

CHAPTER TWELVE

EARLY PUBLIC SERVICES AND BUILDINGS

ROADS (1)

The Saxon origin of the earliest roads in the parish of Upton-cum-Chalvey has already been mentioned. In Norman times the Church encouraged the repair of roads, but there does not appear to be any record that the monks of Merton did anything in the parish of Upton-cum-Chalvey. The only road known to be of Norman origin was due to the Conqueror building Windsor Castle, and providing a road from there to join the Bath Road at Slough.

When packhorses only were used for the transport of burdens, the state of the roads was not considered of much importance, and the earliest legislation was concerned more with the protection of travellers against robbers, by ordering the cutting down of trees where 'a man may lurk to do hurt within two hundred feet on either side the way', than with the state of the road surfaces outside London.

The statutes passed in the reign of Henry VIII related only to specific roads in Kent and Sussex, and the Act of Philip and Mary passed in 1555, (2) after the introduction of coaches, was the first Highway Act in this country which applied to roads in general. It required the constables and churchwardens of parishes to appoint 'two honest persons to serve for twelve months as surveyors and orderers of works for amending parish highways leading to any market town'. The two men were unpaid, but were authorized to require able-bodied parishioners to do the work or provide a deputy.

The parishes avoided this duty as far as possible, and although various other Acts followed, there was not much improvement. In 1662, (3) an Act was passed requiring each parish to choose a surveyor on the Monday or Tuesday after Easter, to serve for a year. He was to estimate the cost of necessary repairs to local highways and apportion the cost among those liable for poor rate.

In 1663, (4) tolls and turnpikes were authorised, making those who actually used the roads help to pay the cost, but the turnpike system did not become general until the 18th century. When Pepys passed along the Bath Road from Maidenhead to Colnbrook in his coach on 17 June, 1668, he thought 'the way mighty good', but few later travellers agreed, even after the Colnbrook Turnpike Trust was set up in 1727. The Trust was responsible for the road from Cranford Bridge to Maidenhead Bridge. Toll gates were set up, and there was also a weighing engine at Colnbrook for assessing extra tolls on excessive loads. The Trust was required to provide milestones along the 13 miles between Cranford and Maidenhead Bridges. These still survive, but still more interesting are the surviving pumps. (5) In 1827, the Trust paid £759 for 14 pumps to be set up, to facilitate the watering of the roads in summer. Three of these remain on the south side of the old Bath Road between the Peggy Bedford and Poyle Road. (6) The pump opposite St. Bernard's Convent, Slough, remained until the 1930's, and Major Michael Lee tells me he last saw it used by one of the Foden Steam Wagons, which plied along the Bath Road.

The Local Government Board of Slough first raised money for municipal services, including the local highways, in 1864, but the Colnbrook Turnpike Trust did not hold its final meeting until 10 December, 1870.

POSTAL SERVICES

Slough saw the first Mail Coach service ever run in Britain, introduced by John Palmer of Bath. It set out from Bristol at 4 p.m. on 2 August, 1784, and arrived at the Swan with Two Necks Inn, Lad Lane, London, at 8 a.m. the following morning.

People lined the roads to cheer the inaugural service, and the experiment was such a success that all opposition by the die-hard Postal authorities was swept away by public enthusiasm. (7)

Their enthusiasm was understandable, for letters had been conveyed previously by mounted postboys, who could only carry a limited load, which made the service expensive, and were at the

mercy of highwaymen, which made it unsafe. Even the Postal authorities advised the public to cut bank-notes in half, and send the halves at different times ! (8)

Soon mail coach services were running on all the main roads of Britain, and continued to operate for 62 years, until finally driven off the roads in 1846 by the railways.

Letters were sent by train immediately the first railway was opened, but the bulk of the mails was still sent to the West of England by road, until 4 February, 1849, when a night mail train, also carrying passengers, was established to and from Twyford. The railway conveyance of mails was extended as the railway construction progressed, and mail coaches on the Bath Road practically ceased with the opening of the line to Bristol on 31 August, 1840. The first railway sorting carriages were ordered in July, 1841 (9). In 1855, an apparatus for picking up and delivering mail-bags without stopping was installed at Slough, (10) and continued in use until 1939. It was dismantled and removed in 1953, when the Uxbridge Road railway bridge was widened. (11) The first Night Parcels Coach ran in 1890. (12)

The new and faster conveyance of mails practically co-incided with the introduction of Rowland Hill's Penny Post, which commenced on 10 January, 1840. The resultant increase in business at Post Offices is reflected in that at Slough.

During the first half of the 19th century, Slough had only a receiving office, subsidiary to the Colnbrook Post Office. The landlords of the White Hart Inn were the Slough Post Masters in the first half of the century, Francis Luff being succeeded by his son, Charles Luff, and Charles by his widow, Mrs. Maria Luff, (13) who was appointed Post Mistress of Slough and its vicinity in May, 1841. By the new arrangement an extra hour was given to the public both for the transmission and the reception of letters. On the sixth of the same month, it was announced that in consequence of the creation of Slough into a Chief Post Office, the inhabitants of the town would be benefited by a second delivery of their letters up to 9 p.m. instead of 6.15 p.m. On 2 December, 1841, Mrs. Maria Luff removed to No. 1, Buckingham Place, where she carried on as Post Mistress, and nine days later announced that she was also prepared to supply newspapers. The Luff family continued as Post Masters until 1867. (14) A Post Office Directory for Northants, Berks, Bucks & Oxon for 1864 shows Henry James Luff was Post Master and 'distributor', with a Stamp Office in High Street, but in 1867, Thomas E. Luff records 'Mr. Whitfield took over the Post Office'.

When Thomas Doddrell became Post Master in 1880, the Post Office was in Mackenzie Street, but circumstances necessitated his taking possession before negotiations were complete. The landlord, having heard that the Post Master General was planning to build a Post Office in the High Street, told Mr. Doddrell that 'he would not be made a convenience of', and bundled him bag and baggage into the street with such violence that it was at first thought there was a fire, and the Eton Fire Brigade was summoned. At his Golden Wedding celebration in 1921, Mr. Doddrell recalled that he had to do business in the street, with a boy standing by with a mailbag for the receipt of letters for the post, until new premises could be found. (15) Kelly's Directory for 1890 shows it was in the High Street, between Mackenzie Street and the Public Hall.

The new Post Office was completed in 1893, on the corner of High Street and Chandos Street. By then Chalvey also had its own Post Master, and Post Offices with 'receivers' were set up at Salt Hill and Stoke Road. (16) Two Victorian wall-boxes for posting survive from this period, in Upton Road, and at Stoke Poges. (17)

The 1893 building remained the General Post Office until the present G.P.O. was opened, a few yards to the rear, in 1972, as part of the Queensmere development. The older building was demolished in 1973.

THE ETON UNION AND THE WORKHOUSE

Each civil or 'poor law' parish was governed by the Vestry and Overseers of the Poor after the Poor Law Act of 1601, the Vestry being presided over by the rector or vicar, and having the Churchwardens as its chief officials. In 1782, Gilbert's Act introduced the grouping of parishes for Poor Law purposes, and Boards of Guardians appointed by Justices of the Peace.

This system was reformed by the Poor Law Amendment Act of 1834, which grouped parishes into Unions, making the Boards of Guardians mainly elective.

The Eton Union (18) Workhouse in Albert Street, on the site now occupied by Upton Hospital, was one of the first to be built under the 1834 Act. The Workhouse had been in Chalvey previously, and was removed to the new building on its completion in 1836. It was planned to accommodate 440 people, and Divine Service was held every Sunday by the Chaplain, in a room over the kitchen. This became uncomfortably heated, and was found inconvenient for several reasons, and in 1866 it was proposed that a separate Chapel should be built. The Board of Guardians approved the proposal, but made no grant towards it from the rates, and voluntary subscriptions were invited. Eventually the Guardians gave £45 towards the seats, and a grant of £10 was given by the Windsor and Eton Church Union, but the remainder of the total cost of £515 was given voluntarily. The new chapel (St. Andrew's) was dedicated on 20 November, 1867, by the Bishop of Oxford, who preached a sermon on the text Matthew XI, 28, 'Come unto me all ye that labour and are heavy laden, and I will give you rest'.

Phipps says that 'Struck by the good influence produced by this building at Slough, the Guardians of other Unions have visited it and imitated it, and thus our Parish has the satisfaction of feeling it has conferred a wide and lasting spiritual benefit on a class of our population who deeply feel its need'.

Among the many gifts to the chapel was the font presented by Mr. Sinkins when Master, which was carved by a travelling stone carver then in the Workhouse. (19)

An Infirmary to take 80 patients was added in 1906.

The enlarged Workhouse became the present Upton Hospital in 1948 (see p. 121).

THE MECHANICS' INSTITUTE, THE LEOPOLD INSTITUTE AND THE PUBLIC HALL

A Mechanics' Institute (20) was set up in Church Street, Slough in 1847. It was also known as the Literary and Scientific Institute, and Kelly's Directory for 1864 records that it then had a library of 800 books.

A public meeting held in the Literary and Scientific Institute on 16 July, 1884, resolved that a Public Hall and Institute should be erected, and subscriptions were invited. Another meeting held on 30 December, 1885 appointed Trustees, among whom were such well-known names as John Hartopp Nash, James Elliman, and Howard Henry Howard-Vyse. It was announced that with the sanction of Queen Victoria, the proposed Institution would be called the Leopold Institute. On 12 July, 1886, the Trustees were empowered to buy a site on the north side of the High Street from Gaius Foskett for £350, 'and cause to be erected upon such piece of land when purchased a building to be used as to part as a Hall for the use of Friendly Societies, and as to the remainder as a Literary Institution to be called the Leopold Institution . . . the whole Building to be called the Slough Public Hall and Leopold Institute' (21) — a title quickly shortened by local residents to 'The Public Hall'. It was opened on 6 December, 1887 (22) by H.R.H. the Duchess of Albany, (23) widow of Prince Leopold. (24)

The building, with its conspicuous clock, was a landmark in the High Street for three-quarters of a century. The original clock, noted for its doleful chime, was replaced in the 1930's by a clock with an electric movement. (25) When the building was demolished in 1972, during the Queensmere development, the clock was bought by Mr. William Chandler, of Middle Green Road, Langley. (26)

The Leopold Institute closed its doors in September, 1972, (27) and shortly afterwards moved into new premises, above a new Public Hall, in Herschel Street. It is now known as the Leopold Club, and is fully equipped with up-to-date facilities for snooker and other sports. (28)

GAS LIGHTING

Slough business houses were lighted with gas for the first time on 1 January, 1848, and in 1849 a meeting of ratepayers decided by 74 votes to 36 — just over the necessary two-thirds majority — to light the main street with gas.

The Gas Company was incorporated as The Slough Gas and Coke Co. Ltd. in 1866. The company came under the control of the South Eastern Gas Corporation in 1937, which was taken over by the North Thames Gas Board in 1949. The conversion of the Slough area to North Sea Gas was completed in November, 1971.

There does not appear to be any record of the setting up of the first Gas Works in Slough, but rate books for 1850 show the Slough Gas and Coke Company had premises in Hampton Gardens, Chandos Street, and a gas works and gasometer were in operation there in 1880, the earliest date to which the Borough Council's buildings records extend. An application for further works was made in 1881. These works continued in use until shortly before the outbreak of the 1914-18 war, during which the premises were used as a British Restaurant. After the war they were used as a Billiard Hall, and were eventually demolished. The gasometer was demolished before 1935, but the foundations were found during the Queensmere development.

According to the Borough Council records, application to build the works in Uxbridge Road, at Langley Newtown, just beyond the railway bridge, was made in 1901, and they were probably built in 1902. (29)

The Gas Company took over the lease of 'a messuage or dwelling-house adjoining the Crown Hotel' (now 98, High Street), where it still has its showrooms. The rent for the first year was £86, rising to £100 by 1928. (30)

BUCKS PETTY SESSIONS

In June, 1850, it was proposed at the Bucks Quarter Sessions that a Sessional Court should be held at Slough, but the motion was lost by 16 votes to 8. On 6 August following, however, the Bucks Petty Sessions were first held at Slough, in the Mechanics' Institute. Three years later, it was announced that the magistrates were about to have 'a spacious room built in connection with the present Police Station (in William Street) wherein to hold the Weekly Sessions'. (31) In 1864, a new Police Station was built in the High Street with a Court Room, in which the Petty Sessions, formerly held every Tuesday, were held twice weekly. (32)

THE SLOUGH POLICE FORCE

There are records going back to the 17th century of Petty Constables being sworn in for the Parish of Upton-cum-Chalvey. 'James Herne of Slow in Upton, Gent.' became Chief Constable of Stoke in 1681, and Ephraim Holt of Upton, Gent., was appointed Chief Constable at Aylesbury in 1687. (33)

The supervision of these Parish Constables by the Parish Council sitting in Vestry left much to be desired, and there were many complaints of their inefficiency. That there were also men of integrity and ability among the local force is shown by their success in such cases as the investigation of the Salt Hill murder in 1845, when John Tawell was caught and hanged.

The Bucks Constabulary Force was instituted in 1857. In the earliest days they had appalling conditions of pay and service, but they soon grew into an efficient and highly respected body of men.

Superintendent John Dunham, of the Slough Division, was one of the early members of the Force who built up a great local reputation. Two murders which achieved widespread notoriety occurred during his tenure of office. On 22 May, 1870, a message reached Mr. Dunham from Denham that there was no sign of life in the home of the Marshalls in Cheapside Lane.

Mr. Dunham drove over, and after some discussion, he and some bystanders put their shoulders to the door of the adjoining forge and burst it in. They found the whole family there, brutally murdered. It was evident that each one had been killed with a wood-chopper, the murdered people being Emanuel Marshall, aged 35; his wife Charlotte, aged 34; his sister Mary, aged 32; his children Mary, Thirza and Gertrude, aged 8, 6 and 4 respectively, and his mother, aged 77, who had been killed with the baby in her arms.

Mr. Dunham found, on enquiry, that Marshall, who was the local blacksmith, had employed a travelling wheelwright, a week previously, but the man, Jones, had done the work so badly that the wheel was completely spoiled. As this rendered the blacksmith himself liable for the cost of the wheel – about £2 – he naturally told the man to clear out and not return, refusing to pay him. Jones was heard to mutter threats of revenge, and it was obvious that he had returned and murdered the family in cold blood. He was traced to Reading, and Mr. Dunham, with a member of the Reading police, went to arrest him. Jones fired at the Superintendent, but fortunately missed, and was arrested immediately. He was brought to Slough by railway, and the news having spread through a wire the Superintendent had sent to his wife, a crowd gathered at Slough station, and so obviously intended to do the prisoner a mischief that a constable was dressed up in his coat, and distracted the attention of the crowd, whilst Jones was smuggled out another way. When the crowd discovered how they had been tricked, they rushed off to the police station, and it was impossible to get Jones to the cells, so chains were fetched, and he was chained to the leg of the heavy table in the kitchen of the Superintendent's house until the crowd dispersed. (34)

A waxwork effigy of him was put in the Chamber of Horrors at Madam Tussauds, but was destroyed in the great fire there. Woodcuts portraying the sevenfold Denham Murder were reproduced in the *Illustrated Police News* on 11 June, 1870.

After the judge had pronounced sentence he called Mr. Dunham before him, and 'availing himself of new legislation, presented him with £10 as an acknowledgment of his zealous discharge of duty'. Slough inhabitants gave him a handsome watch and chain with locket, a purse of gold, and an illuminated address. John Jones was hanged at Aylesbury on 8 August, 1870, and on the way to his execution, he thanked Mr. Dunham for all he had done, and for the way in which he had protected him from the mob at Slough.

Hampden Chalk told me he had never seen the people of Slough so strongly affected as they were by the news of this atrocity, and James Alfred Dunham also spoke of the extreme excitement in Slough on the arrest of the murderer. The Dunham family possess a curious relic in a photograph of John Jones before and after he was hanged – not nearly as gruesome as one might suppose. (35)

In 1881 another murder caused a sensation in Slough, and has since figured in several books about unsolved crimes, under the name of the 'Slough Murder'. The victim was Mrs. Ann Reville, the 36 year old wife of Hezekiah Reville, a butcher, who had his shop just east of the old Black Boy Inn. She was found dead in bed one morning, but although an arrest was made, the accused was acquitted, and the crime was never solved. (36) Mrs. Reville was buried in St. Mary's churchyard, near the door of the vestry, with the inscription 'Ann Reville . . . who was cruelly and wilfully murdered . . . April 11th, 1881.' (37)

Although one or two other murders took place locally about this period, none of them aroused such wide-spread interest and horror as these.

Mr. Dunham retired in January 1893, and as a token of their esteem, the people of Slough gave him a purse containing 180 sovereigns. On his death nine years later, huge crowds gathered at his funeral, and lined the streets to watch his coffin, borne by his colleagues, taken to his grave in St. Mary's churchyard. (38)

The impudent theft of a fountain at the turn of the century was described to me by the late Victor Clark. The fountain stood at the junction of Langley Road and London Road. It was an impressive affair of bronze and marble, standing fourteen feet high, and also acted as a finger post. (39) The bronze upper part weighed nearly half a ton. The thieves dismantled it, disguised as workmen, and readily answered the queries of passers-by, explaining the fountain had become such a danger to the increasing traffic on the roads that they were removing it to a more suitable site. They removed the bronze top, which was never seen again, and the denuded plinth was subsequently removed officially.



38. *The Stolen Fountain*

THE POLICE STATION

The first Police Station was in William Street, on the site now occupied by A. Bateman, the furnishers, and the old cells, with iron doors, can be seen still in the basement. (40) A new Police Station was built in the High Street in 1864, with provision for the Magistrates' Court, and for Police Villas at the rear. (41) This building is now occupied by the Education Department (32, High Street), who use the cells for filing documents. Later Oakley House, (since demolished) on the opposite side of the road, was taken over.

The present Police Station and Court Rooms in Windsor Road were opened in October, 1957.

The Slough Police Division has been part of the Thames Valley Police Force since 1 April, 1968. (42)

THE WATERWORKS

The Slough Waterworks were inaugurated on 3 March, 1870. They remained in private ownership until taken over by the Urban District Council in 1912. (43) The Waterworks now come under the Middle Thames Water Board, which began to operate on 1 April, 1966.

THE FIRE BRIGADE

In the same year (1870) there was a proposal to form a Volunteer Fire Brigade, but it was not until November, 1873, that it was announced at a meeting in the Mechanics' Institute that an effort would be made to establish a Brigade. Mr. Spagnoletti, the G.W.R. Telegraph Superintendent of Slough, was in the Chair. At a further meeting in December of the same year, it was moved and seconded that L.A.E. Shadwell be appointed Captain and A.H. Kennedy (First Mate), A. Turner (Second Mate) and J. Harris (Third Mate) form a Brigade. A fire engine was lent by E.J. Coleman, of Stoke Park, and drills were commenced under Captain Shadwell in Vallis Yard.

In January of the following year, the new Manual Fire Engine, previously tested by Captain Shaw of the Metropolitan Fire Brigade (the 'Captain Shaw' of Gilbert and Sullivan's opera *Iolanthe*), was driven down from London by Mr. Vallis. A halt was made at Captain Shadwell's house, 'Sunnyside', (44) and bumpers of champagne were drunk. Four horses were attached to the engine, ridden by postboys in scarlet jackets and white breeches, and the engine was driven to the Royal Hotel, where a substantial dinner was ready.

The engine, which was supplied by Shand and Mason, cost about £220, which was publicly subscribed. In the event of fire, information had to be sent to the G.W.R. Police Station.

Within a few days it was announced that Queen Victoria had given £20, which was expended on brass helmets for the Brigade. These helmets continued in use until replaced by leather helmets in November, 1937.

In 1875, a small cart called 'The Baby' was purchased by Captain Shadwell, and presented to the Brigade by Mrs. Shadwell. It was equipped with standpipe, keys, and hose. A jumping sheet was purchased in 1880. In May, 1888, largely upon the recommendation of the surveyor J. Baker, the Slough Local Government Board decided to abolish the old wooden fire plugs and replace them with the iron bayonet type, which in turn gave way to the British standard outlet, now fitted to hydrant outlets by nearly every Fire Authority in Great Britain, including Bucks. In October, 1888, Bray's Telescopic escape was purchased, and placed alongside Jordan's bootshop in High Street. A new escape reaching 30 feet by two ladders was purchased in February, 1891. A Fire Station Lamp was erected in the High Street, opposite the Public Hall, in March, 1892.

In 1897, James Elliman gave the site of the Fire Station in Mackenzie Street, and built the station (demolished 1972). In October, 1899, he offered to provide the Brigade with a Steam Fire Engine, which arrived in March, 1900. The foundation stone of a new Hose Tower was laid by Mrs. James Elliman in 1906. A new motor pump and escape were acquired in July, 1921.

A Fire Station was built at Chalvey in 1899, and in the same year James Elliman made arrangements with the National Telephone Company for electric fire alarms for five years. The exact date

when the Fire Station at Chalvey was last used cannot be traced, but it is believed to have been during 1914-18.

The Slough Urban District Council took over the control of the Brigade on 12 December, 1921; and it came under the control of the Bucks County Council on 1 April, 1948. Subsequent improvements have maintained the high standard of efficiency which has been displayed by the Brigade ever since its inception.

The present Fire Station in Tuns Lane was taken over in 1956, and a sub-station was opened at Langley in 1964. (45)

Since the Brigade fought the fire which destroyed Botham's Hotel in 1882, it has had a fine record. The worst fire with which it dealt before the 1939-45 war was at Stoke Common, on 19 July, 1933, when the brigade worked for 23 hours. There was another very big fire at Bryce White's timber yard at Langley in 1964. The Brigade received the call at 8.22 p.m. on 28 October, and the last appliance and crew were not withdrawn until 5 a.m. on 30 October. Even this was surpassed by the fires at Eton College in 1965, and on the Trading Estate in 1969. (46)

The records also contain references to the lighter moments of the Brigade, which was much in demand at public celebrations, such as the opening of the enlarged St. Mary's Church, and of the Public Hall, and the gala processions celebrating national events, or royal arrivals at Slough. (47)

NEWSPAPERS

Slough had no newspaper of its own until the Slough Observer was founded by Charles Luff in 1883. The first issue appeared on 5 May, 1883.

Charles Luff was succeeded by his son, Edmund Luff, who took Frank Lawrance into partnership in 1933, and formed Slough Newspapers Ltd. Mr. Lawrance acquired the sole interest in the newspaper in 1947, and moved from Buckingham Gardens to Mackenzie Street. When these premises were threatened with demolition in connection with the Wellington Street extension, the offices and printing press were removed in April, 1968, to their present premises, 1, Stoke Road.

Shortly before his death in July, 1969, Mr. Lawrance formed a new company, Frank Lawrance (Slough Observer) Ltd., to continue the independent publication of the Slough Observer, and sold Slough Newspapers, Ltd., to the Westminster Press Group.

Mr. Lawrance's widow, Mrs. Kathleen Lawrance is now Chairman of Frank Lawrance (Slough Observer) Ltd., and his son, Mr. Peter John Lawrance, is Joint Managing Director. (48)

Many well-known journalists were on the staff of the Slough Observer in their earlier years, including Kenneth Allsop, now of the B.B.C., Douglas May, Editor-in-Chief of the Bedfordshire Times Group; Stanley Bonnett, Robert Parkin, Willy Wolff and Alan Gordon, of the Daily Mirror.

The Windsor Express, first published 1 August, 1812, was founded by Charles Knight, Jnr. (1791-1873) and was taken over by Richard Oxley (1807-1889). (49) It contained a proportion of Slough news and advertisements from the first, and gave extensive coverage to more important events, such as royal visits to Slough, and political dinners. A separate Slough edition was issued in the 1920's, and the Slough Express as we know it today was first published in 1948. (50)

The Evening Mail, part of the Thomson Group, first appeared on 19 May, 1969. (51)

ELECTRICITY

The Slough and Datchet Electric Supply Co. Ltd. was formed in 1902, and began supplying electricity in July, 1903, which was bought from the Metropolitan Electric Supply Co. Ltd., at High Voltage. Supplies were extended to the Eton Rural District generally in 1906. The Company was taken over by the Southern Electricity Board on 1 April, 1948. (52)

THE DRILL HALL

The Drill Hall and Club Room in Wellington Street was built in 1902 for the Oxford and Bucks Light Infantry Battalion, 'C' Company by James Elliman, at a cost of £9,000. Mr. Elliman stipulated that in the event of the Volunteer Corps (or the Territorial organization which took its place) ceasing to be voluntary, the property should be held for the purpose of physical culture and recreation, and the new trustees should be appointed by the Slough Council.

In 1955, the Territorial Army was embodied in the Regular Army, and as service was no longer entirely voluntary, the Drill Hall came under the control of the Slough Borough Council. The new trustees eventually sold the site for part of the Queensmere development, and the very large sum of money paid will be devoted to furthering Mr. Elliman's wish for the provision of facilities for physical culture and recreation. (53)

THE TOWN HALL

The site for the Town Hall was purchased in August, 1933, and an open architectural competition was arranged. Two hundred and five designs were received, from all parts of the British Isles and the Commonwealth. The winners were Messrs. C.H. James and S. Rowland Pierce, architects practising in London.

The Town Hall was officially opened on 31 March, 1937, by Mrs. A.G. Trevener, wife of the then Chairman of the Urban District Council. There is an inscribed stone in the entrance hall to commemorate the event. (54)

THE SEWAGE WORKS

The sewage works were at Langley until a drainage scheme was carried out by the Slough Urban District Council, just before the 1939-45 war. The pumping station is at Chalvey, with a sewage farm at Cippenham. These works have been greatly extended and modernized several times, to meet the increase in population and industrial effluent. (55)

THE PUBLIC LIBRARY

The first Library Centre was opened in the Y.M.C.A. at Oakley House, High Street (demolished) on 23 September, 1924, with 1,000 books, increased to 2,000 as the demand grew. In 1934 a step forward was taken when Herschel Hall (the former Wesleyan Chapel in Herschel Street) was taken over and properly equipped with bookshelves containing 3,000 volumes. Both these ventures were manned by local volunteers, and eventually created a demand for a full library service.

The Public Library was opened in 1939, on the east side of William Street. (56) It is scheduled for demolition as part of the Queensmere development, and the library will move to new premises across the road, on the corner of William Street and High Street, when the building is completed.

HOSPITALS

Until the 1939-45 war, there were numerous private Nursing and Convalescent Homes in Slough, but no hospital. Slough was served by the Edward VII Hospital in Windsor, which had originated in a Dispensary set up in 1818. (57)

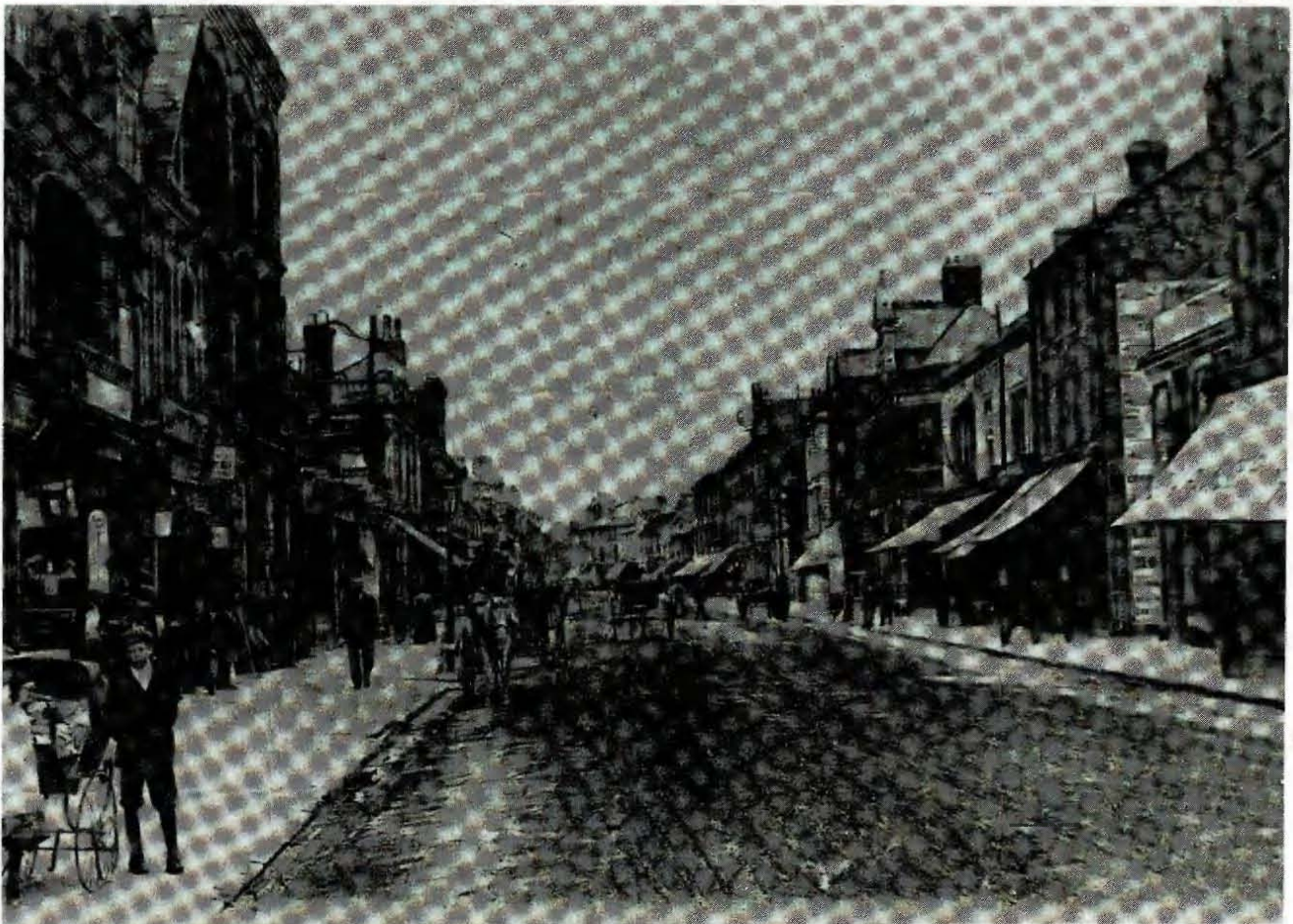
The old Eton Union Workhouse with its Infirmary, in Albert Street, was opened for hospital emergency medical services in 1940, and after considerable extension and rebuilding, was opened as the present Upton Hospital in 1948. (58) It is the only hospital in the Windsor Hospital Group actually in Slough, with Wexham Park Hospital on the north, and the Canadian Red Cross Memorial Hospital west of the Slough boundaries.

These hospitals, and the King Edward VII Hospital, were incorporated in the National Health Service on 5 July, 1948, and are under the administration of the Windsor Group Hospital Management Committee. (59)

NOTES

1. Except where otherwise stated, the information about roads is taken from Edwin A. Pratt, *A History of Inland Transport and Communication in England* (1912).
2. 2 & 3 Philip and Mary, c.8.
3. 14 Char. II c.6.
4. 15 Chas. II c.1.
5. M.J. Dumbelton, *A Historical Inventory of the Bath Road from Cranford Bridge to Maidenhead Bridge*. N.B.M.T. Vol. I, No.9, Spring, 1967, gives a very complete inventory of milestones, pumps and former toll gates, and their sites, pp.6-13.
6. On 1 November, 1972, Mr. Colin Shepherdson kindly drove me along the old Bath Road to verify the continued existence of the three pumps, and the milestones, east of Slough.
7. *The New International Encyclopaedia of Stamps*, edited by James Mackay, Keeper of the British Museum Philatelic Collection, published in parts 1970, by I.P.C. Magazines, Ltd. 'The Story of the Post' Vol. I, Part 1.
8. *ibid.*, Part 8.
9. E.T. MacDermot, *History of the Great Western Railway* (2 parts, 3 vols) Part II, Vol. 1 (1927) p. 634.
10. *ibid.*, p. 652.
11. Information supplied by the Slough Post Office.
12. Bentley, *Stray Notes*, p. 28.
13. I am obliged to Mr. Peter Luff for this information.
14. Luff.
15. *Slough Observer*, 15 October, 1921.
16. *Kelly's Directory of Berks, Bucks and Oxon*, 1887.
17. Information supplied by the Slough Post Office.
18. The Eton Union consisted of 19 parishes. See Phipps, p. 38.
19. Phipps, p. 38-40.
20. It was later used as a Masonic Hall for many years. It was on the site occupied by the Slough and Langley Laundry until 1973.
21. The Trust Deed of the Public Hall and Leopold Institute, a full copy of which was published in the *Slough Observer*, 14 January, 1888.
22. Luff.
23. The Duchess of Albany, née Princess Helen of Waldbeck, d. 1922.
24. Prince Leopold (1853-1884).
25. *Slough Observer*, 29 July, 1938.
26. *ibid.*, 3 November, 1972.
27. *ibid.*, 1 October, 1972.
28. *ibid.*, 4 August, 1972, and personal observation.
29. According to the records of the North Thames Gas Board in London (some of which have been lost in the removal from district offices to Headquarters), the Uxbridge Road Works were built in 1847, but as they have no record at all of the Chandos Street Works, it appears probable the 1847 date refers to the first Gas Works, and that the Slough Borough Council records are more reliable.
30. Lease among the documents relating to The Crown Hotel preserved at the Town Hall.
31. Luff.
32. *Post Office Directory for Northants, Beds., Berks, Bucks and Oxon*, 1864.
33. Sessions.
34. James Alfred Dunham, son of Superintendent Dunham, told me of this incident.
35. A copy of this photograph was given to me by Mr. William Dunham, Superintendent Dunham's grandson, for my collection of Slough photographs.
36. This information was given to me by Alfred James Dunham.
37. Personal observation.
38. Except where otherwise stated, this account of the Police is taken from Alfred G. Hallstone, *One Hundred Years of Law Enforcement in Buckinghamshire*, an illustrated booklet issued to commemorate the Bucks Constabulary Centenary.
39. There is a small pen and ink sketch of this fountain in Harper, *Bath Road*, p. 105.
40. Mr. R. Bateman kindly showed me this basement and the cells.
41. *Post Office Directory for Northants, Beds., Bucks., Berks & Oxon*, 1864.
42. Information furnished by the Slough Police Division.
43. For technical details, see *Engineering*, 11 March, 1870.

44. 'Sunnyside' was a large house, later occupied by Miss Nash, on the north side of Sussex Place (No. 43), demolished 1970 to make way for Clement's Close.
45. Information from the Station Officer.
46. I am obliged to Mr. C. Noble, Assistant Divisional Officer, High Wycombe, for this information.
47. Information for this account, unless otherwise stated, was originally given to me by Walter J. Harris, Secretary of the Fire Brigade, who retired in 1939 after 45 years' service; and was supplemented in 1965 by Station Officer Mr. E.C. Blay.
48. Slough Observer, 25 July, 1969 and 8 August, 1969.
49. Windsor Express 150th Anniversary Supplement, August, 1962, p.5.
50. I am indebted to Mr. J.B. Stewart, Slough Express, for this information.
51. Information supplied by the Evening Mail.
52. I am obliged to Mr. J.W. McLevy, District Manager, Southern Electricity Board, for this information.
53. Information from Minutes at the Town Hall. The site of the Drill Hall was approximately where the Wellington Street car park is now.
54. Souvenir Booklet of the opening of the Town Hall (1937), in my possession.
55. Information from Minutes at the Town Hall.
56. I am indebted to the Slough Public Library Staff and Alderman Robert Taylor, C.A. for this information.
57. J.E. McAuley, *The Hospital at Windsor* (1960), a copy of which was kindly sent to me by the Hospital Secretary of the King Edward VII Hospital.
58. I am indebted to Mr. T.C. Amos, Hospital Secretary of Upton Hospital, for this information.
59. McAuley, op. cit.



39. *The High Street, looking west, 1905. The Post Office, on the corner of Chandos Street, and the Public Hall are on the right*