

twilight but later in the evening the roads cleared somewhat and after 9:00 P.M. were almost deserted. With clear roads I decided to drive until sleepy which stopped me at about 1:30 in the morning somewhere between Baton Rouge & New Orleans but near N. Orleans.

The next morning I drove into N. Orleans and went directly to the United Fruit Office and contacted a Mr. Maher, who had worked up my reservation for the steamer. Everything was in order except a visa which I could acquire from the Consulate General of Guatemala who had an office only a few blocks away. The regular price of \$398.⁰⁰ was still in effect and it was questionable whether I could get reduced rates. Then I went to the freighting section to see if they had any information on the car and to my surprise they knew nothing about my desire to ship the car nor could they possibly accommodate me until Dec. 6. The fault was not with the United Fruit Co but with the exporter Co which was to handle the car with the U. F. Co. Come to find out later, this Spanish Exporter Co had done nothing about it and were waiting until I arrived before starting to process the shipment. As I believed in the beginning this Kansas City Exporting Co is putting on a pretense of big operation but are actually a small outfit and irresponsible in providing bonified service. As an exporting company is required to draw up papers for shipment of the car we had to continue to deal with them although the car was put on a ship by the United Fruit Co, before processing was started by the exporting Co. They still had the courage to bill me \$10.⁰⁰ for services rendered! Getting the car on a boat was not as easy as one would believe. The first statement was that I could not get car passage until Dec. 6 and