

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)