

cuya operación ha causado los siguientes gastos:

Tip. "EL AGUILA"

Flete y timbres (Al cobro)	\$		
Derecho de <del>aportado</del> tránsito, barra, etc-		45	05
(Derecho de muelle.) Descarga á \$3.50 la ton.		15	75
Póliza de embarque		4	00
Estampillas		1	10
(Factura Consular) Embarque en domingo á \$7.- la ton.		31	50
(Acarretos.) abriduras en despacho aduanal		3	00
Comisión á \$5.- la ton.		22	50
Portes de correspondencia y menores serv. aereo		2	50
Almacenaje depósitos en garantía		390	00
Alquiler de winche para las maniobras de desembarque		6	00
V/maderas para reempaque s/Fact.adj.		34	07
Pagado por manejo para el reempaque		5	00
" por mano de obra de carpintería		13	50
Bajada al depósito de la balsa donde vinieron las cajas		4	00
Marcaduras		2	00
Suma S. E. u O.	\$	579	97

DUPLICADO

4 1/2 tons

579.97  
390.00  
-----  
189.97

Cargado en cuenta

De Ud[es]. afmos. amigos y Ss. Ss.

*[Handwritten signature]*

Campamento Piedras Negras, Guatemala  
May 27, 1932.

Alvaro F. Perez Sucs.,  
Alvaró Obregon,  
Tabasco, Mexico.

Dear Sirs:

Yesterday I received your letters of May 12 and 17, the former containing a copy of my account with you, and the latter the official papers and bills in connection with the shipment of the four boxes of monuments which were brought to Obregon on a raft in February.

I am delighted to hear that these boxes have at last been shipped and wish to thank you for your kind help in urging the granting of permission for the shipment and for attending to the details.

We are expecting to leave here on June 5 and I hope to salute you personally in Obregon before the middle of June. I trust that the permission for the shipment of the archeological boxes also applies to the other boxes which we will bring with us or which will come down later, and that therefore I will not have to wait in Obregon a long time arranging about permission to ship these. As last year, we will bring with us a small number of boxes which will be brought out from here to Tenosique by mule and brought down the river on one of the boats. The larger boxes have already been taken over our road to San Jose and Dr. Todd of Tenosique, to whom I gave a contract for taking them from here at the ruins to Obregon, is now felling trees to make the rafts on which he intends to take them to Obregon; I hope that they will be brought down in July. There will be 15 large boxes, weighing in all about 27 tons and ranging in weight from about 500 pounds to nearly four tons individually. I shall have these boxes well marked, but in case the markings are erased in their hard trip, I will give you a list of them with dimensions so that you may identify them and determine which ones are to be sent to Philadelphia and which to Guatemala. Two of these boxes were taken across the Mexican-Guatemalan frontier last year and were included in our report to the Obregon Aduana last year; the other thirteen left the ruins here this month. I have already written to the Obregon Aduana to send up a celador to accompany us down the river, and took the liberty of informing them that you would make any deposit required by them to this end.

I regret that my account with you has become so large and that I am unable to send you a check herewith to cover it. I should have received a remittance from Philadelphia on May 15 but have not yet received notice of this; if I do so in the next few days I will send you a check for one thousand pesos, which will be about the amount that I owe you, but if not we will settle it when I arrive in Obregon before the middle of May. I note that in your account you have not yet credited the check #53 for \$506.53 which I sent you on April 4. In writing this check I included your cuenta No. 21880 as \$213.99, but in your last account it is given as \$215.99. Will you be kind enough to look this up and to see if the bill No. 21880 was probably burnt

Campamento Piedras Negras,  
Tenosique, Tabasco, Mexico

Junia 5 de 1932.

Alvaro Perez Sucs.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

Today I received notice from the Banco Nacional in Villahermosa that they had received a remittance for my account from Philadelphia. It was the first that I had received from them in almost two months, as they were evidently waiting as long as possible since the rate of exchange has been dropping so fast, and I received 3.45.

My bank balance has been so low that I have not been able to send you a check to pay my account with you, but now I take pleasure in sending you my check for one thousand pesos. I calculate that, crediting me with my last check for \$506.53 which was not credited in your last bill, and with the \$50.00 which was returned to you by the Aduana from your deposit of \$150.00, this leaves me a credit of \$137.20 with you, which will about cover the deposit which I presume you have made, or will have to make, with the Aduana for the celador whom I have asked to be sent here.

It is possible that I may see you in person about the time you receive this letter or shortly afterwards. We expected to leave this camp today, and I requested that a celador be sent and that Villanueva send mules to take us out today, but unfortunately the arrival of the celador is delayed, and we consider it inadvisable to leave here before we receive permission to do so. Unfortunately, in applying for a celador, I wrote to ~~the~~ Sr. Jose T. Cardenas by name, and I suppose the letter was forwarded to him and not sent by him to the office. At any rate, when Sr. Villanueva telegraphed to ask why a celador had not been sent, the present Chief replied that no request for one had been received. Sr. Villanueva is telegraphing them urging that one be sent soon, and I understand that he has also telegraphed you asking you to urge the matter, and also has telegraphed to Mexico City, so I hope that a celador is on his way and that we will leave soon. If none has been sent yet, I would appreciate your help in this matter greatly. Our food is practically exhausted and we must leave in a few days. If no notice or instructions have been received from the Aduana by Wednesday, Villanueva will send out his mules and we will go to Tenosique, leaving the archeological boxes here to be sent for later.

Sincerely yours,

Cº Jefe de la Aduana Marítima  
CIUDAD

COPIA

A continuación nos permitimos transcribirle el tenor de un telegrama que con fecha de hoy nos dirige desde Temosique, Tab., el Sr. J. Alden Mason, del Museo de la Universidad de Pennsylvania, Philadelphia, U.S.A., como sigue:

" RUEGOLES GESTIONAR CON ADMINISTRADOR ESA ADUANA MARITIMA  
" MAÑANA HOY POR SIEMPRE CIELADOR DEBERIA CUSTODIAR HASTA ESA  
" MONUMENTOS LLEVABLES DE RUINAS QUATERNALA DADO FIANZA SI  
" MERCANTIL DICHIENDOLE PERMITAN BAJADA MIENTRAS PERSUELVE  
" SU PRIORIDAD SOLICITUD HIZIELES CON ANTERIORIDAD. RUEGOLES  
" CONTESTARME RESULTADO. "

Muy atentamente le suplicamos comunicarnos su resolución á la solicitud del Sr. Mason, para que podamos darle la contestación que solicita y á fin de aprovechar la salida de una embarcación hoy para Temosique.

Reiteramos á Usted las expresiones de nuestra atenta consideración.

C. Alvaro Obregon, Tab., 5 Junio 1932.

ALVARO F. PEREZ SUCS.

Alvaro F. Perez Sucs.

Alvaro Obregón, Tab. Junio 6 de 1932.

HACIENDA 31  
SECCION PRIMERA.  
MEXICO, D.F.

ORDINARIO.

NUMERO 4113-1-2127.-J. ALDEN MASON CONDUCTO  
SU REPRESENTANTE ESTE LUGAR SOLICITA TRANSITO  
OBJETOS ARQUEOLOGICOS PROCEDENTES GUATEMALA,  
VIA TENOSIQUE , PARA SALIR POR ESTE PUERTO  
AL EXTRANJERO .-SUPPLIQUE DARME INSTRUCCIONES  
CONTESTACION PAGADA CARTA DIURNA.

Jefe aduana Fo.

Luis Napoleón Canseco.

\$ 13.83.

Alvaro Obregón, Tab. Junio 6 de 1932.

TENOSIQUE, Tab.

FRANCISCO VILLANUEVA.

ORDINARIO.

DIGALE SEÑOR MASON ADUANA NO DESPACHA CELADO  
MIENTRAS FALTEN INSTRUCCIONES SUPERIORIDAD  
ESTAMOS TELEGRAFIANDO DIRECCION GENERAL AVI-  
SAREMOSLE RESULTADO SIMBAD NO SALE HASTA  
MIERCOLES.

ALVAROF.

\$ 1.99.

Alvaro Obregón, Tab. Junio 6 de 1932.

MEXICO, D.F.

DIRECTOR GENERAL DE ADUANAS.

CARTA DIURNA.

TENGO LISTOS OBJETOS ARQUEOLOGICOS PROCEDEN-  
TES GUATEMALA PARA TRANSITO VIA TENOSIQUE  
TABASCO A ESTE PUERTO PARA SU EXPORTACION PE-  
RO ADUANA AQUI NIEGASE PROPORCIONAR CELADOR  
QUE CUSTODIE TRANSITO MIENTRAS NO RECIBA  
INSTRUCCIONES RELATIVAS ESA SUPERIORIDAD PUNTO  
ATENTAMENTE SUPPLICO TELEGRAFAR A MI COSTA  
ADUANA MARITIMA FRONTERA DESPACHE CELADOR  
PARA TRANSITO OBJETOS ARQUEOLOGICOS COMO AN-  
TERIORMENTE PUNTO ANTICIPOLE GRACIAS.

ALDEN J. MASON.  
P.P. ALVARO F. PEREZ SUCS.

\$ 4.85.



FORMA N.º 2

# TELEGRAFOS NACIONALES

Monosique, Tab., Junio 6 de 1932  
ESTADOS UNIDOS MEXICANOS



Sres.

Alvaro M. Perez Sues

Alvaro Obregón

Carta Diurna

Señor Masón suplicales decirle si salió celador por Simbad y caso contrario agradecerales ver si Señor Administrador Aduana concedele sacar objetos hasta esta virtud tener urgencia salir por acercarse crecientemente, crecense arroyos y descomponese mucho camino la reserva venga hasta aquí celador cuando haya dado orden Dirección

*Gran Villanueva*

*Handwritten notes and signatures:*  
23m  
Diga...  
una... despacha...  
mientras...  
su...  
graficando...  
adibaremos...  
simbad...  
calz...

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



FORMA M-3

# TELEGRAFOS NACIONALES

ESTADOS UNIDOS MEXICANOS

## TELEGRAMA



*15 W. Obregon Jalisco 6 June 1932*  
*23W P. 94 p. 1330*

Depositado 10  
 Recibido 25 *sh*

*Francisco Villanera*  
*Quieren que*  
*Digale señor Mason adna*  
*ma no despacha celador*  
*mientras falten instrucciones*  
*su perisidad estamos tele*  
*grafando a direccion general*  
*adibaremos resultado,*  
*simbol no solo hecho mir*

*colb* *Flora F. Cruz*  
 Todo telegrama debe llevar el sello de la Oficina.  
 Lea Ud. el reverso: le interesa conocer los diferentes servicios que le ofrece el Telégrafo.

# SERVICIOS ECONOMICOS

PARA EL INTERIOR DE LA REPUBLICA, LOS ESTADOS UNIDOS DEL NORTE, EL CANADA,  
GUATEMALA, HONDURAS, COSTA RICA, EL SALVADOR Y CUBA.

## MENSAJES NOCTURNOS

Disfrutan de un descuento y se aceptan a cualquiera hora hábil del día o de la noche, entregándose en el lugar de destino en la mañana del día siguiente a la fecha de depósito.

## CARTAS NOCTURNAS

Se aceptan a cualquiera hora hábil del día o de la noche, para entregarse a la mañana siguiente a la fecha de depósito, o con demora hasta de 24 horas, por causa de fuerza mayor y sin derecho a reclamación.

Su tarifa por 50 palabras es igual a la de un mensaje ordinario de 10 palabras y cada grupo de 10 palabras o menos, excedente, se cobra a razón de la quinta parte de la tarifa inicial.

Para los Estados Unidos del Norte y el Canadá las "CARTAS NOCTURNAS" se admiten sin restricciones en su redacción. Para el interior del país, Centro América y Cuba, se aceptan escritas solamente en español claro, no debiendo llevar claves, cifras ni abreviaturas; exceptuándose de esta regla

los nombres propios, especificaciones de mercancías y términos comerciales tales como: "CIF", "CFI", "FOB", "LAB", "COD", etc.

## CARTAS DIURNAS

Se aceptan a cualquiera hora hábil del día o de la noche, estando sujetas para su transmisión y entrega a la prioridad del servicio ordinario. Se procura entregarlas el mismo día de su fecha, pero por causa de fuerza mayor, pueden entregarse hasta el día siguiente.

Su tarifa por 50 palabras es de un tanto y medio de la de las "CARTAS NOCTURNAS", cobrándose por cada grupo de 10 palabras o menos, excedente, la quinta parte de la tarifa inicial.

Para los Estados Unidos del Norte y el Canadá, pueden escribirse en cualquiera idioma o clave. Para el interior del país, Centro-América y Cuba, se admiten solamente escritas en español claro, no debiendo llevar claves, cifras ni abreviaturas; exceptuándose de esta regla los nombres propios, especificaciones de mercancías y términos comerciales, tales como: "CIF", "CFI", "FOB", "LAB", "COD", etc.

PARA EUROPA, AFRICA, ASIA, OCEANIA E ISLAS ANTILLAS TENEMOS ESTABLECIDOS LOS SIGUIENTES SERVICIOS

MENSAJES DIFERIDOS, -- CARTAS CABLEGRAFICAS, -- CARTAS DE FIN DE SEMANA

CARTAS CABLEGRAFICAS Y DE FIN DE SEMANA, POR CORREO, DESDE LONDRES O AMSTERDAM.

PARA CENTRO Y SUDAMERICA.

MENSAJES DIFERIDOS, -- CARTAS DE FIN DE SEMANA.

SERVICIOS DE GIROS TELEGRAFICOS PARA TODO EL PAIS Y EL EXTRANJERO.

## PIDA USTED INFORMES EN LA VENTANILLA

Tenosique, Tabasco, June 11, 1932.

Alvaro Perez Sucs.,  
Alvaro Obregon, Tabasco.

Dear Sirs:

The bearer of this letter, Mr. Linton Satterthwaite Jr., you will remember as Assistant Director of this expedition. He is returning to the United States together with Mrs Satterthwaite, Mr. Farris and Miss Butler. I will appreciate it if you will do everything possible to assist him in any way, especially financially. I hereby authorize you to advance him any funds necessary, charging same to my account. I think, however, that this will be unnecessary, as I am giving him my checks on the Banco Nacional as follows:

#135, D 1496213,	\$600.00
136, D 1496214,	200.00
137, D 1496215,	200.00

Mr. Satterthwaite will either ask you to cash these, or some of them, or deposit them with you and draw upon you against them. The balance he will deposit with you to my account and receive your receipt for same.

I must remain here until the matter of the celador to accompany the shipment of the specimens is arranged. I have personally wired to Mexico City and trust that the matter will be promptly arranged and that I will be able to leave here soon and upon my arrival in Alvaro Obregon will be pleased to settle my account with you.

Sincerely yours,

Alvaro Obregón, Tab. Junio 14 de 1932.

TENOSIQUE, Tab.

J. ALDEN MASON.

ORDINARIO.

HASTA HOY NO CONTESTO DIRECCION ADUANAS LOS  
TELEGRAMAS.

ALVAROF.

\$ 0.93.

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telefónica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

88

G. Alvaro Obregon, Tab., 15 Junio 1932.

GM

Sr. J. Alden Mason  
TEWOSIQUE Tab.

Muy Señor nuestro :

Su atenta carta del día 11 de este mes , fué ayer puesta en nuestras manos por el Sr. Linton Satterthwaite Jr., á quien con todo gusto atendimos , en cumplimiento de sus recomendaciones, y hoy le estamos cambiando por efectivo los cheques que Ud. le entregó , sobre Villahermosa , según sus deseos.

Si alguna cantidad nos entregare , se la acreditaremos con el aviso acostumbrado.

Confirmamos nuestros diversos telegramas sobre el asunto del permiso para el tránsito de sus cajas y celebramos que al fin nuestras gestiones hayan rendido el resultado deseado.

Tenemos pendiente de referirnos á su anterior del día 27 de Mayo ult<sup>o</sup> pto., cuyo tenor desde luego mereció nuestra atención inmediata.

Tomamos nota de sus indicaciones , con respecto á la liquidación de su cuenta y le agradecemos las disposiciones que ofrece tomar para cubrirla á su venida. - La Cta. de gastos # 21880 fué por la suma de : 215.99 , y para aclaración nos permitimos adjuntarle una copia; quizás el original que anteriormente le mandamos estaba algo borrado en los números.

Sin otro asunto por ahora , quedamos  
de Ud. afmos., attos. y ss. ss.

incl.: 1 copia.

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telegráfica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's, Bentley.

88

G. Alvaro Obregon, Tab. , 16 Junio 1932.

GM

Sr. J. Alden Mason  
TENOSIQUE Tab.

Muy Señor nuestro :

Hoy recibimos su atenta carta de fecha 5 del mes en curso , de cuyo seno desplegamos s/Ch/#125/D1496203, á ego. de la Sucursal del Banco Nacional de México S.A., en Villahermosa, por la suma de :  
\$ 1000.00 mon. nacl. , los que siyo cobro hemos ABONADO á Ud. en ----- cuenta. --

Como entretanto ya hemos recibido su correspondencia posterior, segun nuestra carta de ayer, ya han sido solucionados los demas asuntos que meniona , por lo que nos permitimos pasar en silencio los detalles que á los mismos se refieren.

Hoy salen por M/ SIMBAD los Celadores para esa, segun le avisamos por telegrafo , y confirmamos el tenor de nuestro telegrama en el sentido de que el Jefe de la Aduana dió permiso para que pueda Ud. llevar á esa los bultos que tiene que sacar, entretanto lleguen esos empleados.

Sin otro asunto por ahora , quedamos

de Ud. afmos., attos. y ss.ss.

Alvaro Obregón, Tab. Junio 16 de 1932.

tenosique, Tab.

J. ALDEN MASON.

ORDINARIO.

ADUANA ECONOMICAMENTE PERMITE SACADA CAJAS  
HASTA TENOSIQUE HOY POR SIMBAD SUBIRAN CELA-  
DORES.

ALVAROF.

\$ 1.11.

Alvaro Obregón, Tab. Junio 16 de 1932.

TENOSIQUE, Tab.

J. ALDEN MASON.

ORDINARIO.

PERMISO REFIERESE CONCEDE LIBRE TRANSITO DE S  
SU CARGA PARA EXPORTAR.

ALVAROF.

\$ 0.93.

**ALVARO F. PEREZ SUCS.**

ALVARO OBREGON, TAB.

Cable: "ALVAROF"

Claves:

A. B. C. 5a. Ed.-Lieber.

Darham,-General,-Bentley.

Alvaro Obregón, Tab., Julio 4 de 1932

NUM. 24234

Sr. **J. Alden Mason**

Ciudad

Muy Señore(s) Nuestro(s):

Según las órdenes de Ud(s) hemos embarcado para **New-Orleans, La.**, en el buque-motor nic. "Woorden", que salió de este Puerto el día 24 de junio ppdo., 20 cajas objetos arqueológicos con peso de 1000 ks, a la consignación de A.E. Hegewisch. Estas cajas llegaron a este Puerto por motor Simbad el 22 del citado mes de junio.

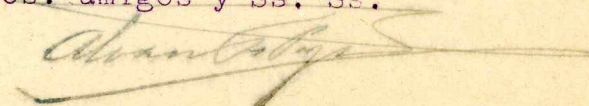
( Aseguradas en Dls. 3,000.- )

cuya operación ha causado los siguientes gastos:

Flete y timbres. (Al cobro)		
Derecho de <del>xxxxxxx</del> <sup>Tránsito</sup> seg. liq. adj.	10	90
(Derecho de muelle) Desestiba	1	00
Póliza de embarque	4	00
Estampillas	2	20
Prima del Seguro Dls. 8.00. á \$3.70x (Factura Consular.) 1 Dls.	29	60
Acarretos Desembarque en horas extras	7	00
Comisión	20	00
Portes de correspondencia y menores	1	00
<del>xxxxxxx</del> Embarque	3	50
Alijo á \$5.28 la ton.	5	28
Pesada en el despacho aduanal, etc.	2	50
Telegramas según copias adjuntas	23	64
Indemnizaciones por serv. extraordinarios de 2 Celadores que fueron a la Frontera a recibir las cajas	56	00
Pasajes ida y vuelta de los mismos	100	00
Timbres para descarga, etc.	11	00
Suma S. E. ú O.	277	62

Cargado en cuenta.....

De Ud(s) afmos. amigos y Ss. Ss.



DERECHOS DE TRANSITO.  
 1000 ks. OBJETOS ARQUEOLOGICOS en \$ 8.00  
 Dchos de barra. " 1.00  
 " 9.00  
 10% adicional... " .90  
 muelle..... " 1.00  
 \$10.90

Dependencia: Aduana de Frontera.  
Numero: 4113-4-2662.  
Expediente.- 317/1-

ASUNTO: TRANSITO DE MERCANCIAS DE EXPORTACION  
POR TERRITORIO NACIONAL.-Se transcribe  
telegrama de la Dirc.Gral.del Ramo.

Alv.Obregón,Tab.,a 14 de julio 1932.

Srs.  
ALVARO F.PEREZ SUCS.  
C i u d a d.

La Dirección General del Ramo en telegrama #31-1-991,  
de 7 de julio actual,dice a esta Jefatura de mi cargo lo  
que sigue:

"ADUANA,OBREGON,TAB.-31-1-9951.SUYO 2175. SECRETARIA  
HACIENDA HA SERVIDOSE AUTORIZAR QUE DERECHOS ALMA-  
CENAJE SOBRE CUATRO CAJAS OBJETOS ARQUEOLOGICOS DE  
SEÑOR MASON HAGANSE EFECTIVOS COMPUTANDO PLAZOS A  
PARTIR PRIMERO MARZO ULTIMO.SIRVASE COMUNICARLO SR.  
ALVARO F.PEREZ RESULTADO SU INSTANCIA DE 26 MAYO".

Lo que me permito transcribir a ustedes para su cono-  
cimiento,como resultado de su instancia de 26 de mayo  
anterior elevada a la Superioridad.

Atentamente.  
SUFRAGIO EFECTIVO.NO REELECCION.  
El Jefe de la Aduana.  
Luis Napoleón Canseco,rúb.

July 27, 1932.

Alvaro Perez Sues.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I have received your account of recent date, showing the state of my account with you until July 1st, and indicating my indebtedness to you as 104.42 pesos. This account does not credit my check to you for 250.00 pesos on June 23d, check no. 151. When this is credited, I figure that I shall have a credit balance of 145.58 pesos with you. I trust that this agrees with your books. This balance I will leave with you until the large monuments are brought down the river when I presume it will be credited against your bill for expenses and services at that time. I have to date heard nothing from Menosique regarding this shipment.

Thanking you for past favors, and in hopes of seeing you again in the coming year, if we succeed in raising more funds, believe me

Sincerely yours,

*Mason reply*

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telegráfica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

88

C. Alvaro Obregon, Tabasco, Mexico,

August 4th. 1952.

J. Alden Mason, Esq.  
The University Museum  
University of Pennsylvania  
PHILADELPHIA Pa. U. S. A.

Dear Sir :

We beg to acknowledge receipt of your favor of date July 27th. and, with reference to your observation, find that the check #151 for Ps. 250.00 mex. Gy. was erroneously omitted in the statement we sent you for the month of June, but appears to your credit in July, your figures being correct.

It is only a few days ago that we received a letter from Mr. Todd of Tenosique, stating that he expected to be ready about the middle of this month, and we have requested him to advise us by wire, so that we can make proper arrangements for the transit of the shipment.

It will be a pleasure to see you again in the coming year and with best wishes for your success, we beg to remain,

Very truly yours,

*Alvaro Obregon*

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telefónica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

88

C. Alvaro Obregon, Tabasco, Mexico,  
9 Agosto 1952.

GM

Sr. J. Alden Mason  
The University Museum  
University of Pennsylvania  
33rd. & Spruce Sts.  
PHILADELPHIA Pa. U. S. A.

Muy Señor nuestro :

Tenemos el gusto de comunicar a Ud. , que nuestras gestiones por la devolución de los almacenajes, cobrados por la Aduana Marítima en ésta, han sido resueltas en sentido favorable por la Dirección General de Aduanas en México D.F. , en consecuencia de lo que la liquidación aduanal de estos derechos ha sido modificada, según verá por las copias que adjuntamos a la presente.

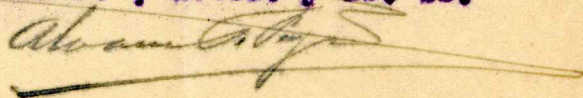
Por lo tanto hemos recobrado de la Aduana y le hemos **ACREDITADO** , la suma de :  
\$ 126.72 cientos veintiseis pesos setenta y dos centavos moneda nacional max. que resultan a su favor según la liquidación reformada, de acuerdo con la orden telegráfica de la Dirección General de Aduanas.

En cambio le hemos **DEBITADO**:  
\$ 10.00 mon. nacl. de n/com. y gastos en la tramitación de esta reclamación y escritos correspondientes.

Confirmamos nuestra anterior del día 4 de este mes , la que esperamos haya recibido entretanto ; de tenosique no hemos tenido noticias hasta hoy.

Sin otro asunto por ahora , quedamos

de Ud. afmos. , attos. y ss. ss.



incl.: 2 copias.

October 6, 1932.

Alvaro Perez Sucs.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I acknowledge with thanks your letter of August 9 and your statement of September 1, the latter showing a balance to my account of 12.30 pesos.

In your account I do not see that you have credited me with 250.00 pesos given you June 23d, my check number 151. Kindly inform me if this is correct; if so, it should leave me a balance with you of 262.30.

I should appreciate also more detailed information regarding the account with the Aduana. Your factura 24084 of May 16 showed a deposit with the Aduana of 390.00 pesos while the enclosure with your letter of August 9 showed that a charge of 214.83 had been made, of which 126.72 was returned and credited to me. Is there still a balance due me from this 390.00, and if not for what item was this difference of 175.17 spent? I understand that there is also deposited with the Aduana the sum of 100 pesos, made in 1931, against the two boxes which were taken across the border in 1931 but which have not yet been brought to Alvaro Obregon,

I hope that the raft with the large shipment of boxes will arrive in Frontera soon. A telegram of a few days ago from Tenosique informed me that the raudal is now impassible, but apparently the raft is made and the boxes on it, and Dr. Todd and Mr. Ross are awaiting a proper condition of the river to take them through the rapid and down the river. As my contract with Dr. Todd is based on the weight of the boxes, which could only be approximately estimated at the camp, and as he is anxious to be paid the balance owed him as soon as possible, if the weight of these boxes could be accurately ascertained in Alvaro Obregon without extra expense, or with slight expense, I would appreciate it. If this can be ascertained, you may telegraph me the weight, charging telegram cost to my account.

I left an order with you to send some things to Mr. John Ross at Tenosique. I think there were 2 meters of canvas, 30 inches width; this you told me was unobtainable, and I ordered some of 48 inches width, also a ribbon for Royal typewriter. Mr. Ross tells me that he has not yet received these.

*Alvaro*

The prospects look very good that the expedition will return again to Tenosique in February, but the probability is that I personally shall not come and that it will be under the charge of Mr. Satterthwaite. Of course I will write you later if this is to be done, and I am sure you will help Mr. Satterthwaite as kindly as you did me.

With my cordial regards and thanks to you and to all my friends in Alvaro Obregon, believe me

Sincerely yours,

P.S. I sent a telegram some weeks ago to the Director de Aduanas, Sr. Gral. Eduardo Hay, instructing him that the raft with the boxes would soon arrive in Alvaro Obregon, and asking him to issue to the Aduana there a prorrogacion of the permit for their exportation. I would be pleased if you would ascertain if from the Aduana if such an order has been received, or if former instruction will permit their exportation without delay. We are anxious to have these as soon as possible.

Sincerely yours,

*No answer needed*

C. Alvaro Obregon, Tab. , 17 Octb. 1938.

41

Sr. Francisco Villanueva  
TENCOSIQUE Tab.

COPIA

Muy Señor nuestro y amigo :

La Aduana Maritima , en ésta , nos comunica :  
haber recibido telegrama de la Dirección General de Aduanas,  
en México D.F. , del tenor siguiente:

"Mismos términos, formalidades y condiciones autorizóse año  
"pasado tránsito objetos arqueológicos de J. Alden Mason  
"Secretaría Hacienda ha servidose autorizar el de quince  
"cajas esa clase monumentos que, procedentes Guatemala, envia  
"expresado señor a Estados Unidos. - Digolo sus efectos, reco-  
"mendándole hacerlo saber interesados, respuesta sus gestiones,  
"indicándoles no ser posible emitir custodia Celador, por tra-  
"tarse una operación especial. "

Se lo comunicamos para su conocimiento , á fin de  
que pueda Ud. seguir las indicaciones que tenga del Sr. Mason  
con respecto al envío de esas cajas , cuyo transporte enten-  
demos lo recomendó al Sr. Dr. Todd , en esa. -

Le suplicamos nos avise con la anticipación ne-  
cesaria para que suba á esa el Celador que deberá custodiar  
el transporte.

Nos reiteramos,  
de Ud. afnos. amigos y ss. ss.

ALVARO F. PEREZ Sucs.

cc-Sr. J. Alden Mason  
University Museum  
33rd. & Spruce Sts.  
PHILADELPHIA Pa. U.S.A.

ALVARO F. PEREZ SUCS.

COMERCIANTES Y COMISIONISTAS

Tabasco. México.

Dirección Telefónica: ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan, General, Lieber's. Bentley.

88

*No answer needed*

C. Alvaro Obregon, Tabasco, México,  
31 Octb. 1932.

GM

Sr. J. Alden Mason  
The University Museum  
53rd. & Spruce Sts.  
PHILADELPHIA Pa.

Muy Señor nuestro :

Tenemos el gusto de referirnos á su atenta carta de fecha 6 del actual, cuyos detalles desde luego merecen nuestra atención.

Con respecto á la diferencia de \$ 175.17 del importe depositado con la Aduana Maritima en ésta, nos es grato informarle que tambien le han sido ABONADOS en cuenta, pues nos fueron devueltos por dicha Autoridad, cosa que habíamos omitido avisarle con anterioridad, por haber estado pendiente unas formalidades, cuyo requisito se llenó entretanto y ya figurarán en el proximo Estado de cuenta que le mandemos.

Hasta ahora no tenemos noticias del envío de las cajas que están transportándose por el Dr. Todd y esperamos aviso del Sr. Villanueva, para que suba el Celador de la Aduana que debe acompañar el envío, según instrucciones que ésta Aduana ha recibido de la Superioridad, permitiendo la exportación de esos monumentos. - Por lo tanto, tan luego lleguen á ésta podremos verificar la reexpedición en primer barco que acepte carga. -

En cuanto al romaneo de esos bultos no se podrá verificar en ésta, si exceden 500 kg, por no haber romana adecuada. Tampoco hay para bultos de gran peso una tarifa establecida y esa clase de trabajo se hace á precio convencional.

Sus encargos para el Sr. Ross efectivamente no han sido enviados, pero tenemos pendiente hacer ahora su envío en primer oportunidad.

Tomamos nota de que la próxima expedición probablemente venga á cargo del Sr. Satterthwaite y con todo gusto procuraremos ayudarle en todo lo necesario en su tiempo, esperando dejarlo satisfecho.

Retornamos muy agradecidos sus atentos saludos y nos repetimos á sus ordenes, de Ud. afmos., attos. y ss. ss.

*Alvaro Obregon*

Alvaro Obregón, Tab. febrero 7 de 1933.-

TENOSIQUE, TAB.-

M. C. TODD.-

ORDINARIO.-

APEROS LISTOS INALAMBRICA QUE SALE HOY NO TIENE CA-  
BIDA.-

Alvaro F. Perez Sucs.-

\$ 0.93 ✓

253 ✓  
93 ✓  
93 ✓  
532

93  
4  
372  
253  
625

Alvaro Obregón, Tab. enero 29 de 1933.-

TENOSIQUE, TAB.-

MILTON G. TODD.-

URGENTE.-

ESTA ADUANA YA LIBRA ORDENES PARA QUE CELADOR ESA  
ACOMPANE BALSA CON CAJAS PIEDRAS.-

Alvaro F. Perez Sucs.-

\$ 2.53

February 8, 1953.

Alvaro Perez Sucs.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I was informed by telegram from Tenosique on January 30th that a shipment of eleven of our fifteen large boxes is now on its way down the river on a raft in charge of Dr. M. C. Todd. I presume that the proper arrangements for this transport were made with the Aduana and I hope that by the time you receive this the shipment will be in Alvaro Obregon. There still remains four boxes to be brought down and I presume that these will come down very soon. I have written to the chief of the Aduana in Mexico City urging him to see that there is no delay in the exportation of these and I have also written to the Standard Fruit Company regarding this shipment. I think you have full instructions regarding the shipment and when I left in June I gave you a list of the boxes with their proper destinations and the dimensions of the boxes so that in case the written destinations on the boxes are erased by the weather, you will be able to identify them. They are all to be sent to A. E. Hegewisch in New Orleans, who will send part of them to Philadelphia and the other part to Guatemala City. I am not sure whether it would be better to let the first shipment wait until the second comes down but I leave this decision to you and to the Standard Fruit Company. If there is any difficulty about this shipment do not hesitate to telegraph me at our expense.

I regret that I will not be accompanying the expedition this year which will be in charge of Mr. Satterthwaite, who was my assistant the past two years, but I am sure that you will give him the benefit of as cordial service as you gave me. Mr. Satterthwaite left on Monday, February 6th, via the Ward Line, but will spend some time in Guatemala and Mexico City and will not arrive in Alvaro Obregon until about the end of February. However, his freight shipment is being sent direct from New Orleans to Alvaro Obregon via the Standard Fruit Company and I understand that this shipment sails from New Orleans today and should arrive in Alvaro Obregon about February 11th, consigned to you.

With my cordial thanks for your many kind services,  
believe me,

Sincerely yours,

J. Alden Mason  
Curator of the American Section.

Alvaro Obregón, Tab. febrero 15 de 1933.-

TENOSIQUE, TAB.-

M. C. TODD.-

CARTA NOCTURNA.-  
-----

SU CARTA NUEVE ACTUAL ES INDISPENSABLE AVISE ANTES DE QUE LAS CUATRO CAJAS PIEDRAS SALGAN DE TENOSIQUE PARA QUE SUBA CELADOR punto JEFE ADUANA NO PUEDE HACER EXCEPCION POR TENER ORDENES SUPERIORES TERMINANTES ESTE SENTIDO punto RECOMENDAMOSLE ATENDER ESTAS INSTRUCCIONES PARA EVITAR DIFICULTADES.

Alvaro F. Perez Sucs.-

\$ 0.93

**ALVARO F. PEREZ SUCS.**

COMERCIANTES Y COMISIONISTAS.

Tabasco, México.

Dirección Telegráfica; ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan General, Lieber's, Bentley.

**CORREO AEREO.**  
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**D. Alvaro Obregon, Tabasco, México,**  
**15 Febrero 1933.**

GM

**Sr. J. Alden Mason**  
**The University Museum**  
**33rd. & Spruce Sts.**  
**PHILADELPHIA Pa.**

Muy Señor nuestro :

Por ss **MASAYA** han llegado ahora 106 bltos. remesas de los Srs. **H.T. Cottam & C° Inc.** y **Woodward, Wight & C°**, de **New Orleans, La.**, cuyas mercancías han sido consignadas á nosotros por instrucciones de ese Instituto, por lo que entendemos que en breve podremos esperar la llegada del **Sr. L. Satterthwaite**.

No tenemos ningunas instrucciones de Ud. sobre la nueva expedición que suponemos ya en camino y hemos iniciado ante esta Aduana Marítima el tránsito de la mercancías bajo el nombre de Ud., pero falta la autorización de la Dirección General de Aduanas, de México D.F., para esta operación.

Le damos éste aviso á fin de que gestione Ud. con la Secretaría de Hacienda lo necesario, como en ocasión anterior,

Si el **Sr. Satterthwaite** en ésta ocasión ha de representar á Ud., sería conveniente que traiga una carta-poder sencilla, firmada por Ud. y dos testigos, hecha en castellano, á fin de simplificar las gestiones en ésta.

Esperamos recibir sus prontas noticias y quedamos, como siempre con gusto á sus ordenes,

de Ud. afmos., attos. y ss. ss.

  
-----

**ALVARO F. PEREZ SUCS.**

COMERCIANTES Y COMISIONISTAS.

Tabasco, México.

Dirección Telegráfica; ALVAROF.

CLAVES A. B.C. 5. EDICION.

Darhan General, Lieber's, Bentley.

C. Alvaro Obregon, Tabasco, México,  
17 de Febrero de 1933.

GM

Sr. J. Alden Mason,  
Curator of the American Section  
The University Museum  
University of Pennsylvania  
PHILADELPHIA Pa.

Muy Señor nuestro :

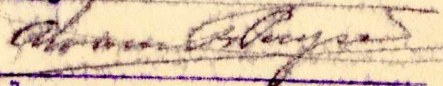
Tenemos el gusto de acusar recibo de su atenta carta de fecha 8 del actual, y nos es grato confirmarle que el día 3 del actual llegaron a ésta once de las cajas que remitió el Sr. M. C. Todd, de Tenosique, en una balsa.

Hubo necesidad de descargar esas cajas de la balsa, tan luego llegaron a ésta, pues corrían riesgo de perderse en consecuencia de haberse desprendido algunas trozas y tuvimos la buena suerte de poderlos colocar en un chalán adecuado sin pérdida de tiempo, un día antes de que soplara un fuerte temporal en esta parte del Golfo.-

Para poderlos embarcar al chalán hubo necesidad de alquilar una grua flotante; el chalán lo hemos alquilado por el precio de : \$ 10.00 mex. diarios, desde la fecha indicada, y en vista de este crecido gasto no creemos que sea conveniente esperar la llegada de las cajas faltantes para embarcar toda la partida. - Ya tiene algun tiempo que estamos tratando con la Southern Banana Corp., en ésta, para que podamos hacer la reexportación de esas once cajas a New Orleans, La., por uno de sus barcos fruteros, pero no han querido aceptar esta carga por ahora. Segun nos informan esperan para fines de la semana próxima uno de sus barcos mayores, en el que puedan aceptar esa carga, cuyo manejo se hace algo difícil en los otros vapores, por el peso de estos bultos.

Del Sr. L. Satterthwaite Jr. recibimos entretanto noticias desde New Orleans, La. y tambien han llegado los viveres y demás efectos por vapor MASAYA, pero la Aduana Marítima aun carece del permiso de tránsito, de parte de la Dirección General de Aduanas en México D.F., por lo que estamos ahora tratando éste asunto por telégrafo, esperando obtener pronto una resolución favorable.

Al cuidado de sus apreciables ordenes nos repetimos de Ud. afmos., attos. y ss. ss.

  
Alvaro F. Perez Sucs.

Alvaro Obregón, Tab. febrero 21 de 1933.-

TENOSIQUE, TAB.-

M. C. TODD.-

ORDINARIO.-

DIGA SI CAJAS PIEDRAS PUEDEN BAJAR INMEDIATAMENTE  
PARA ENVIAR CELADOR.-

Alvaro F. Perez Sucs.-

\$ 0.93

21 de febrero de 1933.

Alvaro F. Perez Suos.,  
Alvaro Obregon,  
Tabasco, Mexico.

Muy senores mios:

El portador de la presente, Sr. Linton Satterthwaite, Jr., servirá en este ano de 1933 como Jefe de la expedición de este Museo en las ruinas de Piedras Negras, Peten, Guatemala, y así está autorizado para hacer qualesquieres negociaciones para tal expedición en lugar de mí.

afmo atto y s. s.

J. Alden Mason  
Jefe de la sección americana

Testigos:

H. H. F. Jayne, Director del Museo

Jane M. McHugh, Secretaria del Museo

February 21, 1933.

Alvaro F. Perez Sucs.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I received your bills of February 6th indicating that you had spent on my account 375 pesos for the towing of the raft down the river and the transferring of the boxes from the raft to a barge. I also received today the letter of February 15th. I think I need add nothing to the instructions I gave you in my letter of February 8th. I hope that the exportation of these monuments is arranged with the Aduana as I telegraphed Mr. Satterthwaite, who is now in Mexico City, to see that this matter is arranged.

With reference to Mr. Satterthwaite, I informed you in my letter of February 8th that he is to be in charge of the expedition this year and is entitled to order supplies and to arrange all matters referring to the expedition with you, the same as I did in the last two years. Since you request that he be given a carta-poder, I will prepare one and will send it to him in a letter which I am addressing to him in your care. I presume that when he was in Mexico City he arranged with General Hay for the entry of his 106 boxes of equipment in bond to Mexico.

Thanking you for your kind attention in this matter, I am,

Sincerely yours,

J. Alden Mason  
Curator of the American Section.

February 28, 1933.

Alvaro F. Perez Sucs.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I have today received your letter of February 17th and wish to thank you for your efficient attention to our various shipments. I am today writing to Mr. F. J. Rolfes of the Standard Fruit and Steamship Company urging him to arrange with you as soon as possible for the shipment of the eleven boxes now on the barge in order that we may terminate, at an early date, the expensive overhead charge of ten pesos per day for the rent of the barge. Since you have not informed me of any official obstacle to the shipment, I presume that the Aduana of Alvaro Obregon has official instructions from Mexico City to permit the exportation of these boxes. I telegraphed Mr. Satterthwaite, who has recently been in Mexico City, advising him to see the Director General of the Aduana and to see that permission is granted both for the exportation of these boxes and for the entry of his equipment. If both these matters are not officially arranged by the time you receive this letter, please telegraph me immediately at my expense, so that I may take up the question officially and get it settled promptly.

I received a telegram from Tenosique, under date of February 25th, that the remaining four boxes had been brought through the rapid and were at that date in Tenosique. I presume that they will soon be brought down the river on a raft and I trust that when they arrive you will arrange for their exportation as promptly and as economically as possible. If it is possible to put them on land, instead of on a barge, while awaiting exportation, this might be a great deal cheaper.

I presume that by the time you received this, Mr. Satterthwaite and his party will have arrived in Alvaro Obregon and will have gone up the river with their equipment.

With my cordial personal regards, I am as ever,

Sincerely yours,

H J. Alden Mason

Alvaro Obregón, Tab. marzo 4 de 1933.-

~~XXXXXXXX~~  
TENOSIQUE, TAB.-

M. C. TODD.

ORDINARIO.-

TELEGRAFIENOS DEBEMOS PAGAR DOCIENTOS PESOS FLETE  
CUATRO CAJAS POR PLUTARCO.-

Alvaro F. Perez Sucs.-

\$ 0.93

March 7, 1933.

Alvaro F. Perez, Suos.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

On March 5 I received a telegram from Mr. Linton Satterthwaite, Jr., from Alvaro Obregon, informing me that the other four boxes had that day arrived at the port, and that all would leave today on the Standard Fruit Company's SS Wawa. I was very pleased to hear of this. I think you need no further instructions regarding the shipment, and we look forward to receiving it within a few weeks.

Mr. Satterthwaite further informed me in his telegram that you wished me to send a deposit of 1200 pesos to cover expenses. I think and hope that this amount will be considerably above the expenses of shipment but nevertheless, having great confidence in your probity, I enclose my check on the Banco Nacional, Villahermosa, for this amount. I have received no bill from you for some time, but you recent sent me slips and vouchers showing payment of 300 pesos for the expenses of bringing the first raft down the river, and 75 pesos for transferring the boxes from the raft to a barge. According to my calculations, deducting these expenses of 375.00, and adding a credit of 175.17, which you wrote me was returned to you by the Aduana and had not been credited me by oversight, I still had a balance of 62.47 with you, which, added to my present remittance of 1200, gives a total credit of 1262.47, before deducting expenses for the bringing down of the second raft, and for exportation of the monuments. I trust that the expense for the rafting will not exceed the amount of the balance which I owed Dr. Todd for placing the monuments in Alvaro Obregon, for this expense is included in my contract with him. As my contract with him called for payment according to tonnage, I cannot figure my standing with him until I am informed by the steamship company of the weight of the shipment. I understand that Aduana still has to return to you 100 pesos deposited in 1931 for the two boxes which were left in the woods in June, 1931.

Trusting to hear from you shortly regarding this shipment, and to receive a full account of the expenses incurred therein, and with my cordial personal regards, believe me

Sincerely yours,

**ALVARO F. PEREZ SUCS.**

COMERCIANTES Y COMISIONISTAS.

Tabasco, México.

Dirección Telegráfica; ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan General, Lieber's, Bentley.

C. Alvaro Obregon, Tabasco, México,  
11 Marzo 1933.

GM

Sr. J. Alden Mason  
University Museum  
53rd. & Spruce Sts.  
PHILADELPHIA Pa. U.S.A.

Muy Señor nuestro:

Hoy recibimos su atenta carta del 28 de Febrero último, de cuyo tenor quedamos impuestos.

Esperamos que entretanto haya recibido nuestra correspondencia reciente, por la que se habrá enterado de que las cuatro cajas restantes llegaron de Tenosique en tiempo para agregarse al embarque de las once cajas que ya se encontraban en ésta, y todas han sido ya reexpedidos a New Orleans, La., de acuerdo con sus instrucciones anteriores.

Tambien fueron en tiempo recibidas por esta Aduana Marítima las instrucciones correspondientes al tránsito del Sr. Linton Satterthwaite con todo su equipaje y carga que llegó para él y ha continuado su viaje sin demora ni dificultades.

Para su conocimiento advertimos: que el permiso otorgado por la Dirección General de Aduanas en México D.F. cubre solamente el tránsito del Sr. Satterthwaite en su viaje de ida a Guatemala y no el retorno, por lo que sería conveniente que con la anticipación necesaria gestionare Ud. que dicha Dirección General dé instrucciones a la Aduana en ésta, a fin de que permita el regreso de su representante en la misma forma.

Sin otro asunto por ahora y á la mira de sus nuevas noticias, nos repetimos

de Ud. afmos., attos. y ss. ss.



**ALVARO F. PEREZ SUCS.**

COMERCIANTES Y COMISIONISTAS.

Tabasco, México.

Dirección Telegráfica; ALVAROF.

CLAVES A. B. C. 5. EDICION.

Darhan General, Lieber's, Bentley.

GM

C. Alvaro Obregon, Tabasco, Mexico,  
17 Marzo 1933.

Señor  
J. Alden Mason  
The University Museum  
PHILADELPHIA Pa. U. S. A.

Muy Señor nuestro ;

Tenemos á la vista su atenta carta de fecha 7 del mes en curso, de la que desplegamos su cheque á cargo del Banco Nacional de México S.A., Sucursal en Villahermosa, por la suma de :  
\$ 1200.00 mil doscientos pesos moneda nacional, que hemos  
----- ACREDITADO á Ud. en cuenta.

Es correcto el saldo que Ud. indica como pendiente á su favor, importando : \$62.47, así como un depósito de \$ 100.00 que todavía no ha sido devuelto por la Aduana Marítima, en ésta, porque hasta ahora han salido las cajas que habían quedado pendientes en 1931, por las que se había otorgado esa garantía. - Ya que estas han sido despachadas, estamos ahora tramitando con la Aduana la devolución de aquel depósito, y tan luego nos haya sido pagado se lo acreditaremos con el aviso acostumbrado.

Acompañamos á la presente las cuentas de gastos correspondientes á las once cajas piedras arqueológicas que mandamos á New Orleans, La., y esperamos que encontrará conforme sus detalles.

Sin otro asunto por ahora y á la mira de sus nuevas noticias, quedamos

de Ud. amigos, attos. y ss.ss.

Alvaro Obregón, Tab., marzo 16 de 1933.

NUM. 24967

Sr. J. Alden Mason.  
Philadelphia, Pa.

Muy señor nuestro:

Según las órdenes de Ud. hemos embarcado para New-Orleans, La., en el vapor hondureño "WAWA", que salió de este Puerto el día 7 del act., 15 cajas con objetos arqueológicos con peso de 22,000 kilos aproximadamente, a la consignación de A.E. Hegewisch. Esta remesa llegó aquí en la forma siguiente: 11 cajas en una balsa remolcada por el motor Grijalva el 3 febrero ppdo., 4 cajas en el vapor P. Elías Calles el 4 del actual, ambas partidas remesa del Sr. Milton G. Todd de Tenosique, Tab.

Cuya operación ha causado las siguientes gastos:

Fléte a New-Orleans, La., ( Al cobro)	\$	
Derechos de tránsito, guarda, barra, etc.	"	235.95
Permisos de desembarque, embarque, etc.	"	8.00
Timbres para los permisos, etc.	"	2.20
Alquiler de un Chalán especial para poner las cajas de piedras según comprobante adjunto (11 cajas)	"	320.00
Desembarque de 4 cajas piedras según comprob. adj.	"	45.00
Compostura de las cajas y materiales seg. comprob. adj.	"	34.07
Pagado por transbordo de 11 cajas y conducción fuera de barra de 15 cajas en el Chalán S.H. No. 2 según -- comprobante adjunto	"	125.00
Abriduras en despacho aduanal.	"	6.00
Pintura para marcar las cajas, etc.	"	1.25
Telegramas según cópias adjuntas	"	5.32
Comisión á \$ 5.-la ton.	"	110.00
Importe del pasaje ida y vuelta del Celador que fué á Tenosique a custodiar las últimas 4 cajas	"	44.00
Remuneración aduanal por servicios extraordinarios a dicho empleado	"	40.55
Pagado por Chalanero según comprobante adjunto	"	22.00
Portes de correspondencias y menores, etc.	"	3.50

Suma S.E.ú 0..... \$ 1002.84

Cargado en cuenta :

De Uds. aftmos. amigos y SS. ss.



# American Fruit & Steamship Corporation

## BILL OF LADING

Received

by the American Fruit & Steamship Corporation (the term Carrier hereinafter used intending said Company and any substituted or continuing carrier) from the Shipper named on the back hereof, the packages or articles mentioned on the back hereof (hereinafter called the Goods), in apparent good order and condition; To Be Transported by steamship named on the back hereof and/or other conveyances subject to substitution and/or other liberties as hereinafter provided, (the term Vessel hereinafter used intending said steamship and/or any substituted or continuing vessel or craft at the inception or subsequent stage of the entire service), direct or via ports or places, to the destination of the goods named on the back hereof, or as near thereto as the Vessel can safely get, and at said destination to be delivered, in complete or part lots upon payment of any unpaid freight and other sums payable by Shipper, Consignee and/or assigns hereunder, to the Consignee named on the back hereof, or order if so provided subject always to the

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

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

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

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

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

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

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

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

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

9. The Carrier shall have liberty, in its discretion, before or after shipment or loading, to substitute, or to discharge or to put into the custody of any other steamship or steamships, although prior or subsequent; and shall have liberty in its discretion at any port or place, to transship, land and transship or forward the Goods or put into store, craft or other available place and thence transship or forward the same to, or on route to destination, by any vessels, craft or other conveyances, by land and/or water, subject to transshipment to a continuing carrier to the provisions of the usual bill of lading of such carrier whether issued or not and on deck if required by any continuing carrier or the character of any vessel or craft and upon the delivery of the Goods into the custody of a continuing carrier or representative, shall thereupon be relieved of all further responsibility for the Goods, and the clean receipt of the continuing carrier, or representative, shall be evidence as against Shipper, Consignee and/or assigns of delivery of the Goods to the continuing carrier in good order and condition. In case of transshipment the carriers may delay forwarding awaiting a vessel or conveyance in its own service or with which it has established connections.

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

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

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

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

14. In the event of accident, danger, damage or disaster before or after commencement of the voyage resulting from any causes whatsoever, including negligence, for which, or for the consequence of which, the shipowner is not responsible, by statute or contract or otherwise, the shippers, consignees or owners of the cargo shall contribute with the shipowner in general average to the payment of any sacrifices, losses or expenses of a general average nature that may be made or incurred, and shall pay salvage and special charges incurred in respect of the cargo.

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

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

17. The Carrier does not undertake that the Vessel is equipped with refrigerated or specially cooled or ventilated compartments or otherwise equipped for transportation of perishable goods, nor whether so equipped or not, to transport such or any other goods in any such compartment or otherwise than as ordinary cargo, and shall not be liable for any loss or damage from failure so to do, unless such transportation is expressly stipulated for herein. Fresh fruits, vegetables and meats and any perishable goods, however carried, are received and carried at the sole risk of the owner thereof. The Carrier shall not be responsible for any loss or damage resulting from decay, putrefaction, ferment, mold, heating, heat of hold or compartment, effects of climate, temperature or atmospheric conditions, loss of weight, prolongation of the voyage, delay, risks of refrigeration, cooling, or ventilation, accident to, or latent or other defect in, explosion, breakage, derangement, insufficiency, failure or unseaworthiness of, any refrigerator or specially cooled or ventilated compartment, apparatus, boiler, engine, machinery, appliances, materials or supplies therefor, although existing at time of shipment or transshipment, or at the beginning of the voyage, provided in case of loss or damage from any such unseaworthiness due diligence shall have been exercised to make the Vessel seaworthy nor for causes beyond the Carrier's control; and if any such goods shall at any stage be, or in the opinion of the master or Carrier's representative be, decayed, injurious or offensive, or be condemned or ordered destroyed by the Health or other authorities, the same may be thrown overboard or destroyed without notice, before or after arrival, and the Carrier shall not be responsible therefor. The Carrier may discharge any such goods without notice, immediately the Vessel is ready notwithstanding danger to such goods from freezing or other weather conditions, and all such goods are received subject to the risk of such discharge, and if delivery thereof is not taken, without notice, from the Vessel's tackle, or, at Vessel's option, from the wharf as soon as available after landing, the same may be left on the wharf or other convenient place or may be held on board and/or placed in warehouse at risk of shipper, consignee and/or assigns. If there is, or in the opinion of the master or agent of the vessel there is, danger of damage to any such goods, if discharged, from weather or other condition, the same may at vessel's option be held on board awaiting discharge; and if by reason thereof the vessel is delayed in completing discharge of the cargo, the shippers, consignees and/or owners of goods so held shall pay demurrage day by day for such delay at the rate of \_\_\_\_\_ cents per vessel's dead weight tonnage per day, to be distributed in proportion to the invoice cost of the goods and to constitute a lien thereon. This clause is in addition to and not in substitution for any other provision of this bill of lading and any exemptions from and limitations of liability accorded by law.

18. The Vessel may commence discharging upon arrival immediately she is ready, without notice, at any hour of day or night, and discharge with or without intermission at wharf, in streams or elsewhere at Carrier's convenience, any custom of the port to the contrary notwithstanding, (except that in United States ports delivery need be taken only during usual working hours) and the Collector of the Port is hereby authorized to grant an Order for the discharge of the cargo immediately after entry of the Vessel. Whether the Vessel be discharged at wharf or in stream or elsewhere, the Goods may, without notice, be in whole or part discharged over side into lighters or other craft or be otherwise discharged at risk and expense of Shipper, Consignee and/or assigns from the time the Goods leave the Vessel's tackles, the Carrier being hereby authorized as agent for Shipper, Consignee and/or assigns, to employ or appoint lightermen, contractors and/or assigns and constitute a lien on the Goods. If not so received, the master or agent of the Vessel is hereby authorized at the risk and expense and for account of the Shipper, Consignee and/or assigns, without notice, to enter the Goods, and after discharging the same as above provided may deposit them in bulk or craft or in or upon wharf, warehouse, Public Stores or Custom House, or permit them to lie where discharged or landed, or make such disposition thereof as the authorities of the port may direct, subject at all times to any lien of the Carrier, including storage charges by the Carrier, and to that end to employ such lightermen, truckmen, warehousemen, wharfingers or other agencies as may be requisite, customary or proper, who shall be deemed the agents solely of Shipper, Consignee and/or assigns and not of the Carrier, the latter being hereby relieved of all responsibility for or in respect of the Goods, without notice to any person whatsoever, as soon as the same leave the Vessel's tackles (but nothing herein contained shall be deemed to limit the right of the Carrier as above provided, to appoint lightermen and others notwithstanding Consignee or others are at hand); or the Goods may be retained on board and disposed of as provided in case of quarantine or other detention existing or threatened at port of discharge and subject to the same terms as to risk, expense and otherwise. If the Shipper, Consignee or assigns entitled to the Goods shall not within 48 hours after unloading, without notice, pay the freight and all other sums payable to the Carrier by Shipper, Consignee and/or assigns and relieve the Carrier from all further responsibility and expense for storage charges or otherwise in respect of the Goods, the Carrier is hereby authorized as agent for Shipper, Consignee and/or assigns or other person named for notice in the bill of lading, or if such Consignee or assigns or other person is unknown or cannot be found in port, then, without notice, to sell the Goods and retain and pay from the proceeds the expenses hereunder and all sums due the Carrier in respect of the Goods from Shipper, Consignee and/or assigns and all other charges on the Goods, and the Carrier shall upon sale be discharged of all liability in respect of the Goods except to account for the proceeds. Goods consigned to New York may be delivered in Brooklyn, Jersey City, Hoboken, Weehawken or elsewhere in the port of New York at Carrier's convenience. Goods left on the dock for more than 48 hours shall be subject to a wharfrage charge at the Carrier's tariff rates, and the Carrier shall have a lien therefor.

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

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

21. The Goods shall be subject to charges for mending and repair of packages, which shall be a lien thereon and paid by Shipper, Consignee and/or assigns; sweepings, if any, and unclaimed goods not otherwise accounted for shall at Carrier's option be appointed to the different Consignees of like goods according to the shortages and be accepted as good delivery to the extent thereof; and if any Consignee has a shortage in marks or numbers called for herein, unclaimed goods of like kind but of different marks or numbers shall, at Carrier's option, be deemed to constitute a part of the Goods and be accepted by Consignee and/or assigns as good delivery hereunder.

22. Unless a higher value be stated herein, and declared to be the basis for freight, the value of the Goods does not exceed \$100.00 per package, nor \$8.00 per cubic foot, and the freight has been adjusted on such valuation, notwithstanding the mention of other valuation herein for manifesting or other purposes than as a basis for freight, and no oral declaration or agreement shall be evidence of a different valuation. In computing any liability of the Carrier in respect of the Goods, no value shall be placed thereon higher than the invoice cost not exceeding \$100.00 per package nor \$8.00 per cubic foot (or such other value as may be stated herein and declared to be the basis for freight), nor shall the Carrier be held for any damages for delay exceeding 20% of said cost not exceeding said value nor for any profits or increase of price or value over such cost not exceeding said value, nor for any special or consequential damage and the Carrier shall always have the option of replacing any lost or damaged Goods. Any partial loss or damage for which the Carrier may be liable shall be adjusted pro rata on the above basis.

23. If there is opportunity to discover by examination, before removal of the Goods that loss of contents or shortage of or damage to the Goods exists or may exist the Carrier or Vessel shall not be liable for any such loss, shortage or damage, unless notice of claim therefor be presented in writing to the Carrier or to the master or agent of the Vessel before removal of the Goods. If there is no opportunity to discover, before removal, that such loss, shortage or damage exists or may exist, then the Carrier or Vessel shall not be liable therefor unless such notice of claim be so presented within 48 hours after removal of the Goods. The Carrier or Vessel shall not, in any event, be liable for any claim or demand arising under this bill of lading or in respect of the Goods, unless notice of the claim be presented in writing to the Carrier within thirty days after delivery of the Goods to the Carrier, or unless suit therefor is commenced within six months after delivery of the Goods to the Carrier, and the lapse of such period shall be deemed a complete bar to recovery in any such suit or proceeding not sooner commenced, notwithstanding the Carrier may be a non-resident or a foreign corporation. Nothing shall be deemed a waiver of the provisions of this article except a written express waiver signed by the Carrier.

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

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

ALVARO F. PEREZ SUCS.

ALVARO OBREGON, TAB.

Cable: "ALVAROF"

Claves:

A. B. C. 5a. Ed.-Lieber.

Darham,-General,-Bentley.

Alvaro Obregón, Tab., marzo 16 de 193 3

NUM.

24963

Sr. J. Alden Mason.

Philadelphia, Pa.

Muy Señore(s) Nuestro(s):

1 Sr. Milton G. Todd

Según las órdenes de Ud(s) hemos embarcado para Tenosique en el motor Chiapas el 8 de febrero ppdo., 30 bultos cadenas, perros para balza y cabos con peso de 588 kilos. Estos aperos le fueron devueltos al Sr. Todd y son los que sirvieron en el manejo de las 11 cajas objetos arqueológicos que vinieron en una balsa.

cuya operación ha causado los siguientes gastos:

Flete y timbres seg. copia cto. adj.	14	70
Derecho de exportación		
Derecho de muelle		
Póliza de embarque		
Estampillas		
Factura Consular		
Acarretos embarque, etc.	6	17
Comisión m/	3	00
Portes de correspondencia menores		80
Almacenaje		
Desestiba y estiba	1	18
Suma S. E. ú O.	\$ 25	85

DUPLICADO

Cargado en cuenta.....

De Ud(s) afmos. amigos y Ss. Ss.

*Alvaro Obregón*

October 27, 1933.

Alvaro F. Perez Suos.,  
Alvaro Obregon,  
Tabasco, Mexico.

Dear Sirs:

I have received today from you statement of my account with you and note that the balance of 98.08 pesos to my favor on April 1st agrees exactly with my account and is therefore accepted by me as correct.

Kindly retain this balance for the present. It is probably that the Expedition will return again in February or March, either under charge of Mr. Satterthwaite or of myself, but we are not yet certain of this, and will not be for several months yet.

Thanking you for your interest and with my cordial personal regards, believe me

Sincerely yours,

Admana

1931. Entry; 2 from banner. Still to be finally settled with Leslie Moore.

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1931. Leaving: V. deposited \$100 with Villa, for celador. Some returned & credited by V. See his bank bill settled

---

1931 Pery deposited \$100.00 for 2 boxes left on road. Still not liquidated

---

1932. Pery deposited \$150.00 (?) for celador, part of which was returned. \$50.00 returned. settled  
(O find passage up & meals, Villanera find passage & meals down.

---

Pery deposited \$390 for clearance of boxes sent out settled

---

1932 Pery deposited \$100.00 for 2 celadors coming up. Paid passage both ways. settled  
I find meals & local expenses & advanced \$10.00  
No deposit as such charged on Pery's bill, but \$100 charged for passage of celadors & \$56. for their pay

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