



Battle Lines



Newsletter of Co. H, 5th Reg't. New Hampshire Vol's.

- ***Mustered-in March 17, 2002*** •
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11th Maine Veteran Buried on Brier Island, Nova Scotia



Brier Island is the second of two islands that extend the length of Digby Neck, Nova Scotia out into the Bay of Fundy, thus dividing it from St. Mary's Bay. Brier Island is the western-most point of Nova Scotia and, once a thriving fishing community, it is known more today for its whale-watching excursions and opportunities for sighting migrating sea birds. Westport, the island's only community, was the boyhood home of Joshua Slocum, the first person to sail around the world alone, which he did aboard the *Spray* in 1895. His fish shed in Westport is still standing.

Brier Island is about 7.5 km long and 2.5 km wide. There are three lighthouses on the island, although one of them is actually located on nearby Peter's Island, but it is best-viewed from Brier Island. The other two are Northern Point Light and Western Light, known in the "old days" to cartographers as Whipple's Point Light, but to the locals as Whipper's Point Light. The island has recorded 57 shipwrecks on its rocky shores or on its hidden shoals, and the tide that flows through Grand Passage, which

separates Brier Island from Long Island, can run at over 9 knots – about 10 ½ miles per hour. The 2016 census listed Brier Island's population as just 218, down from over 400, just a few decades ago. It is at Westport that the car ferry *Margaret's Justice* docks on its run from Freeport, Long Island, across scenic Grand Passage.

Turning from Westport's Water Street onto Wellington Street takes you up a long hill past the Baptist church that Joshua Slocum once attended. At the top of the hill, the road wye's right to Peajack Cove, and left, where it becomes Lighthouse Road and cuts across the island through woods and wetlands to dead-end at Western Light.

Where Wellington Road veers left to become Lighthouse Road is Hilltop Cemetery, and there, a few years back, I made a surprising discovery. While searching for potential relatives (my father was born and raised in Freeport, across Grand Passage), I saw first one, then two, GAR markers. A quick scan of the area revealed that they both marked the same headstone; one of a design that is the typical Civil War marker found in cemeteries across much of the United States (*see above*). The headstone clearly read "H. C. Hayford Co. C 11 Me. Inf." This discovery led to research that took me to several Digby County, Hayford family, Civil War and other websites.

H. C. Hayford is Harrison Clay Hayford, who mustered-in with the 11th Maine on October 24, 1861, and served as a private during his three years' enlistment. He mustered-out upon the conclusion of his enlistment on November 18, 1864, in Augusta, Maine. Hayford was a resident of Milbridge, Maine (sometimes spelled "Millbridge") at the time of his enlistment. The regimental history shows his post-war residence as "Brier Island, Nova Scotia".

Interestingly, the 11th Maine Regiment was General (then Colonel) John Curtis Caldwell's first command, so Hayford and Caldwell would have been known to each other. Caldwell commanded the regiment from its mustering-in through part of the Peninsula Campaign, when, in May 1862, he was promoted to brigade command. The 11th Maine continued to serve for the duration of the Peninsula Campaign. Then, in December, the regiment moved to North Carolina and in January 1863 was attached to the 18th Corps. It served in several campaigns in South Carolina and for a brief time was stationed in Florida. A detachment of the 11th served as artillery crews during the famed assault on Fort Wagner ("Glory"). In October 1863 the 11th Maine was attached to the 10th Corps and in the spring of 1864 was engaged in several battles and campaigns as part of the siege of Petersburg, including the Bermuda Hundred, Deep Bottom, Strawberry Plains and Fair Oaks. By late summer the regiment was in the trenches before Petersburg, but from November 5-17, the 11th was assigned to New York City to guard against demonstrations during the presidential election. The regiment returned to the campaign against the Army of Northertn Virginia and was present at

Appomattox Court House for the surrender of General Lee in April 1865. Private Hayford, however, mustered-out on the day the 11th was to return to the Petersburg trenches, as his enlistment had ended.



"Margaret's Justice", the ferry that connects Freeport, Long Island, to Westport, Brier Island, is one of two ferries required to visit the grave of Harrison Hayford.

How Hayford came to Brier Island is unclear, but with Milbridge, Maine being a coastal community, and Westport being the same, and given the close commercial and family ties between Maine and Nova Scotia, one may surmise that either fishing, trade or shipbuilding brought him to the island. While there, he met and married Elva Franklin Titus in 1879. They had two children, Albert Clay Hayford, born on Brier Island in 1889, and Helen Coggins Hayford (1893-1952). Albert married Edith Muriel Young of Mahone Bay, graduated from Dalhousie University School of Dentistry and became a dentist on Nova Scotia's South Shore. He also served on the Mahone Bay town council, on the Board of School Commissioners, and as the secretary of the fire department for twenty years. He died July 28 (or 29), 1954. At the age of 64. Both Albert and Helen are buried in the Park Cemetery in Mahone Bay. Albert's wife, Edith, lived until 1980 – the daughter-in-law of a Civil War veteran!

Elva Hayford, the wife of Harrison, died in Mahone Bay in 1936 at the age of 81, but is buried beside her

husband in Hilltop Cemetery in Westport, Brier Island, surrounded by the waters of the Bay of Fundy. (*L. Titus*)

Canadian Enlistment Was Illegal!

During public events, we often tell members of the of the public that it was illegal for Canadians (or, more accurately, British North Americans) to join the Union or Confederate army because under British law, it was prohibited for British subjects to join a foreign army. Although a formal political Act prohibiting such activity did not come into effect until the Foreign Enlistment Act of 1870, a law was passed prior to the Civil War that affected British subjects wishing to serve in a foreign army. A *Wikipedia* article on the subject states, "A law was passed in 1819 to prohibit British subjects from participating in foreign wars, but during the American Civil War it was found to be ineffective." This latter reference was especially directed toward Canada, where an estimated 33,000 to 55,000 British North Americans served in the Union army or navy. Additionally, one source says that "a few hundred" Canadians served in Confederate forces. Other sources estimate the number to be in the low-thousands.

The wide range of the estimates of Canadian involvement on either side is due to a number of factors, including the hiding by recruits of their true identity or residence due to the illegality of enlistment, enlisting two or more times to take advantage of enlistment bounties, recording errors, recording false information to disguise a recruit's name or residence, poor record-keeping (especially in the South) and lost records. While it was indeed an American Civil War, the long ranks found on the fields of Virginia, Maryland, Pennsylvania and in states across the South were filled by Canadians, Germans, Irish, Italians, Scottish and young men of nationalities from around the world.

Cobequid Pass Tolls Removed (if you live in N.S.)

In a press release dated December 16, 2021, the Nova Scotia government announced that as of 11 AM that morning, tolls for passenger vehicles registered in Nova Scotia were removed from the Cobequid Pass highway, a vital portion of the Trans-Canada Highway. However, the toll for out-of-province vehicles and commercial vehicles will remain. It was reported in the November 2021 issue of "Battle Lines" (No. 38) that the tolls were being removed altogether, which was the understanding at the time. However, this is not the case.

There are no plans to increase the \$4.00 toll for out-of-province passenger vehicles at the present time, according to the statement.

The toll plaza will remain as it currently stands, and Nova Scotia drivers will have to stop to verify the registration of their vehicle unless they apply on-line to receive a free transponder, which will allow them to pass through the toll plaza without stopping. The Cobequid Pass highway was opened in 1997, and serves as part of the main corridor between Amherst and Truro.

Members of the 5th New Hampshire from New Brunswick or Prince Edward Island who wish to participate in events located in Truro, Halifax or elsewhere in Nova Scotia. will still have to pay \$4.00 (each way) to travel the Cobequid Pass highway. Nova Scotia members will save \$8.00 on a roundtrip that requires traveling over the pass.

Part 2: A First-Year Report by Colonel Cross

[Originally to be included in the February issue of "Battle Lines", this second installment of Colonel Cross' report was delayed until this issue due to space limitations in the February issue.]

On the 28th of March General Howard commanded a reconnaissance in force, from Warrenton Junction to the Rappahannock river, eight miles, for the purpose of forcing the enemy to cross the river, and burn the railroad bridge. I had the honor again to command the advance guard. Lieutenant-Colonel Langley commanding the skirmish line. The enemy were driven all day, the bridge and railroad depot burned, and the rebel forces shelled out of their position. Here the Fifth Regiment first came under fire – the skirmish line from the enemy's riflemen, and the main body from shot and shell.

The behavior of the regiment in this expedition, and its important service, gained great praise from the commander of the forces. While on this campaign to Manassas the regiment marched one day, in rain and mud, sixteen miles on the railroad track, from Union Mills to Fairfax Court House; and, having less than one hour's rest, marched back the same night. The exigency of the case required this severe toil, and the men cheerfully did their duty. It is worthy of note that during this thirty-one days' campaign, without tents, wet, cold, hungry, severely fatigued, we had scarcely any sick men, sometimes not one. It is in camp where soldiers are sick to the greatest extent. Without returning to Camp California, where our tents and regimental property were left, the regiment proceeded to Alexandria, and on the 4th of April embarked for the peninsula. The weather was cold and wet when we reached Ship Point, and the men were obliged to wade ashore from the vessel, and camp in the water-soaked earth, with no tents. My regiment was at once set to work, making corduroy road through a swamp, and building bridges. Our daily detail was about five hundred men for this purpose. Added to this hard labor in mud and water, the locality was very unhealthy. Our brigade commander – as he always did – performed his duty for our comfort, and no pains were spared by the regimental officers to look after the health of their men. To this may be attributed the fact that we had less in hospital at Ship Point than any other regiment in the brigade. In building roads and bridges the men showed their usual good qualities; so much so as to be greatly complimented by the general over us. When the siege of Yorktown opened, the Fifth was sent to join the Engineers' Brigade under General Woodbury. While with this brigade we constructed two thousand five hundred gabions and a large number of fascines. The regiment also built a tower one hundred feet high and forty feet base, of heavy timber, for an observatory at general headquarters. This labor was completed when the enemy evacuated Yorktown.

The march of our regiment to Williamsburg was a day to be remembered. We started just at dark, in the midst of a severe rain. The road was horrible. Fifty thousand men with all their wagons and artillery had passed along that day. The track was bordered by thickets most of the way and in the center was a sea of mud, in some places absolutely knee deep. The night was pitch dark, and the whole brigade plunged along in the most wretched condition imaginable, halting toward morning in an old corn-field for rest. In a few days we marched back to Yorktown, and on the 11th of May embarked for West Point on the Pamunkey river. From this place we marched to the Chickahominy river, near the enemy. Here the regiment was at once in fighting order.

On the 25th of May received orders to report to General Sumner with my whole regiment for fatigue duty. We marched early in the morning, and I was informed by General Sumner that the work was to build a bridge over the Chickahominy swamp and river sufficiently strong for artillery and wagons. On reaching the locality the labor seemed impossible. The swamp was flowed from one to four feet deep with water, and nearly half a mile wide. On the borders was the channel of the stream, some thirty yards wide and quite deep. Here a Minnesota regiment had commenced work the day before, but had been ordered away. The swamp was a mass of huge trees, vines, brushwood and wrecks of old trees and shrubbery. The labor was commenced, and with some assistance from the Sixty-fourth and Sixty-ninth New York Volunteers – small detachments – the bridge, built on piers, all of heavy logs, seventy rods long, was completed at sundown on the evening of May 30, just in time for Sumner's Corps to cross the next day in season for Sedgwick's Division to check the enemy that evening. Richardson's Division did not arrive until later. How much depended upon that bridge, called the "Grapevine Bridge", can now be seen. In this great labor the officers and men labored together, often in water waist deep, with slimy mud and thick brush under foot and around them. Well may it be pronounced one of the most important and arduous labors of the Peninsula campaign.

Reaching the field of battle in the evening, the Fifth was pushed ahead and formed the advance guard and skirmish line of the army. During the night we discovered the enemy within three hundred yards of us, and took several prisoners. At daylight the commanding officer of the regiment captured a rebel courier with important dispatches. The Fifth fired the first and last shot in the great battle of June 1, and alone met and drove back a strong column of the enemy, fighting them at thirty yards' range; and although outflanked by the greatly superior numbers of the rebels, caused them to break and retire. Our loss was severe, but we had the proud satisfaction of having performed our duty without flinching, and added another enduring laurel to the military glory of our state. The colonel and major of the regiment being severely wounded, the command fell to Lieutenant-Colonel Langley.

After Fair Oaks the regiment was at once placed in the first line, constantly picketing and skirmishing; losing quite a number of men, killed and wounded, until the movement to Harrison's landing commenced. Nearly all the military property was saved or secured, and the regiment fell back with its brigade, fighting at Savage Station, Peach Orchard, White Oak swamp, Charles City and Malvern Hill – being the last regiment that marched off the battle-field. Lieutenant-Colonel Langley being sick most of the time on this march, Captain, now Major, Sturtevant had command. Being in hospital at the time, it was not my fortune to be present with the regiment during the retreat; but I have since heard good accounts from many sources of the patience, courage and excellent conduct of officers and men.

From Harrison's landing the regiment marched to Newport News, where I again assumed command and we soon after sailed to Alexandria, landed, and marched to our old locality – Camp California. [Continued in April issue.]

! News of the War in the East !

- **The “Bully Sixth!”** – Although the entire New England Brigade was named as our mentor during our probationary year, Matty Cronin of Co. E, 6th New Hampshire, volunteered to be our contact and to respond to our questions, and we thank him for his support. You can learn more about the 6th New Hampshire on their website at 6nhvi-e.com.
- **54th Massachusetts** – Co. A of the 54th Massachusetts Infantry is a recently-returned addition to the New England Brigade. Their website notes that they marched in the second Inauguration Parade of President Barack Obama – very impressive!
- **11th OVC** – If you are looking for ways to improve your impression, have a look at some of the YouTube videos produced by the 11th OVC (11th Ohio Volunteer Cavalry). Although a cavalry unit, and many of their videos are cavalry-specific, they share lots of good ideas and information about reenacting in general, and ways to improve a reenactor's impression. For example, they have a 33-minute video on shirts, both army-issue and private purchase (or homemade), that is very informative. Another video on Civil War canteens runs an hour and eighteen minutes! The 11th Ohio follows the guidelines of “NUG” – whether an item is Normal, Usual and General, when selecting their kit, as explained in their videos. They also offer good guidelines for reenactors wishing to fit in with a new group, but, in reality, the ideas shared are good reminders for all of us, no matter how long we've been reenacting. Just search for “11th OVC” on YouTube.
- **Confederate Flags** – Confederate flags were carried by some demonstrators in Ottawa on Parliament Hill during the trucker's convoy protest of January and February 2022.
- **Liability Insurance in the USA** – In a recent discovery, it was noted that the National Rifle Association (NRA) in the United States no longer offers liability insurance coverage for members carrying firearms. It is not known how long this change has been in effect. Canada's National Firearms Association (NFA) is affiliated with the NRA, and is, through an insurance company, our insurer. Let us hope that the NFA doesn't go the way of the NRA and ceases to offer liability insurance.
- **Membership Dues Received** – Membership dues in the form of an e-transfer were sent on February 6, 2022, and processed on February 7 from Leigh Gavel and Loran Gavel for the 2022-23 campaign. This brings our membership total to eight (8) paid and family members as of the release date of this issue of “Battle Lines”.
- **History Traveler** – On YouTube, find the “History Traveler”, also known as “History Underground”. There you may see numerous quality videos published by a soft-spoken teacher and historian who is passionate about history, especially military history. Last fall he toured Gettysburg and released 32 excellent videos about his visit. He also has videos from other Civil War sites, including historic Civil War graves, forts, Ford's Theatre and the Army Medical Museum. If you are a World War II historian, he has numerous videos about Normandy and the 506th Airborne from “Band of Brothers”, among numerous other topics. Just recently (February 6), he pub-

lished a 27-minute video about Canadians at Juno Beach, which, again, is very well done. The “History Traveler” is highly recommended viewing.

Company H Drill ● April 30
12 Noon ● Sussex, NB