



Rebel Underground

**Sons of Confederate Veterans
Major John C. Hutto Camp #443
Jasper, Alabama**

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**The Major John C. Hutto Camp's August Camp Meeting
will be in Jasper, Alabama on
Sunday 16 August 2026 at 2:00 pm**

The program for August is:
Civil War Spies
by John McGraw

Past National Sons of Confederate Veterans' Chief of Heritage Operations Ben Jones has passed away. During a time when many mainstream celebrities would not stand up and help defend our Southern heritage, Chief Jones took a stand. He was a proud member of the Sons of Confederate Veterans, and his contributions to our cause will always be remembered. We ask that you please keep his family and loved ones in your prayers during this difficult time.

Rest in peace, Ben "Crazy Cooter" Jones.



**Ben Jones, good ol' boy 'Dukes of Hazzard' actor and
2-term US House member, dies at 84**

By Jeffrey Collins
August 10, 2026

Ben Jones, who played the good ol' boy mechanic in "The Dukes of Hazzard" TV series and parlayed his fame into a political career and two terms in the U.S. House, has died. He was 84.

Jones had a heart attack in his home Sunday in Washington, Virginia, as he was waiting to watch his beloved Atlanta Braves play baseball, his wife, Alma Viator, said on social media. Rappahannock County Sheriff Connie Compton confirmed his death.

Jones' fame came from his role as Cooter Davenport, the mechanic who got the Duke boys out of jams as they tried to do the right thing and fight the corrupt Boss Hogg in the fictional Hazzard County, Georgia.

After playing Cooter for all seven seasons of the series from 1979 to 1985, Jones turned to politics and was elected to the U.S. House from a district near Atlanta in 1988. The Democrat served two terms before he was redistricted out of the seat.

Jones was born in North Carolina and in college got involved in acting and civil rights, he wrote in his autobiography "Redneck Boy in the Promised Land: The Confessions of 'Crazy Cooter.'"

Acting took over his life. Jones performed in numerous stage productions and had a few minor TV and movie roles in Atlanta during the 1970s before his life-defining break came on a TV show Jones defended as a modern-day morality tale and a fine example of Southern values.

For seven seasons, Jones was one of a small band of friends and family helping Bo and Luke Duke in "The Dukes of Hazzard." The cousins were on probation for running moonshine and were constantly trying to clear their names and stop the crooked and powerful Boss Hogg from stealing or cheating.

The Duke boys drove a modified 1969 Dodge Charger called the General Lee with a Confederate flag on its roof. Cooter owned "Cooter's Garage" in the town square. Nearly every episode involved a car chase with jumps and stunts and a patrol car badly in need of repairs.

Cooter was often on the CB radio in his pickup truck saying "Breaker one, Breaker one. I might be crazy but I ain't dumb. Crazy Cooter coming at you."

"The Dukes of Hazzard" was a hit for CBS and its popularity never waned. It went into syndication and later became a prominent fixture on cable's The Nashville Network.

Jones also credited the series with pulling him out of a self-destructive, alcoholic lifestyle that led to the failure of several marriages.

"It was like being in a Beatles movie," Jones said. "Our lives changed."

Tom Wopat, who played Luke Duke, said Jones was an integral part of making the series work.

"Ben Jones was a fine friend and a fierce advocate of all the best things we can offer in the entertainment business. He will be sorely missed," Wopat wrote on Instagram.

After "The Dukes of Hazzard," Jones went into politics. He kept his aw shucks personality, but took the issues seriously. In his four years in Washington, Jones was known as a Democrat who could buck his party. He was liberal on social issues and conservative on economics.

But even in politics, he made a splash. After losing in 1992 in his redrawn district, Jones ran for Congress again in 1994. He lost to Newt Gingrich in the elections that elevated the Republican to the Speaker's Office.

Jones would file an ethics complaint that Gingrich used tax-deductible donations to fund his partisan college course leading to a House reprimand and Gingrich's decision to leave the body.

Jones always embraced his role as Cooter. After moving to Virginia, he would open at least three "Cooter's" country stores in Nashville and Pigeon Forge, Tennessee, and near his home. They sold plenty of T-shirts, key chains and insulated tumblers and included Dukes of Hazzard memorabilia like one of the 300 or so General Lee cars used and abused in the TV series.

The show and Cooter lived on because it was funny, had plenty of action and car chases and had a good, family-friendly heart, Jones told the Richmond Times-Dispatch at a 2001 car show where he played in a band, signed autographs and met fans.

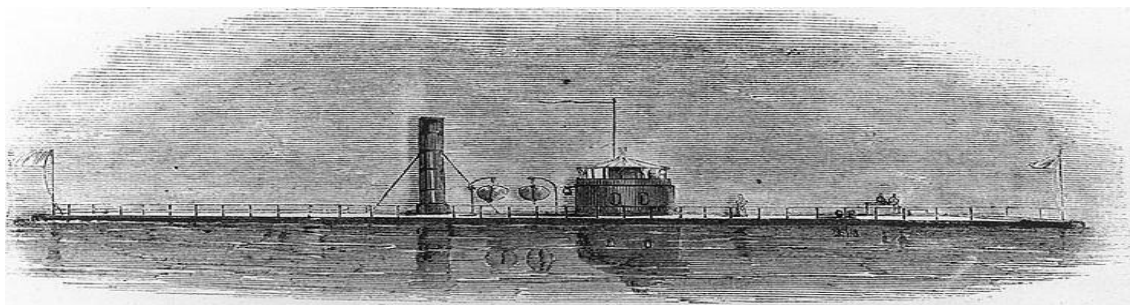
"The show reflects the values of the heartland of America. The good guys always win," Jones said.

This story has been updated to correct that Bo and Luke Duke were cousins, not brothers.
JEFFREY COLLINS

Collins covers South Carolina from Columbia for The Associated Press. He has been with the AP since 2000.

The Civil War's Forgotten Water War: How the Confederacy Fought in Brown- and Green-Water Campaigns

by Robert S. Davis
August 10, 2026



Although the above engraving depicts the Union gunboat USS Yazoo rather than USS Petrel, it shows the type of shallow-draft ironclad that Confederate raiders captured and destroyed on the Yazoo River in April 1864—one example of the South's surprisingly effective "brown-water" warfare. | public domain

The Confederate States of America achieved many naval technological successes during the Civil War. Defying conventional warfare, Confederates sank enemy ships with ironclads, mines, torpedoes, and submarines.

The South also fought another, less familiar war on water: effective riverine (“brown-water”) and shallow coastal (“green-water”) warfare. Civilians, marines, sailors, and soldiers succeeded spectacularly in this ancient “shore-to-ship” combat.

Shallow inlets, swamps, channels, and bays offered ideal launching points for attacks on Federal blockaders and supply ships. Enemy ships might become lost, accidentally grounded, or rendered helpless by a storm; or they might simply venture within striking distance.

In May 1863, Acting Master James Duke and 18 civilians from Mobile, traveling in a small boat, captured the Boston at Pass à l’Outre, Louisiana. They then used her to capture and destroy the Jenny Lind and the barks Texana and Lenox. Confederates employed similar tactics on April 22, 1864, when they captured the ironclad gunboat Petrel on Mississippi’s Yazoo River.

Shallow-water raiders did not always need boats. On May 15, 1863, 30 members of a local defense force under Captain John T. Elliott dropped from a drawbridge on the Albemarle and Chesapeake Canal to seize the civilian mail side-wheel steamer Emily. They then used her to capture the Arrow. Along the North Carolina coast, Captain J. N. Whitford and his company ambushed a side-wheeler and a fleet of Federal gunboats from shore.

Elsewhere, Colonel Richard Thomas Zarvona and his Maryland Zouaves boarded four vessels while posing as passengers (Zarvona reportedly disguised as a woman). In mid-1863, Captain J. W. Person dressed his men as escaped enslaved people, both men and women, to lure a Federal skiff into an ambush near Tampa, Florida.

The spring of 1864 proved to be the height of successful Confederate shore-to-water operations. On the Mississippi River, Colonel Colton Greene used his brigade’s artillery to successfully engage 21 Federal vessels. On Florida's St. Johns River, Captain John Jackson Dickison and his cavalry severely damaged the Union gunboat Ottawa and destroyed the gunboat Columbine. Elsewhere in Florida, at the mouth of the Yellow River, Captain William T. Amos and Company Fifteen of the Fifteenth Confederate Cavalry Regiment captured three vessels.

In Tennessee, during several days in October and November 1864, General Nathan Bedford

Forrest's command achieved perhaps the greatest success of the war. His men captured or destroyed 4 gunboats, 14 transports, and 20 barges, took approximately 150 prisoners, and inflicted nearly \$10 million in damage.

A complete accounting of the many ships taken by the South's civilians and military is not possible. More such raids could have succeeded, but the Confederate government ignored this type of warfare. Seeking prize money required a lengthy court process. By contrast, the United States government provided generous bounties and easy prize money that encouraged raids on Southern ships.

Nonetheless, brave, determined, and largely ignored Confederate Davids set out in shallow waters to challenge—and often defeat—their Federal Goliaths.

HUTTO CAMP OFFICERS

Commander	James R. Blackston
1 st Lt. Cmd	Trent Harris
2nd Lt. Cmd	Jeremy Jackson
Adjutant	John McGraw
Chaplain	Thomas Foster
Judge Advocate	Cherokee Brasher
Communications	Tony Pennington
Facebook	Brandon Prescott - Jeremy Jackson
Quartermaster	Billy Kinchelow
Flag Committee Chairman	Trent Harris
Newsletter Editor	James Blackston

Website: www.huttocamp.com

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The Rebel Underground is dedicated to bringing our readers the very best of important news concerning Confederate History and Southern Heritage. We are not ashamed of our Confederate History and Southern Heritage. We dare to defend our rights.