

no amount of pleading seemed to change the picture, so, from experience with the army, I went to the top and in only a few minutes was able to ship the car the same day. It was strictly a courtesy act on their part as they were required to unload part of a ship that was already to leave ^{that day} for Central America and make room for the Chev. In 1/2 hour the car was nestled on the Cubahama.

It was good to get this car on its way but I had absolutely no time to organized the equipment or to buy any American food. While this ship started one day earlier than my passenger ship, it should get to Puerto Barrios at about the same time. ^{They say that} The Cubahama makes the round trip in 21 days so I actually don't expect to have the car on my arrival - I will just wait and see. It was interesting when the United Fruit Co realized that I might consider flying down - they reduced my fare from \$398.00 to \$275.00 and still gave me the same accommodations on the ship. Mucho paca were spent on telephons and taxis that day. For the rest of the day up to the time I called you I was busy making final arrangements and clearing all documents for leaving the country. The Consulate General and his outfit are over-courteous and appear to be ~~interesting~~ more in the \$2.00 fee than why you should or should not enter the country. It was quite amusing when I asked him about a model of a Quetzal, which is the national bird of Guatemala - he not only new its scientific name but also a great deal about the subspecific variations in Central America! I told Mr. Maker that I was interested in procedure of getting a car in and out of Guatemala and he assured me that in the future there would be no trouble if we deal with the United Fruit Co. directly.

After I called you I went down to the Old French Quarters, especially to see the museum but it was closed,