

The basic family tree covered in this ebook:

William Haydon? b. 1754?

|

Richard Haden (b. 1797 – d. 1843)

|

William Hamlet Haden (b. 1821 – d. 1866)

|

George Joseph Haden (b. 1851 – d. 1903)

|

Alfred Hamlet Haden (b. 1875 – d. 1940)

|

Sidney Francis Haden (b. 1901 – d. early 1970s)

Cover image / front piece photograph shows: Alfred Hamlet HADEN and his two young sons, Alf and Sid, sitting behind him. They appear to be aged about 11 to 12. Their age suggests a date circa summer 1912. In the sidecar are: a baby (possibly either one of the twins, Den or Don, both born 1911) and a toddler boy (possibly Victor, born 1909). The photographer appears to have been someone using a high-quality camera and lens, and well able to compose an excellent photograph — he was probably a local professional.

According to Aunt Mildred (Mildred Annie HADEN, b. 1906), the picture was very likely made outside a local pub, probably The Beggars' Bush, just west of Boldmere. Aunt Mildred wrote of the photo:-

“I remember this being taken, outside the Beggars' Bush pub. About 1911/12. Somewhere in the sidecar I am hidden by the twins, [the baby] one visible looks like Denis, [Then the toddler] Victor [is] sucking his thumb, [and] Alf and Sid [are] behind Dad [i.e.: Alfred Hamlet HADEN] on the motorbike. Alf is near the sidecar, Sid nearer Dad.”

Perhaps Mildred and the other twin were both crouched down, out of sight, in the large front section of the sidecar? Or perhaps the photographer suggested the composition was a little crowded — and so, rather than get off and lift them out, Alfred suggested they hide in the front of the sidecar?

It is probably May or early June; one can see the flower basket swaying slightly in a breeze, and the undated poster for a local Flower Show.

FROM GLASS to CYCLES



*The story of the Haden family
of Oldswinford, Wordsley and Birmingham.*

My thanks to:

My thanks to all my relatives who gave me information on the family; especially Sally Haden and Donald Paul Haden for helping greatly with many aspects of the research and gathering of family photos; and to my uncle Dick Watling Loveridge for his memories of my grandfather. My thanks also to all those volunteers who helped build the free online genealogy databases we have used so extensively.

The family-tree and narrative list were created with the software RootsMagic 3.0. Photos were edited with Adobe Photoshop CS2. Layout and index created in MS Word. Output to PDF by Adobe Acrobat 7.0. Font is Adobe Caslon Pro. The book was printed and bound by lulu.com

Please note that research is still very much ongoing, and this book is something of a first pass of the mass of facts, attempting to get them all straight and to put them in a manageable order. Electoral registers, wills and legal documents, telephone directories, newspapers, and the National Cycling Archives at Coventry have not yet been consulted. Many online genealogy databases are not yet complete. Contact Sally Haden for the latest family history and family business history findings, if interested.

Version control:

This is major update v1.2, April 2012, with some errors corrected.

18,000 words, with the family tree and evidential footnotes cut.

Text and arrangement © D. Haden 2006, 2012.

TABLE OF CONTENTS:

Prelude and introduction.

Part One: South Staffordshire.

Part Two: Birmingham.

Part Three: A New Century.

Part Four: Sidney Francis Haden.

Bibliography.

Part Five: The Family Tree [*cut in this public edition*].

The main ‘narrative list’ of descendants.

Footnotes to the ‘narrative list’ of descendants.

Simple descendants tree-list and family tree.

Appendix 1: a note on the parishes around Kingswinford.

Appendix 2: a note on the pubs of Wordsley.

Appendix 3: a note on Kinver and Wordsley’s Irish connections.

Appendix 4: ‘living-but-unknown’ HADEN family members.

Appendix 5: a list of key locations for the HADEN family.

Index to the narrative list of descendants [*cut in this public edition*].

PRELUDE:

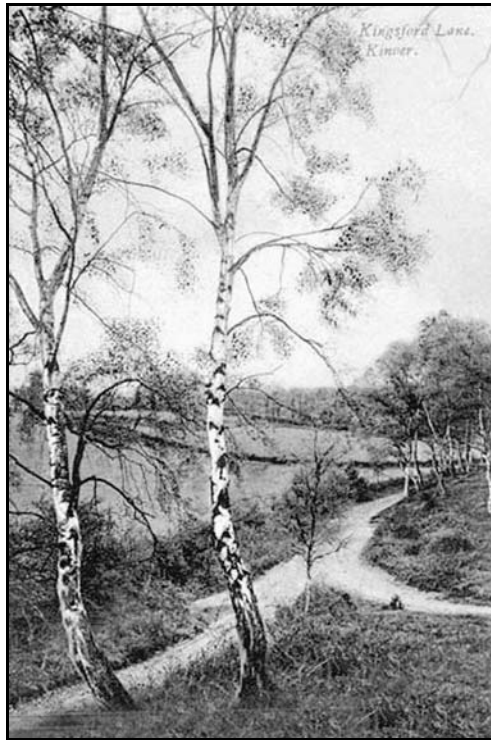
Kinver: The first family members whom we know much about are named Richard and Frances. The 19 year-old Richard HADEN married Frances ARDEN in the 12th-century hilltop church at Kinver, in the far south of Staffordshire, on the 18th day of November 1816. The 20 year-old Frances was a girl of the nearby village of Wordsley. It seems likely that Frances may have travelled to Kinver, from Wordsley, for her wedding.

The Year Without a Summer: 1816 was the famous “Year Without a Summer” — an East Indies volcano had erupted in 1815, throwing millions of tons of dust into the atmosphere. English harvests of 1816 were consequently late, and in the far west of England and Wales continuous rain and cold led to the failure of most crops. Notably cold periods continued into September. There had been a national economic recession since 1812, and this must have contributed to the sense of gloom. Perhaps these facts help explain why the couple married somewhat before the usual age of 21.

Wedding-day weather: According to *The Gentlemen's Magazine* of the time, there had been a “violent storm” across England on 11th November, arriving on top of five days of rain. The storm was followed by six days of fair but cold weather. The 18th, the wedding day of Richard and Frances, was fair with a few light showers.

To Kinver from Wordsley: Even after the heavy rains of a normal Autumn, the un-surfaced track from Wordsley to Kinver might not have been passable in November. But in the extraordinary year of 1816, the thought of having to walk for six miles down a rural lane — tiny, unpaved, muddy and perhaps churned up by cattle — would not

have been enticing to a young bride wearing white. Hiring horses and tack might also have been an expense too far, for a relatively small-scale wedding.



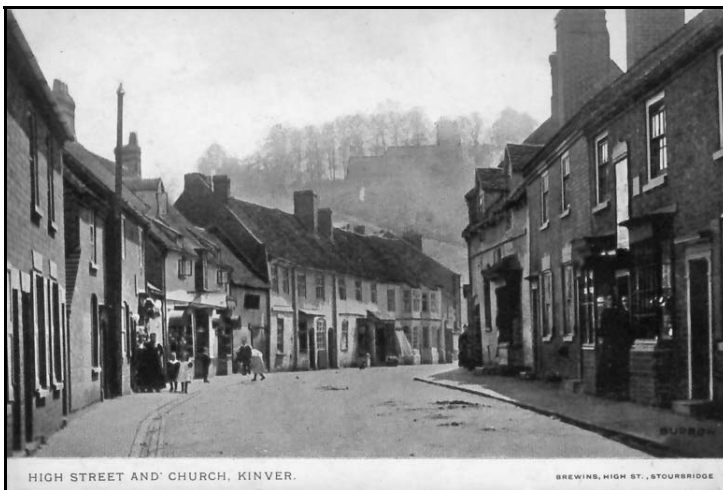
Postcard: The narrow unpaved 'Kingsford' Lane from Wordsley and Kingswinford, approaching Kinver, circa 1900.

Down the Stour: So, rather than use the lanes, it seems likely that Frances and her party went just under two miles on the turnpike (i.e.: the toll road) to the town of Stourbridge, and there hired a small steam boat to go down the Stour to Kinver. The HADEN family appears to have originated in the area around Stourbridge, so they may have had contacts or relatives among the boatmen there. The Stour would have been high in November 1816, although its wide meanders would have slowed the rush of water.

At Kinver: Arriving at Kinver, Frances's party — which apparently included her sister Sarah — would have disembarked at one of the two bridges near the town, and then walked up the town's single street to their lodgings, perhaps at The White Hart (the town's main and oldest inn). In the morning, Frances and her party would have taken the steep woodland path up to the ancient church.

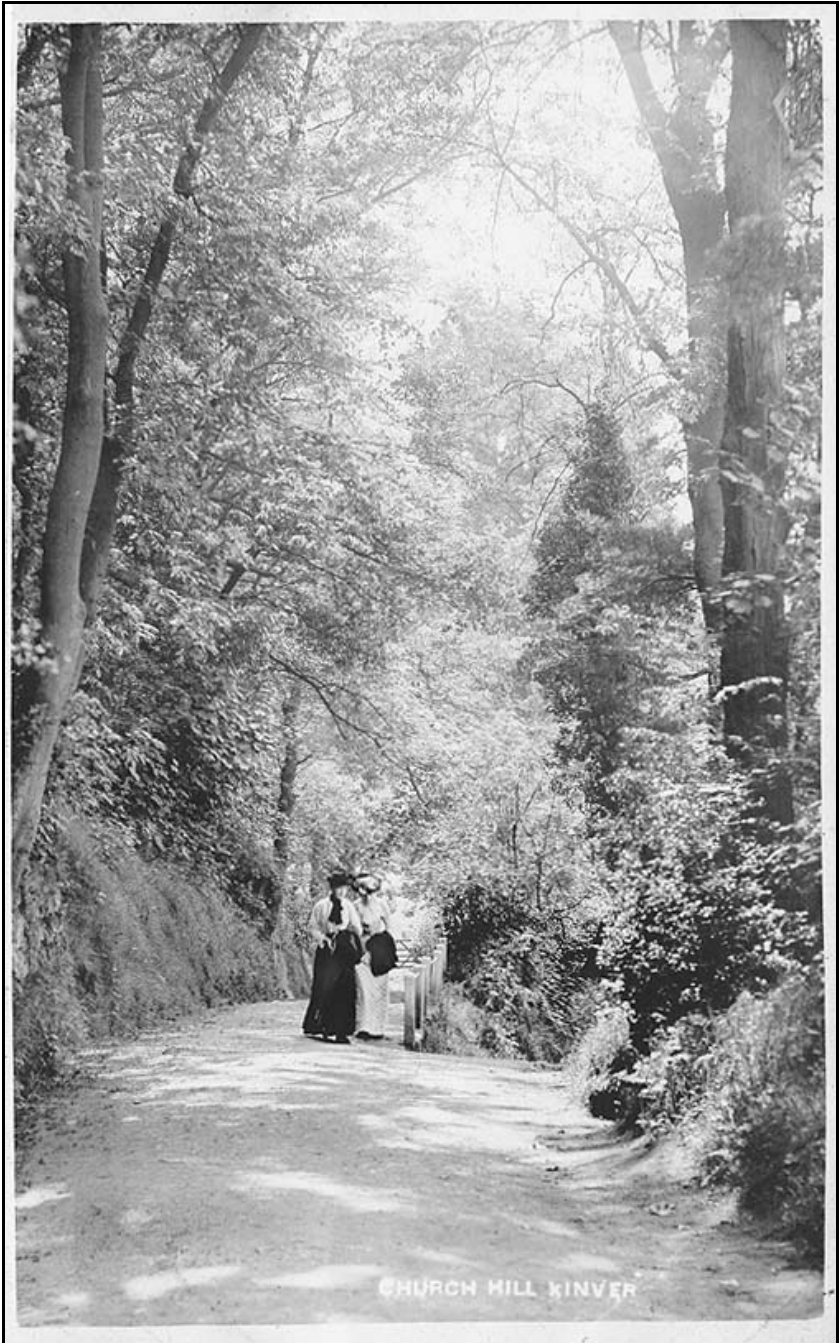


Postcard: A small steamboat launch on the River Stour, circa 1900.



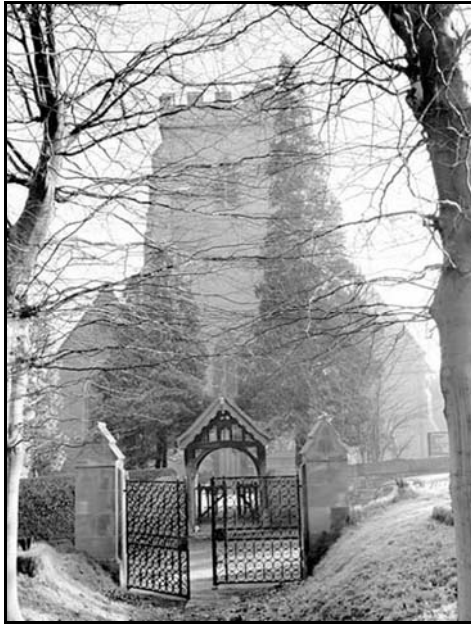
Postcard: High Street, Kinver, circa 1900.

St. Peter's Church and Church Hill are seen in the misty background, through the trees atop the wooded Church Hill.



Postcard: Church Lane, Kinver.

Walking up the steep sunken path from the village to the hilltop church.



Postcard: Kinver Church.

Frances would no doubt have been hoping that Richard was waiting inside the church for her! Thankfully, for her and for all their ancestors, Richard was indeed standing at the altar.



Postcard: Kinver Church interior, circa 1900.

The ceremony: The couple were married by the Reverend A. Davies, and the wedding ceremony was witnessed by Thomas Nichols (presumably the best man), and Sarah Arden (presumably the head bridesmaid, and probably the sister of Frances). Neither bride nor groom could write their name, and so they each ‘made their mark’ (in the form of a small cross) on the parish register’s marriage record. Sarah’s mark is somewhat more hesitant than Richard’s mark.



Postcard: Kinver Churchyard, circa 1900.

Man and Wife: This is the churchyard where the couple would have emerged, perhaps to a thrown scattering of dried flowers and barley for good luck. Then they all tramped down the hill to a reception. Did the couple start married life at Kinver? With no useful Census before 1841, we can’t know. But it seems likely. Perhaps young Richard was working at Kinver’s ironworks, or in the town’s cloth-making industry. However, by 1818 the couple are found living in the nearby village of

Wordsley — Frances’s home village — and in that same year they had their first child, Thomas.

Peering into the mists of the Stour:

Who were Richard’s parents? 1816 is as far back in the family tree that we can go with real certainty. Beyond 1816, having exhausted all the alternatives (see my notes on the Family Tree, included in the full version of this book), I would say that there is a 90-percent probability that Richard HADEN is the same as the “Richard HAYDON” who was christened in the parish of Oldswinford at Easter 1798.

Oldswinford is a parish that is ‘next door’ to both Kinver and Kingswinford.

Richard Haydon’s family: This “Richard HAYDON”’s father was William, his mother Catherine or Catherina. The couple’s other children were: William (b.1780), Ursula (b.1785), Joseph (b.1788), Sarah (b.1791), Catherine (b.1794), and Jane (b.1800). This Richard was of exactly the right age to be “ours”, and the family also appears to have had two major Wordsley/Kingswinford links. Firstly, William HADEN was married to Catherine COOK on the 31st December 1778 in Kingswinford parish. Secondly, a Catherine HADEN died in Wordsley, aged 82, in 1836. The name Catherine is distinctive for the time, and so she would thus seem to have been the same Catherine who had married in 1778, and who was also the mother of Richard HAYDON (b. 1798). Catherine’s birth-date of circa 1754 suggests a similar birth date for William.

Three of William and Catherine’s children had their name as HADEN on the Oldswinford Parish Register, but it was also spelled HAYDON, HAYDEN and HEADEN; which suggest that HADEN was pronounced ‘hay-d-en’ by the family, as it always has been.

All this would seem to suggest with some certainty that our Richard HADEN was indeed the same as “Richard HAYDON”. Parish records show his father was thus a “William”, born circa 1754. Although William is a common name, the only possible candidate for this date is a William HADON, baptised on 24th March 1754 in Old Swinford, Worcs.

Who were William’s parents? This William HADON’s parents were William HADON and Betty (short for Elizabeth). The couple’s other children were: Mary (b. 1757); the twins Sarah and Elizabeth (b. 1759), and Hannah (b. 1766). All their children were baptised in the parish of Oldswinford, named as HEADON on the parish register. The name of their mother is variously given as Betty or Elizabeth.

Betty Bell? It thus seems likely that William and Betty were married in the early 1750s. The only likely candidate for their marriage is thus a William HEADON and a Mary BELL on 13th April 1751 in Old Swinford. Now, obviously, the name Mary is not “Betty” nor “Elizabeth”. But Mary BELL’s mother’s name was Elizabeth. Perhaps Mary BELL’s full name was Mary Elizabeth BELL — or “Betty” BELL for short. “Betty Bell” certainly has a certain ring to it. If husband William was the same age as her, then he would have been born 1725-1730.

John Haden: The only birth candidate is William HADON , baptised 26th October 1724 at Old Swinford. The parish register named William’s father as John HADON, his mother Sarah. This couple would seem to be the John HADEN and Sarah BROOK who married 27th July 1717 at Oldswinford. No record of other children can be found. No records for a John HADEN baptised circa 1695 can be found, except for a John HADEN on 15th Dec 1692 in Kingswinford. His father was Edmond HADEN, his mother Mary.

But John is such a common name, and evidence for siblings so lacking, that even this tentative family line must break here.

Into the mists of the Stour: The HADEN line could equally well be made to go into Oldswinford or into Kingswinford — because there was a Richard HADEN who married a Mary FARYER in 1673 in Oldswinford; and a William HADEN who married an Issable FOXOLD in 1629 in Oldswinford. The HADEN family probably originated a few miles outside of Stourbridge, perhaps somewhere along the river — since a detailed 1699 plan of the town shows no households marked HADEN.

INTRODUCTION

The spelling of the HADEN name:

The use of the spelling HADEN clearly predominates in the various records but, at that time of limited literacy, there were a number of variant spellings of the surname. The main Census variants were: Hayden, Haiden, and Haydon. Less frequent were Parish Register variations such as: Headen, Headon, Hadden, Haddon and Hadon. These appear to indicate that the name has long been pronounced as “hay-d-en” but spelled as HADEN — in the same manner as it is today.

The location of the HADEN name:

Predominant location: The HADEN name was commonest in the far south of the county of Staffordshire — in those parishes and villages south of Dudley and along both banks of the River Stour (a small meandering river whose head has long formed the border between south Staffordshire and north-west Worcestershire). The name HADEN is present on the parish records of this area from their beginnings in the 1500s.

1851 Census: A simple manual survey of the 1851 Census, the first to record birth-places, shows the following distribution of the exact HADEN name for ‘heads of household’:-

Staffordshire: 35, born in the Black Country and the far south of Staffs.

Birmingham: 14, of whom eight were born in Birmingham, one in Kingswinford, and four in Warwks.

| | |
|-----------------|---|
| Worcestershire: | 11, of whom five were born in Staffs., south of Dudley. |
| Shropshire: | 3, of whom one was born at Alcester, north-west Warwks. |
| Herefordshire: | 0. |

Civil Registration: A simple manual survey of all Civil Registration death-certificates issued between 1837 and 1847, shows a similar distribution of the HADEN surname:-

| | |
|-----------------|---|
| Staffordshire: | 46, nearly all in the Black Country and south Staffs. |
| Birmingham: | 13, despite it then being a growing town. |
| Worcestershire: | 4 at Bromsgrove. |
| Shropshire: | 2, at Ludlow and Kidderminster. |
| Welsh Marches: | 2, at Abergavenny and Presteigne. |
| Herefordshire: | 0. |

So it appears the HADEN name has always been located in the far south of Staffordshire, clustered in a small radius of about ten miles around the parish of Kingswinford (See: Appendix 1, parishes surrounding Kingswinford). An online mapping site that uses the 1881 Census data confirms this, but also shows the name having spread to Birmingham by 1881.

The current distribution: The same online surname-mapping site mentioned above shows that, by 1998, a concentration of the HADEN name had distinctly and strongly spread eastwards to

Birmingham and Warwickshire, although its peak remained in South Staffordshire.

By 1998 the HADEN name had also spread, although much less strongly, west into Herefordshire and the Welsh Marches, had jumped north to Cumbria, and also (presumably because of retirement homes) down to the South Coast around Brighton, the town of Bournemouth and the coast near the Isle of Wight.

The HADEN name had also jumped to Commonwealth nations such as New Zealand and Canada, through emigration.

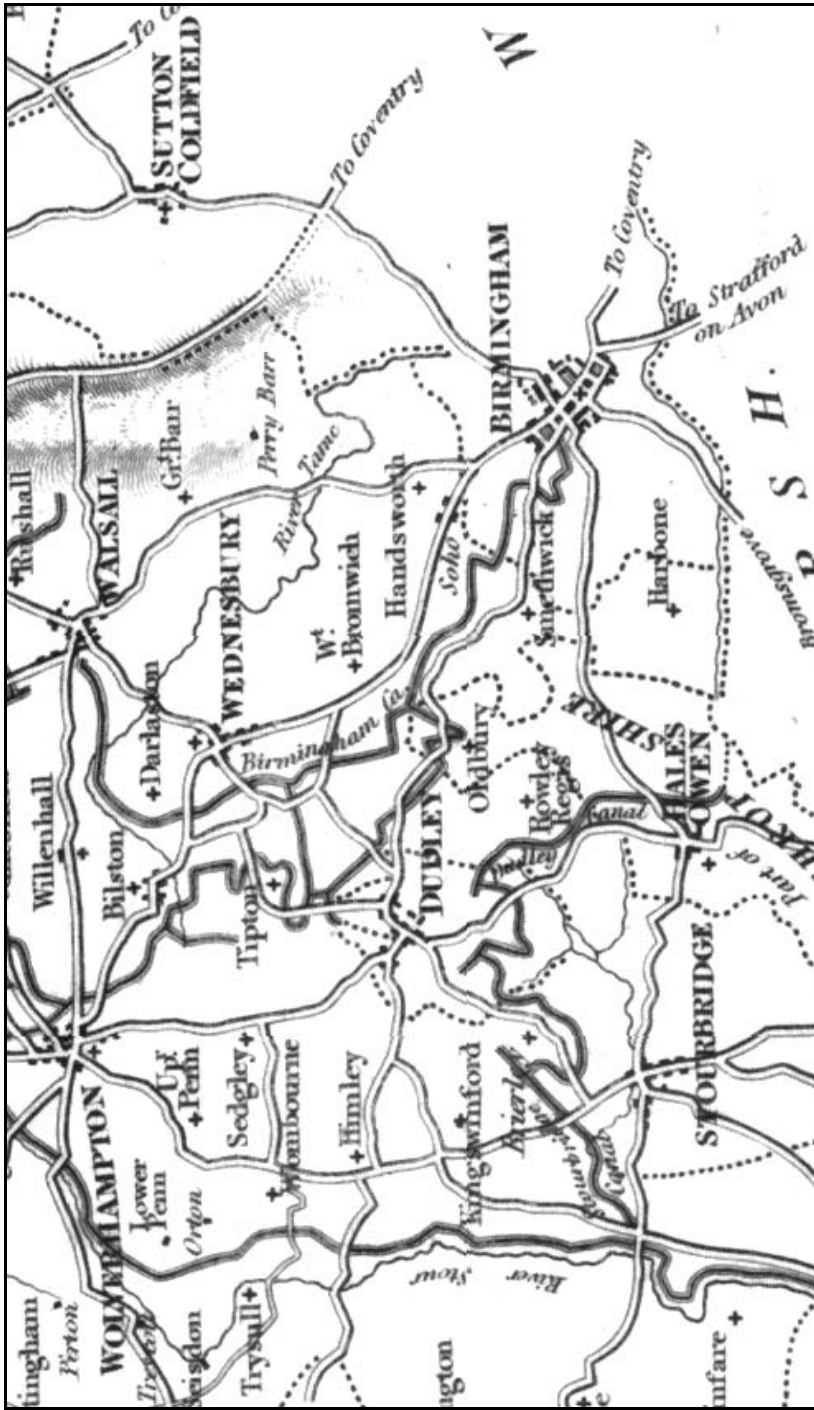
MAPS

On the next three pages there are maps for orientation:

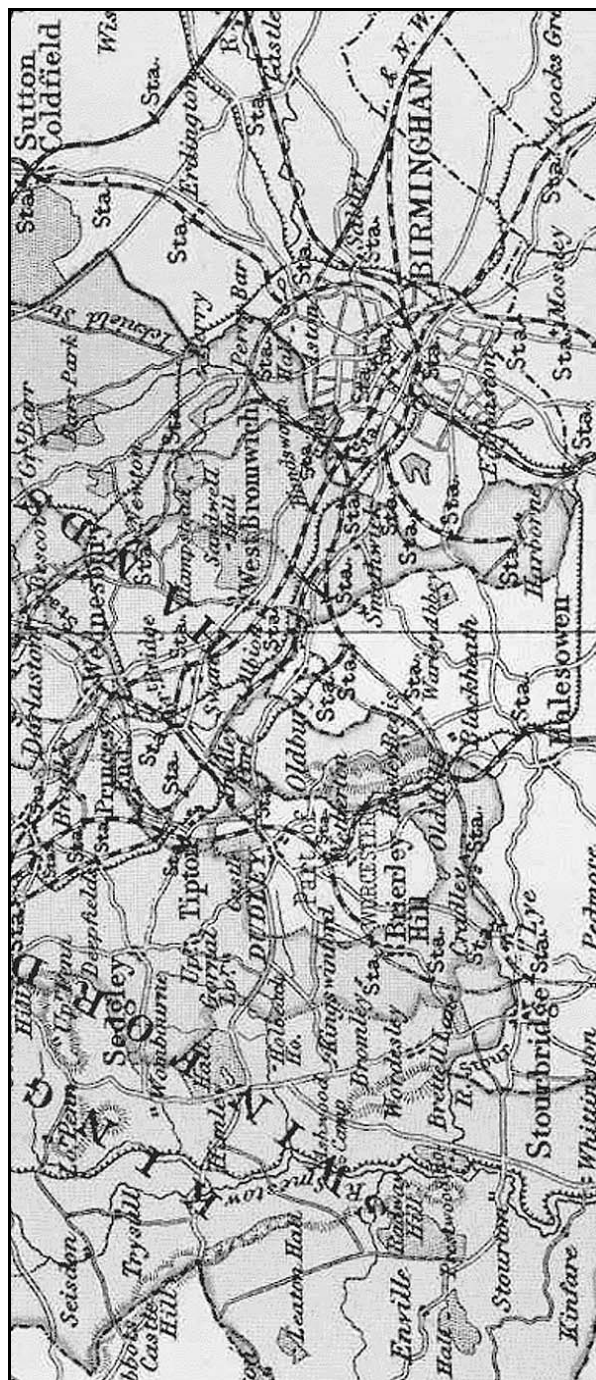
On the first, The new canals are marked as thick black lines. The dotted lines are county boundaries, and show how convoluted the intersection of Worcestershire, Staffordshire and Shropshire are — with a thin spur of Shropshire cutting in as far north as Oldbury, and Dudley being a circular “island” of Worcestershire inside Staffordshire.

On the second, from 1895, the mature railway system is marked as dotted lines.

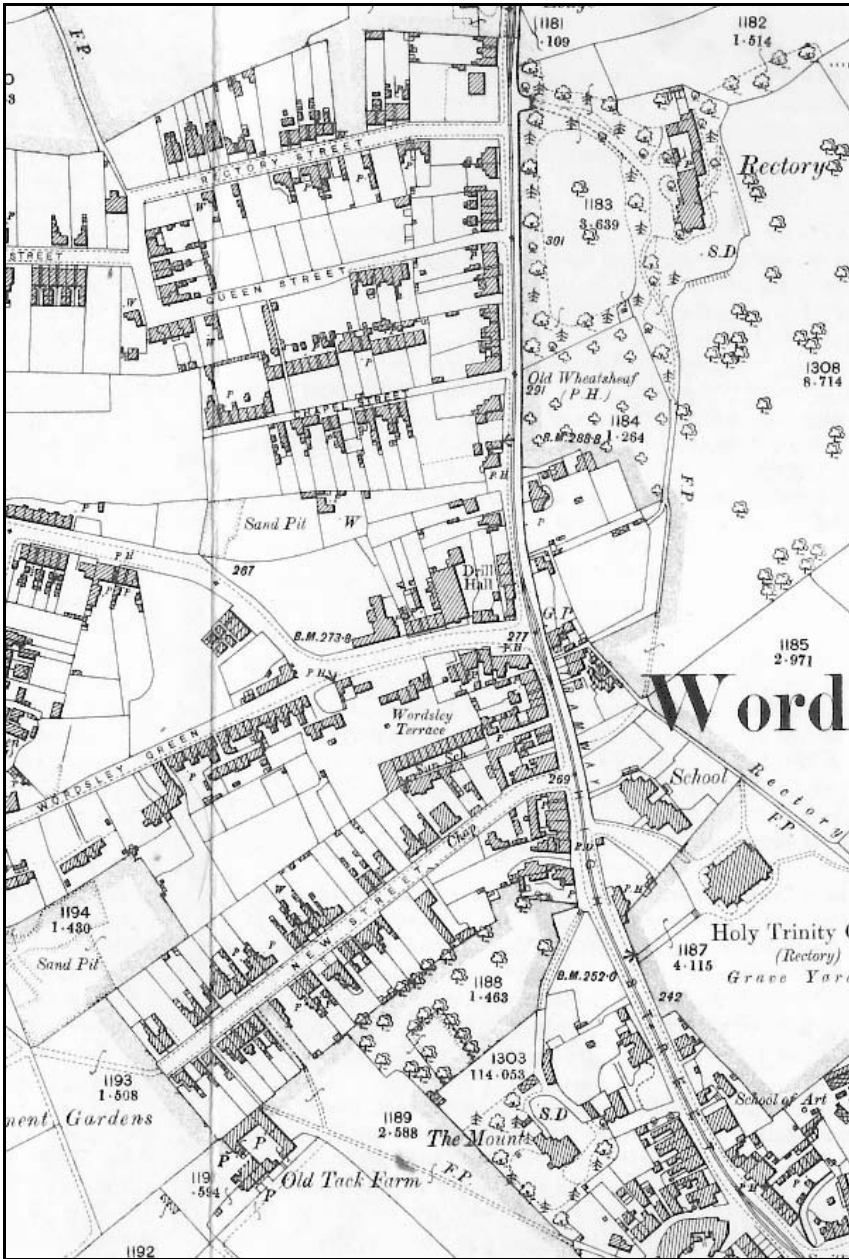
On the third, we see a map of Wordsley in 1901, showing the three main streets where the HADENs lived.



Kinver and Wordsley in relation to Birmingham, around 1880.



Kinver and Wordsley in relation to Birmingham, around 1895.



Wordsley's main street on the 1871 OS map. HADENs are first found on the 1841 Census in New Street, and then later in Wordsley Green, then they cluster in Chapel Street. Most old houses in Wordsley have since been demolished (see photo on page 28), as has a great deal of the older housing and many of the fine buildings of Wordsley.

PART ONE : KINVER and WORDSLEY

In the first two sections of this book, for clarity, I have separated the local area history from the family history by indenting the latter and placing it in [square brackets].

KINVER IN THE EARLY 1800s:

Kinver: The small one-street town of Kinver (or ‘Kinfare’ as it was then named on maps) lay in the far south of the elongated English county of Staffordshire. In the late 1700s and early 1800s Kinver had long been known for making sturdy woollen cloth using local wool. The old River Stour wound about the town’s base, and the river’s flow was used in the manufacture of cloth; for mill-power, washing and dyeing. The town had become nationally famous by the early 1800s, as the location of England’s first organised iron manufactory.

[Richard HADEN’s parents appear to have been William HADEN (b. 1755) and Catherine HADEN (b. 1754). They lived in the narrow Worcestershire parish of Oldswinford, probably in or near the riverside town of Stourbridge. The town and parish of Kinver is “next-door” to Oldswinford.

We know that Richard married the Wordsley-born Frances ARDEN in the 12th-century hilltop church at Kinver, in November 1816. Richard and Frances then moved to Wordsley, about a year or so after their marriage, since their first child Thomas was born there in early 1818. After a brief sojourn in Birmingham (1820-1826) they again settled in Wordsley and their family grew to eleven children.]

WORDSLEY and SURROUNDINGS:

Wordsley’s location: Wordsley was a village in the parish of Kingswinford, a parish of the ancient ‘Seisdon Hundred’. Wordsley

lay in the far south of Staffordshire, just west of the outcropping coalfields between Dudley and Stourbridge, and just north of the Worcestershire border — in what is now called “The Black Country”. Wordsley village straddled the main road from Wolverhampton / Dudley to Stourbridge, clustering at the point where the Wordsley Brook intersected the road.

The immediate surroundings: The village was surrounded by farmland, with extensive woodland estates to the west. The ground became marshy to the south-west, as the Wordsley Brook flowed down to meet the River Stour. To the east the ground rose up, to become common heathland. The tiny roadside hamlet of Buckpool lay just to the south-east of the village, strung out along a track to Brierley Hill.

Stourbridge: Just under two miles to the south of Wordsley was Stourbridge, a small rural town that formed the market centre of the parish of Swinford, Worcestershire (later named ‘Old’ Swinford to distinguish it from King Swinford). The earliest mention of the parish is in an Anglo-Saxon Mercian charter of about 950 AD, as “Suineforde” (‘Ford of the Pigs’, seemingly indicating a river with a point shallow enough for pigs to be reliably herded across). By 1724 Stourbridge was a backwater riverside town with few road links, and it was important largely as a crossing of the River Stour. The Stour was not navigable except by small boats. Yet the town grew, since the flow of the Stour could be harnessed to power small-scale iron forges and mills. In 1855 *The Book of English Rivers* was able to refer to it as “the considerable town of Stourbridge”. Five miles to the south-west, down the winding Stour, lay the one-street town of Kinver.

Dudley: To the north-east of Wordsley lay Dudley, a larger town with a major castle. Oddly, the parish of Dudley remained a large

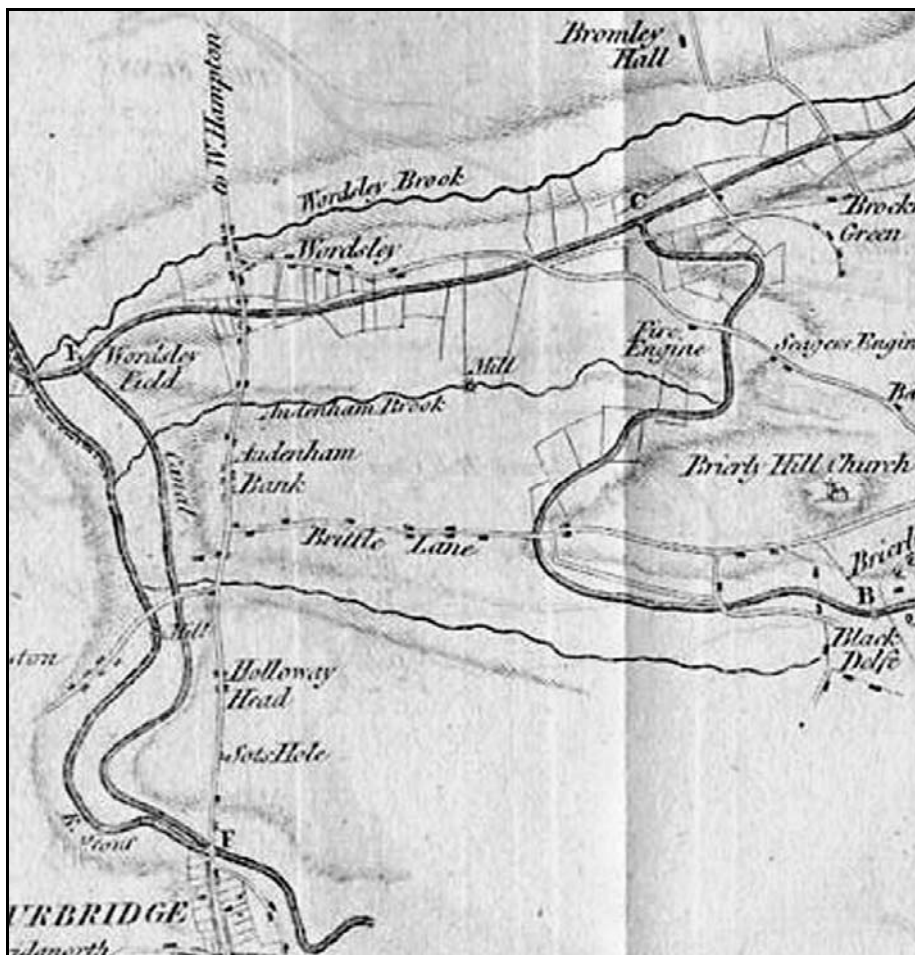
circular “island” of Worcestershire within Staffordshire, until as late as 1966. Dudley had far better road links than Wordsley; to towns such as Wolverhampton, and large towns such as Worcester and Birmingham. Dudley rapidly became an industrial town — as the famous painting by Turner shows...



Brierley Hill: The villages of Kingswinford, Wordsley, Bromley and Shut End were well established by the time the first Enclosure Act for their area was passed in 1776. Nearby squatter villages, at Cradley Heath and Brierley Hill, were becoming established by 1776. These were sited on heathland outcrops of shallow coal, where small forges were set up to work iron. By 1834 Brierley Hill had become an important small town — it hosted the main Post Office for the Kingswinford area, and the ‘Why Not’ stagecoach went daily from Brierley Hill to Birmingham (via Wordsley, Kingswinford and Dudley).

Canals and improvements: The Stourbridge and Worcester canal opened in 1779. This attracted new glassworks and ironworks to the south part of Wordsley and to the roadside hamlet of Buckpool which

lay just to the south of the village. The canal stimulated growth and improvements. In 1834 White's *History, Gazetteer and Directory of Staffordshire* called Wordsley... "a large modern village, with a spacious and handsome church". There was a National School in Wordsley from 1842, although school attendance was not compulsory until 1880.



Wordsley and surroundings in 1775, shortly before the Stourbridge canal opened. The riverside town of Stourbridge is in the bottom-left corner. The map shows where the new canal will run, and how it links with the River Stour. Buckpool is wrongly marked as 'Wordsley', whereas the centre of Wordsley actually straddles the main North-South road.

Railways: Parts of the Wolverhampton to Worcester Railway opened from 1852. Both the canal and the railway were, until the late 1860s, mostly important for transporting heavy goods rather than passengers.

The development of glass making at Wordsley:

The earlier nail trade: The village of Wordsley had long been known for the cottage-industry trade of producing hand-made wrought-iron nails.

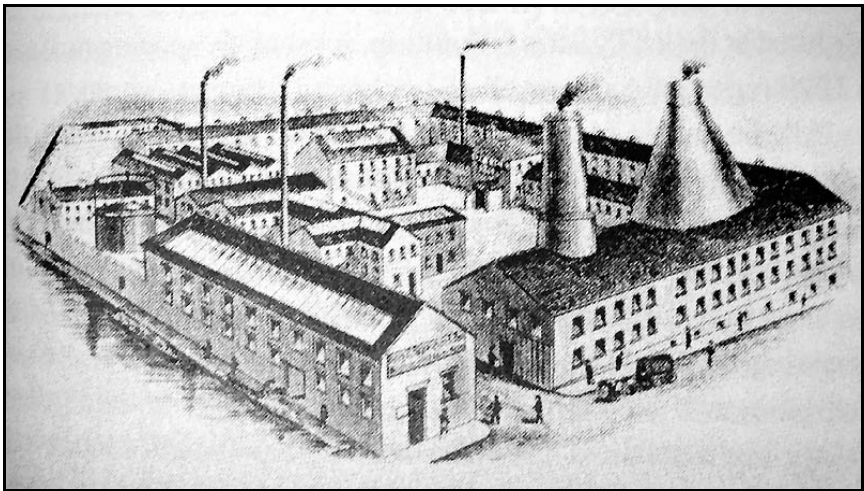
[There seem to have been many HADENs in the nail trade.]

Glassmaking begins: In 1615 an order of King James I had banned the use of wood as fuel for glassmaking, since the process was consuming entire forests. A new source of fuel was needed, and it was found in the abundant shallow coal from the outcropping coalfield seams of South Staffordshire. Glassmaking thus began, around the 1640s, just to the east of Stourbridge. Additional advantages in the area were: i) a nail-making workforce accustomed to the hot work of iron smelting, yet also comfortable with doing fine close work on small items; and ii) high-quality local fireclay for making moulds.

Wordsley becomes dominant: Wordsley quickly became the centre of glass manufacturing and, in time, larger glassworks were built there alongside the new canal. Over the decades, the trade moved from making plain bottles into making “table glass” (e.g.: fine cut-glass wineglasses), and finally into highly complex cut and coloured “fancy glass”. Why is the area known for ‘Stourbridge Glass’ rather than ‘Wordsley Glass’? This was because Wordsley glassmakers used post-box addresses at a pub in the town for all correspondence and invoices,

and thus the trade was wrongly assumed by outsiders to lie in Stourbridge town itself.

Glass cutting: Once glass was blown, a decorative design was often cut into it. Steel wheels were used for glass cutting, powered by a treadmill. In 1809 steam-powered glass cutting was introduced in Wordsley. Acid etching of glass was introduced in Wordsley by around 1860. Many glasscutters also worked on glassware at home, in small back-room artisan workshops. One of these has been re-constructed at a nearby ‘living’ heritage centre, the Black Country Living Museum, near Dudley.



Wordsley Flint Glassworks, the village's major glassworks. It was the first major glassworks in Wordsley, with the earliest records in the local archives dating back as far as 1725.

[Richard HADEN may well have worked here.]

The Portland Vase: Wordsley produced the famous Portland Vase in glass, in 1876, bringing the area to national and international attention. The vase was a copy in glass of a renowned Roman vase,

and its reproduction showed the British Empire could at last match the finest work of the best craftsmen of the ancient Roman Empire.



Typical Wordsley terraced cottages, Wordsley Green area.



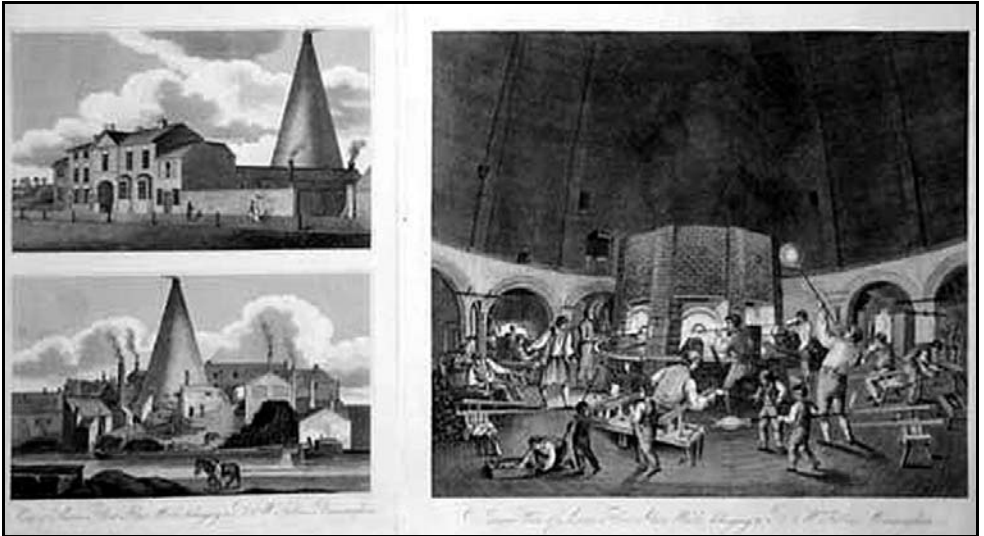
Wordsley and glassmaking cones, circa 1848, from a painting by Henry Pratt.



A re-creation of a working glasscutter's bench and workshop, at the Black Country Living Museum near Dudley. It is based on nearly intact artisan workshops found in Wordsley.

Photo: Sally Haden.

Birmingham glassworks: In the 1860s nearby Birmingham also had several glassworks, usually alongside the canals. These appear to have been established since the early 1800s, and Birmingham had thus long been likely to attract skilled workers from Wordsley.



Aston Flint Glassworks, in the early 1800s. The picture on the right shows the glassblowing and other activities inside the cone.

[Interestingly — Ellis (2002) reports that glass manufacturer James Stevens moved **from Wordsley** in the 1840s, and had set up his family in Aston Brook House, Aston. From 1847, until the 1880s, Stevens ran the Victoria Glassworks in Dartmouth St., Aston (Ellis, 2002, p. 201). Stevens would no doubt have been amenable to employing Wordsley glasscutters.

Perhaps the 1820-1827 Birmingham sojourn of Richard and Frances HADEN had also been in the north Birmingham area — since there was an Aston Flint Glassworks listed in *Wrightson's Directory of Birmingham* in 1818. We also know that William Hamlet HADEN was baptised 1822 in St. Phillips, the cathedral in the north-centre of

Birmingham, suggesting the family was living in the Hockley/central area.

There was an Adam HADEN from Wordsley, apparently unconnected to our own family tree, then manager of a major glassworks in central Birmingham. He was born just a few years before Richard. It was just possible he was a relative, and helped Richard find a glassworks job in 1820. However, by 1828 Richard and his family were back in Wordsley again.]

TRADE PATTERNS and WORKFORCE UNREST:

The Civil War: In 1644 there was much Civil War activity around Dudley and Stourbridge, which disrupted trade and investment.

The new canal: The canal opened in 1779. This probably sparked the new fashion for deeply-cut glass, which swept the nation from around 1780. From about 1795 until after 1801, skilled glasscutters were in high demand in the area.

The hey-day of the glass trade: The early 1800s were the heyday of the cut glass trade. Probably due to intense competition, the huge Wordsley Flint Glassworks (see page 25) closed in 1810 and was converted to make steel. By 1828 it had been re-converted and re-opened to make glass again.

[“Our” Richard HADEN, known to be a glasscutter in 1819, appears to have left Wordsley about January 1820 with his wife, and then lived in Birmingham until Nov 1826, when he and his growing family appear to have returned to Wordsley. We know this because their fifth-child, Mary Ann, gives her birthplace on all the censuses as “Birmingham”, but we know she was baptised at Wordsley on 3rd Dec 1826. Subsequent children are all born at Wordsley. Richard

may very well have returned to the village to work in the setting up of Wordsley Flint Glassworks in 1827/8. The re-conversion of this huge manufactory from steel back to glassmaking must have taken at least a year, before it could open again as a fully functioning glassworks in 1828.]

Recessions: Despite national recessions from 1812-1816, and again from 1826-1834, the cut glass trade is said to have grown. It peaked in 1837, according to Ellis (2002). But the glass trade was once again caught up in a recession from about 1840. This was the bitterest one yet, and the worst year was 1842 when there were riots in Stourbridge and Dudley.

Unionisation: In 1845 the government repealed the Glass Excise Act (a heavy tax on exports), and the glass industry became a relatively healthy and competitive free-market. The recession lifted rapidly, but it had undoubtedly fuelled worker discontent. The workforce then began stronger moves to unionise itself, something it had been doing in a small way since 1837. The mood of Wordsley's glassworkers was doubtless not helped when, due to mis-management and the doubling of the price of coal, the entire workforce of the huge Wordsley Flint Glassworks had to be laid off in Spring 1852. The Glassworks soon re-opened under new management, but local workers cannot have been endeared to glassworks owners by this incident.

Strike: By 1858 glassworkers were almost fully unionised. A major strike and months-long lockout swiftly ensued in 1858-1859, a struggle that the manufacturers appear to have won.

[Richard's second son William, father of George Haden, became a partner in a new steam-powered cutting business, 'Parrish, Lowe & Haden', in 1859. Possibly this was partly due

made possible by the industrial unrest? Ten men were employed at the 1861 census.]

Competition: The 1860s and 1870s saw increasing competition from abroad, especially from imports of fine Bohemian glass. Sensibly, key Wordsley manufacturers did not simply cut their prices, but fought back by painstakingly developing innovative coloured and painted glass, and by introducing new designs. The skill of local artisans was crucial to the success of this effort.

Training the workforce: There was a Government School of Art in Stourbridge from at least 1866, and later a new privately sponsored School of Art opened in Wordsley, in a fine new building.

Depression: From 1882-1889 a great depression affected all trades in the Stourbridge, Black Country, and Birmingham areas. By 1890 the glass engraving trade in Wordsley was said to have been at “a very low ebb” (in the actual words of a local employer), and manufacturers could easily find all the glass workers and glass cutters they wanted.

[This dire economic situation from 1882-1889 undoubtedly affected the HADEN family in Wordsley. Richard HADEN’s son Richard HADEN Jnr. (1829-1895) was lucky to have quit glassmaking toward the end of the 1870s, to become an Innkeeper for the rest of his life. Richard HADEN Jnr., and his wife Harriet, ran the rural Britannia Inn from about the late 1870s to about 1894. The pub still exists as a working pub, and retains the same name as it did in the 1870s. See Appendix 2 for more details on the area’s early pubs. The slump may also be why we find Sarah HADEN and her son and daughter moving to the steel area of Barrow-in-Furness, circa 1881.

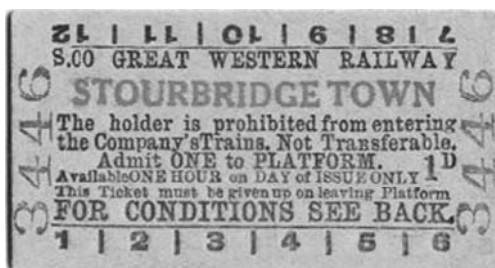


Outside the Britannia Inn , Wollaston, 1900s? If the dating is correct, then a few years after Richard HADEN Jnr. and his wife gave up the place.

PART TWO: BIRMINGHAM

Affordable travel: The “Birmingham, Wolverhampton, and Stour Valley Railway” opened in 1852, with a station just to the north of the present-day Stourbridge Junction. That old station was demolished in 1901. The 1852 railway was primarily for goods. The “Stourbridge Railway” opened in April 1863, and the “Stourbridge Extension Railway” (to Birmingham via Smethwick) was opened in 1867, completing a through route from Birmingham to Worcester for passengers. This line was amalgamated into the famous “Great Western Railway” in 1870. Thus, after 1867-1870, the passenger railway connection to Birmingham from the Wordsley / Stourbridge area would have been becoming reliable, frequent, quick and affordable. With the advent of affordable travel from Stourbridge to Birmingham, new employment, business and marriage possibilities would open up for Wordsley’s glass workers and their families.

[Our key ancestor, George Joseph HADEN probably left Wordsley in Dec 1871. He would have taken the train from either Stourbridge Town (a better road in early winter, and he may have bought a few last minute gifts at the shops there) or from the pre-1901 Stourbridge Junction (slightly nearer Wordsley, but probably a poor road and no shops). He purchased his one-way ticket to Birmingham, and never moved back to the village again.]





Postcard: the old Stourbridge Town station, since demolished.

Arriving in Birmingham: Passengers from South Staffordshire seem to have alighted at the — then brand-new — 1871 Snow Hill station. The large bustling town of Birmingham must have amazed rural folk, who were perhaps accustomed only to the sleepy town of Stourbridge. Not then quite yet a city, Birmingham nevertheless offered large shops, daily newspapers, boisterous pubs, telegraph offices, and huge sprawling markets with live animals. A visitor’s eye would have been immediately caught by the new “penny-a-mile” horse-drawn tram system that ran through much of the city. Another fascinating transportation sight might have been the occasional early bicyclist riding a ‘velocipede’ or ‘penny farthing’ bicycle.

“Give it a go”: The city’s workforce was incredibly fragmented, split into hundreds of industries, each with their own myriad gradations of skill, speciality and status. In this individualistic and entrepreneurial city a newcomer might have the opportunity to “give it a go”, as the

local saying went — meaning ‘to set up a small workshop and become one’s own boss’ and thus to keep hold of most of one’s own profits.

Glass and the ‘toy trade’: Large-scale glassworks appears to have declined in Birmingham, probably in favour of Wordsley’s cheaper and more efficient mass-production. The *County History of Warwickshire* states that small-scale glassmaking remained, and was largely part of Birmingham’s “toy trade” — i.e.: the skilled production of small, easily transported high-value items, using techniques such as glass pinching and cutting. This “toy trade” seems to have been concentrated in Hockley from around 1830, in what is now known as the Jewellery Quarter. Hockley is directly adjacent to Aston, just a little to the west of it.

The nature of Hockley: Hockley seems to have predominantly been a place of back-to-back residential housing in the 1870s. Although it was not a bad slum, unlike some of the central areas clustered around the cathedral and where the Town Hall and Art Gallery currently stand at the top of New Street. Most of these central slums were swept away — along with their inhabitants — by the major city-centre improvements of the 1880s.

LIVING IN BIRMINGHAM, the early 1870s:

Aston before 1880: It would be a mistake to assume the presence of larger manufactories, such as the several glassworks of Aston, meant that Aston was heavily industrialised at this time. Aston and Duddeston, areas that lay to the north of the city centre, were not significantly industrialised until the 1880s. In 1875 the *Aston Chronicle* wrote of Aston “it still has no large business establishments”.

Housing in Aston and area: There had been mass house-building, of well-made Victorian houses, in the Hockley / Aston / Duddeston “arc” between 1851 to 1861. There was, at that time, almost no demand for low-skilled manual labourers in this area, and thus the area did not become a working-class industrial district. Instead, the new houses were meant for the new artisan middle-classes, those that were prepared to commute a few miles to their place of work, or who were entrepreneurs able to work from home in small workshops. Hockley and Aston railway stations opened in the mid-1850s, further encouraging middle-class commuters to settle in the area.

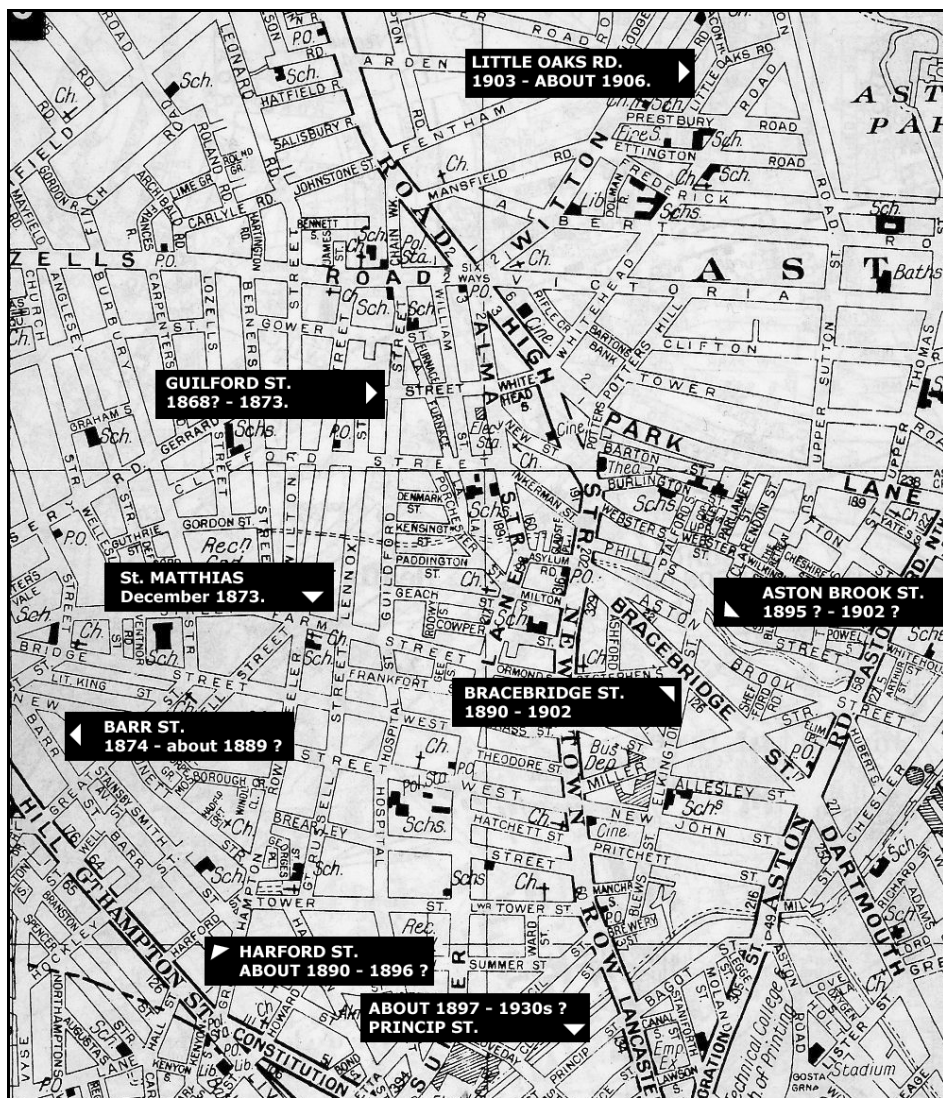
Schools and Parks: New houses meant new families, and that meant new young children — and thus a need for local schools. The Aston School Board was formed in 1875, and promptly built one new school per year for the next seven years. The formal gardens and parkland of Aston Hall also became a public park at about this time.

[Hannah HADEN was the oldest child of William Hamlet HADEN, son of Richard HADEN. Hannah married in 1865. She moved to Birmingham with her glasscutter husband, Henry QUARRY, sometime between March 1868 and April 1871. In 1871 they lived in Guilford St., Aston. Henry must have become very skilled, to have moved to the then middle-class Aston Manor. The passenger railway from the Black Country undoubtedly facilitated such a move and also the ease with which Wordsley folk could “visit ‘em up in Brum”.

However, by the June 1873 birth of their daughter Beatrice, Hannah and Henry were back in Wordsley, living at Chapel Street. Perhaps Henry had over-reached his means.

Sometime between the census of Spring 1871 (when he was in Wordsley) and December 1873 (when he married in Aston) we

know that our key ancestor George Joseph HADEN moved from Wordsley to north Birmingham. Presumably he took advantage of his older sister Hannah's hospitality, until he could establish himself. Finally, a HADEN would manage to establish himself permanently in Birmingham.]



ANNOTATED OLD STREET MAP OF ASTON.

[Hannah HADEN arrived first, in Guilford St.. George Joseph HADEN married at St. Matthias, 1873. He and his wife moved to Barr St. West. The business's first factory was in Harford St. Later it moved to Princip St., and George Joseph and family moved to Bracebridge St. In Bracebridge St. lived the SPEED, WITHERS and ROBERTS families, whose daughters married George Joseph's sons (Withers, then Speed) and grandson (Roberts). Alfred Hamlet HADEN and his family lived in the adjacent Aston Brook St., then later at Little Oaks Rd, on the edge of Aston Park.]

[George Joseph HADEN probably visited Birmingham at Christmas 1871, aware that newly-pregnant sister Hannah and husband Henry were planning to move back to Wordsley in the spring of 1872 (before Beatrice was born in Jun 1872). This presented George Joseph with his only chance of an easy 'springboard' into Birmingham. He may even have been buoyed up by the expectation of a little money from his father's will in April 1872, when he turned 21.

So we might assume that George Joseph HADEN arrived in Aston that Christmas, aged 20 and full of ambition. He presumably learned from brother-in-law Henry QUARRY's mistakes and advice. He stayed with Hannah and Henry until the spring. Then, on their departure, he moved into cheap lodgings. He had been a 'Glass Stopperer' (involving fitting a stopper to a decanter) on the 1871 Census, and he was also underage until April 1872. Possibly he took any job he could get — perhaps as a millwright with the huge Boulton and Watt complex in Soho, some three miles west of Aston. There is a family memory that he once worked there with gas engines as a millwright.

On turning twenty-one George must have found a more suitable opening in the glass cutting trade, since he was listed as a glasscutter on the Census of 1881. In December 1873, with over a year of

steady income behind him, and a good trade in prospect, he was able to marry an apparently rather humble Birmingham girl. This was Sarah Ann HEELEY, daughter of a Porter and a Washerwoman, and niece of a Sweeper.]

**Barr street west, Hockley,
90 Well street.**

7 Wilkes Jsph. spring curtain barrel ma
 8 Fisher William, lapidary
 13 Smith Mrs. Emma, news agent
 16 Fulford William, beer retailer
*here is Great King street*.....
 37 Langford Richard, beer retailer
 39 Crathorne Edwin, coffee roaster
 40½ Collins Walter, gold plated eye glass
 maker
*here is New John street*.....
 60 Akers Mrs. Sarah, butcher
 61 Hope John, engraver
 62 Saunders George, wheelwright
 94 LanderThos. glass & emery paper ma
 96 Lancaster Wm.spectacles frame makr
 103 Douglass John, shopkeeper
 108 Smith Joseph, cooper
 109 Lloyd John, shoeing smith
 110½ Walker David, gilt jeweller
 114 Webb Frederick, coal dealer
 114 Hill John, gun implement maker

Trade listing for Barr St. West, from an 1867 Directory.

Barr Street: Barr Street West was a road of terraced houses and light-industrial factories. It lay on a north-facing slope, a little more than one mile from the centre of Aston and on the fringes of the Jewellery Quarter. Barr Street appears, from an 1867 directory (see page 40), to have then been home to men in skilled jewellery-related trades such as:

a lapidary; an engraver; a spectacle-frame maker; a gilt jeweller; but also to a wheelwright at No. 62 (might George have learned trade secrets from him, about wheel-building for bicycles?), and one coal dealer.



St. Matthias Church.

[George Joseph HADEN married Sarah at the church of St. Matthias (seen above) in December 1873. Their first children were born at 52 Barr St. West, Hockley, in 1874 and 1875. We can thus assume that the couple probably set up house at Barr Street West sometime before summer 1874. In 1881 George Joseph and his family were still at that address, since they appeared there on the Census at this time. The trades of Barr St. suggest that — if indeed it was in a lower-class ‘back-to-back’ area — it was a middling street of respectable artisans and tradesmen. It was certainly a step up from the cramped rural cottages of Wordsley.

By his choice of residence, George Joseph had signalled more than just the choice of a street. He and Sarah were to be respectable.

Such a choice carried great weight at that time, and has echoed into the future. In the 1870s one could be a free-spending roustabout, hopping from job to job in between dog-fights and pub-crawls, and simply paying rent. Or one could be respectable. George chose respectability.

Skipp (1983) writes of this common dilemma: "Away from the slums ... many members of the working classes were just as committed to the ideals of self-reliance and respectability as the middle-classes ... the working-man had in effect to choose between two sharply contrasted life styles. On the one hand there was the life of the beer house, the pub and the music hall; on the other the life of the temperance society, the night school and the church ... working-class families who chose respectability thereby secured for themselves a good chance of going up in the world, until ultimately perhaps they were not only keeping a respectable house but a respectable house in a respectable street."]



Typical old terrace, brick-paved back yard. Photo by David Haden.

The Barr St. Glassworks: At the far south end of the street, in Barr St. proper, stood a glassworks. ‘Woodall, Keen and Woodall’ is listed on an 1876 Directory at “No. 1-and-a-half” as a Flint Glass Manufacturer. They registered designs in 1866 under the name ‘Woodall, Keen and Woodall’, and purchased rival glassmakers ‘Eccleston Flint Glassworks’ circa 1866. Since ‘Woodall, Keen and Woodall’ was established as early as 1866, these cannot be the famous Woodalls of Wordsley (the brothers who had later made the famous Portland Vase, mentioned earlier). Since those other Woodalls were then still in training at Stourbridge School of Art. However, the Barr St. Woodalls may have been their relations. The main Barr St. Woodall appears, from the 1871 Census, to have been James WOODALL (born Dudley 1807), since he is listed on the Census at Albert St., Aston, as a glass manufacturer. Presumably the other WOODALL in the business was his son.

[It would seem rather likely, although not certain, that this ‘Woodall, Keen and Woodall’ was the firm where our George Joseph HADEN worked for about eight years between 1873/4 and 1881, before he set himself up as a bicycle maker. It seems the firm had a main factory at 10 Gt. Hampton Street, nearby. Perhaps number 1 and 1/2 was only the glass-cutting studio?]

A changing city: Inevitably, Aston industrialised as the city moved toward the year 1880. This meant a need for industrial manual workers, who were then accustomed to living “within spitting distance” of their place of work (artisans, by contrast, were inclined to be happy to walk a few miles to work). Thus, around 5,000 working-class back-to-back houses were built from the mid 1870s to 1882, usually infilling any gaps or plots which could be found among or behind the villas and terraces — although back-to-back building was completely banned by the Aston Manor Borough authority in 1883. From the early 1880s

the Hockley / Aston / Duddeston “arc” thus took on a mixed social aspect; roads fronted by respectable solid houses, with back-to-back courtyards tucked away behind them.

A thriving economy: Skipp (1983) mentions that, by the mid 1860s in Birmingham, a skilled craftsman might take home from £2 to £5 per week. Birmingham wages spiralled between 1870-1873, increasing from between 20 to 35 percent ...

“The early 1870s brought unprecedented prosperity to the country as a whole. In Birmingham itself they were years of ‘excited trade and excessive optimism’, with not only inflated business profits, but many workers securing higher wages and shorter working hours.” (Skipp, 1983).



Map of Barr St. West. The Trafalgar Vaults pub was No. 37, so it seems that 52 (marked on the map) was a little further down. The HADEN house would thus have faced open land to the west.



The Time Works (seen marked on the map above) still stands today. But the row of houses, inc. No.52, that stood opposite it are long gone.

[George Joseph had been lucky to arrive in Birmingham in 1872/3. Not only had he had a relatively easy introduction to the city via his sister, but he then had a decade to establish himself during a period of economic prosperity, growing wages, cheap new houses, and shorter working hours. If he had arrived ten years later he would have found himself at the start of the depression of 1882-1889, a deep slump that affected all trades in the Black Country and Birmingham.

He had an opportunity to own a house, perhaps something that could only be dreamed of in Wordsley. A good terrace meant for artisans could be bought for £100 in the 1870s. These often had a back garden and a wash house and a private (i.e.: not shared with neighbours) outside toilet. Birmingham's Freehold Land Society, offering mortgages for respectable working people, had been founded in 1847, and it provided many Aston artisans with a chance of home ownership.]

Country life in the town: Despite the 1880s building boom, and the growing infilling of houses in Aston, we know that ... "large numbers of [vegetable growing] allotments survived in Aston Manor" (Skipp, 1983), and there was a deep-seated nostalgia for the old rural life among the residents of the new suburbs. This yearning for the

countryside was also assuaged by the new railway system. At the end of the 1870s, Dent (in his *New Birmingham*, 1880) reported that, due to the new train services...

“... there are few Birmingham artisans who have not paid more than one visit to the seaside, or who have not climbed the hills of Wales ...”. (Dent, 1880).

New buildings: In addition to the industrialisation of the northern suburbs, by the early 1880s grand building projects were transforming the city centre. Throughout the suburbs new libraries, schools, theatres, hospitals and market halls were built. Sarah Ann HADEN's city-centre birthplace of Weaman Row, almost certainly then a slum, was swept away by the changes. The old Weaman Row now lies directly under the site of the famous new Birmingham Children's Hospital.



Postcard: Looking down New Street, Birmingham, circa 1900. The buildings were built in the early 1880s.

The tram is a steam tram.

Recession: Despite the growing infrastructure and grand new buildings, economic conditions were to become unstable in Birmingham. As with many boom periods in England, a recession inevitably followed. This began in earnest in 1882.

[George Joseph HADEN helped out his younger brother Thomas, just as his older sister Hannah had probably helped him. Thomas came up to Birmingham from Wordsley sometime after 1876, aged 19 or 20. He lodged with his older brother George Joseph at 52 Barr Street West.

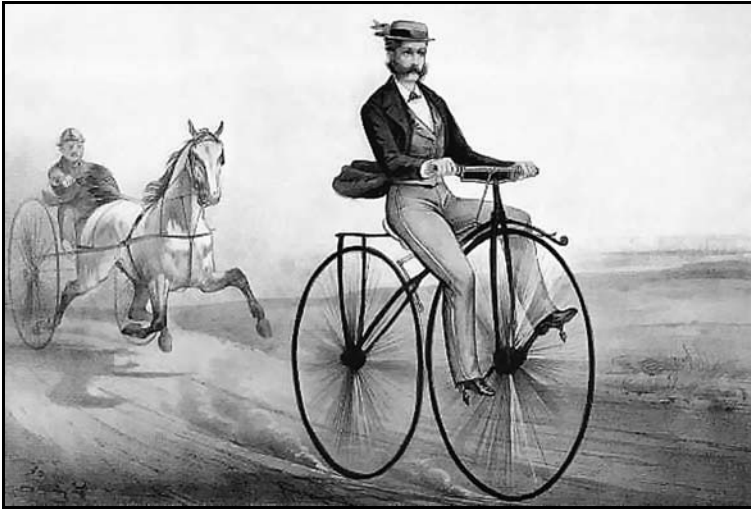
Having been a simple labourer lad in Wordsley, Thomas HADEN had become a Jeweller by the 1881 Census. Contemporary accounts state that Birmingham's Jewellers (as a group) tended to be "staid, quiet, respectable" in their money habits. Whereas Gun Makers would "spend like sailors", once they had their week's pay. It seems likely that Thomas saved his pay and invested in better equipment. Because, by the time the great 1882-5 recession arrived and badly affecting the Birmingham jewellery trade, Thomas HADEN had been able to return to Wordsley to set up there as a Jeweller. He had married in Dudley on 6th Nov 1881, to Ann Elizabeth PERRY (b. abt. 1860 in Gornal nr. Dudley) — who on the 1881 Census was a 'servant' at 131 Brook Tavern, Lenox St., Birmingham. Thomas was indeed in Birmingham at this time, and unmarried, and he perhaps met her in that Tavern. By the Census of 1891 Thomas was a Gold Fineller (meaning a Gold Merchant). The price of raw gold was historically very low around the turn of the century, and a rural Goldsmith's profits must have been good. Thomas must have been successful at his trade, since he was still a Goldsmith at the 1901 Census, aged 44. But he is listed on his daughter's 1906 marriage certificate, and also on his son's 1908 marriage certificate, as a "Coal Dealer", Either this is as a result of both Registrars mishearing "Gold Dealer", or else Thomas had bought a coal dealership with the profits from his gold business circa 1902.]

LIVING IN BIRMINGHAM, into bicycle making, 1882:

The older bicycle: ‘Velocipede’-style (aka ‘boneshaker’) bicycles had begun to become popular from 1869. ‘Velocipede mania’ had arrived with a nation-wide bang in Feb 1869, stimulated by a London to Brighton showcase ride. The fervour was rapidly organised through summer 1869, with typical Victorian vigour. Wolverhampton had its own Velocipede Club as early as 1869, and the town became the centre for velocipede production, and a little later of racing and exhibitions. An enthusiastic racing scene developed, and huge ‘velodrome’ stadiums were built, often combined with commercial showgrounds, from 1869-1870. Racing was split by social class, between “amateur” gentlemen and “professional” working-class riders. By 1875 racing in Wolverhampton could draw up to 18,000 people to see a race. Racing, and the competition between manufacturers, forced the rapid evolution of bicycle design.

[This craze would undoubtedly have attracted the 17 year-old George Joseph HADEN to walk the six miles from Wordsley to Wolverhampton in the summer of 1869, and shortly afterwards to perhaps cycle there on his own bicycle. The HADEN business always claimed to have been “established 1869”, so it is probable that this claim arose from George Joseph HADEN’s involvement in making or maintaining bicycles for the Wolverhampton velocipede racers. He may even have been a racer himself, for a short while. His involvement with the Wolverhampton scene may have lasted around two years, until the Autumn of 1871 when he moved to Birmingham. It surely opened the young lad’s eyes to a new urban way of life, and new opportunities beyond rural Wordsley. Making bicycles to order may even have allowed him to save enough money to ease his 1871 move to Birmingham. Why choose Birmingham

and not Wolverhampton? Probably for the practical reason that he had relatives there, but also for the sentimental reason that Birmingham was the place where his grandparents had lived between about 1820-1826 — he had doubtless heard their many tales about the place.]



A velocipede, outpacing a galloping horse.

[Having established himself there, and married, George Joseph HADEN remained in Birmingham even as the economic recession began to bite deeply. In 1882 George Joseph moved out of glass cutting and into bicycle-making, something he had probably been engaged in on a part-time or occasional basis since 1869. Ellis (2002) records that the important Victoria Glassworks in Aston was closed in the early 1880s — perhaps along with other small concerns like it — as the deep recession bit. If local glasscutting and jewellery employment was drying up in the city and wages were being cut, then this may have been one of the **main reasons** for George Joseph HADEN to move from glasscutting into bicycle-making around 1882.]

The new “Safety” bicycle: In 1885 the early “safety” cycle design was introduced, a new design originating in nearby Coventry. The true modern “safety”, complete with rubber ‘balloon’ tires and tyre-treads, was introduced just after 1887.



A “safety” bicycle from around 1886/7, with hard tyres.

Growing popularity: The Speedwell Club began their annual Birmingham exhibition of the newer bicycles, tricycles, and their accessories in February 1882, when about 300 machines were shown. In the following year the number was nearly 400; in 1884, more than 500; in 1885, 600. With the advent of the newer 1886/7 models, the older velocipede “bone shakers” were sold off very cheaply. They thus got into the hands of tearaway youths, and street races of old boneshakers became a menace to pedestrians and horses alike — until the old bicycles eventually fell apart through rough use.

Bicycle manufacturers: Seven companies were producing “primitive” safety bicycles in Birmingham in 1885, and five in the Black Country, according to an article in *The Blackcountryman*. The numbers of bicycle makers in Birmingham grew rapidly. By 1887 the local market was saturated. Many firms amalgamated or closed at this time, although this was also partly due to the effects of the ongoing economic depression. But demand continued to grow as the recession

ended, and by 1891/2 there were 59 bicycle firms in Wolverhampton and 114 in Birmingham. Bicycle manufacturing had tended to gravitate to the urban metal-working areas, areas that also had a critical mass of local customers and good rail access for wholesale delivery. “Sun Cycles” of Aston Brook St., later a major bicycle manufacturer, was started in 1885. Another firm in Aston Brook St. was Norton, later to become a major name in motorcycle manufacturing. The Norton building is now the last of the old buildings to remain in Aston Brook St.

The *County History of Warwickshire (Volume 7: ‘The City of Birmingham’*. 1964) writes, of bicycle making and similar small-scale manufacturing in Birmingham...

“The cycle trade got a foothold locally in 1872 [...].

Entrepreneurs came to Birmingham where they were able to make use of a highly skilled and contented labour force [...] a marked contrast grew up between these large, well-organised firms with their high degree of mechanisation and the small workshops which continued to exist where neither [the regulations of the] Factory Acts nor steam power had great significance, and where the men produced that wide variety of goods for which the town had always been famous.”

There were also many enthusiasts’ cycling clubs around the turn of the century, following the introduction of the safety bicycle.

[The HADENS appear to have been in a cycle club; possibly at Princes End, Tipton, circa 1895, although this may simply have been the destination. Draw a triangle on the map between Wordsley, Wolverhampton and Aston, and the centre would be Princes End.

It is interesting that the maternal HARPER side of one branch of the present-day HADEN family were cyclists from the 1930s,

participating in cycle clubs, and were deeply involved in cycle racing in north Birmingham. Grandad HARPER was a longstanding timekeeper for cycle races, over many decades.]

[It seems that the PODMORE family — who were much later on to marry into the HADEN family via the marriage of Cicely to Sidney “Pop” HADEN — were also briefly in the cycle-making business. On the Census of 1891 the Podmore brothers appear as “Cycle Fitters” at Mansfield Rd, Aston. In 1896 “Smart, Parker and Podmore Ltd.” were listed as bicycle-makers at 39 Harford St., then the former location of the HADEN bicycle works. A few years later Smart and Parker appear to have been operating without the Podmore brothers, but the Podmores are found in 1899 at 12a Smith St. as “Podmore Bros., Cycle mnfrs”. This address is just next door (or behind?) a former Haden business premises, 13 Smith St. One of these Podmore brothers, Samuel Anthony PODMORE (born USA, where his father was building railroad bridges), would marry in Jun 1908 and would become the father of Cicely PODMORE in 1911.]





The above three pictures are from a family photo of the Princes End cycling club, dated '1895' on the reverse. It appears to show a 20-year-old Alfred Hamlet HADEN (left) with his brother William beside him (right), and their father — George Joseph, then age 44 (above) — standing behind. They all displayed a taste in unstarched-collar shirts, loud ties, and their ties have the same large loose knot. This may suggest that they came from the same household.

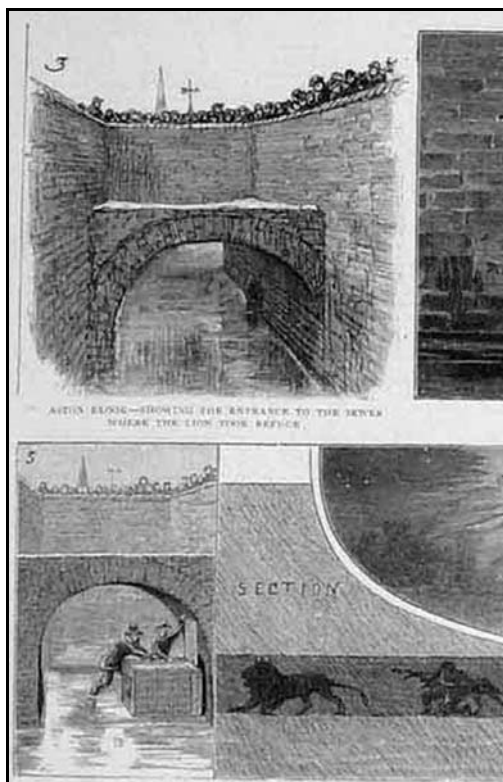
LIVING IN BIRMINGHAM, 1899-1901:

A settled Aston: Twenty years on from the 1880s cheek-by-jowl mix of working class and middle class, Edwardian Hockley / Aston / Duddeston suburban “arc” was the home of maturing and respectable Victorian villas. Most of the city’s worst slums had been done away with in the improvements of the 1880s. With flourishing front gardens and bay windows, maturing street trees, and good tram and rail links, the area was becoming a settled suburbia, albeit with many new factories dotted about. Free libraries, better sewers, churches and schools had further infused respectability into the area’s back-to-back workers (see: Moore, 1988). The recession was by then a fading memory.



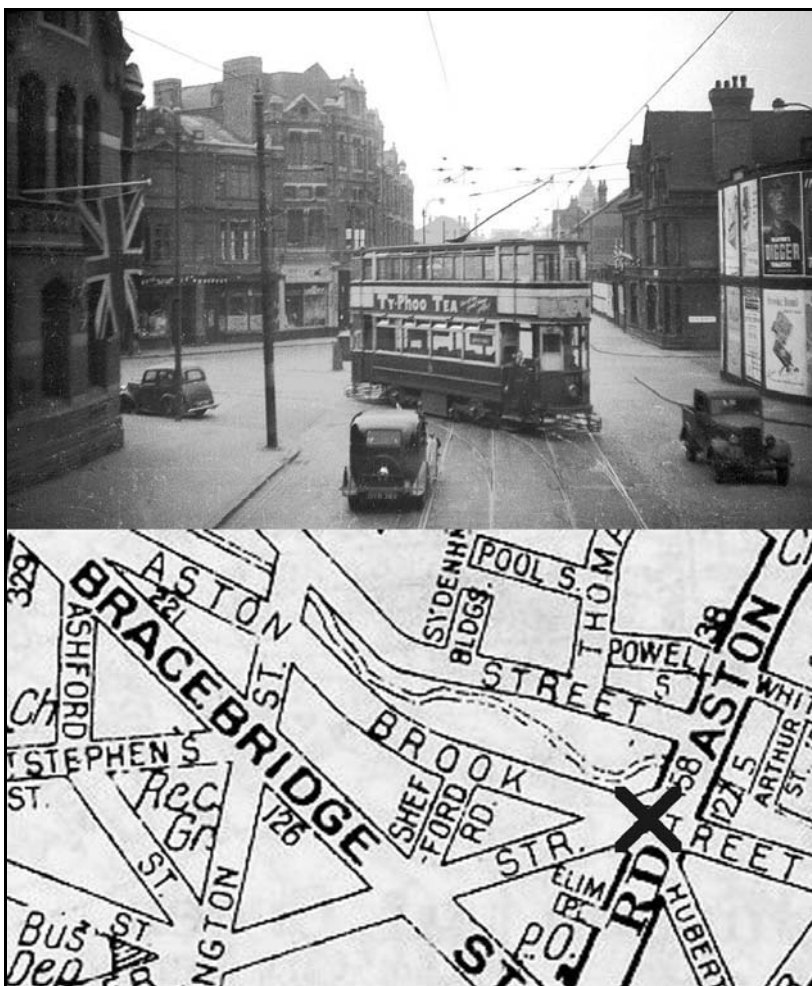
Typical villas of the area. Seen here in Albert Road, Aston, in 1906.

[Alfred Hamlet HADEN moved to 107 Aston Brook St., Aston, probably shortly after his marriage to Annie WITHERS in 1899. Alfred and Annie and their children appear at that address in the 1901 Census. Aston Brook St. was a winding street in the heart of Aston, paralleling the Hockley Brook where it flowed above-ground through Aston. Aston Brook Street does not appear on a street map of 1895, so it seems it was then a freshly-built street. It also later became home to several key cycle and motorcycle firms. It paralleled Bracebridge St. (see map overleaf), then the home of Alfred's father George Joseph HADEN, and also of the WITHERS and SPEED families.]



An escaped circus lion, trapped in the Aston Brook culvert, 1889.

From 'The Graphic' magazine.



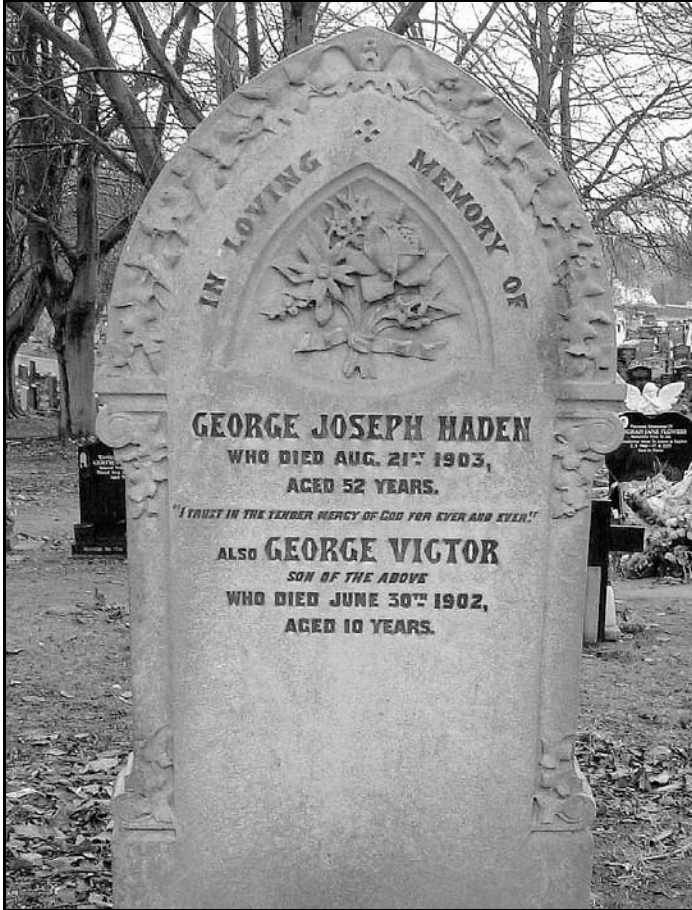
An electric tram turning, possibly circa 1907-1914? "X" marks the spot where the photograph was made. Having come down Miller Street and across Bracebridge Street, the tram is shown turning into Aston Road, where Aston Brook Street intersects with the Aston Rd. The two HADEN households would have been very familiar with this spot, while living at Bracebridge Street and Aston Brook Street, as would the WITHERS and the SPEEDS.

[1901-1903 were years of great loss for Alfred and his family. In December 1901 Alfred's wife, Annie, died shortly after giving birth to our grandfather, Sidney "Pop" HADEN. Alfred was thus left with two baby boys to raise. On top of this loss, the family had to look after his ageing parents with their frail last son — this last was Alfred's little brother George Victor HADEN. In June 1902 George Victor died at age 10, of scarlet fever. Such a death would have meant that the lad's entire house had to be disinfected and all the bedding burned. George Joseph HADEN, father of George Victor and Alfred, died a year later in August 1903. George Joseph is buried with his son George Victor at Witton Cemetery (see photo overleaf).



St. Mary's church in Aston Brook, Aston. Alfred Hamlet HADEN and his family lived at No. 107 Aston Brook Street. This church may well have been where he and his family spent Sunday mornings, and where the funerals for his little brother George Victor, his father George, and his wife Annie were held.

[It was undoubtedly a blessing for Alfred Hamlet and his family that the extensive and highly visible public mourning for the death of Queen Victoria had officially ended in April 1901, several months before his own series of losses began.]



Joint gravestone at Witton Cemetery, north Birmingham.

Photo by Sally Haden, 2006.

[The cemetery records office give this as Grave number 44442, Grant number 7342. Records show: "Grave purchased by George Joseph HADEN, of 30 Bracebridge Street, Birmingham. This is a traditional grave for 3 interments, which are as follows: 4/7/1902,

George Victor HADEN, aged 10. Died at: City Fever Hospital, Lodge Road. 21/8/1903. George Joseph HADEN. Aged 52, Cycle Maker. Address: Lilcare Villas, Highbridge Road, Wylde Green. 26/1/1933. Sarah A. HADEN, aged 82". Alfred Hamlet HADEN and his second wife Agnes are buried adjacent to (behind) this plot, in plot No. 44487. There is no headstone.

GEORGE JOSEPH HADEN, Deceased.

NOTICE is hereby given, that all persons having any claims against the estate of George Joseph Haden, late of Lilcare-villas, Highbridge-road, Wylde Green, in the county of Warwick, Cycle Accessories Manufacturer, and of 49, Princip-street, in the city of Birmingham (who died on the 21st day of August, 1903, and whose will was proved in the Birmingham District Probate Registry, on the 20th October, 1903, by Sarah Ann Haden and Alfred Hamlet Haden, the executors therein named), are hereby required to send particulars of such claims to me, the undersigned, as Solicitor for the said executors, on or before the 30th November next, after which date the executors will proceed to distribute the assets, having regard only to the claims then received.—Dated this 23rd day of October, 1903.

RICHARD CHINN, 83, Colmore-row, Birmingham, Solicitor for the said Executors.

e32

Notice posted in the *London Gazette*, 27th Oct 1903.

Despite exhaustive research, it has not been possible to find Lilcare Villas. GJH died from a chronic kidney disease so it is possible that it was a nursing home. Or it might have been the then home of his only daughter, Edith?

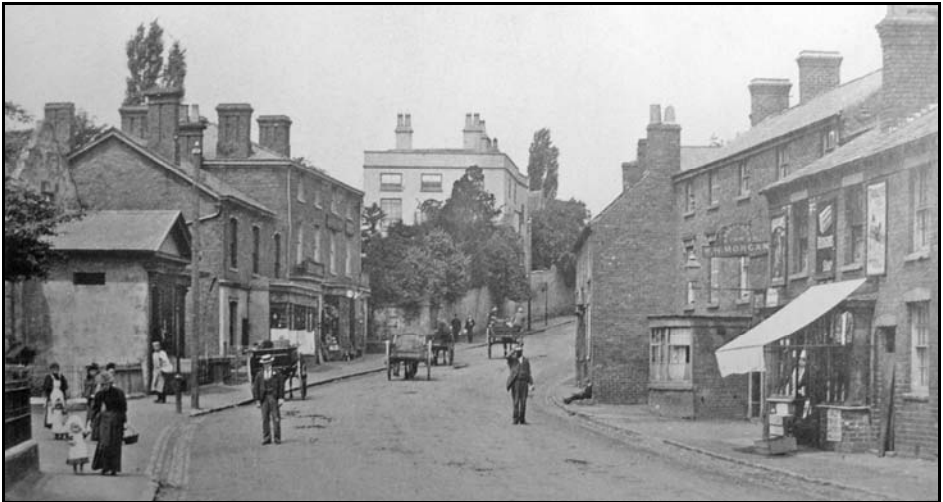
Alfred seems to have recuperated from his losses at 19 Willow Rd., Bournville, in the southern suburbs of Birmingham. He gave this address as "Residence of Informant" on the June 1902 death certificate of young George Victor HADEN.

On the 1901 Census, 19 Willow Rd. was occupied by one Walter BLAY, who was married in Aston in 1893 to a Harriet WILKINSON. Both the BLAYs were aged 30 in 1901, and the couple then had one four-year-old child. Investigation shows that the BLAYs have no obvious relation to our family tree. No. 19 was

presumably a large house (since it is now used as a care home) yet it held a small family. They may have taken in Alfred Hamlet HADEN and his two baby sons for nine months or so, until he could get back on his feet? Walter BLAY was born in Aston, but appears to have grown up in Bournville. Perhaps Walter BLAY's father knew Alfred's father, George Joseph HADEN ?

Or perhaps the BLAYS had moved out by 1902, and Alfred was simply taking up an offer made by the charitable Bournville Trust, to stay in one of the estate's philanthropic guest houses — while he recovered from his losses? Presumably there were free nurseries nearby, and perhaps also palliative care for his dying father, on such an enlightened and modern estate?

It is also possible that he instead went to stay with old relatives or cousins in the countryside, at Wordsley.]



Wordsley's main street seen here circa the late 1890s/1900, before the new tramlines were laid down.

PART THREE: THE NEW CENTURY

A time of change: The early Edwardian era was a time of change. There were new technological marvels such as electric light, telephones, typewriters, gramophones, radios, and early cinema shows. New forms of transport emerged; such as airships, giant ocean liners, early aeroplanes, electric trams, and motorcycles. The British Empire seemed secure. Medicine, sanitation and education were advancing rapidly. Suddenly the concerns the Victorians had wrestled with for so long seemed to belong to a different age.

Alfred takes over the bicycle business: The bicycle business passed from George Joseph HADEN to his son Alfred Hamlet HADEN. George Joseph's other son, William HADEN, was to leave for Canada in June 1905, having been bought out of the firm by Alfred for a large sum. William emigrated with his wife Hettie, and he worked on the Canadian railways.

Alfred re-marries: In March 1903 Alfred married again, to Agnes SPEED. Agnes was the daughter of a Scotsman, James SPEED, who had moved his family to the Black Country from Scotland. James had married and started a family in Edinburgh, then moved south to manage a glass factory in Birmingham, and is known to have made a trade and training trip to Japan (1879-81). The formidable daughter of a highly successful factory manager, Agnes seems to have been the driving force pushing Alfred toward manufacturing motorcycles in the early 1900s, although Alfred seems to have continued making bicycles until around 1912. Perhaps the Haden firm did not entirely give up their well-established involvement in the bicycle trade, in favour of motorcycle production. (Many details of the HADEN business history are currently still under investigation.)



James Speed (b. circa 1850), Agnes's father.

This is a portrait that is still kept by the descendants of a Japanese man whom James trained to make glass, while on a trade and training trip to Japan.



Agnes HADEN (nee SPEED), daughter of James SPEED, and the second wife of Alfred Hamlet HADEN.

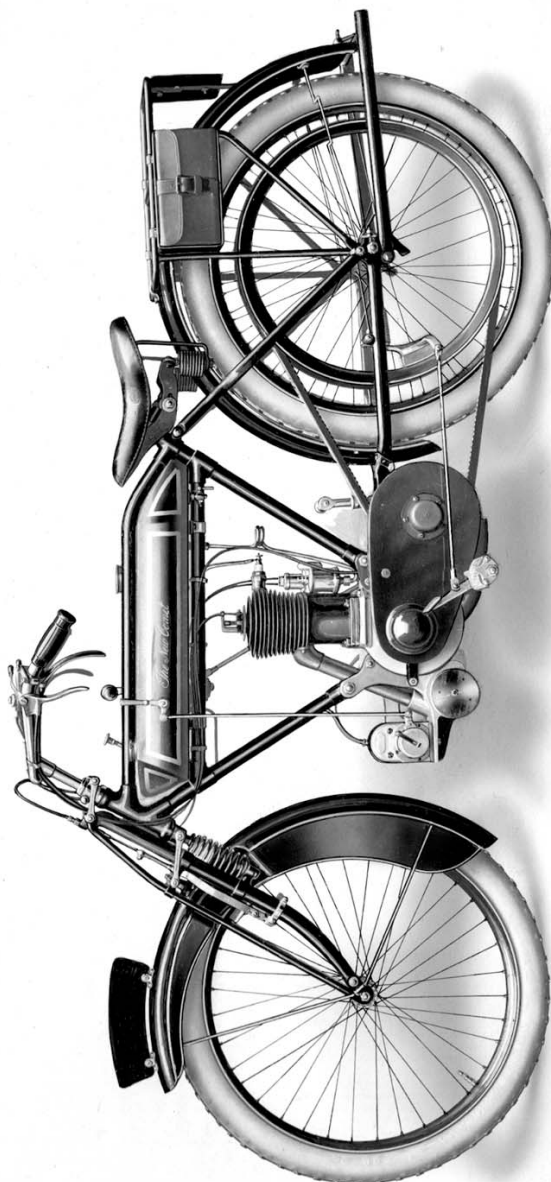
Seen here in 1908, Agnes poses with a Haden New Comet motorbike for an advertisement (or perhaps an exhibition-stand display-card), titled: "New Comet Motors. Ladies Model for the Season 1908"

(More details on the SPEEDS are due in a book by Sally Haden.)



We cannot be certain, but this is possibly Edith HADEN (b. 1878), the only daughter of George Joseph HADEN. Seen here in the factory office of A.H. Haden Ltd., in front of the business's account books, Photo is very probably circa 1914; so Edith would then have been a PASKIN by marriage, and aged in her 30s.

Photo has been cropped from a larger image. It is almost certainly not of Agnes; since Donald William HADEN wrote to Aunt Mildred about the photo, asking if this was Edith. If she was Donald's mother, he would have recognised her. We also have a known photo of Agnes.



A 'New Comet' Haden motorcycle.

The Haden motorcycle business:

Motorcycle production: The business seems to have introduced motorcycles alongside bicycles from around 1906, and then gone into more extensive motorcycle production shortly before the First World War, following A.H. HADEN's probable 1913 purchase of the Regal motorcycle company.



Alfred Hamlet HADEN in a group photo outside the famous Land's End Hotel, Cornwall. Perhaps circa 1910? This is from what is possibly a picture of a large group of motorcycle manufacturers, gathered before their machines competed in a gruelling Land's End to John O'Groats race. While many wear what is presumably a 'manufacturers' metal badge as a lapel badge, only Alfred has chosen to wear his as a cap badge — in the manner he was seemingly used to doing when he was in the Princes End cycling club.



A photo of the motorcycle race starting at John 'o Groats – presumably the national one to Land's End – circa 1915.

The New Comet: The main Haden motorcycle was marketed under the Haden name as 'The New Comet', in various models ("De Luxe", "Sporting" and "Two-Stroke Combination" with sidecar). It was a long-standing independent brand, using a 293cc Climax two-stroke engine with internal fly-wheels, and the Haden A1 frame which had apparently: "revolutionised the motor-cycle business in this country" (*Review of Commerce*). It also used parts from Villiers, PeCo, JAP, and Precision. The machine was probably named 'The New Comet' to distinguish it from the earlier 'Comet' motorcycle produced by the Comet Motor Works, at New Cross, London (1902-1907). It is possible Alfred Hamlet HADEN had bought out the owners of the earlier London-based Comet.

War production: The business appears to have specialised in sidecar production during the war, shipping them to British allies overseas. Motorcycle production for the consumer market re-started around 1919, after the war ended.



Alfred Hamlet HADEN (front) and his son Sidney (rear), while at the T.T. Races on the Isle of Man, probably 1921. Both ride New Comets.

T.T. Races: The New Comet was entered as a standard machine (i.e.: not specially “tuned up” for racing) in the famous Isle of Man T.T. races in 1920 and again in 1921, and was ridden during both races by Sidney “Pop” HADEN. He took 9th place in 1920, according to official records, and 24th place in 1921. Aunt Mildred seemed to remember that Sidney might have replaced another lad who, although initially chosen, had dropped out before the race. This could have been a local man, or perhaps it was Sid’s brother Alf HADEN who was his father’s first choice?

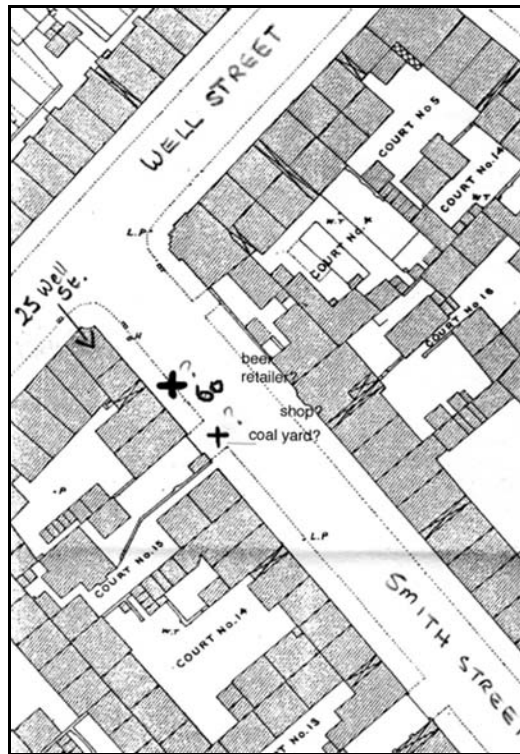


Detail from photo of Sidney (left) and Alfred (right) at the T.T. Races on the Isle of Man, probably 1921.

Brooklands: The New Comet machine also secured a world-record at Brooklands in 1921, and took numerous cup prizes in Commonwealth nations.

Back to bicycles: After nearly twenty years of life, New Comet production was discontinued in 1924. Presumably the business returned to bicycle production, and/or went into parts supply. This was the middle of the booming 1920s, well before the Great Depression, so it is possible that intense competition for a booming market, from the likes of Norton especially, drove the Haden motorcycle out of the market. Yet, in the depths of the Great Depression, production started up again. From 1931 small numbers of Haden 198cc motorcycle models were again produced, with Villiers

parts. This short run may perhaps have had been due to the demand for a cheaper alternative to cars during the early years of the Great Depression.



1890s map of Smith St., very near the family home at Barr St. West. There are two possible locations (marked with 'X's by Sally Haden) for No. 60, which was the first flowering of the HADEN business.

Smith Street: The HADEN business was first located just 'one street over' from Barr St. West, at "13 back of" Smith St and 60 Smith St. "13 back of" was probably a small backyard workshop, 60 perhaps being a parts and sales shop. The business appears at these addresses in directories of 1886 and 1888.

Harford Street: The cycle business must have flourished, since it then moved to the larger 39 Harford St. Again, this was not far from the old family home at Barr Street West. An old man named Mr.

Griffiths, interviewed in 1971 by Donald William HADEN, remembered that he had had an uncle who raced on Haden motorcycles. He remembered the Haden's Harford St. factory was located thus...

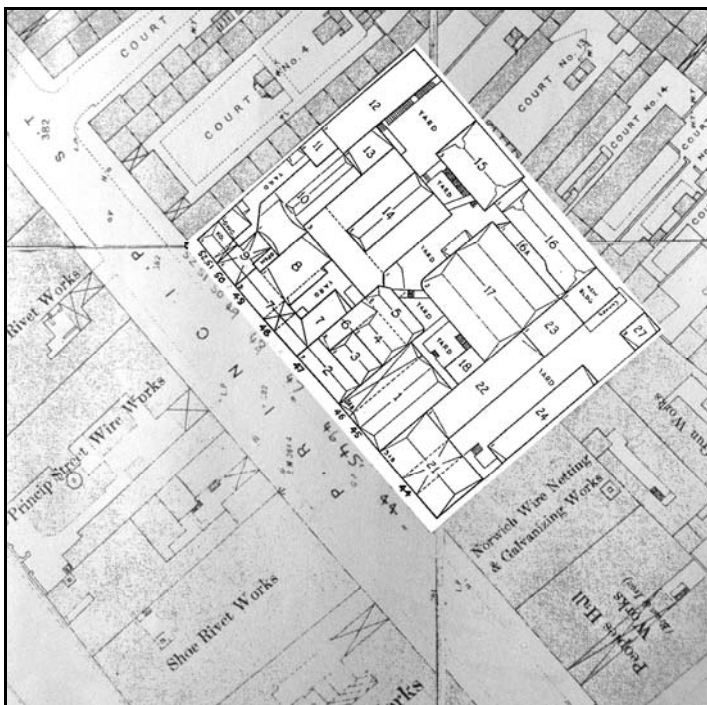
"Going down on left-hand side is Lloyds Bank. Next to the Bank is or was a die-forged named Churns. Further down are or were some high buildings of unusual design. This is where Hadens were, and there were two brothers."

These brothers would have been Alfred and William. That Mr. Griffiths remembered the brothers rather than George Joseph HADEN suggests that GJH had semi-retired while the business was still at Harford Street (GJH died in 1903), and the running of the business had passed to his sons. His recollection also suggests that motorbike production may have been started even before the factory moved to Princip Street.

Princip Street: After a seemingly brief move to 54 and-a-half Staniforth St., the HADEN factory moved to nearby 49 Princip St. circa 1902. It then moved into larger factory premises at 44 Princip St., from 1914 onwards, in order to cater for wartime production demands.



The main sign, from the front of the Haden cycle and motorcycle works, at Princip Street. "The New Comet Cycle Works, estb. 1869". The same logo was used for the side of the New Comet motorbikes.



The locations of the HADEN factory in Princip Street: 49 Princip St. (from circa 1902), and later the three-story 44 Princip St. (from 1914 onwards) in order to cater for wartime production demands. Here we see a detailed building-by-building plan of the factory complex, as drawn up by its later owners as a part of their own family history, overlaid onto an old OS map of Princip Street. The factories at 44 and 49 would have been surrounded by similar metal-working industries. It seems that 44 would have been about twice the size of 49.

Haden Bros.: The business passed to twins Den and Don around 1937, and became “Haden Bros”, then “Haden Bros. Ltd” incorporated on 16th March 1954. They had made tank parts during the war, having moved the factory to Little Edward Street, presumably supplying the wartime tank factory (now ‘Longbridge’) that Ivy HARPER (mother of Antoinette HADEN) remembered west of Erdington. From 1945 their principal customer was BSA. In the mid 1950s the factory expanded to take in a site in Westley St., and

Land Rover became a key customer. The company also continued to make cycle frames and parts, as well as increasing manufacturing capacity making pressed and moulded parts for the car industry. The company closed, in the face of intense competition from the Far East, in June 2002.



Haden Bros. Ltd., logo, circa 1950s. The word 'Haden' retains something of the lettering style of the old 'New Comet' logo.

Haden Kettles: Donald Paul HADEN here explains the origins of Haden Kettles...

“My father [Donald William HADEN] told me how Den and Don used to have lunch in a local pub at the bottom of Lawley St., and got to know a fellow named Yapp. Yapp was an engineer who worked for Warne Wright and Rolland in Keeley Street. Yapp had designed a new piece of switchgear to turn a boiling kettle off, which did not conflict with an existing American patent. I can only guess that Yapp sold them the patent because he seems to have disappeared at his stage. The brothers then [became involved with a new company] in about 1950, in partnership with my mother's [Eileen Mary HADEN, nee LAWLEY] father Bill Lawley who was a very wealthy businessman in his own right. An extraordinary character, very

charismatic, but very canny when it came to business dealings ... He was a sleeping partner in Bescol, providing finance. The kettle company was called Bescol (Electric) Ltd., which was short for Birmingham Electrical Switchgear Limited. [Bescol was already trading and they became involved as working shareholders.] They made electric kettles [from about 1953] and had a particular slogan 'BESCOL — THE ELEPHANT KETTLE THAT NEVER FORGETS TO SWITCH ITSELF OFF'. They also made electric convector heaters.”

The brothers tended not to get on very well and they drifted into a situation where Denis was spending all his time at Bescol (the factory was in Parkfield Rd., Saltley, on the east side of the city).

“In about 1957 or thereabouts Denis sold his share in Haden Bros Ltd. to my mother (EMH), and used the proceeds to set up on his own as D.H. Haden Ltd., making kettles. I think the factory was near the city centre not far from Steelhouse Lane. They later moved out to Burntwood near Lichfield. Bescol closed in about 1962. D.H. Haden Ltd. went on to be very successful and a plc.”

“Den left Bescol and started up his own business making kettles in Lancaster Street on 31st December 1959. In 1966 because of city centre re-development he moved the factory to Burntwood.”

The Library in the central Masonic Hall on the Hagley Road in Birmingham was named 'The Haden Library' in memory of Denis.

His son John continued to run the business, but due to intense competition the kettle business eventually closed. The name was sold, and therefore HADEN kettles are still marketed and sold under that brand name.

There is currently a Haden Motorcycle at the National Motorcycle Museum, Elmdon (adjacent to Birmingham Airport), Birmingham.

(For a more detailed business history of the HADEN firm, which continued in various forms into the 1990s, see the future book by Donald Paul Haden and Sally Haden.)



Motorcycles emerging from a factory on Aston Brook St., circa 1920.



Sidney "Pop" HADEN's brother Alf (seen above) had left the Haden business and emigrated to New Zealand in the 1920s, but there he was also involved in the motorcycle trade, managing a car and motorcycle distribution business.

LIVING IN BIRMINGHAM, 1903-1914:

111 Little Oaks Road.

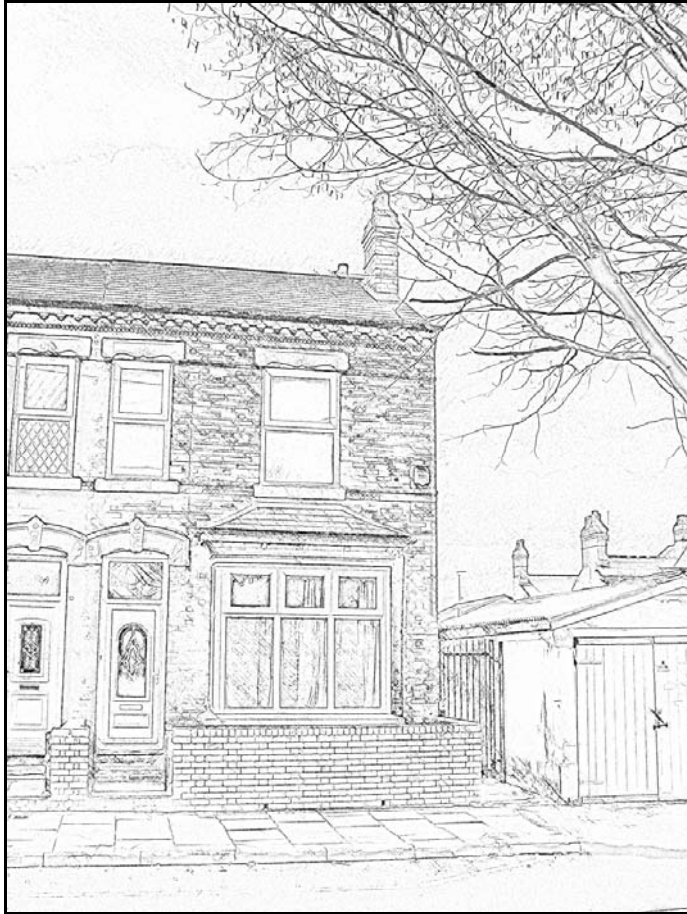
111 Little Oaks Rd: The family home of Alfred Hamlet and Agnes HADEN gradually drifted north over the decades, from Aston through Perry Barr and out to the Chester Road. The first move came sometime shortly after 1903. Around that year, following the death of his father, Alfred and Agnes HADEN and their young family moved from 107 Aston Brook St., to 111 Little Oaks Rd., one of the new side-roads approaching Aston Park and Aston Hall. When first built, the road may have been called Little Oak Rd.

Around Aston Hall: The streets around Aston Park and east of Perry Barr were pleasant suburbs in the years before the First World War. The grounds of Aston Hall had become a public park from around 1873/4, and by the 1900s were reaping the benefits of thirty years of attention by its dedicated team of gardeners. Part of the Park was a private enterprise, the “Aston Lower Grounds” in the north part of Aston Park. This was a commercial venture, and included: ornamental gardens; archery and cricket grounds; five acres of lakes with boating; an aquarium; a large art gallery; and a theatre hall with stage.

A growing infrastructure: Families in Aston would have benefited from the maturing infrastructure of libraries, railway stations, tramlines, and public parks. Schools were a particularly important new resource. Skipp (1983) writes:

“by 1880 Birmingham's educational climate had been totally transformed, and from then onwards the vast majority of children would grow up literate.”

By the early 1900s a new generation of young literate people were thus coming of age in Birmingham, and were starting families. Agnes (b. 1878), and Alfred Hamlet HADEN (b. 1875) would have been among them.



111 Little Oaks Road, in April 2006.

Home of the HADEN family, from about 1903 until sometime between 1906 — 1911? It is possible that by/in 1908 they moved briefly to 115 Bevington Road? Sid and Alf would have gone to one of the nearby late-Victorian infant and junior schools, which would then have been almost brand new. They were probably also Boy Scouts, since their mother served on the local Scouts committee.



Aston Hall and its parkland. The grounds became a public park, shortly after George Joseph HADEN first arrived in Birmingham. He may even have met his future wife at the grand opening events.



The newly-opened Aston Free Library (1877), the local library of the HADEN family when they lived in Aston Brook Rd., Little Oaks Road, and later in Aston Lane. It housed 4,000 books.

131 Aston Lane.

131 Aston Lane: After about 1910(?) Alfred and Agnes HADEN and their family moved a short distance to a large road-fronting Victorian villa at 131 Aston Lane, Perry Barr. At this time, Alfred still had twenty-eight years of working life ahead of him, before he retired around 1938.

Attending Aston Grammar School: From 1912 Alfred's young sons Sid and Alf would have walked daily from Aston Lane, down the side of Aston Park, to King Edward VI's Grammar School, Aston. It would have been an education unimaginable to old George Joseph HADEN. Although he never lived to see it, his wife did — Sarah Ann HADEN, the humble Brummie girl born in Weaman Row (one of the central slum areas — see Skipp, p. 77) must have been very proud of her grandsons in their smart uniforms. The sight was all the more poignant because her final son, the 10-year-old George Victor, had died just ten years earlier in 1902. Sarah lived until 1933.



Aston Lane in the 1930s, at the crossroads with Wellhead Lane. Doubtless Sid and Alf visited this corner shop, for their comics and sweets.

Annie Roberts: Annie ROBERTS married Sidney “Pop” HADEN in 1925. The father of Annie ROBERTS was a milkman and stationer circa 1901-3 — he may have had a tobacconist and sweets shop very like the one shown on the previous page. The Roberts family had lived at Bracebridge Rd, Aston in 1901, the very same road as George Joseph HADEN. According to our Uncle Dick, Annie ROBERTS had lived in New Town Row, Birmingham (somewhere near the Clement Arms), shortly before she and Sidney were married.

Auntie Elsie: Annie's sister Elsie ROBERTS, “Auntie Elsie”, later lived a few hundred yards away from 131 Aston Lane, in a Willmore Rd. terraced house (“the only house in the road with a tree in the front garden”, she used to say). Donald Sidney and Antoinette HADEN lodged with Elsie in the early years of their marriage. Elsie had been married to a Harry, and they had had a little girl who died aged two of diphtheria.



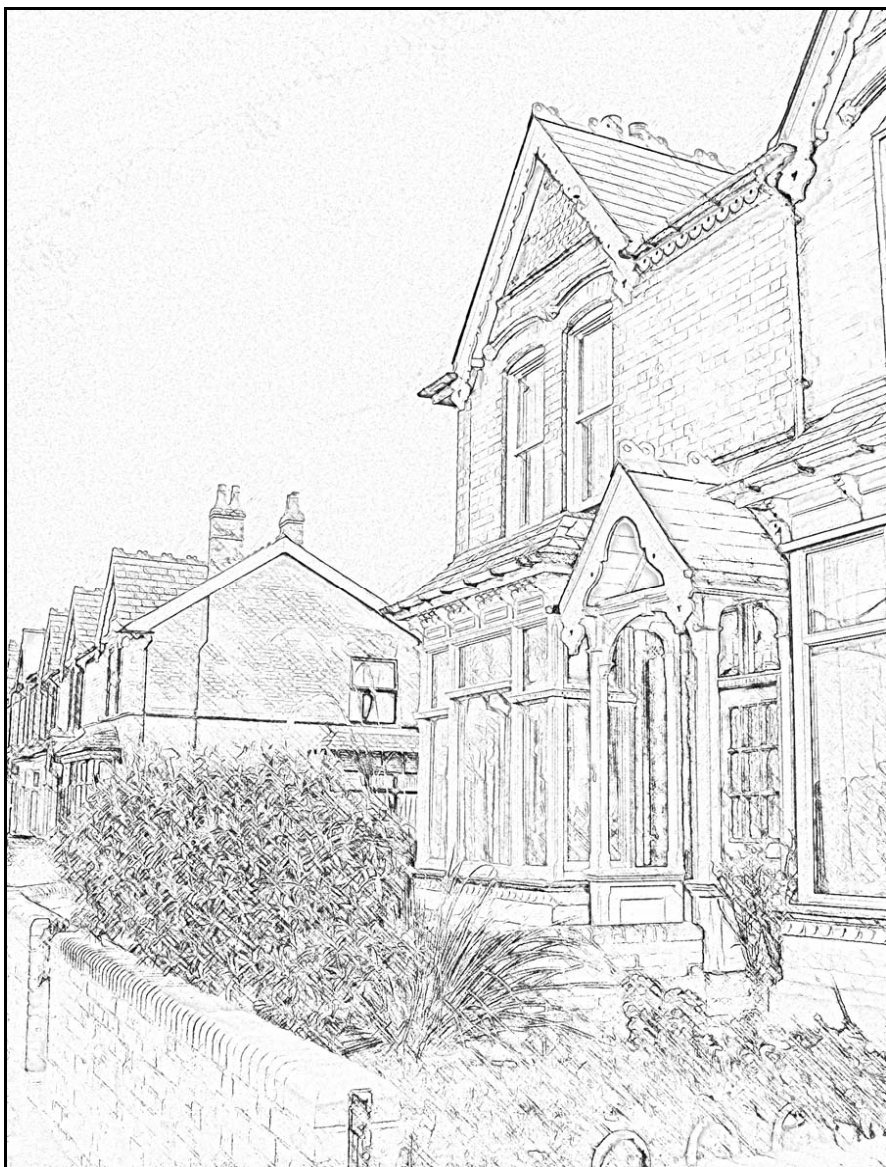
‘Auntie Elsie’ of Willmore Rd., seen centre-back. Possibly circa 1950? Elsie was a keen golfer at Bloxwich Golf Club, and she owned a large car (unusual at that time).



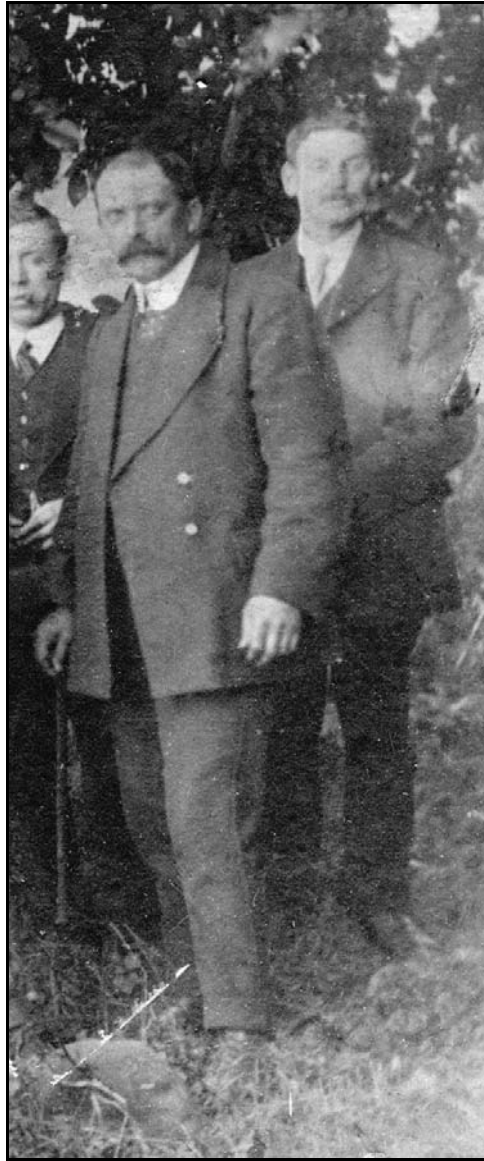
Postcard: The Tram Terminus at Perry Barr, circa 1906. The turning into Aston Lane — home of the HADEN family from about 1910 to 1914 — is just past the spire on the right.



Aston Lane, probably near Perry Barr, seen here in the 1950s.



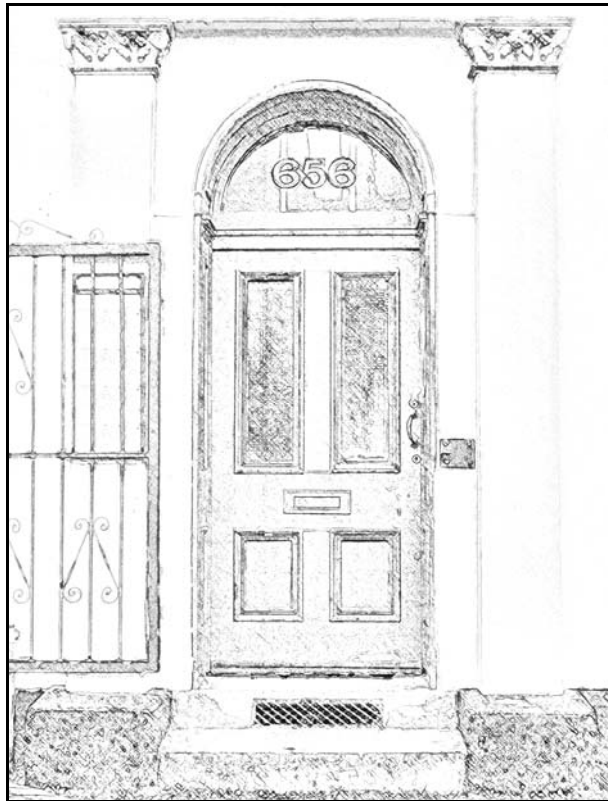
The house at 131 Aston Lane has long been demolished (it was on the north side of the Lane, near to Perry Barr). The house seen above (about number 136?) is roughly opposite where 131 would have been, and it may indicate what 131 looked like. Auntie Pam remembered a family tale that that the family kept a horse and carriage while at Aston Lane. If so, then perhaps the houses on the 131 side were larger than the one seen above?

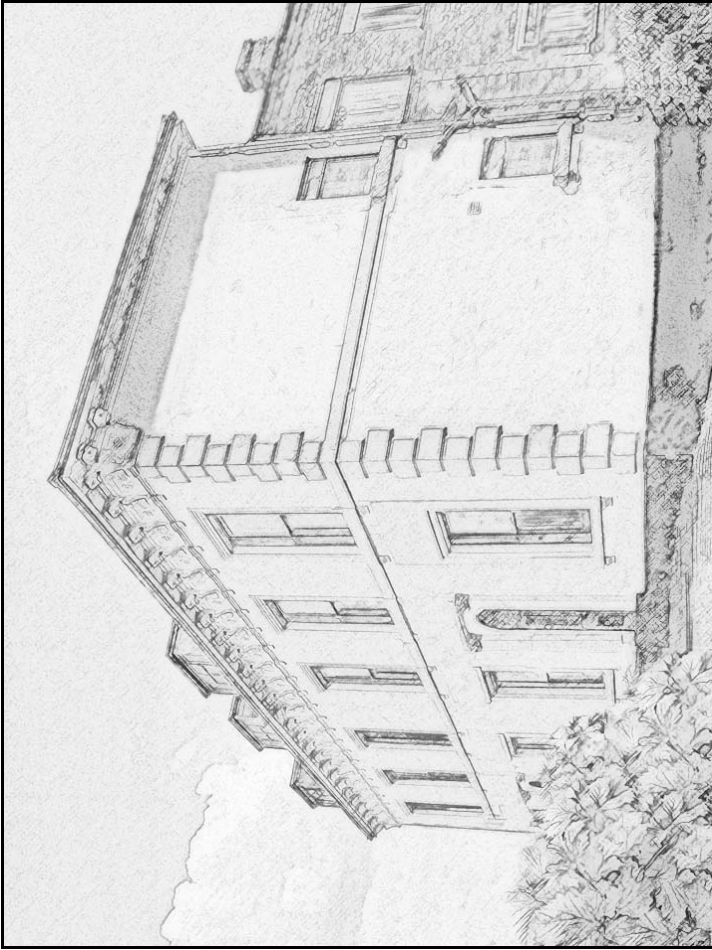


Alfred Hamlet HADEN (left), perhaps aged mid-40s (circa 1919 or 1920?). The event seems to have been about the five central figures, who are all working men seen front-row in their 'Sunday best' and smoking cigars. These men are flanked by Alfred, and by another man. Sally Haden adds: "Note that the man to the left of Alfred appears to be the same (but now older) person who appears in the Princip Street photo we have of side-cars being loaded onto a wagon."

656 Chester Road

656 Chester Road: Circa 1919 the growing HADEN family moved once again. Again, the move was north and west, further out into the growing suburbs. The new family home was 656 Chester Road, a large house just around the corner from the Chester Rd. station, and on the edge of Boldmere. The family may have known it as “Chester Lodge”. Such a substantial house would have had the classic ‘servant bells’ system installed, linked to a panel in the kitchen. However, it was probably not initially a house with electric light, and so — as many others did — Alfred probably had electricity and a telephone put in sometime in the early 1920s. By the mid 1930s the music from a radio set (‘wireless’) would probably have been heard floating through the house. Chester Rd. would have had a substantial garden around it.





No. 656 Chester Road, as it might have looked in the 1920s (see colour version on back cover). It still stands, and is just over the road from the Chester Rd. train station.

The building was split into two houses — 656 is the nearest half, and 658 is partly behind the bush. Both the front and back gardens (now vanished) would probably have been extensive and probably required a gardener during the summer months. An old map suggests the garden was longer than it was wide, but went right down to the railway embankment. There is a family memory that at some point they had kennels for dogs they boarded, and how Alfred would at night open the back door and yell very loudly at the dogs 'shurrup!!', to try to keep them quiet.

The Chester Rd. and its environs: The Chester Road ran across the north of Erdington — but the portion of the ancient road that lay around the Chester Rd. rail station was effectively on the southern tip of Boldmere's central road. The family probably used Boldmere and the Chester Rd./Birmingham Rd. shops for everyday shopping and Post Office trips, with occasional trips to the more substantial range of shops of Erdington. Since there was a station just around the corner, they probably also went on the train to Birmingham city centre.

Commuting: Alfred retained his business in Princip St. Birmingham, and he must have commuted — presumably by motorcycle, although according to Uncle Dick, his wife Pam remembered family tales that recounted how her grandparents Agnes and Alfred HADEN had kept a horse and carriage while living at Aston Lane (or maybe Chester Rd, which had more space for one). Alfred may also have commuted by train on some days, from the Chester Rd. station that was just over the road, about fifty yards away. Or he may just have cycled.

**HADEN A H, cycle and motor
cycle manfr, New Comet Cycle
Works, 44 Princip st. Tel. No.
5388 Central**

Entry in a 1914 business directory. By 1914 the businesses had moved from 49 to 44 Princip St.



Magnified postcard detail: Chester Road, cyclist and running children.

Boldmere: Boldmere is a small residential and shopping area bordered by: New Oscott just to the west; the wild expanse of Sutton Park to the north; Wylde Green to the north-west; and Erdington to the south. It is centred on Boldmere Rd. The collection of shops and banks and a library at the southern end of Boldmere Road is now known locally as Little Boldmere.

Sutton Park: The Boldmere entrance gate to Europe's largest park, Sutton Park, abutts Little Boldmere. The family could have easily walked down Boldmere's central road to the Boldmere gate of Sutton Park. Sutton Park would certainly have been well known to the HADENs of the Edwardian era and later, via the Boldmere and Wyndley gates, as it was for later generations. The family would also have had the opportunity to easily visit the very centre of the park, since at that time there was a passenger railway station at the heart of Sutton Park.

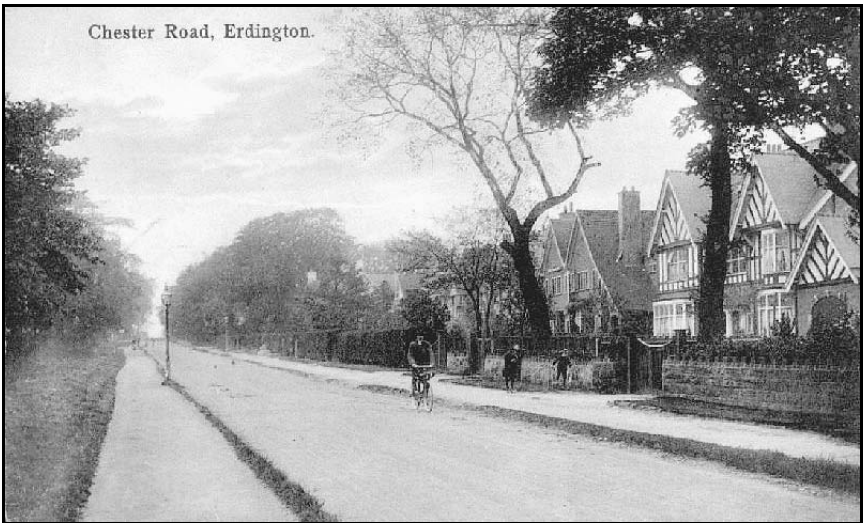
Wordsley connections? Perhaps the HADEN family also ventured out into the countryside, to country pubs and walks, by motorbike and sidecar. Did the family retain Wordsley links, visiting old relatives in the village? In the absence of surviving letters, we can't know.



Postcard: The post-1901 Stourbridge Junction. The HADEN family might have arrived here to visit old Wordsley relatives.



Postcard: Erdington High St. circa 1910. Horse-drawn trams had been introduced in Aston from the 1870s, replaced with steam in 1884. Electric trams running on overhead wires began in 1907.



Postcard: Chester Road, possibly 1910, with cyclist. Cycling in Birmingham must have been wonderful — before the widespread adoption of the car from the early 1950s, and the jobbery that results in broken glass being strewn across paths and roads.

Erdington: Erdington and Boldmere were then relatively rural peaceful places. As late as 1922 there were still country walks around Erdington. The area was only connected to the Birmingham tram system in 1907, when a tram service opened through Erdington. This was later one of the last three remaining tram routes to be closed, in 1953. Cinema was also a late-comer to Erdington, the Pavilion Cinema being the first to open there (at Chester Rd., Wylde Green) in 1931 — it is quite possible that the HADEN family went to The Pavilion’s opening night.

Depression: the HADEN business probably went through some hard times in the Great Depression of the 1930s, a period of deep and widespread economic collapse following the 1929 crash. It seems there may have been a “falling out” in the family about the direction of the business. Sid seems to have left the business, going into insurance, if he had not already done so earlier. Alf left for a new life in New Zealand, sometime shortly after Autumn 1920. Toward the mid 1930s Alfred Hamlet may have felt his stamina failing in the face of difficult trading conditions, and he retired circa 1938.

Alfred Hamlet HADEN died on December 30th 1940. Agnes died in October 1942. It is possible that 656 Chester Road was only sold toward the end of the war. House prices were very low during wartime, in areas likely to be bombed; and Erdington had been made famous as the very first part of England ever to be bombed by the Germans.

BIRMINGHAM: Wylde Green

Wylde Green is a leafy residential area just to the south of the town of Sutton Coldfield, Birmingham. To the north is Beeches Walk (an informal boundary between it and the Maney area that heralds the

start of the town centre of Sutton Coldfield). To the south is the Chester Road crossroads, beyond which is Erdington. To the east across New Hall Valley is Walmley, and on the west is Boldmere.

There is a railway station at Wylde Green, on the Birmingham to Lichfield suburban line. Much of the housing dates from the 1930s, late 1940s and 1950s. Wylde Green was formerly in Warwickshire.

[Some of Alfred's descendants later moved a little further north along the Chester Road, and east of Boldmere, to settle in the new suburbs of Wylde Green Road and Pilkington Avenue. Since they are living they are not detailed in this edition of the book]

Sidney Francis HADEN:

Sidney Francis "Pop" Haden grew up in north Birmingham, moving around with his family (see above). His earliest memory was apparently of coming downstairs one morning early and being amazed by the range of mechanical parts ranged all around a workshop glinting in the low morning sun. This was perhaps the Haden cycle workshop at Princip St., circa 1905, around the time that making motorcycles was becoming more central to the business.

While living at Aston Lane, and later at Chester Road, Sid went to Aston Grammar School, presumably leaving around 1918 or 1919. He seems to have been involved in his father's business, if only partially, for a short while. It is possible that Sid and brother Alf acted as "test-runners" or "engine tuners" for the Haden motorcycles as they were built, although we don't know exactly what Sid or Alf did as part of the business.

Sid raced his father's New Comet in the Isle of Man T.T. race in 1920, securing a creditable 9th or 10th place (on a standard unmodified machine). He entered again in 1921, although his placing was not recorded. There is also the faint possibility, since a photograph suggests it, that he did the Land's End to John O'Groats run as part of a national trial. He might also have participated in the firm's Brooklands world-record attempts, although we have only sketchy details of these.

Sid married Annie ROBERTS in 1925, but it is not known what he did from 1925 until 1939. He may have already been working in insurance. But, if so, then it seems likely that he still had a good knowledge of engines. This is because, in 1939, Sid was conscripted for the duration of the war. He worked at Rolls Royce in Derby, quite possibly on developing engines. This was no "soft option" job on the Home Front — Rolls-Royce at Derby came in for heavy and constant German bombing (see Kirk, 2002) during the war.



Sidney "Pop" HADEN (left) and Alf HADEN (right) — possibly on the docks, just before Alf emigrated to New Zealand in the early 1920s?

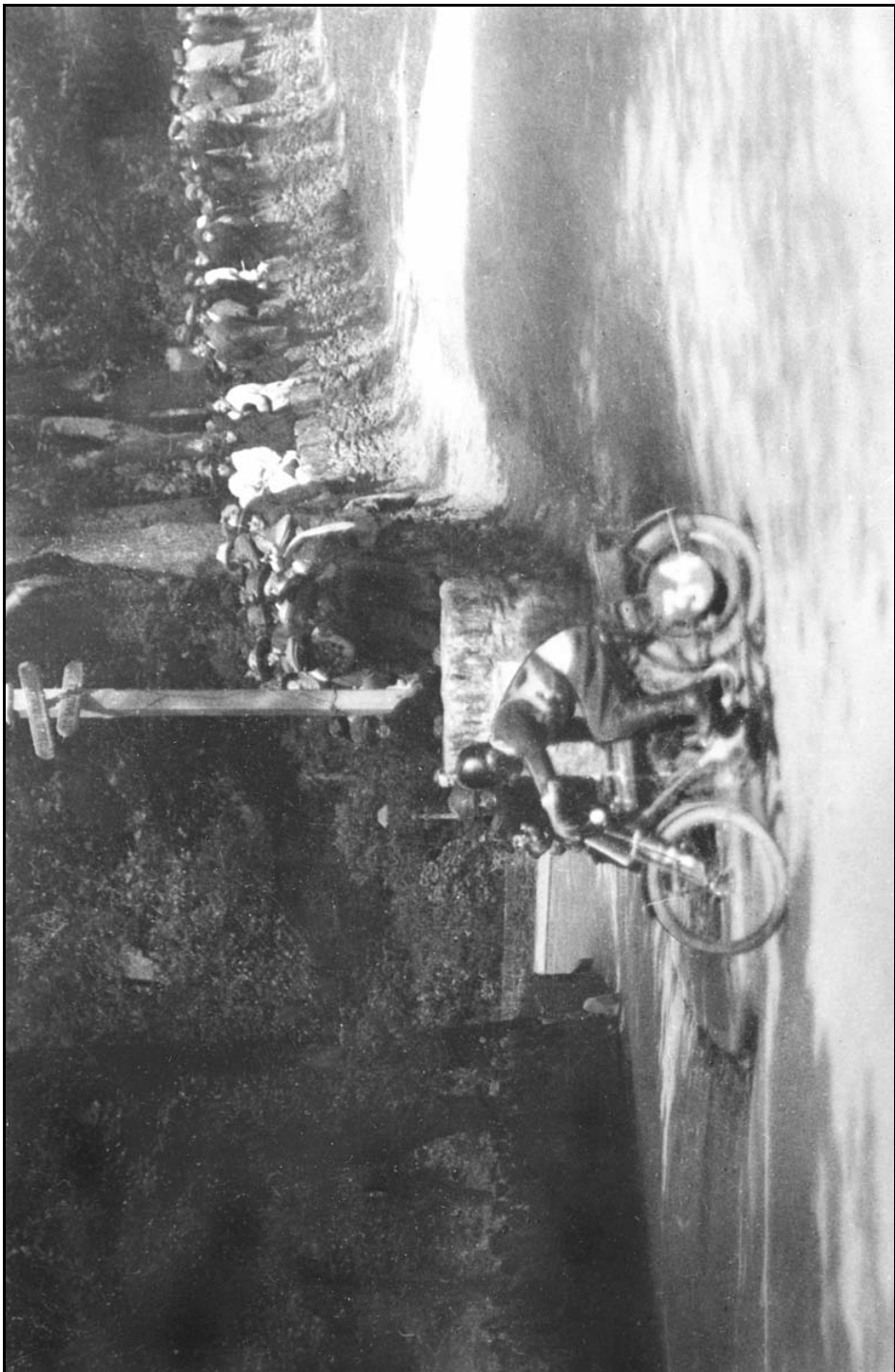


Sid's brother, Alf HADEN, perhaps taken in New Zealand. Early 1920s?

Alf married Molly...



Molly, Alf's wife.



Sidney "Pop" HADEN, competing in the 1920 Isle of Man T.T. Race.

While at Rolls Royce, Sid and his wife Annie lived in Burton-upon-Trent, in Shotnall Rd. They later moved to 'The Hennessey' on Denby Rd. ("the last but one house on the right-hand side"). Annie died sometime in the late 40s.



Burton was well-connected, by rail, to nearby Derby.

Toward the end of the war Sid worked for a short time at the huge ordnance depot between Burton and Derby, located in and under a former clay mine. This was the RAF Fauld depot that famously blew up with the force of an atom bomb in 1944, leaving a massive crater. Sid wasn't on duty the day it blew up.

A worker there is recorded as remembering: "The old plaster mines at RAF Fauld were used for bomb storage, sometimes well over 20,000 tons of them. On the 27th November, 1944 it blew up. Approximately 4,000 tons exploded, killing 70 people. The smoke and dust were like a giant mushroom was said to have reached eleven miles in to the air and it took rock, earth and bricks five minutes to fall back to earth. There was a farm, the farmer, his wife and farm hands just

disappeared with no trace. There were a few dead animals. The village hall was completely wrecked, plus the Village Pub — ‘The Cock’ — was very badly damaged. Both were eventually rebuilt, but all that’s left of where the farm was is a massive crater — there are signs of trees growing in places. It was said to be the biggest ever artificial explosion before Hiroshima in Japan, it was recorded in Geneva and Italy.” (From: *Life in Burton-on-Trent*, on the BBC web site.)



Bombs inside the underground storage at RAF Fauld, 1940s.

Visitors can reach the huge crater across fields from The Cock Inn, the Hanbury pub that was so damaged by the explosion that it had to be rebuilt. A book on the explosion is by Mark Rowe, *The Trees Were Burning*.

Perhaps Sid had taken such dangerous work because he needed the extra ‘danger’ money? Perhaps his wife Annie, who was to die in the late 1940s, needed nursing — and so Sid had to pay for a nurse and to

buy medicines? This was at a time, of course, before the free National Health Service began.

His step-mother Agnes cut Sidney (and presumably also his brother Alf, by then in New Zealand) out of the family business some time after Alfred Hamlet HADEN died, although possibly the execution of the will was delayed until around the end of the war. Her decision was probably the reason why Sid went into insurance for the rest of his life. After the war he moved back to Birmingham, and worked (or continued to work) for the Prudential insurance company.

His wife Annie seems to have died sometime in the late 1940s. In the late 40s Sidney and his family — Pam, Donald and Meryl — lived at Greenridge Rd., Handsworth. His daughter Pam always spoke highly of the house, and was disappointed that they moved from it.

The family moved to Cherry Wood Rd. for a short time, then moved more permanently to nearby Beauchamp Avenue (pronounced “Beecham”), near Hamstead rail station, Birmingham. All these three locations are middle-class areas in what is now the affluent Handsworth Wood, not far from Perry Barr. Donald was apprenticed to ICI.

Pam looked after the family after her mother died, and became a protective ‘mother hen’ in the hard years after the end of the war. Pam was very jealous of her new step-mother and resented what Pam saw as her ‘taking over’ of the family when her father re-married to Cicely in 1951.

Sid and Cicely honeymooned at the Isle of Man T.T. Races, scene of his racing success in 1920.

When Sid and Cicely retired to the village of Banwell, outside Weston-super-Mare, he bought a new Morris 1100 car. He showed it

off to Meryl on one of her visits, by driving “off road, like in Africa” (Meryl then lived in Africa) to test the suspension. He was picking grass stalks out of his new car’s bonnet for months.



Sidney Francis HADEN at Banwell, a small village near the seaside town of Weston-super-mare.



Meryl Haden.

Meryl Haden

Meryl HADEN was a missionary and teacher who trained at the New Oscott College near her home, and later lived much of her life near Jinja, the second-city of Uganda, formerly a prosperous British colony to the north of Lake Victoria in central Africa.

In the 1960s Meryl was required to re-organise all schools in Uganda as English-style ‘comprehensive’ schools, and the impatient independence government gave her just three months to do it. Ugandan students were required to have their parents pay a sum of money per year, held as an indemnity against damage to the school. One year the school’s Bursar ran off with all the money, and the older students then wrecked the school, stripping it of all valuable items as ‘compensation’ for the money their parents had lost.

Meryl’s nearest English neighbour was named ‘Cameron’, but he lived about 110 miles away. On Saturdays Meryl would drive over 100 miles to Kampala to shop, at breakneck speed. Driving at such speed meant that one (usually) “glided over” all the potholes. By shopping in

Kampala she side-stepped what was presumably a complex local system of patronage and obligation.

A herd of elephants once wrecked Meryl's garden, according to family memories.

Meryl had a head housekeeper named Charlie. She paid him the then-considerable amount of £20 per month and he lived with his family of about thirty in a bungalow in the grounds of Meryl's bungalow. His daughters were Meryl's house servants. Meryl also sponsored a number of local Christian children through their education.

One of Meryl's letters says that she knew Sarah Ann HADEN (d. 1933, nee Heeley) well.

BIBLIOGRAPHY:

Books and journal articles:

Aitken, William C. (1851). *Glass Manufacturers of Birmingham and Stourbridge*. Birmingham, 1851.

Bobbitt, Malcolm (2002). *Rolls-Royce at Derby*. Breedon Books, 2002.

Boynton, John (1995). *Rails through the Hills*. Mid England Books, 1995.

[About the Birmingham Snow Hill — Stourbridge — Hereford railway line.]

Buckley, Francis. (1927). "The Birmingham Glass Trade, 1740-1833." *Journal of Society of Glass Technology*, Vol XI, 1927. p. 374-385.

[Available as a chapter in *Old English Glass Houses* by the author. £20 from www.societyofglasstechnology.org.uk]

Butcher, Clive (1998). *The Railways of Stourbridge*. Oakwood Press, 1998.

Clay, Chris (n.d). "Product Report: Haden ADM Kettle 1960s – 1986". Department of Design and Technology, Loughborough University. (Online)

Ellis, Jason (2002). *Glassmakers of Stourbridge and Dudley, 1612-2002*. Xlibris.

Greenslade, M.W. (Ed.). *A History of the County of Stafford*. Volume XX: Seisdon Hundred.

[This volume covers the south-west corner of Staffordshire, bordering on Shropshire and Worcestershire.]

Haden, Jack (1980). *Stourbridge in Times Past*.

[Jack was no direct relation to our family, but was from Wordsley.]

Hill, Stan (2005). *Wordsley Past and Present*. Sutton Publishing, 2005.

Jones, Douglas V. (1987). *The Story of Erdington — from sleepy hamlet to thriving suburb*. Westwood Press, 1987.

Kirk, Peter (2002). *The Bombing of Rolls-Royce at Derby in two World Wars*. Rolls-Royce Heritage Trust Historical Series, 2002.

Knight, Mike. “Advent of the Safety Bicycle — the Black Country Response”. *The Blackcountryman*, Vol.17, No. 3.

Lewis, Samuel (1855). *The Book of English Rivers: An Account of the Rivers of England and Wales*.

[See: “The Stour”, page 318.]

Marks, John (2003). *Aston on old picture postcards*. Reflections, 2003.

McConnell, Andy (2004). “Irish glass”, *Antiques journal*, September 2004.

Millward, Andrew. (1992). “The Cycle Trade in Birmingham, 1890-1930”, in the *Proceedings of the 3rd International Cycle History Conference*. Neckarsulm, Germany, 1992.

Moore, Reginald K. (1988). *Up The Terrace — Down Aston and Lozells*. Westwood Press, 1988.

Morris Jones, Richard. *The Manors of Aston Parish*. .lit e-book, a copy of a work produced in the 1930s, downloaded 2006.

Palfrey, H. E. (1927). “Early Stourbridge industries”, *Transactions of The Newcomen Society* VIII, pages 99-106.

Richards, John (2000). “The Wordsley Brewery and Company Limited, Wordsley, Staffordshire”, *Brewery History* 99, pages 7-12.

Ritchie, Andrew. (n.d). "The Origins of Bicycle Racing in England: Technology, Entertainment, Sponsorship and Advertising in the Early History of the Sport." (Available online, 2006)

Skipp, Victor. (1983). *The Making of Victorian Birmingham*. Victor Skipp, 1983.

Stephens, W.B. (ed.) (1964). *A History of the County of Warwickshire: Volume 7: The City of Birmingham*

Williams, K. J. (1994). *A History of Boldmere*. Westwood Press, 1994.

Directories:

White, W. *History, Gazetteer and Directory of Staffordshire* (1834)

[Lists inns and beerhouses in Wordsley See: my Appendix 2 — the pubs of Wordsley.]

Post Office Directory of Birmingham, with Staffordshire and Worcestershire. (1850)

[Useful for determining the location of the mid-century glass trades in Birmingham.]

Post Office Directory of Birmingham (1867)

[Shows that no HADEN is yet at Barr St. in Hockley at this time.]

Peck's Trades Directory of Birmingham, 1896-97 (1896)

[Lists cycle makers. "The Handsworth Cycle Co." is at the address of George Joseph HADEN, 49 Princip St.. *Peck's* also shows the cycle-making firm of "Smart, Parker and Podmore Ltd." was then at the family's old address of 39 Harford St. PODMORE is the family name of Cicely PODMORE, who later married Sidney HADEN.]

Maps:

- Herman Moll's 1724 county map of Staffordshire.
- Canal planning map of 1772.
- Wordsley, Sheriff's map of 1812 (*mentioned Ellis, page 83*).
- Fowler's 1822 map of the parish of Kingswinford.
- Kingswinford tithe map of 1836.
- 1880 Map of Erdington
- 1901 Ordnance Survey map of Wordsley.
- 1901 Ordnance Survey map of Brettle Lane and Brierley Hill.
- 1913 Ordnance Survey map of Aston manor.
- 1920s street map of Erdington.
- 1960s map of Aston.

Genealogy resources:

Free BMD.

LDS: Family Search and the IGI.

LDS: British Isles Vital Records Index, 2nd edition.

Microfiche parish records.

Ancestry.co.uk (all UK censuses from 1851).

1841 Staffordshire Census on CD.

National Archives: Documents Online.

Aston and Erdington electoral registers (*not yet consulted*)

Archives:

The National Cycling Archives, at The University of Warwick (Coventry). (*Not yet consulted — they have many British cycling journals from the late 1800s*)

Newspaper archives:

a) WORDSLEY and area:

1. County Express, Brierley Hill, Stourbridge, Kidderminster and Dudley News. (5 Jan 1867 — 21 Nov 1885)

STOURBRIDGE LIBRARY: 1867 — 1885 (Microfilm)

2. Stourbridge, Brierley Hill and County Express for Worcestershire and Staffordshire. (28 Nov 1885 — 18 Jul 1891)

STOURBRIDGE LIBRARY: 1885 — 1891 (Microfilm)

3. County Express for Worcestershire and Staffordshire.

STOURBRIDGE LIBRARY: 1891 — 1939 (Microfilm)

-and - 1940 — 1967 (Bound) (*Not yet consulted*)

b) BIRMINGHAM and Aston:

1. Aston Chronicle (Birmingham and Aston Chronicle). 1875 1895.

2. Aston News (Aston and East Birmingham News). 1891- 1918.

3. Aston Times. 1884 — 1895, 1899 — 1901.

4. Birmingham Post (Birmingham Daily Post). 1857 — onwards

5. Birmingham Evening Mail (Birmingham Daily Mail). 1870 onwards.

All the above in the BIRMINGHAM CENTRAL LIBRARY
(microfilm). (*Not yet consulted*)

The Family Tree

THE FAMILY TREE, IN NARRATIVE FORM WITH
EVIDENTIAL FOOTNOTES:

[Omitted from this public ebook version, but this may be available on
request to bona fide researchers.]

See also <http://www.hadenheritage.co.uk/>

Appendix 1:

Staffordshire parishes within 5 miles of Kingswinford parish:

| | |
|---------------|--------------------------------|
| ~ 2 miles NNW | Himley, Staffordshire |
| ~ 3 miles NNW | Wombourne, Staffordshire |
| ~ 3 miles ESE | Brierley Hill, Staffordshire |
| ~ 4 miles NE | Lower Gornal, Staffordshire |
| ~ 4 miles WSW | Enville, Staffordshire |
| ~ 4 miles SW | Kinver, Staffordshire |
| ~ 4 miles NNW | Woodford Grange, Staffordshire |
| ~ 5 miles NNE | Sedgley, Staffordshire |
| ~ 5 miles NNW | Trysull, Staffordshire |
| ~ 5 miles WNW | Bobbington, Staffordshire |
| ~ 5 miles N | Penn, Staffordshire |
| ~ 5 miles E | Rowley Regis, Staffordshire |
| ~ 5 miles ENE | Tipton, Staffordshire |

Dudley, Oldswinford and Lye, Cradley, Pedmore, Wolverley, Ardley and Smethwick/Halesowen are all in Worcestershire.

~

Microfiche parish records checked, to date, without finding a Richard HADEN born circa 1797...

Kingswinford, Kinver, Wombourne, Brierley Hill, Enville, Himley, Sedgley, Bobbington.

Other parishes have been searched via the IGI and the Vital Records Index.

Appendix 2:

The pubs of Wordsley: which pub was Mary running in Wordsley?

Mary SMITHERMAN was listed a “Publican” in the 1841 Census, probably with her teenage daughter Sarah SMITHERMAN working as a barmaid. Sarah later married our William Hamlet HADEN, and thus became a key ancestor.

A “New Inn” is listed in a 1834 trade directory at Wordsley. Mary SMITHERMAN is living on New Rd. (near Wordsley Green and the High St.). We can assume she became the Publican of a local pub sometime between 1835 and 1841 — possibly shortly after she became a widow in 1840. There were two female Publicans in Wordsley at 1834, so the Stourbridge magistrates were obviously not averse to giving licenses to women.

A note on the other pubs of Wordsley.

Also listed in the 1834 directory are: “The Cat and Cushion” (Margaret Gritton); “The Cottage of Content” (Benjamin Parkes); “King's Head” (Hannah Sutton); “Leopard” (John Edwards); “New Inn” (Willam Darby); “Rose and Crown” (James Wellings); “White Hart” (Thomas Weaver).

The “Cat Inn” is mentioned on the 1841 Wordsley Census, and apparently still exists as “The Old Cat”. Ellis (2002) mentions that

there was a “Boat Inn” at Wordsley in the late 1700s (probably serving the new canal), and a “Vine Inn” in Wordsley in 1860. An Ordnance Survey map of 1886 marks “The Old Wheatsheaf” as an inn in central Wordsley, near the vicarage; and a “Green Tavern” at Wordsley Green. By the 1901 map, the “Green Tavern” has become “The Raven”.

The book *Wordsley Past and Present* mentions mostly more modern pubs that lasted into living memory. Presumably those that grew up just to the south of the village, as industry grew there around the new canal in the late Victorian era:- the Rose and Crown, Harmonic Tavern, Old Red Lion, George and Dragon, Old Boat Inn, Samson and Lion, the Sign of the Finger inn, and the Glasscutters Arms.

In addition to those mentioned above, a 1901 Directory of Wordsley lists the: Bird-in-Hand, Cherry Tree, Exchange Inn, Lion Inn, Old Bear Inn, Peacock Inn, Queen’s Head, and Thull Ghaut.

The HADENs may have known some of the above pubs. One of “ours”, Richard HADEN Jrn., was the innkeeper at the Britannia at nearby Wollaston for many years.

What were rural pubs of the early Victorian era like?

Rural pubs served homebrewed beer. The popular Victorian Stourbridge-area drink was a form of malty mild: heavy, dark, sweet and strong — that usually varied considerably from brew to brew. Other drinks served were stout and porter. Food would range from basic bread and cheese, with onion as relish, to pies with gravy. Ginger beer would have been served to children. Cider was largely a home-made drink for consumption at home.

The Census distinguished between a Beerhouse Keeper (the lowest rung, seemingly little more than a back room and some kegs), an Alehouse Keeper (a beerhouse, but also able to lawfully serve wines and spirits), and the Publican of an inn.

If local magistrates granted "inn" status, a pub was permitted to remain open as long as a bed was empty; offering basic accommodation, simple meals, homebrewed ale and spirits, and stabling to the lawful traveller and his horse.

~~~

A Wordsley inn was famously visited by the future King Charles II after he escaped the Battle of Worcester during the English Civil War. A written account by one of his companions, published after he had been restored to the Kingship, says he stopped for bread and beer at an inn on the High St., near the church, as he passed through in disguise.

~~~

The great Samuel Johnson — as recounted by Boswell's *Life Of Johnson* (Volume 5) — also passed through the area and stopped at a local inn, some five miles from Wordsley. Johnson came through Kinver on the great 'Irish Road' from Bristol to Chester (then still a important port of passenger embarkation for Ireland) on....

“SEPTEMBER 12th 1774: In the afternoon we came through Kinver, a town in Staffordshire; neat and closely built. I believe it has only one street.

The road [north out of the town] was so steep and miry, that we were forced to stop at Hartlebury, where we had a very neat inn, though it made a very poor appearance.”

In his youth Samuel Johnson was educated (1725-6), at the Chantry School at Stourbridge, and he is said to have learned "a great deal from the master" there, the Rev. John Wentworth.

Appendix 3: a note on Wordsley and Kinver's Irish connections:

There were significant connections between Wordsley and Ireland. Ireland exported large quantities of seaweed and fine sand to Wordsley, as these materials were needed for the glass manufacturing process. Similarly, fine fireclay from around Stourbridge was regularly exported to the Waterford Glassworks in Ireland until about 1850. Presumably the new canal handled this bulky trade after 1779.

“Many glassworkers moved between England and Ireland” (Ellis, p. 187), especially in the early 1780s when many went from Stourbridge to Waterford in Ireland. "English glassworkers are constantly going backwards and forwards to Ireland" (said an official 1785 report; quoted by Ellis, p. 188). Ellis reports that there were about 60 or 70 English glassworkers at Waterford in the middle 1780s.

Irish glassmaking ceased at Waterford in 1851, a result of the terrible potato famine in Ireland (1845-51). Such Irish glassworks that existed after the famine served the undiscerning American colonies markets, with glass made to basic designs and with only limited moulded decoration. Presumably this was because they no longer had the benefit of skilled English workers, and far fewer Irish workers.

[Some HADENs may have gone to work there, some may even have been born there. Sadly, IRA terrorism destroyed the Irish Census and Records office, so we have no way of checking.]

The town of Kinver also had an Irish connection, being on the great “Irish Road” from Bristol to Chester (then the main embarkation port for travel to Ireland).

~~~

Notably — although she was very probably unconnected with Wordsley — one ancestor in the main line of my maternal ASHMORE ancestors married a Mary MAHON. Mary was born in Waterford, Ireland, in 1852.



## Appendix 4:

**HADENs who may have had living HADEN descendants whom the family is unaware of:**

- The sons of Ernest Harry Haden, born 1880. Perhaps Norman (b. 1908) and Thomas (b. 1911) — they would have initially lived in the Lancashire area.
- The sons of Thomas Haden, born 1858. William Hamlet Haden (b. 1888) and others unknown? They would have initially lived in the Wordsley / South Staffordshire area.
- John B. Haden, born 1899. Initially lived in Sheffield area.
- Joseph Henry Haden, born 1880. School teacher at Wordsley. He probably married, since he is mentioned as having had descendants, in *Wordsley Past and Present*. Any sons would have initially lived in the South Staffordshire area.
- John Haden, born 1860. It is not known if he married. Any sons would have initially lived in the South Staffordshire area.
- Alfred Haden, born 1838. He probably didn't marry.
- Samuel Haden, born 1840. Any sons would have initially lived in the Northamptonshire area. There is no trace of any Haden births in Northamptonshire in the records from 1871-1900.

## Appendix Five: some key HADEN locations given in this book.

The country around Stourbridge and the Stour, before 1800.

Kinver church, 1816. (Marriage site, still standing)

St Phillip's church, centre of Birmingham (WHH baptised)

New Road, Wordsley, late 1830s, 1841. (Now demolished)

Wordsley Green, Wordsley, 1840s. (Now demolished)

Brettell Lane, nr. Wordsley, circa 1845. (Now demolished)

Chapel St., Wordsley, 1850s — 1870s. (Now demolished)

52 Barr St. West, Hockley, 1870s. (Now demolished)

13 (back of) and 60 Smith Street. (Business)

54 and-a-half Staniforth St., Aston. (Business, demolished?)

Aston Churches; St. Matthias; and St. Mary's.

39 Harford St., Aston, 1890s. (Business and home?)

30 Bracebridge St., Aston. (Haden home)

62 Bracebridge St., Aston. (Speed home)

65 Bracebridge St., Aston. (Roberts home)

75 Bracebridge St., Aston. (Withers home)

49 Princip St., Aston, 1900s. (Business and home, still standing)

44 Princip St, Aston. (Business, still standing)

107 Aston Brook St., Aston, 1900s. (Home)

111 Little Oaks Rd., nr. Aston Park, 1903-1910?? (Home)

131 Aston Lane, Perry Barr, 1910??-1914? (Home)

656 Chester Rd, Erdington/Wylde Green. 1919?-1940s? (Home)

Witton Cemetery (City Cemetery, family plot)

68a Wylde Green Road





