

The Ontario Model Soldier Society

Founded 1962

www.omss.ca



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Newsletter for October 2022

Monthly Meeting Dates for 2022

Next meeting Sunday, October 16th

Branch 643 Royal Canadian Legion 110 Jutland Road Toronto

Meeting starts at 1:00 pm. Doors open 11:00 am

October 16th - November 13th - December 11th

OMSS Ottawa meetings have resumed in person gatherings with continued Meet and Greet and Swap Meets by Zoom which are open to all OMSS members. For an invite and link or more information, please contact Bob Thompson at Thompson_robert@rogers.com.



Letter from the President

We are now in the autumn of 2022. How time flies.

We had a good meeting in September. The attendance was down, but it was good to see some members that haven't been able to join us in-person during the pandemic. And thanks to those that presented at the meeting, and to all who participated in the discussion.

However, society – and the OMSS – are getting back towards normalcy. With that, we are resuming a more routine schedule going forward. What this means is the following for the remainder of 2022:

- October 16 – Annual General Meeting. Election of executive and other positions. We need other people to step up. We need new ideas and energy. Also remember to bring items for show-and-tell – let's see what you have been doing for the past 2.5 years.
- November 13 – Annual Auction
- December 11 – Christmas Luncheon. We will look into the pricing for the Swiss Chalet. At this point, no restrictions from the Legion on resuming our tradition.

As discussed at the September meeting, there are a few items, such as the location and date for next year's On Parade. The Executive and Show Committee will be discussing it. Planning for the weekend of June 10-11, but needing to decide on Humber College versus the Legion (Saturday if the former, Sunday if the latter.) We will decide quickly when we can get together.

I look forward to seeing you at the next meeting.

What's New in the Hobby – October 2022

By Scott Dummitt

With the passing of Queen Elizabeth II, there has been a renewed interest in figures of the Sovereign and related matters. If like many Canadians you watched the various ceremonies, you could not miss the Royal Company of Archers. This unit can trace its formation back to 1676 when it was first a private archery club. During the Jacobite rebellion it had strong ties with Charles Stuart and therefore kept a low profile for many years after the rebellion was put down. In 1822 Lord John Hopetoun, 4th Earl of Hopetoun, persuaded King George IV to accept the Company as his personal bodyguard while on tour of Edinburgh. Since that time, the Royal Company of Archers have performed their duty for the Sovereign whenever they have visited Scotland. Tradition of London has just announced



Royal Company of Archers bowman by Tradition of London

the release of both painted and unpainted figures from this unit. One figure stands holding his bow in the At Ease position, while the other holds his in a firing position. Both figures are reminiscent of the hollow cast W. Britain figures and both will be a welcome addition to anyone's ceremonial collection. Castings will sell for appx. \$16.00 Cdn. Price for the two painted figures is \$31.00 Cdn.

John Jenkins has been all over the map with his sets the past few months from US Civil War, El Cid, Conquistadors, Saxons, Vikings, Normans, Trojan War and Pre-Napoleonic British India, however the ones I particularly like are the Fur Trade. While most of these figures depict American traders, they share a common link to the Canadian fur trade. Two recent sets I particularly like are the pair of Native Women in blankets, my first thought was how these would splendidly work in with the surprise attack at Fort Michilimackinac in 1763, where during the playing of a Lacrosse game, the natives threw the ball past the unsuspecting sentries at the forts gate. The women had hidden knives and tomahawks under their blankets and as the warriors rushed the gate, handed them along to the attackers. The Red River Cart was instrumental in the Fur Trade, but also used for protection by the Métis during an attack from western natives. The pair of females sells for \$135.00 Cdn, while the cart retails for \$72.00 Cdn.



Native American Women by John Jenkins Designs

Lastly, I have suspected this for months, but could not get it confirmed, W. Britain Ltd in its recent standard announced in the STANDARD an upcoming release of Canadian Mounties that will be available in matte.



John Jenkins Designs – Red River Cart & Accessories

A Road Trip Towards Normalcy – Part 2

By Keith C. Ritchie

Continuing on with the second part of my trip in early July.

Leaving Chilicothe, I headed south to the Ohio River, and then continued east to come in at Huntingdon, West Virginia. The next day I went through WV, with stops at two State Historical Parks – Carnifex Ferry and Droop Mountain. These are mostly off of main roads and not easy to get to. Even with road maps, many thanks to my car's navigation system.

Carnifex Ferry was first, and I spent over 1.5 hours there, including an hour-long hike. To consider that Union and Confederate forces fought there and maneuvered forces around the Ferry site and through the very hilly and wooded terrain boggles the mind. This can be said really for all of the battles in what is now WV. The forces involved were not that large (except for Jackson's encirclement of Harpers Ferry in 1862), but the terrain and largely undeveloped country and roads wouldn't support large armies.

It was sunny when I started my walk mid-morning, but a thunderstorm began 45 minutes later. Not surprising – it was sunny, hot and humid throughout the trip, with highs over 30 degrees each day, and sunny. However, the combination of heat and humidity, and terrain and elevation changes of the Appalachians meant that I encountered some heavy but intermittent thunderstorms in southern Ohio through West Virginia).

I continued on to Droop Mountain further to the east. While the rain had just ended, it was slippery in the small park. The roads are narrow and all one-way, following the terrain where Union and Confederate forces fought on the slopes of the mountain side.

I then continued northeast and overnighted in Winchester (Virginia), and then went to Harpers Ferry the next morning. I had driven through Harpers Ferry before, but this time I stopped at the park. Paying and parking at the main site above the town, I took the free shuttle down to the old town. Harpers Ferry was established in the mid-1700s, and was visited by both Thomas Jefferson and George Washington. It is where the Shenandoah River flows into the Potomac River. The rivers provided water power and also a transportation route and foundries were established there – due to the water power and access to coal and other metals mined in the Appalachians. George Washington recommended the establishment of a U.S. arsenal there, for the manufacture of guns and cannons.



Carnifex Ferry

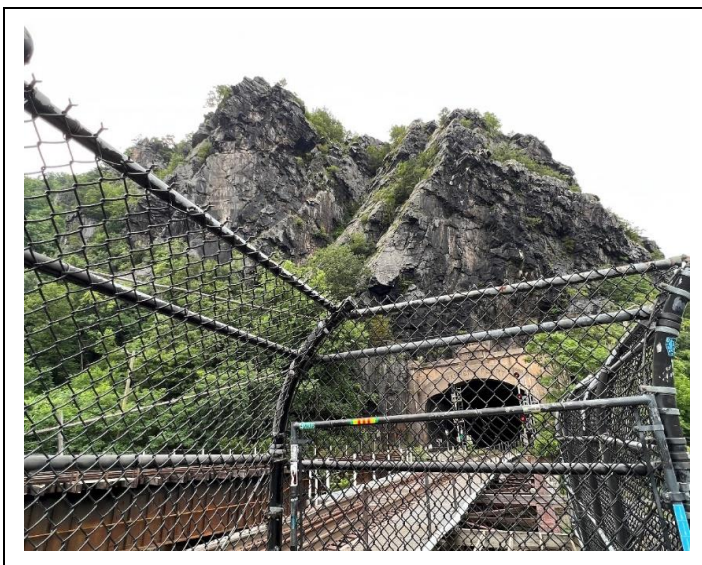
A Road Trip Towards Normalcy – Part 2 continued

Harpers Ferry is mostly known for John Brown's raid on the town and the U.S. military arsenal in 1859, in an insurrection against the U.S, and aimed at capturing the weapons at the arsenal in order to arm the slaves and end slavery. While John Brown's insurrection overwhelmed the small U.S. force stationed at the arsenal, the rioters became holed up in the arsenal. Col. Robert E. Lee's role in capture of John Brown is interesting, Col. Lee was dispatched from his home in Arlington, but lead in civilian clothes as he had no uniform readily available when dispatched. When negotiations with the insurrectionists failed, it was a unit of U.S. Marines that re-assaulted the arsenal and captured the rioters. Col. Lee, with his military forces, subsequently transported John Brown and other insurrectionists back to Washington for trial – and for some. Including John Brown, - execution. It must be remembered that Colonel Lee was doing this as an officer of the U.S. Army and under orders from Washington D.C.

The lower town by the rivers is part of the National Park, and the buildings have been converted to exhibits of the pre-war industries of the town, John Brown's raid, and the slavery question. Other parts of the town are privately owned, but mostly converted to serve tourism – shops, restaurants and B'n'Bs. The town is kept small and most of the buildings date from the mid-1800s, or are kept to look that way. The roads are also narrow and cobble-stoned in the lower town. The way that the roads and buildings are constructed because of the rocky inclines is amazing to see. You can also cross the Potomac via a walkway on the railway bridge to get to Maryland Heights. I crossed over to get to the railway tunnel, but it is a long and strenuous hike to the top of the heights. From the town down at the rivers' edges, it is amazing to consider how vulnerable the town was when Stonewall Jackson's forces surrounded it with infantry and artillery on the Maryland Heights, Loudon Heights (in Virginia) and the heights above the town in West Virginia (Bolivar Height). Understandable that the Union commander surrendered without a fight. (As a final point, Harper's Ferry stood in for Fredericksburg for the battle scenes in that town in the movie "Gods and Generals", due to the towns and streets being of the right vintage and due to the location down by a river.)



Harpers Ferry



Railway Bridge Walkway across Potmac

A Road Trip Towards Normalcy – conclusion

I then continued on to Gettysburg, where I was for July 3 and 4. With the holiday weekend corresponding with the anniversary of the battle (July 1-3, 1863) and the July 4 Independence day, Gettysburg was busy. Lots of tourists, lots of reenactors. At the Gettysburg Park Visitors' Center, authors of books about the battle and the town's history were there for book signings. It was hot, humid and sunny, and so I limited my visits through the park on July 3. Instead, early in the morning on July 4, I did the self-driving auto tour of the battlefield, with numerous stops to take pictures and take in the views (which I have seen about a half dozen times before). This was all in preparation for Britain's Symposium being held in Gettysburg a month later – but that is another story.

I then headed back to Buffalo overnighing in Corning, New York. As mentioned earlier, I entered the necessary information into the ArriveCan app before reaching the border at Niagara Falls, and got back into Canada with few questions and no issues. The trip was a successful test of the border crossing procedures, and I was a lot more comfortable with the crossings for the trip to Britain's Symposium in early August. Overall, a much needed and successful trip and one that re-energized me and re-inspired me for the hobby, as we have largely survived the pandemic and are getting back to a new normal.

The Last Word

We are always interested to hear what other members have been up to. Share your current project or the latest technique or tool you discovered for model soldier, diorama building and painting with club members by contributing an article to the newsletter or Journal magazine.

The newsletter is edited by Scott Milburn.

News items and notices can be submitted to scottm33@live.ca.

Articles must be submitted no later than 14 days before monthly meetings. Note due to postal costs the Newsletter is limited to 6 pages maximum. Articles that cannot be accommodated will be forwarded to the Journal Editor.