

The Many Faces of Captain Henry Blake Hays

6th United States Cavalry

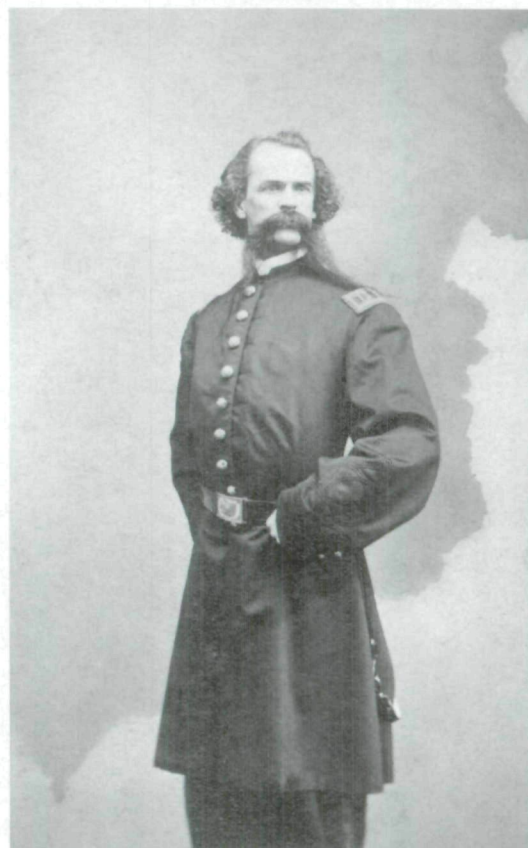
Photo Essay by David M. Neville



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Photo 1. Major General Alfred Pleasonton and staff photographed at Warrenton, Virginia, October 1863. Captain Henry B. Hays is seated at right wearing a light colored slouch hat. Hays served as Pleasonton's ordnance officer. (*Library of Congress*) **Photo 2.** Captain Hays had one of the most luxuriant mustaches in the army. In this image, Hays poses with his sword, his cap with crossed saber insignia on the table. (*CDV- Military Images collection*) **Photo 3.** Hays stands defiantly, hands on hips, chest thrust forward. (*CDV by Willard's New Galleries, Chestnut St., Phila.,- Military Images collection*)

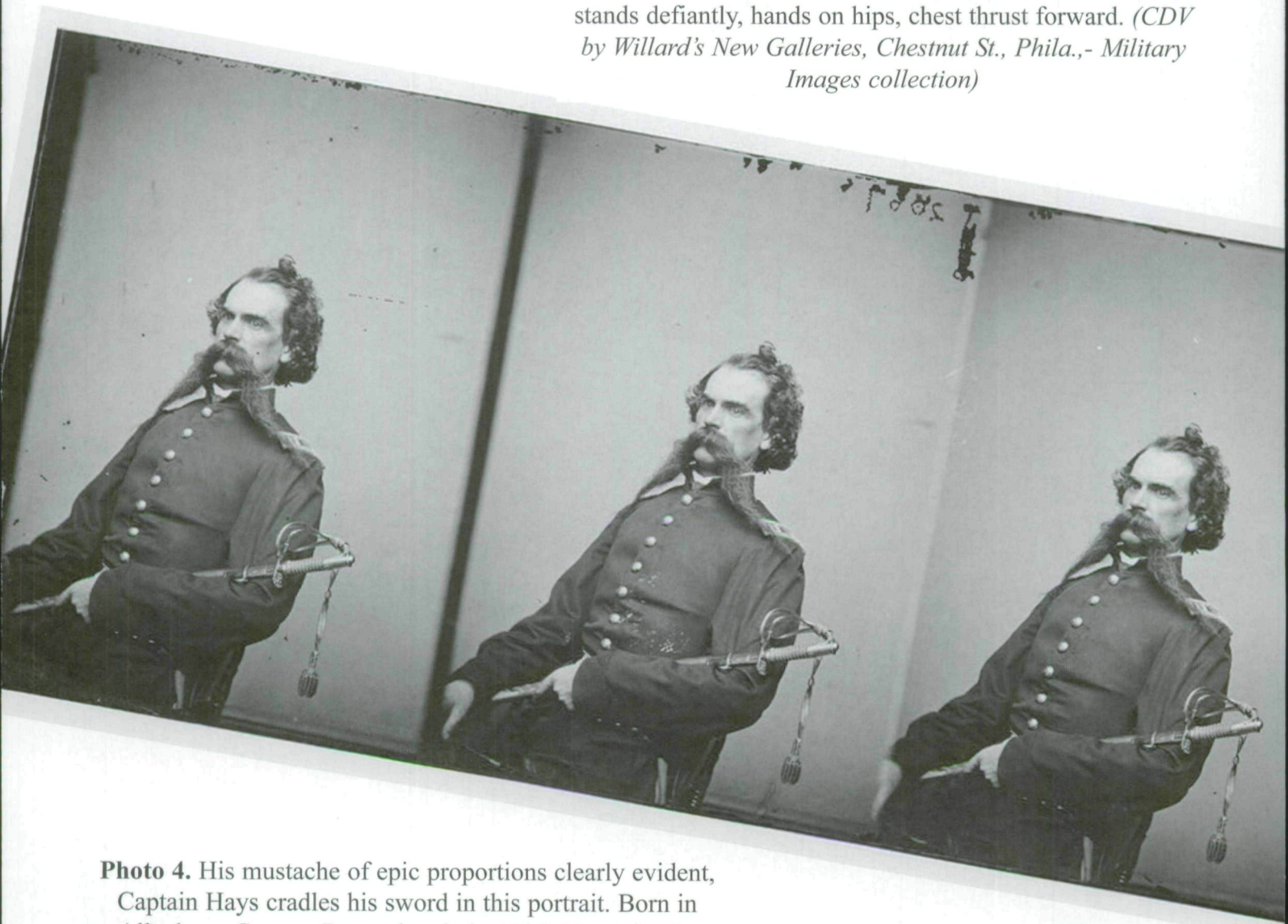


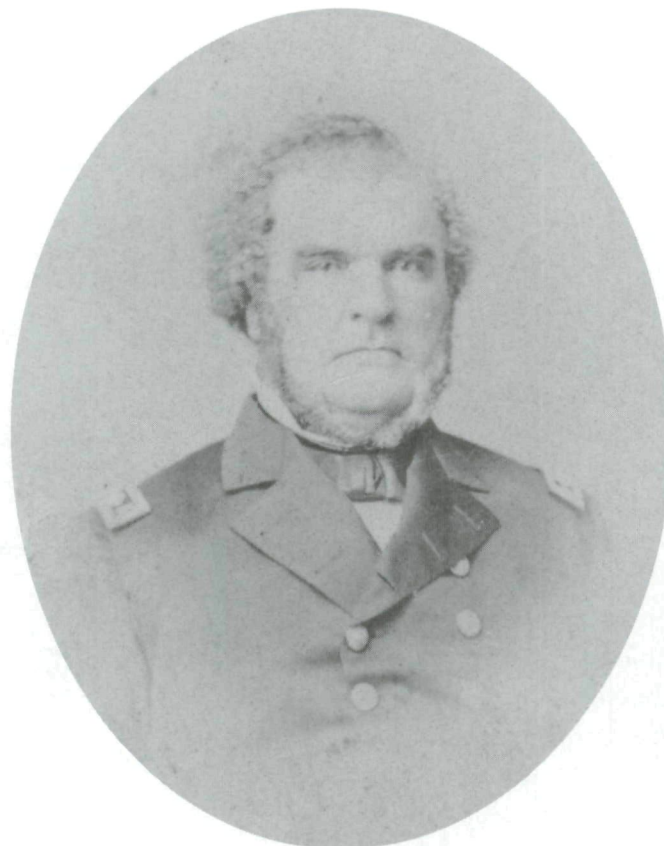
Photo 4. His mustache of epic proportions clearly evident, Captain Hays cradles his sword in this portrait. Born in Allegheny County, Pennsylvania in 1829, Hays' family was deeply involved in the coal industry, he and his brothers conducting business as H.B. Hays and Brothers Coal Railroad in Pittsburgh. Henry Hays was commissioned a captain in the 6th U.S. Cavalry on August 5, 1861 and served until his resignation, July 5, 1864. He died August 10, 1881.

(*Library of Congress*)

The Life Of A Career Naval Officer Is Profiled.

Little is known about the officers who ran the Navy Yards of the Union Navy and ensured that the vessels that did so much to win the Civil War were built, launched, and fitted out for sea service. One such officer was William Nicholas Brady, who was appointed "Master of the Yard" at the Brooklyn Navy Yard from 1843 through 1852, and returned to the same post during the vital years 1858 through 1865.

A member of the "old navy," William N. Brady was born in New York about 1809 and began naval service in 1836 as a Boatswain aboard the ship-of-the-line *North Carolina*, which was stationed in the Pacific until 1839 when she became the receiving ship at the Brooklyn Navy Yard. By 1841 Brady had written *The Naval Apprentice's Kedge Anchor* which was subsequently published in at least 18 editions and remained a valuable reference manual for sailors throughout the rest of the 19th century. Ordered to the Brooklyn Navy Yard on December 9, 1841, he was promoted to Master on July 1, 1843 and served as Master of the Yard until June, 1852, by which time he lived in naval quarters in Brooklyn with his wife Cornelia and six children. Although placed on the Reserve List on September 14, 1855, Brady was again ordered to report for



Previous Page: First published in *Bluejackets: Uniforms of the United States Navy in the Civil War Period, 1852-1865* as an unidentified lieutenant in undress for the period 1852-62, this carte de visite has been identified as William N. Brady who was "Master of the Yard" at the Brooklyn Navy Yard throughout the Civil War. Photographed circa 1862-64 at the Brooklyn studio of William F. Hunter, Brady wears the officers' undress frock coat with rolling collar and gold epaulettes. His rank of master is distinguished by a single strip of .75-inch lace around his cuffs. He would also have had a silver anchor and single gold bar on the straps of his epaulettes. **Above:** Photographed at the same studio and possibly during the same sitting, Brady wears service dress with shoulder straps displaying single gold bars with a silver anchor at the center. This image was identified as William N. Brady on the album page from which it was originally extracted. (Photos- Ron Field collection)

duty at the Brooklyn Navy Yard during December 1858, and became master of the yard once more, serving in that capacity throughout the Civil War. According to the 1860 census Brady and family had moved to Darien, in Fairfield County, Connecticut.

The Northern press occasionally mentioned him in reportage during the war years. While fitting out the eight-gun side-wheel steamer *Bienville* for blockade service in 1861 he was reported in the *New York Herald* to have superintended work that

required "a cool head to attend to and direct everything." During January/February, 1862 the preparation of the mortar fleet used during the capture of New Berne, North Carolina, was conducted under his supervision according to the *Boston Daily Advertiser*. When the sloop-of-war *Wampanoag* was launched in December 1864, the *New York Herald* reported that he was aboard and had her "brought to her dock about half an hour afterwards" with "precision and energy."

During August 1863 a "Mr. Brady, of Navy street, Brooklyn,"

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