

day after tomorrow that they could possibly get at it. There is nothing that they can do even though they would like to be helpful. The Ministerio de Defensa Nacional of Guatemala City was to send the permits to the custom office at Barrios, which, if received, would have made matters simpler. There is no reason why one odd-calibered gun and a box of shells should give one so much trouble. Tomorrow morning at 7:30 I will leave for Guatemala by train and arrange for permits and wait for the car. I have learned one thing about Central American people and that is that while they say they will do a thing, they generally will not until they are forced to do it. A personal interview or approach is necessary. At the Exporting office in New Orleans I remember signing six different sets of papers which they claimed would be sent by air mail to Barrios to get the car out of hock but to date I have not found one of them in the various offices we consulted in Barrios, nor did these offices ever know of such papers being required--just another big show by these people. The cost to ship the car to Guatemala is \$125, or so. I think I shall see if they have special rates for scientific organizations. The amount I saved by reduced fare on the Cheriqui will just about pay for the car fare.

Landing at Puerto Barrios is like landing in another world. It is even more tropical than Assam; and situated on a bay and sea, adds to its enchantment. The people are India all over. Most of the trees near the port are palm. I cannot understand why there are not more deaths