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THE RUNNER



VOLUME 2 ISSUE 7



The Blockade Runner - Modern Greece by Bill Jayne

Blockade running was truly the lifeline of the Confederate States of America. When the southern states attempted to secede from the United States and establish an independent nation, they relied on the economic importance of cotton to influence the industrial countries of Europe, particularly Great Britain and France, to recognize the nascent republic and use their diplomatic power to persuade the United States to allow the southern states to exercise their independence.

In the year between September 1860 and August 1861, more than 3.3 million bales of American cotton were exported across the seas. Well more than half of that amount, about 1.8 million bales shipped from the port of New Orleans. Yet, the Confederate States of America had no navy and did not possess a plan for conveying their cotton to Europe. According to Stephen R. Wise, author of *Lifeline of the Confederacy: Blockade Running During the Civil War*, there were only 11 ocean-going steamships in the south in 1861, and four of them were either old or quite small. Obviously, those ships could not be expected to transport 3.3 million bales of cotton. And, then there was the small matter of a blockade by the U.S. Navy.

Federal authorities were well aware of southern intentions regarding the cotton trade and on April 19, 1861, four days after Fort Sumter was fired upon, President Lincoln issued a proclamation establishing a blockade of southern ports. The U.S. Navy did not have enough capable ships to enforce a blockade of southern ports but they had enough to make a credible threat and they quickly acquired more ships to make the blockade an issue for foreign powers, especially Great Britain, an island nation dependent on maritime trade for its economic well-being.

The Confederacy quickly turned to the expedient of blockade running to export cotton and, it was hoped, import ordnance, ammunition, medicine, other war materiel and consumer goods. Yet, there was little effort to regulate this vital trade. If the Confederacy were to succeed, it needed to control blockade running. At the beginning of the war, however, a patchwork quilt of private ships owned by various companies and a few state-owned ships sought to maintain this essential lifeline.

Although the government of Great Britain was loath to challenge the Union blockade, recognizing that their own viability was dependent on a consistent application of maritime law, many private parties in England and Scotland saw opportunity in running the blockade and decided to make the attempt.

One Englishman who got involved in the blockade running business was Zachariah C. Pearson of Hull, a major port in Yorkshire, northeast of London. Born in 1821, Pearson was a successful shipping owner who had become a captain at 21 and owned his first ship at the age of 25. President of the firm

Our July 9th member roundtable has been cancelled due to the recent Executive Order by Governor Cooper.

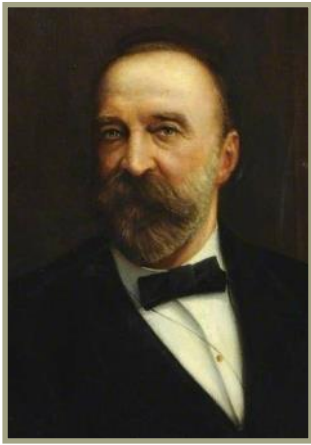


INSIDE THIS ISSUE:

<i>Upcoming Events</i>	
<i>Civil War Era African American Women</i>	3
<i>CFCWRT Upcoming Speakers</i>	4
<i>Edward Black</i>	5
<i>Capt. John R. Guynes</i>	6
<i>Back Page</i>	9

(Continued on page 2)

The Blockade Runner - Modern Greece by Bill Jayne, cont.



Zachariah C. Pearson

of Pearson, Coleman and Company, he traded extensively with Baltic ports and also with Australia and New Zealand. He was also the mayor of Hull.

In 1862 two major cotton mills closed down in Hull and Pearson, probably motivated by the wish to reopen the mills for the good of the city, as well as the potential for profit, began dealing with Captain Caleb Huse of the Confederate States Army Ordnance Bureau. Huse had been sent to England in April 1861 and began acquiring ordnance and other materiel needed by the Confederate States Army to ship to southern ports.

In the spring of 1862 six ships of Pearson's fleet headed for the south. The results were disastrous. Stephen Wise notes that almost 300 steam ships tested the blockade during the war and "out of approximately 1,300 attempts, over 1,000 were successful." However, "the average lifetime of a blockade runner was just over four runs, or two round trips. Some 136 were captured and another 85 destroyed."

The *Modern Greece* was built by Richardson Company at Stockton-on-Tees, England in 1859. Originally owned by Stefanos Xenos, a Greek trader and writer, the ship was 210 feet long, with a beam of 29 feet but a draft of 17 feet, relatively deep for blockade running. She was an iron-hulled screw-driven ship used primarily in the trade with Baltic ports before being acquired by Pearson.

According to Keith Palmer, author of a blog about the blockade runners built at Stockton, England, the cargo of the *Modern Greece* on its maiden attempt at blockade running, was one of "the most valuable cargoes ever bound for the Southern Confederacy." Onboard were rifled cannons, four brass smoothbore cannons, 7,000 Enfield rifled muskets, 1,000 tons of gunpowder and, additional military and civilian goods.

She sailed on April 28, 1862, with a registered destination of Tampico, Mexico, but U.S. officials were aware of her cargo and the likelihood it was intended for the south. The U.S. State Department alerted the Navy Department.

The U.S.S. *Cambridge* spotted the *Modern Greece* at 4:15 a.m. on June 27, near land and about three miles north of Fort Fisher. The *Cambridge* and the U.S.S. *Stars and Stripes* opened fire. Although the guns of the fort tried to protect the blockade runner, the U.S. ships hit her nine times and she ran aground. The crew abandoned the ship and finally the guns of the fort sank the ship in about 40 feet of water. According to Palmer, the Confederates salvaged six 12-pounder Whitworth rifled guns, 500 stands of arms and other supplies.



Modern Greece

In 1962, 100 years later, a storm uncovered the wreckage of the *Modern Greece* and divers began archaeological investigation bringing approximately 11,500 artifacts ashore for conservation and, ultimately, interpretation. The investigation of the *Modern Greece* and its cargo led to the establishment of the Underwater Archaeology Branch of the N.C. Department of Natural and Cultural Resources, one of the first programs of its kind in the United States.

Not only was Pearson's *Modern Greece* sunk on its first voyage, with its most valuable cargo, but the company lost six others that were captured on their first try. Among those lost were the *Stettin* and the *Patras* captured by the U.S.S. *Bienville* off the coast of South Carolina on May 4 and May 27, 1862. The *Circassian* was captured by the U.S.S. *Somerset* in the Gulf of Mexico on May 4, 1862.



The Blockade Runner - Modern Greece by Bill Jayne, cont.

Pearson's company went bankrupt and his attempt to re-open the mills of Hull left his reputation as well as his finances in ruins. Ultimately, he regained much of his wealth and his reputation was restored largely because of his philanthropy.

The saga of Mayor Pearson didn't end with the sinking of the *Modern Greece* and the capture of his other ships in 1862, however. Ordnance Bureau officer Captain Huse bought three ships on behalf of the Confederate States Army, the *Cornubia* (see [Runner](#), February 2019), the *Eugenie*, and the *Merrimack* (not to be confused with the U.S.S. *Merrimack* that became the C.S.S. *Virginia*).

The *Merrimack* was owned by Pearson and Company and laden with another extremely valuable cargo, including three Blakely guns. The fast side-wheeler, well-suited to blockade running, arrived in Bermuda on September 5, 1862, but Pearson had declared bankruptcy while she was at sea. "Southern agents," according to Wise, "were unable to separate their cargo from the impounded steamer and, as a result, Huse found it necessary to purchase the vessel and her cargo for £7,000. Once in the hands of the Confederacy, the *Merrimack* was made ready for sea and on April 13, 1863, under the command of S.G. Porter, ran into Wilmington. The three Blakely guns, each capable of firing a 170-pound projectile, were divided up, one going to Vicksburg and the remaining two being kept for the defense of Wilmington. One was placed at Fort Fisher at New Inlet while the other was positioned at Fort Caswell at Old Inlet."

Upcoming Events

Cedar Creek Battlefield Foundation sponsors the 156th Annual Reenactment of the Battle of Cedar Creek, October 17-18, 2020

The CCBF, sponsors of this reenactment, the largest and most prominent in the country, is now accepting reenactor registration. Regular registration is \$30 from June 1st to August 31st. On September 1st the price goes up to \$35. Those wishing to register should go to the CCBF's website, www.ccbf.us, and print out the registration form. Send the completed form and a check for funds in the appropriate amount to CCBF at PO Box 229, Middletown VA 22645.

In the event that pandemic conditions force cancellation of the event, all registration fees will be refunded upon request.

Selected Online Works by Civil War Era African American Women

Society for Women and the Civil War (SWCW) member Lavonda Kay Broadnax, Digital Reference Specialist at the Library of Congress, has compiled a web guide to the historic full text of works, now available in digital format with free and open access, written by and about African American women who lived during the U.S. Civil War.

Access the guide here: <https://www.loc.gov/rr/program/bib/aacivilwarwomen/>

This was a special year in that the days of the week fell with the calendar in the same way they did in 1863. July 1, 2 and 3 were on Wednesday, Thursday and Friday.



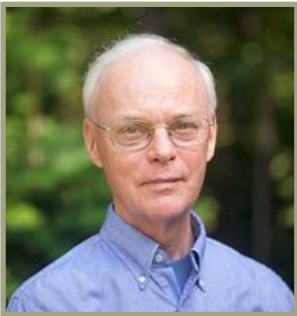


CFCWRT Upcoming Speakers

The COVID pandemic has created chaos and uncertainty for our round table and the entire country. We haven't been able to meet since March and there's no certainty we will be able to meet in August. Up until 2018, we did not normally meet during the summer months of June, July and August but in 2018 we instituted a summer program relying on members of the round table to put together interesting programs and tours.

The summer program worked very well in 2018 and 2019 but this year the summer program has been displaced by restrictions on public meetings.

The good news is that we have a great lineup of speakers scheduled for the program year beginning in September 2020 and running through May 2021. While the program has a distinct nautical flavor, in keeping with the fact that the war here in the Lower Cape Fear was largely a nautical conflict, there is a great deal of variety. Following is a quick summary of what to look forward to.



SEPTEMBER: Dwight Hughes is a graduate of the U.S. Naval Academy who served 20 years in the Navy as a surface warfare officer, including a tour with riverine forces in Vietnam, service for which he received the Purple Heart. He is an author and a public historian and speaker allied with the Emerging Civil War group, blogging often on their website about nautical subjects. He is the author of *A Confederate Biography: The Cruise of the CSS Shenandoah*, published by the Naval Institute Press in 2015, and he will tell us about the saga of that determined crew and their stalwart ship.

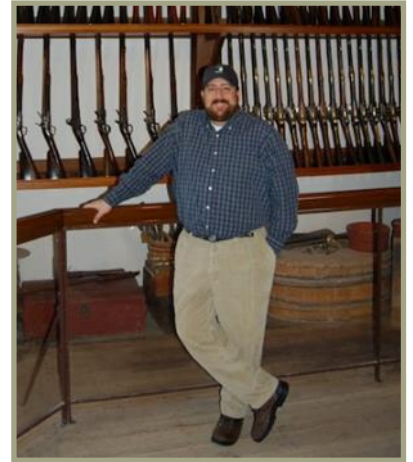
OCTOBER: Ken Rutherford is a professor of Political Science at James Madison University in Harrisonburg, Virginia. He was a Peace Corps volunteer in Africa and co-founded the Landmine Survivors Network. While working on behalf of refugees with a non-governmental organization in Somalia, his vehicle detonated a land mine resulting in the amputation of one leg. His other leg was amputated several years later. His most recent book is *America's Buried History: Landmines in the Civil War*, published in April 2020 by noted Civil War publisher, Savas Beattie. Ken will tell us about the development and use of land mines, or torpedoes, in the Civil War.



NOVEMBER: Betty Vaughn will present a program about the origins of mid-19th Century Christmas traditions which would have been observed during the Civil War and are still familiar to us today. She is highly recommended by the Raleigh Civil War Round Table. A native of Kinston, she is an artist and author of several historical fiction Civil War novels. She's the former department chair and art instructor at Enloe Magnet High School in Raleigh, NC, and following 32 years of teaching, launched a career as an author. She loves to travel and led study tours of Europe for many years. History, art, and books are a lifelong passion. Both as a teacher of advanced placement art history and as a writer, Mrs. Vaughn brings the story of the past alive through the people who lived it.

CFCWRT Upcoming Speakers, cont.

DECEMBER: Andrew Duppstadt, historic sites specialist for the State of NC, will tell us about Lt. Francis Lyell “Frank” Hoge, a U.S. Naval Academy graduate who chose to side with the Confederacy and compiled an outstanding record in the fighting on the sounds and rivers of eastern North Carolina. He took part in the famous expedition led by Col. John Taylor Wood to attempt to sink the *USS Underwriter* off New Bern. Such expeditions were exceedingly dangerous in the 19th Century and young Hoge was the first to board the enemy vessel. Andrew is a BA and MA graduate in history at UNCW. He is stationed at the CSS Neuse historic site in Kinston and is also an adjunct history instructor at UNC Pembroke.



JANUARY: Rodney Steward is an assistant professor of history at the University of South Carolina, Salkehatchie. His works have appeared in the Virginia Magazine of History and Biography, Encyclopedia of North Carolina, and North Carolina Historical Review. He’s the author of *David Schenck and the Contours of Confederate Identity*, based on his Ph.D. dissertation at Auburn University, the book was published by the University of Tennessee press in 2012. Schenck was a North Carolina lawyer and avid secessionist who became a “receiver” under the terms of the Act of Sequestration, a law that allowed the Confederate government to seize the property of disloyal residents of the south. Schenck’s extensive diaries have often been cited in historical works. Professor Steward will fill us in on this little known but important facet of the Confederate experience.



Edward Black, Child Soldier

Born in 1853, Edward (William) Black was the youngest known child soldier to have served during the Civil War. Joining the 21st Indiana Infantry in 1861, aged 8, Edward served as a drummer in that regiment. Sent home after a few months, Edward returned, this time with his father, and was reenlisted in the regiment as a drummer boy.

Edward travelled the continent as the 21st Indiana’s drummer. He served in the regiment as it garrisoned Baltimore, accompanied it on an expedition to the Eastern Shore, thence to Newport News, Virginia, before getting shipped to serve in the Dept. of the Gulf, where the young lad’s unit fought in Louisiana as part of the campaign that resulted in the Union’s seizure of New Orleans from the South.

In 1862, young Edward was captured by Confederates during the Battle of Baton Rouge and imprisoned in Ship Island, but regained his liberty when federal troops overtook his captors and freed the Union prisoners.

Discharged in September of 1862, Edward reenlisted in February of 1863 with his old unit, which in the interval between his discharge and reenlistment had been converted from infantry to artillery, and reconstituted as the 1st Indiana Heavy Artillery regiment. He would serve with the 1st Indiana Heavy Artillery, as that regiment was kept busy, until war’s end, seeing active duty in Berwick Bay, conducting operations in Western Louisiana, participating in the advance on and subsequent siege of Port Hudson, joining the Sabine Pass Expedition, before finally settling in for garrison duty, first at New Orleans, and then at Baton Rouge.



Edward Black

(Continued on page 9)

Captain John Robert Guynes - Confederate Officer

This is an interesting and obscure story about Confederate Captain John Robert Guynes. He was born in Copiah County, Mississippi, in 1825. In 1847 during the Mexican-American War he enlisted in Anderson's Battalion of Mississippi Rifles which spent most of the war garrisoned in Tampico, Mexico, and saw no action. In 1850 he married and apparently became a successful lawyer. By 1860, according to the census, they were living in Polk County, Texas, and in March 1862 he volunteered and was made captain of a local company of Texas infantry.

Here is a newspaper account of Guynes' execution for Court Martial in the **Camden News**, Camden, Arkansas on October 15, 1864:

Interesting bit of History is Uncovered

A bit of Civil War history never published is the story of the execution of Captain John Guynes, Company F 23rd Texas Infantry, recited by Captain S. B. Lide, Company B, 33rd Arkansas, one of the few surviving Confederate Veterans who witnessed his death. Guynes was sentenced to death by a court martial on the charge of inciting insurrection. His execution took place in October 1864.

A brilliant young lawyer and a leader in his section of Texas, where his family had been famous for several generations, Guynes enlisted in the Southern Army. He was engaged in a number of battles and skirmishes, all west of the Mississippi River. Early in 1864, while his regiment was stationed at a point near the Mississippi in Arkansas, an order came directing the regiment to join General Hood's forces in Tennessee. Guynes immediately objected. He declared that his company had enlisted for service in defense of the State of Texas only; that he would fight only in Texas or to protect her borders; that it was unlawful to order the Texans across the Mississippi.

Guynes was arrested while making a speech to his company, urging them to refuse to obey the order. A court martial was hastily organized. Guynes was charged with inciting to insurrection. Trying his own cause before the court. Guynes cited the Constitution of the Confederate States and the laws of Texas in support of his position. His speech is said to have been a masterpiece of logic and eloquence. The court found him guilty as charged, and sentenced him to death.

Captain Lide declared that the whole South can boast no braver officer than Guynes. Believing himself right in principle, he preferred to face death than to submit to what he considered tyranny. His execution was delayed for many months and his friends sought clemency for him; but President Davis refused the pardon after thoroughly reviewing the case.

Guynes was brought to Camden, Arkansas, for execution. Seated on a plank coffin in an open wagon, he was carried to the bank of the Ouachita River. The officer in charge offered to bind his eyes with a black handkerchief, but Guynes refused. He faced the twelve executioners holding 10 loaded guns, without a tremor. Head erect, hands clasped behind him, ten bullets pierced his heart.

The above account has a few errors. Guynes and his family were originally from Mississippi and he was in the 22nd rather than the 23rd Texas Infantry.

Guynes helped organize his own local company originally called Capt. James A Scruggs' Company of Hubbard's Regiment Texas Infantry. The company was incorporated into the 22nd Texas Infantry in late 1862.



Captain John Robert Guynes - Confederate Officer, cont.

October 14th, 1864
 Court Martial Verdict for
 Captain John Guynes

HEAD QUARTERS DIST. ARK'S.,
 CAMDEN, 14th October, 1864, }

GENERAL ORDERS, {
 No. 58. }

I. At a General Court Martial convened at the Division camp of Major General Forney, by virtue of Special Order No.—Paragraph VI. from the Head Quarters, and of which Col. T. R. Bonner is President, were argued and tried:

Captain John Guynes, Co. "F," 22nd Regiment Texas, Vol. Infantry, Waul's Brigade, Walker's Division, P. A. C. S.

CHARGE 1st.—*Persuading soldiers to desert.*
 SPECIFICATION.—Omitted.

CHARGE 2d.—*Advising soldiers to desert.*
 SPECIFICATION.—Omitted.

To which Charges and Specifications the accused pleaded as follows:

Of the Specification of 1st Charge,	Not Guilty.
Of the 1st Charge,	Not Guilty.
Of the Specification of 2d Charge,	Not Guilty.
Of the 2d Charge,	Not Guilty.

II. FINDING AND SENTENCE OF THE COURT.

The Court having maturely considered the evidence adduced, find the accused Capt. John Guynes, Co. "F," 22d Reg't Texas Infantry, Waul's Brigade, Walker's Division, P. A. C. S., as follows:

Of the Specification of 1st Charge,	Guilty.
Of the 1st Charge,	Guilty.
Of the Specification of 2d Charge,	Guilty.
Of the 2d Charge,	Guilty.

The Court do therefore sentence the said Capt. John Guynes, 22d Texas Infantry, to be shot to death with musketry, two-thirds of the Court concurring in the sentence.

The proceedings in the foregoing case having been laid before the Maj. Gen. Commanding, for his action, the following orders are made thereon:

The findings and sentence and the proceedings of the General Court Martial of which Col. T. R. Bonner, 22d Reg't Texas Infantry, is President, in the case of Capt. John Guynes, Co. "F," 22d Reg't Texas Infantry, are approved and confirmed.

The recommendation to mercy by the members of the Court, on the ground that Capt. Guynes is over conscript age, and has before his trial borne a good character, cannot be regarded. The crime of desertion is so frequent, so heinous and so destructive to the best interest of our cause that officers who do not use their efforts to prevent it, deserve to die ignominiously. How can a private soldier be, with propriety, punished with death when convicted of a capital offence, if officers, forgetful of their high calling, when guilty of the same offence are allowed to go unpunished? This cannot be!

Captain John Guynes of Co. "F," 22nd Regiment Texas Infantry, will be executed in accordance with the sentence of the General Court Martial, of which Col. T. R. Bonner is President, on the 15th Oct., 1864 at four o'clock P. M.

The sentence will be carried into effect under the direction of Maj. Gen'l Forney, Commanding the Division to which Captain John Guynes belongs at such place as Maj. Gen. Forney, may select, and in the presence of a many of the troops of the Army as can be conveniently assembled.

This order will be read twice at the head of every Regiment, Battalion and unattached Co., in this District, and the fact reported to these Head Quarters.

By command of
 MAJ-GEN. MAGUIRE
 EDKIND P. TURNER,
 A. A. Gen.

Captain John Robert Guynes - Confederate Officer, cont.

Other accounts of his execution:

Joseph Palmer Blessington (1841-1898) of the 16th Texas Infantry in his 1875 book states:

“On the evening of the 16th, we witnessed the melancholy performance of shooting Captain John Guynes, Company F, 22nd Texas Infantry. He was accused of encouraging his men to desert, when we were expected to cross the Mississippi River. He was a man of about 50 years old, and very much admired by his men, and well liked by the officers of his brigade. Every effort was made to have him reprieved, but all without avail.”

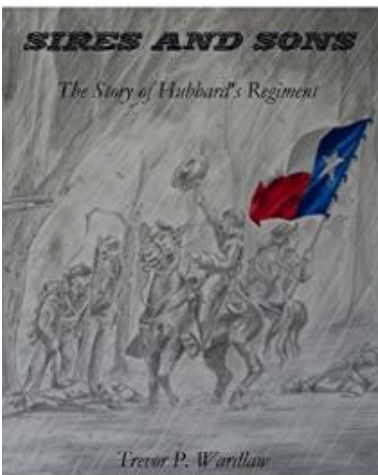
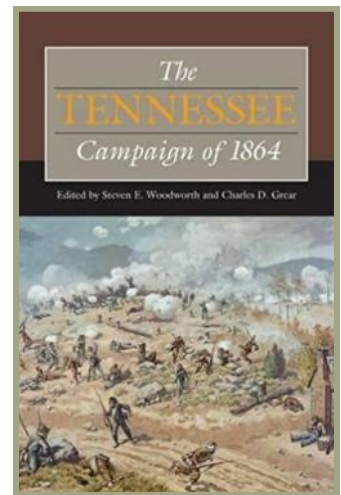
Silas T. Grisamore (1825-1897) of the 18th Louisiana:

“It was during our encampment here that a Texas captain was court martialed and found guilty of mutiny when an attempt had been made to cross the Mississippi River. Gen. Magruder ordered the whole of the four divisions out on the plain above the town to witness his execution.”

Excerpt from the book *The Tennessee Campaign of 1864* describing how many Texans including Guynes resisted crossing the Mississippi in 1864 and many did desert:

“Even before the campaign, Texans in the Trans-Mississippi, with the exception of young unmarried men, refused to serve east of the Mississippi River. Confederate president Jefferson Davis continually asked Edmund Kirby Smith, commander of the Trans-Mississippi Department, for more men to fight in the Cis-Mississippi (Cis means same side). Smith refused the request stating that it was physically impossible. He needed them to defend the territory they still held, and more importantly, that the men did not want to cross. In one instance the Confederate army ordered the execution of Captain John Guynes of the 22nd Texas Infantry for encouraging his men to desert instead of crossing the Mississippi. Saddened by the death of the officer, Simmons angrily remarked, “That is what the orders to cross the Mississippi have done.” Captain Manuel Yturri of the 3rd Texas Infantry also wrote of Guynes’ execution and reinforced Simmons’ (John of the 22nd Texas Infantry) comments when he wrote home that “I’ll be very happy if we don’t go to the other side of the Mississippi River because this order has caused more than two hundred desertions in the [Walker’s] division from what I have been told, but they have captured more than a hundred. . . But I do believe that if we’re going to the other side [of the Mississippi] many more will desert.” Though the exact number of deserted Texans is unknown, overall from September 7, 1864, to January 31, 1865, 2,207 Confederates deserted their ranks and swore an oath of allegiance to the Union in the Nashville region. Weeks later the flood of deserters continued and many were taken to Nashville as prisoners of war, bringing the final report up to 4,045.

The campaigns of Walker’s Texas division - containing a complete record of the campaigns in Texas, Louisiana, and Arkansas including the Federal’s report of the battles, names of the officers of the division, diary of marches, camp scenery, anecdotes, etc.



Sires and Sons - The Story of Hubbard’s Regiments by Trevor Wardlaw

From the unbridled lands of East Texas, tenacious men with diverse backgrounds came together to form the Twenty-Second Texas Infantry. Also known as Hubbard’s regiment, families synonymous with the Texas Revolution joined the ranks of politicians, attorneys, farmers, and teachers. Many championed Southern values whereas some campaigned for Northern agendas. Yet, most were Texan by choice and they sought to defend their homes. The regiment’s stories of triumph and sorrow intertwined with American history as the men drudged across the unforgiving lands west of the Mississippi River. They fought in the bloody encounters of Fort DeRussy, Mansfield, Pleasant Hill, and Jenkins’ Ferry as life-threatening diseases complicated their service. Their ambitious marches forever tied them to the story of Texas during the Civil War.

Trevor Wardlaw created a virtual cemetery dedicated to [The 22nd Texas Infantry](#).

Edward Black, Child Soldier, cont.

During that extensive service, the young boy was wounded more than once. In one instance, when he was 12 years old, he was grievously injured when an exploding shell shattered his left hand and arm. Edward's injuries earned him the unfortunate distinction of being the youngest Civil War soldier injured on active duty.

At war's end, Edward and his unit remained in the vicinity of Baton Rouge as garrison troops, until January of 1866, when the 1st Indiana Heavy Artillery was finally mustered out, and its personnel were discharged.

Edward Black never fully recovered from injuries he received during the war, nor from the mental trauma of what he had been exposed to at such a tender age. He died in 1872, aged 17, and was buried in Indianapolis. His drum was passed on down his family over the generations, before it was finally gifted to the Children's Museum of Indianapolis. There, it remains on display to this day as one of the museum's most prized and popular exhibits.

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THE RUNNER is the official monthly newsletter of the CFCWRT.

If you have member news or news about Civil War events that you think would be of interest to the CFCWRT membership, send an email with the details to the editor, [Sherry Hewitt](#). Thank you.

The Cape Fear Civil War Round Table is a non-profit organization made up of men and women who have a common interest in the history of the Civil War. The meetings include a speaker each month covering some aspect of the Civil War. This serves our purpose of encouraging education and research into that historical conflict.

Click here for membership information: [Membership Application](#)

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