Charge to the Sons of Confederate Veterans

"To you, Sons of Confederate Veterans, we will commit the vindication of the cause for which we fought. To your strength will be given the defense of the Confederate soldier's good name, the guardianship of his history, the emulation of his virtues, the perpetuation of those principles which he loved and which you love also, and those ideals which made him glorious and which you also cherish."


Our Next Meeting:

Our December meeting will be held on Tuesday the 2nd at Pomodoro Italian Kitchen, 1811 Hillandale Road, Durham. Supper begins at 6:00 pm so please come
ready to eat. Unless we utilize the services we will not be able to meet there.

Jim and Marty Rogers will return as our guest speakers presenting a program about Marty’s ancestor Louis T. Wigfall who was a Confederate Brigadier General and a Senator from Texas in the Confederate Congress. They have a lot of artifacts pertaining to Wigfall and the Confederacy.

**Commander’s Comments**

Compatriots,

Sorry that I will be unable to be with you for our November meeting, and our Veterans Day flagging at Maplewood with Camp dedication of the monument to our Orange County Confederates. I will make all haste to mend and return for our January meeting though that is not a certainty. In my absence, Lt. Commander O’Quinn has taken the reins and I appreciate that. Try not to give him too much trouble.

**Flag Pledge and Salutes**

**Pledge** to the US Flag – I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands; one nation under God, indivisible, with liberty and justice for all.

**Salute** to the Confederate Flag – I salute the Confederate Flag with affection, reverence, and undying devotion to the Cause for which it stands.

**Salute** to the North Carolina Flag – I salute the Flag of North Carolina and pledge to the Old North State, love loyalty, and faith.

**Minutes of November 2014 Camp Meeting:**

The meeting was called to order by Lt. Commander O’Quinn.

The invocation was given by Chaplain Patterson.

Pledge and Salutes were led by Lt. Commander O’Quinn.

The Charge was read by Lt. Commander O’Quinn.

Program: Mark Pace, a member of the Lt. John T. Bullock Camp #2205 (Creedmoor) and Genealogy Specialist at the Granville County Library, spoke on the Raleigh and Gaston Railroad and Point Lookout.

Old Business:

Battle flags will be placed on the graves of the Confederate soldiers buried at Maplewood on Saturday, November 8th at noon. The Camp dedication of the recently installed monument to the Confederate soldiers of Orange County will follow at 2 pm.

New Business:

John Nash made a motion that the Camp trailer be used to carry equipment for reenactments attended by members of the Camp. The motion was seconded and carried.

William O’Quinn made a motion that the planned dinner at the SECU Family House on November 29th be cancelled and rescheduled for next year. The motion was seconded and carried.

The meeting was adjourned by Lt. Commander O’Quinn.

The benediction was given by Chaplain Patterson and the meeting was closed with the singing of “Dixie.”

**November 2014 Camp Meeting:**

No photos available.

**Sons of Confederate Veterans Heritage Operations Committee:**

Originally Published: October 31, 2014
Dear Compatriots,

We of the Sons of Confederate Veterans, the direct descendants of the most courageous and steadfast Army ever to take to battle, now face one of our greatest challenges ever as an organization. It is not an overstatement to say that the forces who wish to destroy our heritage and our culture are now in command of the political battlefield. Never before has the positive memory of our ancestors been under more of an orchestrated and well-financed attack. On every front, all across America, the purveyors of an agenda-driven history are in collusion with South-bashing demagogues of every stripe. This “politically correct” cabal has gone after our museums, our schools, our cemeteries, our monuments, and all of the beloved symbols of the Confederate cause. They are on what they believe is a righteous mission to rewrite history and to destroy every vestige of our honor and pride. And they are having success at the level of academia, the media, the press, at the corporate level, and worse, in our court system.

Recent events in Memphis, in California, in Richmond, at Washington and Lee University, at Ole Miss in Oxford, and indeed throughout the United States have shown us the strength of those who would now revise and rewrite history in order to demonize our “ancient dead”.

The Sons of Confederate Veterans are the last and strongest line of defense against this onslaught of venom and bigotry. There is much that we can do on a daily basis to counteract the misinformation, the myths, and the outright falsehoods of these charlatans. Carrying our positive message of pride in our heritage and love for our family history is a big part of it.

But perhaps the most important action we can take is to courageously stand against the insults and almost daily attacks upon our ancestors, their symbols, and their heroic legacy.

We are in a crisis! The “South bashers” and the “Confederacy haters” have chosen the Sesquicentennial as the time to open old wounds that had taken generations to heal.

They have aggressively taken many intentionally divisive actions. Several of these have required court actions, and we need to immediately replenish our funds for Heritage Defense, as much as possible as soon as possible.

Many times our ancestors, outnumbered by overwhelming odds, stood their ground when the battle seemed hopeless. The best way that we can honor their courage and sacrifice is to stand our ground now and re-double our efforts for Heritage Defense.

Compatriots, they call to us from afar to “stand like a stone wall.” We must act. “If not us, who? If not now, when?”

Ben L. Jones
Chief of Heritage Operations
onecooter@aol.com

Please Note: There has been confusion among some SCV members about this fund raising effort due to printing company mistakenly placing the SCV’s address on the return address portion of the envelope provided in the magazine. Any donations should be made payable to the SCV and sent directly back to General Headquarters at:

SCV
P O Box 59
Columbia TN 38402-0059

Commander in Chief Charles Kelly Barrow and Chief of Heritage Operations Ben L. Jones wish to thank the membership for the terrific support already received to help make this effort successful. The first week of the campaign concluded on November 15, 2014 and 55 members have responded with more than $4100 in needed donations. The SCV is very appreciative of your continuing membership and strong support of Heritage Operations.

Ben L. Jones
Chief of Heritage Operations

Recent Events:

Veterans Day Maplewood Flagging and Orange County Confederate Monument Dedication.
Upcoming Events

120th National Reunion. The 120th National Reunion will be held July 15-19, 2015, in Richmond, Virginia hosted by the Major General J.E.B. Stuart Camp #1343.

The host hotel will be the Double Tree by Hilton-Richmond/Midlothian, 1021 Koger Center Blvd., Richmond, Virginia 23235, 804-379-3800. SCV rate per night will be $109.00. When making reservations ask for the SCV rate.

For more information on the 120th National Reunion, contact Edwin Ray, Committee Chairman, 804-517-6587 or send an e-mail to jray250443@aol.com.

Also please send any questions to the officers of the JEB Stuart Camp #1343 at JEBStuartCamp@gmail.com and someone will get back to you as soon as possible.

Did They Eat/Drink/Use That?

The year is 1847: The first doughnuts with a hole were introduced by Hanson Gregory in Camden, Maine.

Food for Thought:

How and when did slavery end in the North?

Confederate Railroads:

Atlantic and North Carolina Railroad Company. The Atlantic and North Carolina Railroad was incorporated under act of the North Carolina Legislature, ratified December 27, 1852, and was organized on January 20, 1854.

Atlantic and North Carolina Railroad Company constructed 96.1 miles of 5 ft. gauge railroad line between Morehead City, North Carolina and Goldsboro, North Carolina, through New Bern, North Carolina. The leasehold had been acquired by Norfolk & Southern Railway Company, which in turn had secured it from the Atlantic and North Carolina Company, the original lessee, when the latter was absorbed in the consolidation which formed the Norfolk & Southern Railway Company.

Atlantic and North Carolina Railroad Company was built by divisions, largely, if not wholly, under contract, at various times prior to the summer of 1858. Operation of the railroad line between began on or about June 1, 1858.

The railroad line suffered considerable damage during the War for Southern Independence. A First Sinking Fund Mortgage dated February 29, 1868 in the amount of $1.5 million was placed on the property in order to finance the rehabilitation of the line.

In addition to the line of railroad, the Atlantic and North Carolina company also owned the Atlantic Hotel built at Morehead City in 1880 to replace the original Atlantic Hotel which had been built at Beaufort, North Carolina in 1859 by Josiah Pender and destroyed by a hurricane in 1879.
The line of the Atlantic and North Carolina Railroad Company was leased to a predecessor of Norfolk & Southern Railroad Company (1906) and its successor in reorganization, Norfolk Southern Railroad Company (incorporated in Virginia, May 2, 1910), until the lease was forfeited in 1934 for non-payment of rent. The Interstate Commerce Commission (ICC) authorized Norfolk Southern Railroad Company's abandonment of operations of the Atlantic and North Carolina. The ICC found that Atlantic and North Carolina rightfully resumed operation of the line after the default.

The Atlantic and North Carolina Railroad Company was leased to the Atlantic and East Carolina Railroad Company, effective August 1, 1939, under authority granted by the ICC.

The Atlantic and East Carolina Railway Company had been chartered under the general corporation laws of North Carolina on June 19, 1939 with charter power to lease and operate the line of the Atlantic and North Carolina Railroad Company. The issues of stock by the Atlantic and East Carolina were authorized by the ICC. The ICC also approved the new Atlantic and East Carolina Railway's lease of the Atlantic and North Carolina Railroad.

In 1942, the ICC authorized the Atlantic and North Carolina Railroad Company to issue certain promissory notes to purchase 1.43 miles of spur track from Havelock, North Carolina to a United States reservation under construction (Camp Lejeune) from its lessee, Atlantic and East Carolina Railway Company, because Atlantic and North Carolina considered the spur to be an essential part of its line. Atlantic and East Carolina had organized the Cherry Point Railroad Company for the purpose of constructing the spur.

In 1957, the ICC authorized the acquisition of the stock of Atlantic and East Carolina Railroad Company (the lessee operating company) by Southern Railway Company.

Atlantic and North Carolina Railroad Company was merged into North Carolina Railroad Company on September 29, 1989.

The Surface Transportation Board, successor agency to the Interstate Commerce Commission, approved North Carolina Railroad Company's agreement granting to Norfolk Southern Railway Company exclusive local and overhead freight trackage rights to operate over its entire line of railroad between Charlotte, North Carolina and Morehead City, North Carolina.

Norfolk Southern Railway Company agreed to grant to its wholly owned subsidiary, Atlantic and East Carolina Railway Company, local and overhead trackage rights to operate over the former Atlantic and North Carolina portion of North Carolina Railroad's line between Goldsboro, North Carolina, and Morehead City, North Carolina. That portion of line extends between mileposts EC-0.0+/- and EC-94.7+/-, a distance of approximately 94.7 miles in Carteret, Craven, Jones, Lenoir, and Wayne Counties. The exemption was effective on August 19, 1999, and the trackage rights operations began on September 1, 1999. The purpose of the trackage rights was to allow Norfolk Southern Railway and Atlantic and East Carolina Railway to continue as the providers of local and overhead freight service on the respective North Carolina Railroad Company lines, as they had previously done under the expired leases.

In September 2003, Norfolk Southern Railway Company and Atlantic and East Carolina Railway Company filed a verified notice of exemption under the Surface Transportation Board's corporate family class exemption to merge Atlantic and East Carolina Railway Company into Norfolk Southern Railway Company, with Norfolk Southern Railway Company as the surviving entity as early as October 6, 2003.

**Confederate States Naval Officers:**

Stephen Russell Mallory, Jr.

Stephen Russell Mallory, Jr., the son of Stephen Russell Mallory, Confederate States Secretary of the Navy, was born in Columbia, Richland County, South Carolina on November 2, 1848.

During the War for Southern Independence he entered the Confederate Army in the fall of 1864. Mallory was appointed midshipman in the Confederate Navy in the spring of 1865 and served until the end of the war.
Stephen graduated from Georgetown College, Washington, D.C., in 1869, where he then served as instructor in Latin and Greek until 1871; studied law; admitted to the bar in Louisiana in 1872 and commenced practice in New Orleans.

He moved to Pensacola, Florida, in 1874 and continued the practice of law; member, Florida House of Representatives 1876; member, Florida Senate 1880, and reelected in 1884; elected as a Democrat to the Fifty-second United States Congress and Fifty-third United States Congress (March 4, 1891 – March 3, 1895); was not a candidate for renomination in 1894; elected as a Democrat to the United States Senate in 1897, subsequently appointed and then elected to the Senate in 1903, and served from May 15, 1897, until his death; chairman, Committee on Corporations Organized in the District of Columbia (Sixtieth United States Congress).

Stephen R. Mallory, Jr. died on December 23, 1907 and is buried in St. Michael’s Cemetery, in Pensacola, Florida.

Confederate Kinfolk Corner:

Private Milton Pinkney “Pink” Gaines, 13th Texas Regiment, Haw’s Brigade, Walker’s Division, Hank’s Company. Milton Pinkney Gaines, the Great Grandfather of Emmett “Jay” Eugene Stobbs, Jr., was born in August 1842.

By occupation a farmer before the war, Pink volunteered at age 19 and enlisted for the war in 1861. He was assigned to the 13th Cavalry Regiment as a Private. The Regiment was organized in Crockett during the winter of 1861-62 consisting of about 900 men from Centerville, Crockett and Madisonville. In the summer of 1862 the regiment was reorganized as dismounted cavalry and later assigned to O.

Young’s and Waul’s Brigade in the Trans Mississippi Department.

The unit participated in various conflicts in Arkansas, Louisiana and Mississippi and was disbanded in late spring 1865 and Pink returned home to his farm.

After the war he became a successful farmer and stock raiser. Increasing the size of his farm by buying land from time to time, he eventually owned a large plantation of 2400 acres. He was remembered affectionately as the person who frequently used the phrase “Bless my time, ...” in conversation.

A charter member of the Concord Baptist Church, he gave them their first organ. Milton married Cammie Conaway on May 30, 1902 in Palestine, Texas. They had six children.

Milton Pinkney “Pink” Gaines died on November 29, 1917 and is buried in the Gaines Cemetery near Montalba, Anderson County, Texas.