

1,600 Miles, 85 Hours: A Migration by Bus

After Detention and Processing, a Family’s Journey Continues on Greyhound



TODD HEISLER/THE NEW YORK TIMES

By MIRIAM JORDAN
DALLAS — By the time it pulled into Dallas, the bus from Arizona was two hours and 47 minutes late. It had left Phoenix overbooked, turned away passengers with tickets in Tucson, rolled through El Paso at 2 a.m. and finally disgorged its human cargo — a busload of exhausted migrants, mostly from Central America — shortly before dusk the next day. A sign in the Greyhound bus terminal listed the ongoing routes that were already facing delayed departures: San Antonio, Los Angeles, Houston, Detroit, Atlanta, Brownsville. All of them would be

late, most of them were full. Those who had missed their connections would need to wait in line, an agent announced, as the disembarking passengers — many of them with no food, no money and no possessions beyond what was in their slim backpacks — listened in stunned silence. “My God, we are going to have to spend two nights here,” Zuleima Lopez, recently arrived from Guatemala with her husband and three children, murmured as she surveyed the ragged tableau inside the terminal. Refuse had long before overfilled the available trash bins, and a rank odor wafted out from the restrooms.

Mothers, fathers and children huddled together on scraps of cardboard, atop tattered blankets and splayed-out jackets. Feverish babies with runny noses fussed in their mothers’ arms. At one end of the station, several passengers jostled for \$7.50 meal vouchers — 19 cents less than the cheapest cheeseburger combo — until, halfway through the line, the agent announced there were no more vouchers. A Greyhound road trip across the country has long been a hallmark of the American experience, a “leave the driving to us” way for those who

couldn’t afford airfare or a car to come home from college, start new jobs, get to the coast, leave problematic situations behind. But along the border and deep into parts of the nation’s interior, the Greyhound buses plying the interstate highway system have become an essential element in an extraordinary new migration. Entering the country at a rate of more than 5,000 each day, new arrivals from Guatemala, Honduras and El Salvador are departing border towns by the busload. While President Trump has made a point of

Caleb Lopez, 6, slept in the back of a Greyhound bus traveling from Tucson to Nashville. His family left Guatemala this year and crossed into the United States in March.

Continued on Page A10

Scientists Balk At Juul’s Offers Of Study Cash

By SHEILA KAPLAN
LOUISVILLE, Ky. — Alex Carll was presenting his research about the impact of e-cigarette smoke on mouse hearts at an American Heart Association conference when a man from Juul Labs approached him and started asking questions. “He seemed genuinely concerned about the health implications of Juul,” said Dr. Carll, who recalled meeting the e-cigarette company’s medical liaison, Jeff Vaughan, in November as he stood by a poster of his research findings. “He said they were looking for people to collaborate with and that they could offer up to \$200,000.” As a 37-year-old assistant professor of physiology at the University of Louisville medical school, with his eyes on his own research lab, Dr. Carll was tempted. “Two hundred thousand is a lot, just for supplies and equipment,” Dr. Carll said. “That would get me off the ground and running.” Wary of hurting his reputation, however, Dr. Carll turned Juul down. That scenario is playing out at medical conferences and universities across the country, as the company aggressively recruits

Continued on Page A12

It’s ‘Like a Zoo’ At Everest’s Tip As Deaths Soar

This article is by Kai Schultz, Jeffrey Gettleman, Mujib Mashal and Bhadra Sharma.
NEW DELHI — Ed Dohring, a doctor from Arizona, had dreamed his whole life of reaching the top of Mount Everest. But when he summited a few days ago, he was shocked by what he saw. Climbers were pushing and shoving to take selfies. The flat part of the summit, which he estimated at about the size of two Ping-Pong tables, was packed with 15 or 20 people. To get up there, he had to wait hours in a line, chest to chest, one puffy jacket after the next, on an icy, rocky ridge with a several-thousand-foot drop. He even had to step around the body of a woman who had just died. “It was scary,” he said by telephone from Kathmandu, Nepal, where he was resting in a hotel room. “It was like a zoo.” This has been one of the deadliest climbing seasons on Everest, with at least 10 deaths. And at least some seem to have been avoidable. The problem hasn’t been avalanches, blizzards or high winds. Veteran climbers and industry

Continued on Page A7



EMILY KASK FOR THE NEW YORK TIMES

Thelma Maiben-Owens photographed relatives’ graves in Africatown, a community in Mobile, Ala.

Trying to Turn Vessel of Evil Into Symbol of Pride

By RICHARD FAUSSET
MOBILE, Ala. — Like nearly everyone who grew up in Africatown, Felice Harris had heard the origin story of her little Alabama neighborhood, passed around from relative to relative and house to house. It was the story of a group of West Africans carried to Alabama on the last slave ship to reach the United States. After the Civil War, they established and governed a thriving community of their own. Ms. Harris, a retired kindergar-

Neighborhood Wants to Display Slave Ship

ten teacher, knew that the story of the ship and its human cargo was well documented by historians, and she told it to her students each year. But she occasionally wondered how much myth had seeped into the history — because the ship, which was said to have been burned and sunk in the waters nearby, had never been found.

Last week, all such doubts evaporated. A team of researchers confirmed that a submerged wooden wreck lodged in the mud a few miles up the Mobile River from the Africatown settlement was almost certainly the Clotilda, the schooner that had carried the 110 kidnapped Africans to Alabama from what is now the nation of Benin in 1860. Historians lauded the discovery as a crucial missing piece of the broader American story. In Africatown, a semi-isolated clutch of

Continued on Page A14

Starr Held Up Invisible Bridge Of N.F.L. Eras

By BENJAMIN HOFFMAN
Thanks to the Super Bowl, the N.F.L. is often discussed in terms of a before and an after. The era before the 1966 season, when the N.F.L. and A.F.L. created a championship game between the leagues that became the greatest spectacle in American sports, was defined by strong defenses, running games and a group of star quarterbacks — Sammy Baugh, Otto Graham, Y.A. Tittle — who are discussed in the vaguest, yet grandest, of terms. Each was a Paul Bunyan-like hero who dealt with impossible weather and poor equipment, yet accomplished feats we can’t possibly understand but are meant to appreciate. The time after the Super Bowl has its own star quarterbacks — Terry Bradshaw, Joe Montana, Tom Brady — each of whom has been scrutinized to an almost unimaginable extent. In the middle is Bart Starr, who died on Sunday at 85. He ushered in the Super Bowl era with two championships for the Green Bay Packers. The most valuable player of Super Bowl I? Starr. Super Bowl II? Starr

Continued on Page A13



INTERNATIONAL A4-8
Diplomacy at the Sumo Ring
President Trump came bearing a trophy to a bout in Tokyo, where he was hosted by Prime Minister Shinzo Abe. PAGE A4

Police Kill 5 a Day in Brazil
If deaths continue at the current pace in Rio de Janeiro, police killings there will eclipse last year’s total of 1,538. PAGE A5

NATIONAL A9-15
‘Wow, What Is That?’
After accounts from its pilots in recent years, the Navy has issued new classified guidance for reporting unexplained aerial phenomena. PAGE A14

Tornado Hits Oklahoma Town
At least two people were killed in El Reno, in the latest round of severe weather in the state. PAGE A15

SPORTSMONDAY D1-5
Federer Rolls, but Kerber Falls
Roger Federer played like his old self at the new-look French Open, but Angelique Kerber exited early. PAGE D1



NEW YORK A16-17
A Modern-Day Wizard
In a star-spangled robe and cap, Devin Person offers “spells” and wise words to workers and straphangers. PAGE A16

Choreographing a Branding
Keith Raniere claimed “little knowledge” of a “sorority” within Nxivm, but in recordings he directs its rituals. PAGE A17

BUSINESS B1-5, 8
Renault and Fiat Chrysler Deal
The two automakers were said to be deep in negotiations that could ultimately lead to a full-blown merger. Nissan, Renault’s partner, was not involved. PAGE B1

Superstar Cities Lose Allure
As housing costs rise, big cities no longer make economic sense to those without four-year college degrees. A migration away is intensifying, census figures show. PAGE B1

EDITORIAL, OP-ED A18-19
Rowan Williams PAGE A19



ARTS C1-7
Be Careful What You Wish For
Mena Massoud, left, talks about playing the title character in Disney’s new “Aladdin” film and why a blue Will Smith “nailed” the genie role. PAGE C1

