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# THE NATIONAL GEOGRAPHIC MAGAZINE

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TO carry out the purposes for which it was founded forty-four years ago the National Geographic Society publishes this Magazine monthly. All receipts are invested in the Magazine itself or expended directly to promote geographic knowledge.

ARTICLES and photographs are desired. For material which the Magazine can use, generous remuneration is made. Contributions should be accompanied by addressed return envelope and postage.

IMMEDIATELY after the terrific eruption of the world's largest crater, Mt. Katmai, in Alaska, a National Geographic Society expedition was sent to make observations of this remarkable phenomenon. Four expeditions have followed and the extraordinary scientific data resulting given to the world. In this vicinity an eighth wonder of the world was discovered and explored—"The Valley of Ten Thousand Smokes," a vast area of steaming, spouting fissures. As a result of The Society's discoveries this area has been created a National Monument by proclamation of the President of the United States.

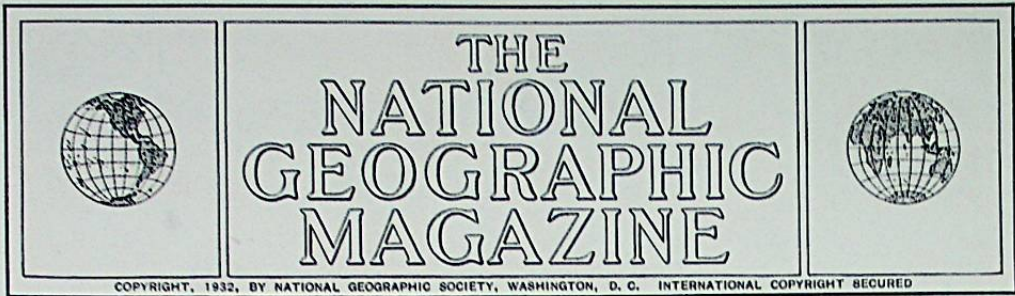
AT an expense of over \$50,000 The Society sent a notable series of expeditions into Peru to investigate the traces of the Inca race. Their discoveries form a large share of our knowledge of a civilization waning when Pizarro first set foot in Peru.

THE Society also had the honor of subscribing a substantial sum to the expedition of Admiral Peary, who discovered the North Pole, and contributed \$55,000 to Admiral Byrd's Antarctic Expedition.

NOT long ago The Society granted \$25,000, and in addition \$75,000 was given by individual members to the Government when the congressional appropriation for the purpose was insufficient, and the finest of the giant sequoia trees of California were thereby saved for the American people.

THE Society's notable expeditions to New Mexico have pushed back the historic horizons of the Southwestern United States to a period nearly eight centuries before Columbus crossed the Atlantic. By dating the ruins of the vast communal dwellings in that region The Society's researches have solved secrets that have puzzled historians for three hundred years. The Society is sponsoring an ornithological survey of Venezuela.

TO further the study of solar radiation in relation to long range weather forecastings, The Society has appropriated \$65,000 to enable the Smithsonian Institution to establish a station for six years on Mt. Brukkaros, in South West Africa.



## FROM THE MEDITERRANEAN TO THE YELLOW SEA BY MOTOR

### The Citroën-Haardt Expedition Successfully Completes Its Dramatic Journey

BY MAYNARD OWEN WILLIAMS, LITT. D.

SPECIAL STAFF REPRESENTATIVE OF THE NATIONAL GEOGRAPHIC SOCIETY

**A**FTER a week of Central Asian courtesies, we sat in a fascinating kiosk near New Kashgar, drinking the *chah-jan*, or farewell tea. The horses which had brought us across the Roof of the World stood ready to carry us to Aqsu (Aksu), where four of our seven tractors were to meet us.

A month before, the Taotai would have barred our way. Now, having wined and dined us, he was unquestionably cordial, but it would ease his mind when we were beyond his jurisdiction.

"We have not been able to satisfy you in everything, but our orders come from those who do not yet know you. Once in Urumchi, you will doubtless find the Governor as friendly as are we."

Before we proceed, it is necessary to go back a bit. The original plan, elaborated by M. Georges-Marie Haardt and M. André Citroën during two years of careful preparation, had been to cross Asia from Beyrouth to Peiping in one set of tractor motorcars, avoiding the mountain heart of Asia by cutting north of the Hindu Kush and driving east through Russian Turkistan.

In the flow and ebb of political currents, permission from the Soviets had been granted and refused. The final closing of Russian Turkistan against us necessitated two sets of cars, one going east from the

Mediterranean, one west from the Yellow Sea toward a Central Asian rendezvous.\*

Of the seven tractor-type cars we had used from Beyrouth, all were south of the mountain barrier over which we had just come on horseback. Five were in Srinagar, one remained in Gilgit, and one was on its way back to Paris after having set an altitude record of 13,775 feet over the Himalayas at Burzil Pass and blazed 207 miles of trail on which no wheels had ever rolled, from Bandipur Bridge to Nomal, north of Gilgit.

Of the seven similar but heavier cars which had toiled westward from Tientsin, four had been allowed to come to Aqsu from Urumchi, where the rest of the material was held, pending our arrival.

#### CHINA VIEWS EXPLORERS WITH SUSPICION

Permission to cross China, canceled while we were in the mountains, had now been renewed; but our activities were limited until we had convinced the Governor of Sinkiang—an autocrat, quarantined from interference by almost impassable deserts—of our honesty of purpose.

\* See, in the NATIONAL GEOGRAPHIC MAGAZINE, "The Trans-Asiatic Expedition Starts," by Georges-Marie Haardt, for June, 1931; "The Citroën-Haardt Trans-Asiatic Expedition Reaches Kashmir," and "First Over the Roof of the World by Motor," by Maynard Owen Williams, Oct., 1931, and March, 1932, respectively.