

On rainy days the car was so crowded it was most impossible to operate, whereas, it had been previously planned, room would be available in the car, rain or sun, to work entire in the car.

Departed 11.00 A.M. Sunday for Chajul where I was to meet a Senior Arranes who is a representative of the Government and owns several fincas near Chajul. He was to show me mucha mamiferas but conveniently left a day earlier because of urgent business.

We made our way across the country via Chimaltenango, Solala, Encuentros, Chichicartenango, Quilbe, Sacapulas where we came to an abrupt halt - the bridge was out. We were directed to go this way by Arranas and all questioned informed us this was the way to Chajul. The bridge had been down over two months. To reach the other side it took us a day (fifteen hours) of travel via Quiche', Totonicapen, Quezaltenango, Huehnetenango to Sacapulas which was on the opposite side of the River.

On the way to Chajul, we camped between here and Nebaj, near the top of the mountain. Next morning met Arranes on his way out and he told us to proceed to Chajul and to stay there until his return, in a few days, when he would take us on to his fincas. Continuing on toward Nebaj we reached a point about five miles beyond to find the road would permit the use of cars with x 'tra gear and high clearance. Returning to Nebaj we made camp 1 mi northeast and will remain here for a couple of days. We are in a hole and I am anxious to free ourselves and reach a primary road ( about 5th grade in the U.S. ) A heavy rain would isolate us for weeks. I will not try to describe the roads in Guatemala. Will say they are about ten times as hazardous as the Burma Road ! I don't know how many times I have had to apply all my knowledge of engineering to predicate the stress and strain capacity of the structures. In driving