

did not show that the Storkallagrund light vessel had been moved eight miles.

The steamer *Ravenspur* was lost on Bilbao Breakwater owing to the use of a chart not up to date, which did not show the breakwater. In 1898 the steamer *Cromarty* was lost in attempting to enter Ponta Delgada Harbor, and in 1901 the steamer *Dinnington* was lost by steaming on to the new breakwater in Portland Harbor; both of these disasters were likewise due to the use of old charts which did not show the breakwaters.

The records of the courts of inquiry

also show cases where vessels have been wrecked owing to the use of charts of too small scale.

In 1890 the steamer *Lady Ailsa* was lost on the Plateau du Four. The only chart on board for this locality was a general chart of the Bay of Biscay, and the stranding was due to the master's mistaking one buoy for another. The court found that the chart, although a proper one for general use, was not sufficient for the navigation of a vessel in such narrow waters and on such a dangerous coast.

THE WHEELER NATIONAL MONUMENT

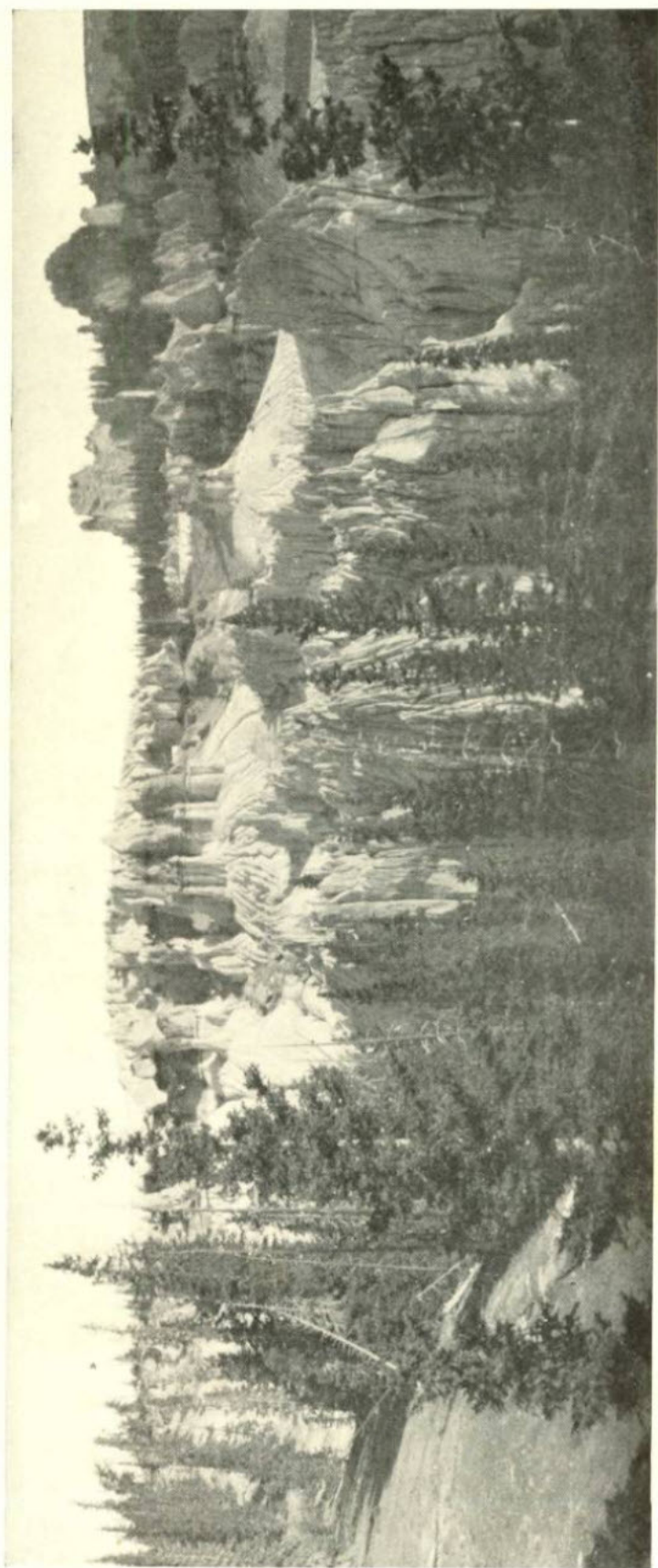
ONE of the late additions to our great system of national parks is the Wheeler National Monument, located in the Rio Grande National Forest, Colorado. The tract included by the President in his proclamation of December 8, 1908, about 300 acres in all, is situated on the south slope and near the summit of the Continental Divide, at an approximate elevation of 11,500 feet. The monument is named in honor of Captain George Montague Wheeler, of the U. S. Engineers, the leader of many surveying and exploring parties of the early 70's, who did much to blaze a way for settlement in that part of the West.

The principal value of the land as a national monument lies in the fact that the fantastic forms resulting from the rapid erosion of rock and soil make the spot one of exceptional beauty. The numerous winding canyons, broken ridges, pinnacles, and buttes form such striking and varied scenes that it will be much visited by tourists when its location becomes more widely known. As a matter of fact it rivals the wondrous Garden of the Gods, about which so much has been written, and is nearly as extensive in area. The towering rock formations, varying in color from a bril-

liant terra cotta to bright yellow and white, lifting against the wonderful blue of the matchless Colorado sky, and the splendid atmospheric conditions enabling one to see clearly for miles and making objects stand out in striking relief, all count in the sum total of scenic beauty. These lava formations are so strange and fantastic that it does not take a great stretch of imagination to picture the country as the playground of the giants of some prehistoric race.

Historical interest also attaches to the region, as it is believed that the ill-fated expedition of John C. Fremont was overtaken by disaster in this immediate vicinity and was forced to turn back. Skeletons of mules, bits of harness, and camp equipage found near this spot give credence to the belief.

Due to the fact that the reservation is considerably off the beaten track, it is necessary to travel some distance after leaving the Rio Grande Railroad at Wagon Wheel Gap. From that point horses and guides can be readily secured to transport the visitor over the intervening stretch of twenty miles to the reservation, and a more delightful outing could not be had than a few days' camping in this beautiful spot.

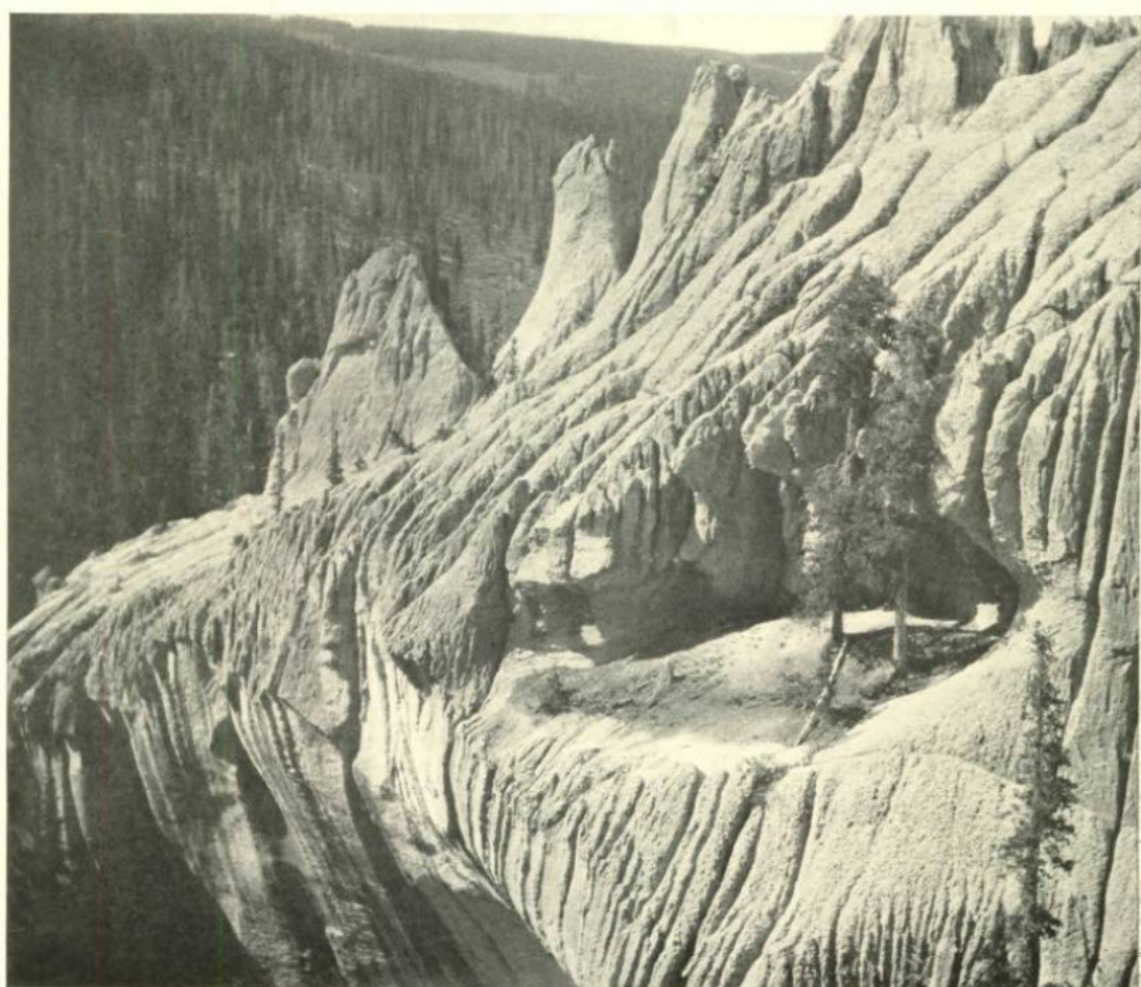


PANORAMA IN THE WHEELER NATIONAL PARK

The picture can only give a suggestion of the wonders of this spot



IN THE FANTASTIC AND MULTICOLORED LAVA FORMATION NATURE HAS GIVEN THE WHEELER NATIONAL MONUMENT A STRIKING AND BEAUTIFUL STAGE SETTING



VIEWS OF THE STEEP SLOPES: WHEELER NATIONAL PARK