

the art of queueing, and when the trams all arrived together a great melée ensued. The Maxton people could get off at both ends of theirs, but as some of them rushed across to catch the Pier transport they passed the stream from the Buckland one; the most exciting scrum was outside Murdoch's. The waiting crowd immediately pushed to the middle of the road round the step, effectively blocking the descent of those who wished to rush across the road to go to Maxton - or even to get on with their shopping in time for the next tram back. Very soon the conductor pulled the wire string that rang the bell - ding ding - we all got out our old penny (halfpenny for children) and peace reigned for another ten minutes.

Would you like to come on a ride with me from the Centre of the Universe to the Packet Yard? If so, see our next issue.

Lillian Kay (one of our Vice-Presidents)

* Listed Buildings - your suggestions requested

A study is being undertaken by the Planning Sub-Committee to look at buildings of interest in Dover. Its aim is to identify buildings which are notable and worthy of protection and, conversely, those which stand on sites more suitable for redevelopment.

Your suggestions and comments will be very welcome. Please send them to Adrian Galley, 3 Wellington Court, Dover Road, Walmer, Deal CT14 7JP (Telephone 368348).

(The current list may be seen at Dover District Council Offices at Whitfield).

FIRST IMPRESSIONS OF DOVER

I passed through Dover in 1976 on a wet, cold, stormy day. The ferry was delayed and I ventured out from the Western Docks to explore. My first impression was of a grey, bleak, rainswept seafront, enormous road signs to help you leave and the total absence of information, welcome, shops, or refreshments, if you wanted to stay! I retreated to the boat. Little did I think that in less than twelve months I should be living there - or at least in River.

Yet in 1977 as I drove down Jubilee Way on a fine day, the blue sky, the sun on the sea and the White Cliffs created an unforgettable impression. To go along the front and back towards the Castle soaring above, remained one of my favourite diversions, while the cliffs and the sea always combined to put things in perspective. With such natural advantages Dover should surely be a magnet to visitors.

As I got to know the town there were other favourite spots - Castle St, of course; the Regency terraces, many with the original balconies; the parks and gardens; even a viewing gap through the Gateway. And there were some disappointments, notably the neglect of the potentially splendid Market Hall; the dreadful litter and the peeling paint; the empty shops and characterless new building; and the apparent lack of pride in such a great heritage. Yet there were so many exceptions, with good local books, the splendid "Then and Now" slides, the archival annual films - so much material and so many people with affection for and pride in the town.

While living at River I visited the USA and it became yet more obvious to what an extent Dover took for granted and ignored potential which other societies would value so much. Boston had many parallels to Dover, but the visitors could find so much more. One simple device was the 'Freedom Trail', a visitors' route painted blue on the roadside - a visible trail taking in both buildings and natural features. At each point there was well-presented publicity material and the guide to the whole route took the form of a town walk. I was delighted to learn that Philomena Kennedy is preparing one of these for Dover and do hope it will be made widely available on boats and on railways as well as throughout the town. There is so much in any town in England that the visitor will miss without some help, and even more so in a historic spot like Dover. The Dover Society will, I am sure, be supported by all true Dovorians, native and adopted. It is a splendid, much-needed and potentially exciting venture and its founders and members are to be warmly congratulated on their determination to "Back Dover". If 'country members' are accepted I should very much like to join and offer my moral support (and a subscription!).

Joan Hasler

Further accounts for this series are requested. Ed.

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REVIEW

Channel Tunnel Study

Now that the Channel Tunnel is, if not a *fait accompli*, (though work at both ends is behind schedule) a fact of our daily life, many might like to brief themselves, soberly and impartially, with factual information about the past, present and future of the project. They could not do better than study this excellent piece of reportage. The SKN stands for the South Kent Newspapers (Dover Express and Folkestone Herald) who commissioned it and the SKC stands for South Kent College, six of whose students (aged 16 - 18) researched and compiled it this summer.

The history of the tunnel project starting from 1802 makes very good and often amusing reading. The facts are not documented - but then, this is not a Ph D thesis. The events and discussions leading up to the present works are very fully documented. The works themselves are studied under six headings. The four contenders: successful Eurotunnel and unsuccessful EuroRoute, EuroBridge and Channel Expressway are explained, Eurotunnel itself very thoroughly. Full coverage, without comment, but not without humour is given to the political discussions in this country before the Treaty and also to regional and local disquiet about employment and environment. This document will not satisfy those who are strongly and emotionally against - or indeed for - the Tunnel, but it does very well what it sets out to do: to present the facts.

The format is a folder of some forty pages of "fact sheets". I would expect that members of the Society and many other Dovorians would like to have a copy for reference. It could very conveniently be used in schools. For teachers of French seeking "authentic" material for the GCSE, similar material in French is available at Eurotunnel CTG Coquelles/ Fréthun, though, at the moment, nothing so good as this study, which can be purchased at Dover Express office. It is a very creditable piece of work and good value at £2.50.

Leo Wright (Member of Committee)