

DOVER IN EXCELSIS.

ENTHUSIASM CREATED BY THE GERMAN EMPEROR'S PATRONAGE—HARBOR IMPROVEMENTS AND CHANGES OF CHANNEL ROUTES.

Dover, October 2.

Among the Cinque Ports and two Ancient Towns, Dover alone has kept its grip upon the sea. Sandwich, which once guarded the inshore passage to the Thames, now lies two miles inland, and its harbor, where the British navy was cradled, is a sandy waste. The ancient havens of Hastings, Rye, Winchelsea, Hythe and New-Romney have been filled with the wash of the Sussex rivers and the swirling sands of the eastern drift. Dover alone has survived the ravages of the tides and southwest winds, the accumulations of shingle and the unceasing warfare of nature. The Roman Pharos, high upon the chalk cliffs, still looks down with hollow eyes upon a harbor. It is not the ancient Dover, for as the sea receded the town was rebuilt on the bed of the oldtime harbor, and the river, which was once filled with sailing craft, was finally converted into a dribbling drain under the streets. Henry VIII and Elizabeth saved the town by creating a new port, as a work of national defence; and, while its commercial fortunes declined through the sluggishness of its merchants, it retained its hold upon the sea. From the crest of the chalk cliffs Dover resembles to-day an octopus, with tentacles gripping the shelving ledges of rock up and down the coast, and with jointed arms pushed far inland into hollows and ravines.

The Lord Warden of the Cinque Ports is still the Constable of Dover Castle and the titular head of the Harbor Board; but the town now has a new patron—a king and a foreigner. The German Emperor has come to the rescue of the old port and given to its commercial fortunes a royal filipp. The six delegates, who have recently returned from Potsdam, describe him as the finest gentleman on the Continent and the best man of business. In receiving Sir William Crundall, Harbor Master John Iron and their colleagues, he put on the uniform of a

gun on two of the breakwaters, the Admiralty pier now in use by steamers of the Channel service having been extended nearly one thousand feet to the limit of the proposed commercial harbor and the east arm having been completed for one-third of the length. When these two breakwaters are finished, an intermediate south breakwater, 4,200 feet in length will be constructed, with openings of 800 and 600 feet at each end for the entrances to the naval harbor. As the

and midway in the Admiralty pier behind the spur. Three and possibly four of the largest ships can be accommodated at these landing stages, from which passengers can be transferred directly to and from London trains. These arrangements can be carried out before the completion of the outer belt of breakwaters or of the inner harbor works. The landing stages will be covered and connected with waiting rooms and customs accommodations. The railway journey

at either side. These extensive works will be constructed by the town of Dover without expense to the railway companies, and the cost will eventually be borne by travellers, the present poll tax of a shilling being raised to half a crown.

The agreement of the Hamburg-American and Norddeutscher Lloyd lines to make Dover a calling port has imparted tremendous impetus to the commercial ambitions of the old town under the chalk cliffs. This will involve the abandonment of Cherbourg, Southampton and Plymouth as ports for the German lines, and a material shortening of the outward and inward voyage across the Atlantic. Sturdy champions of Dover, like Mr. John Iron, whose grandfather was harbor master before him, when the Duke of Wellington was Warden of the Cinque Ports, contend that after two years passengers will be brought from Paris to Dover in preference to Cherbourg or Havre, and that Liverpool and Southampton will be successfully rivalled as ports of departure for America. When Sir William Crundall, with genial face and the confidence of things hoped for, closes his eyes and rattles off the distances involved in Channel and North Sea traffic, it is difficult to resist the conclusion that Dover is the hub of the universe and possesses the shortest lines of communication with every port on the Continent. Certainly, if the German Emperor has ordered the two great lines of Bremen and Hamburg to make Dover their only port of call in the Channel, it is not unreasonable to look for the concentration of the Folkestone, Queensborough and Harwich traffic in a harbor within the shortest distance of the chief Continental ports. With the outer harbor a naval station and the inner harbor a centre for Continental and transatlantic traffic, the ancient glory of one of the Cinque Ports will be restored, the best wine of maritime prosperity being kept to the last.

I. N. F.

HOUSE SUPERSTITIONS.

FEAR OF GHOSTS AND NUMBER THIRTEEN DISAPPEARING IN THIS CITY.

"Real estate men are gradually forgetting most of the oldtime superstitions which used to cause us much trouble" said a dealer the other day to a Tribune reporter. "The number of houses which cannot be rented or sold on account of being haunted or because some terrible crime was committed on the premises is rapidly decreasing. We run across only a few people who balk at living in house No. 13. Even elderly men who have made big fortunes are beginning to believe that there is nothing in the old saying that the aged rich man builds a mansion only to die in it. New-Yorkers are entirely too practical to hold to old superstitions; besides, the big apartment houses which we are building all over town are blotting out the old houses which may have had histories." "Tell me something about the haunted houses which are still standing in this city," the agent was requested.

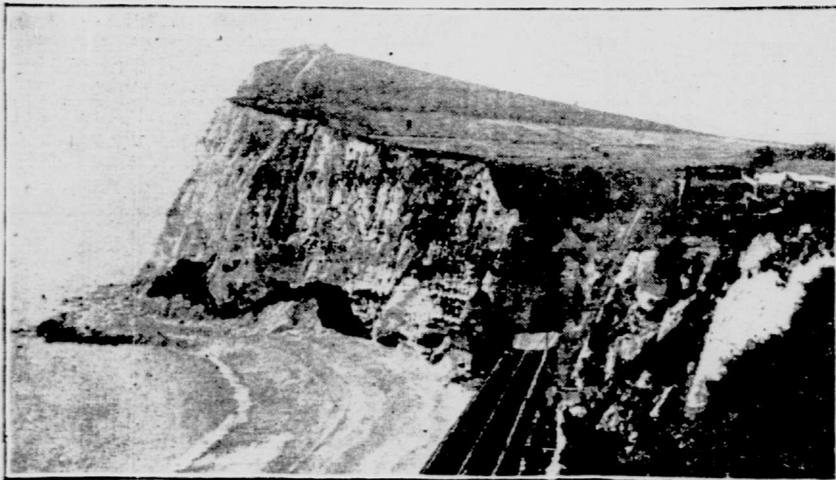
"Now you are getting on dangerous ground. In these days of well defined libel laws you can't talk about a man's property in a way that will depreciate its value without paying well for your fun. Circulating ghost stories about particular houses is not calculated to improve their renting value, and the owners might be able to show that we had done them real damage. There is one house in West Eleventh-st., that is never more than half filled, because years ago some one thought the house was haunted, and the story of the terrible ghosts that walk about the halls at night has been handed down from tenant to tenant. There are other haunted houses, but we are all trying to forget where they are, hoping that the stories will be forgotten. It is generally difficult to rent or dispose of houses in which sensational crimes have been committed. Long murder trials in which the houses figured prominently usually cause them to remain vacant for a long time."

"The idea that it is unlucky to live in No. 13 is rapidly disappearing. I know of but one woman who has given her house a new number because it was No. 13. John D. Rockefeller, Jr. certainly has no regard for unlucky thirteen. He will begin housekeeping with his bride at No. 13 West Fifty-fourth-st."

There was a time when rich men hesitated about building mansions in which to spend their declining years. The superstition started through the death of several men of wealth soon after moving into fine homes, the construction of which they began late in life. Some of the finest homes now building in this city are for men who are well along in years. Among them may be mentioned Andrew Carnegie's palace in Fifth-ave., between Ninety-first and Ninety-second sts.; and the \$1,000,000 residence which James B. Haggin is building on the site of the old Progress Club.

THE HIGHEST OF WATERFALLS.

From The Land of Sunshine. The highest waterfall in the world, geography tells us, is the Cerosola cascade, in the Alps, having a fall of 2,400 feet; that of Arvey, in Savoy, is 1,100 feet, and the falls of the Yosemite Valley range from 700 to 1,000 feet. But higher yet is the fall in the San Cayatan canyon, in the State of Durango, Mexico. It was discovered by some prospectors ten years ago in the great Barranca district, which is called the Tierras Desconocidas. While searching for the famous lost mine, Naranjal, a great roar of water was heard. With great difficulty the party pushed on and up and down the mighty chasms, until they beheld the superb fall that is at least 3,000 feet high.



SHAKESPEARE CLIFF, WITH THE TUNNEL TO FOLKESTONE.

depth of water at low tide will be from thirty-six to forty feet behind the south breakwater, the Channel fleet, with the largest battleships, will have safe anchorage in Dover Harbor. The British navy in this way will be brought back to one of the Cinque Ports under the ancient Pharos, where the sea kingdom was created and where the Spanish Armada received one of its first reverses.

The Admiralty girdle of breakwaters cannot be buckled together before the close of 1907, but the calls of the German liners will not be deferred more than two years. The work of the Dover Harbor Board is already well advanced,

to or from London will require less than two hours—a marked improvement upon either Liverpool or Southampton.

The work on the commercial harbor cannot be finished before the end of 1905, nor can it cost less than \$2,000,000, although the nominal estimate is somewhat lower. In addition to the breakwater, curved viaduct and spur already described, there will be the reclamation of a land area 900 by 600 feet, a rearrangement of entrances to the inshore docks, and the construction of an immense water station between the Admiralty and the East Piers for the accommodation of Channel traffic. The present



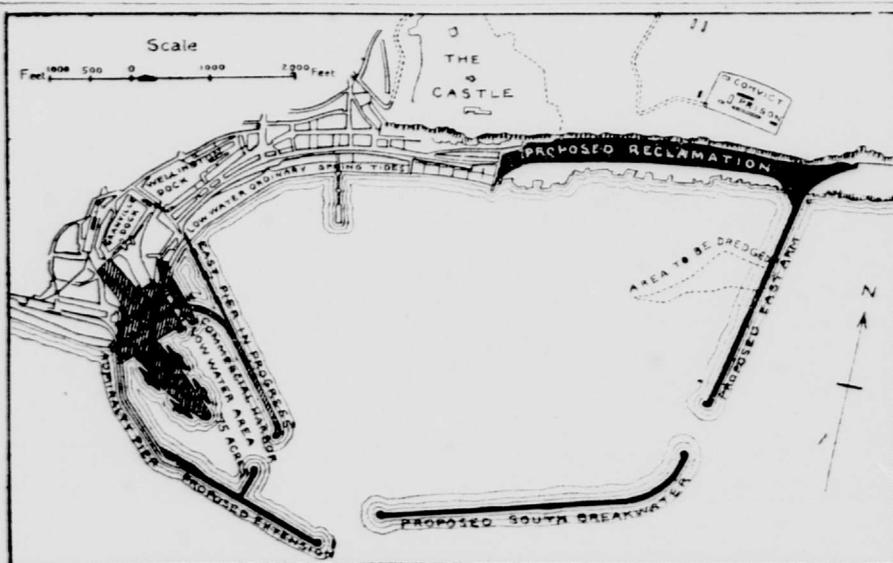
THE ADMIRALTY PIER, DOVER. Now under process of extension.

British admiral, and thereby dispelled the illusion that Dover was exposed to another foreign conquest, as in the times of the Danes and the Normans; and when he had sent them in royal carriages to the military review and entertained them at the palace with cakes and ale, he quickly settled down to business, looked at the drawings of harbor improvements and tables of distances, and by suggestions equivalent to commands to the managers of the two chief German steamship lines, put the determining weight of his hand in the scales in favor of the restoration of the commercial prestige of one of the Cinque Ports. No contract has been made, but there is a definite promise that the North German Lloyd and Hamburg-American lines, from Bremen and Hamburg, will call at Dover in outward and inward voyages as soon as there may be adequate harbor accommodation. So decisive is this imperial edict that enthusiasts in the old town are disposed to favor a change in the ancient device of the Cinque Ports, by which three half-eagles shall be added to the three half-lions and the three half-boats.

The harbor improvements were planned ten years ago on a comprehensive scale. The Dover Harbor Board undertook to create a commercial harbor with a low water area of seventy-five acres, a new entrance by lock to the inshore docks now in use, and an immense pier with unrivalled facilities for railway and steamship accommodation. The Admiralty, stimulated by this display of local energy, decided to encircle the commercial harbor with an outer belt of breakwater so as to provide a naval harbor with a low water area of 610 acres. The same engineers were employed by the Admiralty and the local authorities, and the two schemes were rendered homogeneous. The Admiralty work consisted of the construction of three breakwaters, with a total length of 9,520 feet, and the estimated cost was \$4,000,000. Work has been be-

and tenders for contracts for the completion of the commercial port, which will lie like a pocket in the broad folds of the Admiralty harbor, will be invited speedily. The Prince of Wales, or East Pier, has been carried out from shore 1,260 feet by an iron viaduct, and 1,650 feet by solid masonry. This breakwater, now 35 feet from edge to edge, will be doubled in breadth from the viaduct outward, and will be connected by a viaduct and drawbridge with the railway stations. This work, with the construction of the short spur from the extension of the Admiralty pier, can be completed in the course of two years. The Deutschland, the Kaiser Wilhelm der Grosse and their sister ships can then find ample depth of water at the outer extremity of the East Pier

tidal harbor will be converted into a wet dock opening into the Granville and Wellington Docks, and access to these inshore waters will be offered by a lock 450 feet in length, over which a swing railway bridge will be thrown for connection with the landing stages of the East Pier. The water station will be built on a jetty jutting out from the reclaimed area, and will be completely roofed over. This water station will take the place of two railway stations now in use, and will be 1,400 by 350 feet in dimensions, or two and a half times as large as the Charing Cross station, London. There will be four broad platforms, lines for eighteen trains, and berths for seven or more Channel steamers, in addition to the landing stages for ocean liners on the piers



PLAN OF PROPOSED WORKS AT DOVER HARBOR.