

MILITARIA, BADGES, BUTTONS, ETC.

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Ref	Description	Sterling£	Euro€
OBJ083B S*	QUEEN VICTORIA'S BOER WAR 1900 CHOCOLATE BOX GIFT TIN, multicoloured embossed lid in red, blue and gilt. Minor contact marks and rubbing to enameling and gilding on lid, base and sides rubbed with much of gilding to sides and base worn, otherwise good condition. Box only, no contents.	£90	€112.50
BD002	ROYAL BERKSHIRE REGIMENT, WWI period silver mounted mother of pearl sweetheart or Old Comrades lapel badge, silver plate and enamel regimental device at centre of circular mother of pearl mount, this with silver rim, stout pin to reverse, which is impressed "Sterling Silver rim". Light rubbing to high point of device and couple of light rim bruises, otherwise Almost Extremely Fine.	£20	€25.00
BD004	ROYAL FLYING CORPS, other ranks (possibly Flight Sergeant's pattern) brass cap badge. High points polished, otherwise Good Very Fine.	£50	€62.50
BD012	WW2 KING'S BADGE FOR WAR SERVICE, white metal, butterfly hook for lapel wear to reverse. Minor rubbing to high points, otherwise Almost Extremely Fine.	£5	€6.25
BD013	WW1 PERIOD OTHER RANK'S BRASS WOUND STRIPE, as worn on the tunic sleeve, reverse legend in relief "SERVICE' WOUND STRIPE, SS LTD-B No.4 PROV PAT", twin lugs to reverse. Polished and toned, Good Very Fine.	£10	€12.50
BD014	SOUTH IRISH HORSE, other rank's medium size gilt tunic button, shamrock at centre, "South Irish Horse" legend around, 20mm across at widest point, by Firmins Ltd, London. Light rubbing to high points, otherwise virtually full original gilding and Almost Extremely Fine. I have 3 examples of this button in stock, if you want to order multiples.	£15	€18.75
BD015	ROYAL IRISH REGIMENT, 1902-22 pattern officer's large size (25mm) gilt tunic buttons, by Jennens & Co, London. High points lightly rubbed, otherwise virtually full original gilding and Almost Extremely Fine. I have several of these in stock, if you wish to order multiples.	£5	€6.25
BD016	ROYAL IRISH REGIMENT, 1902-22 pattern officer's medium size (18mm) gilt tunic button, 19mm across at widest point, by Jennens & Co, London. High points lightly rubbed, otherwise virtually full original gilding and Almost Extremely Fine.	£4	€5.00

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	I have several of these in stock, if you wish to buy multiples.		
BD019	LEINSTER REGIMENT, WW1 post 1915 pattern officer's bronze service dress cap badge (as Kipling & King 699), originally twin lugs to reverse, EW, but with contemporary replacement stout pin fitting, minor rubbing to high points, otherwise Good condition.	£80	€100.00
BD020	IRELAND. Irish Veterinary Training College, Officer's Training Corps, 1929-34 pattern brass collar badge (Hogan 5). Twin lugs, EW, minor rubbing to high points, otherwise Good condition and attractive old dark tone.	£225	€281.25
BD021	IRELAND. Pair of Irish Veterinary Training College, Officer's Training Corps, 1929-34 pattern brass collar badge (Hogan 5). Twin lugs, EW, minor rubbing to high points, otherwise Good condition and attractive old dark tone.	£450	€562.50
BD024	ROYAL DUBLIN FUSILIERS, officer's 1881-1922 pattern medium size (19mm) tunic button. Only very minor rubbing to high points, otherwise virtually full gilding and Extremely Fine.	£15	€18.75
	I have several matching examples of this button, in similar condition, if you wish to order multiples.		
BD027	WW1 "IMPERIAL SERVICE" BREAST BADGE, white metal, with original brooch pin fitting to reverse. Good Very Fine. (Two in stock)	£10	€12.50
BD028	ROYAL ARTILLERY, WW1 period 9 carat gold sweetheart brooch, comprising the badge of the Royal Artillery, a field gun to left with regimental title below and king's crown and "Ubique" title above, affixed to a plain straight bar brooch (43mm wide overall) hallmarked Birmingham 1915 on reverse. Lightly polished on high points, otherwise good condition.	£45	€56.25
BD029	ROYAL IRISH REGIMENT, 1902-22 pattern epaulette fixing post. Only minor rubbing to high points, most original gilding present and good condition.	£16	€20.00
	I have 2 of these in stock if you wish to order multiples		
BD030	SOUTH IRISH HORSE 1908-22 period cap badge, in the form of a shamrock leaf, the letters "SIH" superimposed on the three arms of the leaf, in gilding metal, twin lugs to reverse, EW. Virtually mint condition.	£90	€112.50
BD033	ROYAL IRISH REGIMENT, officers silver and gilt small size mess dress button (13mm) , a crowned harp within a wreath of shamrocks in silver on a gilt button. Minor polishing to high	£8	€10.00

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	points, otherwise good condition. I have several of these in stock, if you wish to order multiples.		
BD034	ROYAL DUBLIN FUSILIERS post 1881 other ranks racoon skin cap badge, Kipling & King 972. Minor rubbing to high points, otherwise Extremely Fine	£80	€100.00
BD036	ROYAL IRISH FUSILIERS, other ranks bi-metal two piece collar badge (Churchill 1771-1772). Minor rubbing to high points, otherwise good conditon.	£20	€25.00
BD049	GERMANY. 1934 LABOUR DAY BADGE, "Tag Der Arbeit", bronze, uniface 34mm circular lapel badge. Lacking pin to reverse, otherwise good condition.	£10	€12.50
BD050	ROYAL DUBLIN FUSILIERS, OFFICER'S 1881-1914 PATTERN FUR CAP GRENADE, a fused gilt grenade with silver overlay of shamrocks, tiger and elephant, arms of the city of Dublin at centre, three fiery gateways, battle honours and regimental motto at base, accompanied by an even rarer original officer's blue feather plume for the fur cap. Fixing posts to reverse of cap grenade shortened (approx half inch of each remaining), high points of grenade lightly polished, the blue feather plume slightly faded to green in parts, otherwise good condition.	£650	€812.50
BD057	LEINSTER REGIMENT POST 1915 OFFICER'S BRONZE SERVICE DRESS CAP BADGE. 3 lugs to reverse, N-E-W. Good Very Fine	£80	€100.00
bd060	A MATCHING PAIR (LEFT AND RIGHT) OF WW1 PERIOD STAFF OFFICER'S RED CLOTH AND BRAID COLLAR TABS, both with their original George V gilt buttons. Removed from uniform, some mothing, including small section missing from front corner of one collar tab, otherwise good condition.	£8	€10.00
BD062	ROYAL INNISKILLING FUSILIERS, SMALL SIZE OFFICER'S POST 1922 CAST BI-METAL CAP BADGE. Minor rubbing to high points otherwise Good Very Fine to Almost Extremely Fine	£30	€37.50
BD065	KENYA DEFENCE FORCE 1928-1963 PATTERN CAP BADGE, a rampant lion to left in brass, slider to reverse, 1.95 inches (49mm) high approx. Renfrew (British Colonial Badges) 520. Polished, otherwise Very Fine.	£15	€18.75
BD066	MIDDLESEX REGIMENT. OFFICER'S POST 1916 PATTERN BRONZED CAP BADGE, twin lugs to reverse (east-west). Kipling & King 672. Very minor rubbing to high points, otherwise virtually mint state.	£20	€25.00

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bd067	MIDDLESEX REGIMENT. OFFICER'S POST 1916 PATTERN BRONZED CAP BADGE, twin blades to reverse (east-west). Kipling & King 672. Very minor rubbing to high points, otherwise virtually mint state.	£20	€25.00
BD068	MIDDLESEX REGIMENT. OFFICER'S POST 1916 PATTERN BRONZED CAP BADGE, twin blades to reverse (east-west). Kipling & King 672. One blade lacking, other very minor rubbing to high points, otherwise virtually mint state.	£15	€18.75
bd069	MIDDLESEX REGIMENT, OFFICER'S 1898 PATTERN SILVER CAP BADGE (not hallmarked, but with maker's mark "J.R. Gaunt London" and the letter "P" impressed to reverse). Twin lugs to reverse (east-west), 40mm high x 47mm wide. Kipling & King 672. A superb example, lightly toned and virtually mint state.	£60	€75.00
	This pattern of cap badge continued to be worn by officers of the Middlesex Regiment until the introduction of anodised badges in the 1960's.		
BD070	MIDDLESEX REGIMENT, OFFICER'S SILVER CAP OR COLLAR BADGE (not hallmarked), twin lugs to reverse (east-west). Similar to Westlake 244, but more squat in appearance, and with the battle honour "Albuhera" on a wider scrolling ribbon, 31mm high x 32mm wide. A superb example, lightly toned and virtually mint state.	£50	€62.50
BD071	EAST KENT REGIMENT, "THE BUFFS". OFFICER'S SILVER COLLAR BADGE (not hallmarked), dragon faces to right, twin lugs to reverse (east-west). Churchill & Westlake 136. Both lugs slightly distorted (should be easy to re-shape), otherwise a superb example, attractively toned and virtually as struck.	£40	€50.00
BD072	HOME COUNTIES BRIGADE, OFFICER'S SILVER CAP BADGE (not hallmarked). Twin lugs to reverse (east-west), 39mm high x 35mm wide. Kipling & King 2025. A superb example, virtually mint state.	£75	€93.75
BD073	QUEEN ALEXANDRA'S IMPERIAL MILITARY NURSING SERVICE RESERVE, PAIR OF SILVER COLLAR BADGES (not hallmarked). Matching twin lugs on reverse (both north-south). Churchill & Westlake 412. Lugs slightly distorted (easily re-shaped), attractively toned, only minor rubbing to high points, Extremely Fine.	£25	€31.25
BD074	QUEEN'S REGIMENT, OFFICER QUALITY 1966-1992 PERIOD ANODISED CAP BADGE, twin lugs to reverse (east-	£10	€12.50

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	west). Kipling & King 2038. Mint state.		
BD075	SIERRA LEONE REGIMENT, ROYAL WEST AFRICA FRONTIER FORCE. OFFICER'S BRONZED SHOULDER TITLE. Two-piece construction "SLR" over "RWAWF", twin lugs to reverse (east-west), 38mm across at widest point. Lightly polished, Good Very Fine.	£12	€15.00
BD076	ROYAL WEST AFRICA FRONTIER FORCE, OFFICER'S BRONZED COLLAR BADGE, a palm tree, ribbon below bearing title "R.W.A.F.F.". Twin lugs to reverse (north-south), 29mm high. Lightly polished, Good Very Fine. I have three examples in stock. Singles £4 each, a matched pair, £7	£4	€5.00
BD077	INDIAN ARMY. 9TH JATREGIMENT OFFICER'S BRONZED SHOULDER TITLE, curved form, in 2 lines, the number "9" above "JATS", of one-piece cast construction, twin lugs to reverse (east-west), 33mm wide. Lightly polished, Good Very Fine.	£12	€15.00
BD078	INDIAN ARMY, 9TH JAT REGIMENT, OFFICER'S COLLAR BADGE, white metal (low grade silver, not hallmarked) or very pale brass, cast one-piece construction, the crowned (King's crown) regimental designation "IX" above ribbon bearing title "JAT REGIMENT". 21mm high. Polished, Good Very Fine.	£18	€22.50
	I believe this pattern of collar badge was also sometimes worn by officers as a cap badge on side caps		
BD080	BRITISH ARMY TROPICAL PATTERN FORMATION ARM BADGE, consisting of two strips of red fabric above a white fabric triangle, on lightweight khaki backing, indicating issued for use by the 2nd Infantry Battalion, 1st Division. Removed from uniform, otherwise good condition and rare.	£48	€60.00
	Bevo style badge, post WW2 issue, probably produced in the British sector of occupied Germany using captured German Third Reich machinery, circa 1946, for issue to troops serving in the Middle East or Far East.		
BD081	ROYAL NAVY INSPECTOR OF NAVAL ORDNANCE, gilt bronze and blue enamel lapel badge, a guard dog and anchor within a crowned oval circlet bearing the legend "Armorum Cura Navium Tutela", "INO" in exergue, butterfly buttonhole suspension device to reverse with maker's mark of J.R. Gaunt.	£30	€37.50
	The On War Service 1915 badge was issued by the Ministry of Munitions. The earliest versions of these badges have blue enamel similar to the 1914 badge, but the enamel was		

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	<p>abandoned in favour of a plain brass stamped design when the scale of the issue requirements became clear. These small, metal badges were worn by civilians during the First World War in order to indicate that the person wearing it was engaged in important war-work. Several of these badges were officially produced and distributed nationally but many more were produced privately by employing companies to support their employees. Before conscription was introduced in 1916, the army relied on voluntary recruitment. It was assumed by many that a man not in uniform was avoiding joining up and was therefore often accused of shirking their duty to their country. The famous white feather campaign saw men not in uniform presented with a white feather as a symbol of cowardice. The official badges were intended to prove that the wearer was doing their duty to their country in a time of war in a different way. They were not in uniform, but they may have been working in munitions factories or in the dockyards carrying out work that was vital to the war effort. After conscription, the need for these badges faded, along with the white feather campaign. However, many continued to be worn throughout the war, especially by female shift workers for whom the badge could give priority boarding and fare concessions on public transport, as well as indicating that there was nothing disreputable about these ladies travelling alone at night.</p>		
BD082	<p>ROYAL NAVY, 2ND CRUISER SQUADRON, embroidered blue cloth badge, a red circlet with outline of white shield within, red and white star at centre comprised of white and red overlaid triangles, letters "SCS" in red and white at centre, unissued condition (virtually as made).</p>	£20	€25.00
	<p>Accompanied by a note to the effect that it was worn by the crew of HMS Cornwall and of Victorian manufacture.</p>		
BD083	<p>ROYAL FUSILIERS, POST 1902 PATTERN SLOUCH HAT OR FORAGE CAP BADGE. Regimentally produced, sand cast example, twin fixing lugs to reverse, probably produced by the 2nd Battalion in India circa 1912 to the same pattern as Kipling & King 597. Typical crude manufacture, but virtually as made.</p>	£10	€12.50
BD084	<p>ROYAL FLYING CORPS. OTHER RANKS BRONZE CAP BADGE. Twin fixing lugs to reverse (east-west). Minor rubbing to high points, otherwise virtually as issued.</p>	£45	€56.25
BD086	<p>IRISH FREE STATE. POILINI ATHA CLIATH (DUBLIN POLICE), 1922-1925 PATTERN STATION SERGEANT'S CLOTH ARM BADGE, comprising three castles embroidered in white within a white embroidered circlet on an oval black</p>	£70	€87.50

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	<p>padded felt background, 2.7 inches x 2.35 inches (7.5 x 6 cm) (vertical) approx. Unissued condition, virtually as made.</p> <p>This pattern of badge was withdrawn in 1925 following the amalgamation of the Poilini Atha Cliath with the Garda Siocana. The pre-1922 Dublin Metropolitan Police sergeant's pattern arm badge had a king's crown above the three castles.</p>		
BD088	INDIAN POLICE, post 1902 pattern (King's crown) white metal cap badge and matching pair of white metal collar badges. All three with lugs east-west. Minor rubbing to high points, otherwise good condition and virtually as made.	£25	€31.25
BG3951	22nd BATTALION AUSTRALIAN IMPERIAL FORCE, PAIR OF DIAMOND SHAPED SHOULDER FLASHES, mauve over red felt fabric. Removed from uniform, otherwise good condition with very little wear.	£60	€75.00
	As worn by the 22nd Battalion AIF from Gallipoli onwards during WW1.		
BU001	"WEXFORD REGIMENT, small size (16mm) silver plated Victorian tunic button, 2-piece flat backed domed construction, Royal cypher ""VR"" at centre, crowned circlet around bearing title ""Wexford Regiment"", plain rim, reverse impressed with maker's details ""Foley Dublin"". Similar to McDonnell 38.3, but by a different maker. High points polished, with some loss of silver plating, otherwise good condition.	£50	€62.50
	The Wexford Regiment, Irish Militia, was originally raised in 1794, and following the army reforms of 1881 became the 3rd Battalion Royal Irish Regiment."		
BU002	"BALBRIGGEN INFANTRY, George III period small size (17mm) silver plated tunic button, circa 1795, one-piece open backed domed construction, Hanoverian crown at obverse centre, circlet around with regimental title ""Balbriggan Infantry"", reverse with maker's details, ""Murphy Dublin"". Lightly polished, otherwise virtually as made.	£60	€75.00
	Balbriggan (now Balbriggan) is in north county Dublin, on the east coast of Ireland."		
BU003	"BALBRIGGEN CAVALRY, George III period small size (17mm) silver plated tunic button, circa 1795, one-piece open backed domed construction, Hanoverian crown at obverse centre, circlet around with regimental title ""Balbriggan Cavalry"", reverse with maker's details, ""Murphy Dublin"". Lightly polished, otherwise virtually as made.	£60	€75.00

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	Lightly polished, otherwise virtually as made.		
	Balbriggan (now Balbriggan) is in north county Dublin, on the east coast of Ireland."		
OBJ079*	<p>THE MID 19TH CENTURY GOLD MOUNTED WALKING CANE PRESENTED TO EDWIN MOODY, THE ANTI-SLAVERY ABOLITIONIST AND AGENT FOR THE BOSTON AND WORCESTER RAILROAD COMPANY, ARRESTED AND CHARGED WITH RIOTOUS ASSEMBLY AND ASSAULTING THE NOTORIOUS SLAVE CATCHER, BOUNTY HUNTER AND FEDERAL DEPTY-MARSHALL ASA O. BUTMAN, DURING THE ANTI-SLAVECATCHER RIOTS AT WORCESTER, MASSACHUSETTS, 28TH - 29TH OCTOBER 1854, the heavy, octagonal, faceted, rose gold handle above a 33 inch (83.5cm) tapering ebonised stick with brass mounted steel tip, the handle decorated overall with floral scrolls and with presentation inscription: "Presented by the Employees at Worcester of the Boston & Worcester Rail Road Co. to their late Agent Edwin Moody, Esq. July 4th. 1857", and additionally engraved "E.M.", for Edwin Moody. Apparently not hallmarked, but tests positive for gold (probably 14 carat). Measures 36 inches (91.5cm) long overall approx.</p> <p>Edwin Moody (1803-1870) was the son of Daniel and Sarah Moody. He is recorded in the 1840 census as being resident at Worcester, Massachusetts. Moody was the Boston & Worcester Railroad's ticket agent at Worcester, 1837-40 and was subsequently the company's Freight and Station Agent at Worcester from 1840. Edwin Moody is recorded in the 1860 census as being a 56 year old railroad agent resident at Worcester with his 50 year old wife Nancy, two daughters and a son, the owner of real estate valued at \$5,500 and with a personal estate valued at \$3,500. By 1870 Moody was a retired man living in Worcester with his wife and one daughter. Edwin Moody died at Worcester on 27/6/1870.</p> <p>During the mid-19th century many of the inhabitants of Worcester lent their support to the leading reform movements of the day, agitating for a wide variety of causes, including the Anti-Slavery, Woment's Rights (Clothing Reform) and Temperance movements. Worcester's citizens were largely abolitionists, the Free Soil (Anti-Slavery) Party being founded there in 1848. The prominent abolitionist Thomas Wentworth Higginson, a resident of Worcester in the 1850's, described the city as being a "seething centre of all the reforms". By 1850</p>	£1,800	€2,250.00

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	<p>Worcester was also something of a transportation hub, the meeting point for a number of interconnecting railroad and stagecoach routes. As a result, it became an important link in the clandestine "underground railroad", along which escaped slaves were smuggled from the slave states in the south to safe havens in the non-slave northern states and Canada. Since it was the home of large numbers of abolitionists, Worcester itself became a safe haven for escaped slaves, with the result that by the mid-1850s, it was home to a considerable number of escaped slaves and their descendents.</p> <p>On the evening of Saturday 28th October 1854 the Federal Deputy-Marshall, slavecatcher and bounty hunter Marshall Asa O. Butman, arrived in Worcester on the hunt for a fugitive slave by the name of William Jankins, a barber, who had established himself as a barber at Worcester and by 1854 was a well-to-do resident of that city. Butman intended to sieze Jankins and return him to his owner under the authority granted to him as a deputy marshal and bounty hunter by the 1850 Fugitive Slave Act. He arrived in Worcester from Boston, where his recent arrest of two escaped slaves had triggered a major outbreak of rioting, which only ended when the military were called out to ensure the escapees were returned to slavery. On arrival in Worcester, Butman took lodgings at the American House Hotel. News of his arrival spread like wildfire and Worcester's Anti-Slave Hunter Vigilance Committee began to monitor the hotel and Butman's movements. At the same time, a large number of abolitionists assembled outside the American House Hotel, and remained there throughout the night. The following morning some of the assembled crowd approached the owner of the hotel and demanded that he eject Butman. During the discussions, Butman became agitated and drew a pistol from his pocket and threatened the protesters. A complaint was made to the authorities and Butman was arrested for carrying a concealed weapon. He was arraigned the following day, Sunday 29th October, and released on \$200 bail. Whilst Butman's arraignment was taking place a large crowd of protesters descended on the court house, occupying the court room and gathering outside. At this point, Worcester's City Marshal, Lovell Baker, intervened and, fearing for Butman's safety, removed him to his office in the court building. When Lovell briefly left his office, a group of half a dozen members of Worcester's escaped slave community broke in and attacked Butman, one of them punching him in the head and knocking him to the ground. At this point the Marshal returned and locked both Butman and his attacker inside his office, the attacker</p>		

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	<p>subsequently escaping by jumping out the window. About an hour later local solicitor George Hoare emerged from the court house, having evidently in the meantime reached an agreement with Butman, and addressed the crowd.</p> <p>"Fellow citizens; It is some ten years ago that my father and sister were driven out of Charleston South Carolina by an infuriated mob of slave holders, because, in obedience to a commission issued by the authority of the State of Massachusetts, he had gone thither to test, in the courts of the United States, the validity of those laws under which they imprisoned our citizens, for no crime but the colour of their skins; and none of you I think will accuse me of having any great sympathy for slave holders. It is gratifying to see such a feeling of indignation manifested to an individual whose acts have rendered him so odious in your eyes; but yet I trust none of you have come here to do him any personal violence. Even in Charleston, low and degraded as the majority of its citizens are, some persons were found to sustain the majesty of the law; and to their interference my father and sister owed the preservation of their lives. Let it not be said of us, citizens of Worcester, that we have less respect for law and order than was manifested by them. Let us remember that the cause we all have so much at heart cannot but suffer if we engage in acts of violence against this obnoxious and odious individual who, whatever may have been his past course, assures me that he came here with no intention of molesting a slave. Believing that your sentiments upon this subject are in unison with mine, I have ventured to assure Mr Butman, in your behalf, that he may depart from the city unmolested and in peace; and I have offered to accompany him to the depot, so that he may leave by the earliest train."</p> <p>Hoar then re-entered the court house, returning with Butman on his arm, and the two men attempted to make their way through the crowd to the Boston & Worcester Railroad Company's depot. As they did so, the crowd closed in on them, impeding their passage, so a larger escort was called for and a local clergyman, Reverend Higginson, took Butman's other arm and a party of abolitionists formed a bodyguard around Butman and his two protectors. Together, Butman and his escort made their way through a crowd of about 600 protestors, Butman being pelted with eggs and repeatedly assaulted by members of the crowd along the way. By the time Butman and his escort reached the railway station the following crowd of protestors had swelled to over 1000. Unfortunately for Butman, by then the train had already departed, so a horse drawn wagon was hastily</p>		

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	<p>requisitioned and with the Reverend Higginson seated beside him as a guarantee of safe conduct, Butman sped out of town. The City Marshal followed Butman's wagon out of Worcester in his own horse and buggy and, once they had travelled a safe distance from the town, transferred Butman into his buggy and drove him the forty miles to Boston, where he released him. As he made his escape Butman acknowledged that he owed his life to the abolitionists of Worcester. Not surprisingly, having barely escaped with his life, Butman kept his promise never to return to Worcester. Butman was the last slave catcher to operate in Massachusetts.</p> <p>Several days after the riots, on 7th - 8th November, 1854, six men from Worcester were arrested and charged with riotous behaviour and assaulting Butman as he attempted to leave Worcester; Edwin Moody, Stephen Foster, Joseph Howland, Adin Thayer, Alexander Hemmenway and Solomon Dutton. Five of the men were released on \$1,000 bail each, but Foster refused to post bail and also refused to recognise the authority of the court, or leave the court when ordered to do so, with the result that he had to be dragged into custody. Given the strong abolitionist sentiment in Worcester, it proved impossible to convict any of the accused, and the all charges against the six accused were eventually dropped.</p> <p>Butman's activities, the Butman Riot and his escape from Worcester were widely reported in the press of the day.</p> <p>Construction of the Boston & Worcester Railroad began in August 1832, with the line opening gradually in sections, the final section to Worcester being completed on July 4th 1835. Edwin Moody was the Boston & Worcester Railroad's second agent at Worcester, replacing the first agent, Mr Dennis, who was agent at Worcester 1835-37.</p> <p>Edwin Moody's wife, Nancy, played a prominent role in the underground railroad and in the provision of aid for the relief of destitute freed slaves. During the early years of the American Civil War she was one of the 14 founding member of the Ladies Relief Committee in Worcester, set up to aid slaves who had escaped from the Confederate south, and was present at the first meeting of that committee on 27/12/1861. In 1862 she was appointed to the executive of the Ladies Committee charged with collecting and distributing new and used clothing to destitute former slaves.</p>		

MILITARIA, BADGES, BUTTONS, ETC.

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OBJ080*	<p>THE GOLD MOUNTED WALKING CANE PRESENTED TO MASTER'S MATE WILLIAM HENRY SMITH, CONGRESSIONAL MEDAL OF HONOR, U.S.S. KEARSARGE, UNITED STATES NAVY, ON THE OCCASION OF HIS RETIREMENT IN 1888. MASTER'S MATE SMITH WON HIS CONGRESSIONAL MEDAL OF HONOR WHEN SERVING AS QUARTERMASTER AND ACTING CAPTAIN OF AN 11 INCH GUN ABOARD THE U.S.S. KEARSARGE DURING THE ACTION WITH THE CONFEDERATE RAIDER C.S.S. ALABAMA IN THE ENGLISH CHANNEL, ON 19TH JUNE 1864, DURING ONE OF THE MOST CELEBRATED NAVAL ACTIONS OF THE AMERICAN CIVIL WAR, SMITH'S GUN BEING CREDITED BY THE OFFICERS OF THE ALABAMA WITH FIRING THE SHOT SANK THEIR SHIP. The domed rose gold handle above a tapering straight grained oak stick with brass mounted steel finial, the gold handle ornately engraved "Presented to Wm Henry Smith By Officers U.S. NAVY Portsmouth 1888 THE KEARSARGE", length 33 inches (82.5cm) overall approx.</p> <p>The stick was broken at some stage and the end section, including tip, lost, but has now been professionally restored and re-finished with a replacement brass mounted steel finial, the gold handle lightly worn from use, but the engraved inscription clearly legible. The rose gold handle not hallmarked but tests positive for gold (probably 14 carat fineness).</p> <p>Born in Providence, Rhode Island, in 1826, Master's Mate William Henry Smith saw service in the United States Navy for over 25 years, exclusively with the USS Kearsarge, 1862-1888. He enlisted into the navy as a Seaman at New Bedford, Massachusetts, on 7/1/1862 and was promoted Coxswain, 4/7/1862, and saw service aboard the Kearsarge during the action with the Confederate raider C.S.S. Alabama on 19th June 1864 as Second Quartermaster and Acting Captain of the crew of the Kearsarge's 11 inch aft pivot gun. Following the action, Smith was promoted Master's Mate, 8/7/1864 and was still serving as Master's Mate aboard the Kearsarge at the time of his retirement from the U.S. Navy at Portsmouth, New Hampshire, in 1888, when this walking cane was presented to him by the officers of the Kearsarge as a mememto of his 25 years aboard the Kearsarge and his having won the Congressional Medal of Honor whilst serving aboard that ship in 1864. In 1888 the Kearsarge was berthed at Portsmouth, New Hampshire undergoing a two year long overhaul and re-fit. After his discharge from the US Navy, Master's Mate Smith disappeared</p>	£2,500	€3,125.00

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	<p>into obscurity, and nothing is apparently known of his later life and whereabouts.</p> <p>Smith was one of 17 men from the U.S.S. Kearsarge awarded the Congressional Medal of Honor for gallantry during the action with the C.S.S. Alabama. Smith's citation, dated 31/12/1864, largely based on the testimony of Confederate officers serving on the C.S.S. Alabama at the time of its sinking, confirms that the gun that Smith commanded during the action was principally responsible for the sinking of the Alabama, and reads as follows:</p> <p>"Served as Second Quartermaster on board the U.S.S. Kearsarge when she destroyed the Alabama off Cherbourg, France, 19 June 1864. Acting as Captain of the 11 inch pivot gun of the second division, Smith carried out his duties courageously and deserved special notice for the deliberate and cool maner in which he acted throughout the bitter engagement. It is stated by rebel officers that his gun was more destructive and did more damage than any other gun of the Kearsarge."</p> <p>The firing from Smith's gun was so accurate and destructive that, during the action, the commanding officer of the Alabama ordered all of his ship's guns to concentrate their fire on Smith's gun and its crew. Despite the intensity of the incoming fire, Smith and his gun crew remained at their positions and continued to return fire accurately, and were responsible for firing the round that holed the Alabama below the waterline and sank her. During the action, three men from the gun crew were wounded, one of them mortally.</p> <p>There was another seaman by the name of William Smith serving aboard the Kearsarge at the time of the celebrated action with the C.S.S. Alabama, First Class Fireman William Smith. This has, unfortunately, and no doubt as a result of the disappearance from history, after 1888, of Master's Mate William Henry Smith, led to considerable confusion since then with regard to the two men, even to the extent that an official Congressional Medal of Honor Recipient grave marker was placed on Fireman William Smith's grave in error, after his death in 1902. This William Smith was born in Ballymena, Co. Antrim, Ireland, on 12/5/1838. He enlisted into the US navy as a 1st Class Fireman on 28/11/1862, was discharged in 1865, shortly after the Civil War ended and died at Concord, New Hampshire, on 12/1/1902. The placing of an official Medal of Honor grave marker on his grave in error after his death</p>		

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	<p>subsequently led to considerable confusion amongst researchers. However, the service details of the two men and the inscription on the handle of the walking stick confirm that it was presented to the Congressional Medal of Honor winner, Master's Mate William Henry Smith, when he retired from the US Navy in 1888, not the Fireman William Smith, who was discharged in 1865.</p> <p>Walking stick accompanied by copied research and biographical details of Master's Mate William Henry Smith and Fireman 1st Class William Smith, along with a printed copy photograph of the Congressional Medal of Honor grave marker placed, in error, on the grave of Fireman 1st Class William Smith, and a group photograph of 17 officers and men of the U.S.S. Kearsarge (presumably the 17 officers and men awarded the Congressional Medal of Honor), Master's Mate William Henry Smith standing prominently at the extreme left of the front row.</p> <p>The Confederate raider Alabama, a screw sloop-of-war, was built in 1862 for the Confederate States Navy by John Laird and Sons, at their shipyard at Birkenhead, on the river Mersey, opposite Liverpool. Because of the prevailing British neutrality law, the ship was built under conditions of great secrecy and was designed and launched as an unarmed vessel. After being launched as the "Enrica" on 15/5/1862, the ship sailed for Terceira Island in the Azores, where it was joined by the Confederate States Navy captain who had been appointed to her command, Raphael Semmes. In the Azores, Semmes oversaw the fitting out and arming of the "Enrica" as a fighting ship, her armament comprising 6 muzzle-loading, smooth bore 32-pounder canons and two muzzle-loading 8 inch canons (one rifled, the other smooth bore). The "Enrica" sailed from Terceira for international waters on 24/8/1862, where she was commissioned into the Confederate States Navy as the C.S.S. Alabama. She then embarked on a two year long campaign, comprising seven separate expeditions, and during which she never once returned to a home port in the Confederate States. She spent her first two months in the eastern Atlantic, capturing and burning Northern merchant ships, and then sailed across the Atlantic to continue her campaign off the coast of New England before sailing south to the West Indies and on into the Gulf of Mexico. There, in January 1863 Alabama had her first military engagement, when she sank the Union side-wheeler, U.S.S. Hatteras off the Texas coast near Galveston. The Alabama then headed south, cruising off the coast of Brazil, before crossing the Atlantic for a second time, for the south western coast of Africa,</p>		

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	<p>where she continued her campaign against Northern merchant ships. The Alabama then entered port at Capetown in South Africa to re-fit, before sailing for India, where she destroyed more Northern merchant ships before returning to the Cape of Good Hope en-route for France, eventually docking in Cherbourg harbour on 11/6/1864. By the time the C.S.S. Alabama docked in Cherbourg, the now famous Confederate raider had become one of the most successful merchant raiders in the history of naval warfare, sinking a total of 65 Union vessels of various types.</p> <p>The U.S.S. Kearsarge, a screw sloop-of-war, was built at the U.S. Navy Yard in Kittery, Maine, and launched 11/9/1861 with orders to hunt down Confederate merchant raiders. The Kearsarge left Portsmouth, New Hampshire, on 5/2/1862, for Gibraltar, where she took part in the blockade of the Confederate raider C.S.S. Sumter, forcing the latter ship's abandonment there in December 1862. The Kearsarge then set about hunting down the Alabama, ranging all along the west coast of Europe, from the Canaries and Madeira in the south to as far north as the Outer Hebrides. On 14/6/1864, Kearsarge arrived off Cherbourg, where the Alabama was in port, undergoing repairs. The captain of the Kearsarge, John Ancrum Winslow, telegraphed Gibraltar requesting that the sloop-of-war U.S.S. St. Louis join him in the blockade of the Alabama in Cherbourg harbour. Now boxed in, the captain of the Alabama concluded that the only way of escaping was to fight his way out. The Alabama left Cherbourg on 19/6/1864 and immediately engaged the Kearsarge. The Kearsarge, her gunners ignoring the incoming fire from the Alabama, did not open fire until the Alabama was within 1,000 yards range. The ensuing battle quickly went against the Alabama as a result of the superior disciplined gunnery of the Kearsarge, and because the Kearsarge was largely protected from the fire of the Alabama's guns by chain armour. Within an hour of the first shot being fired, the Alabama was reduced to a sinking wreck, one particularly well-aimed shot fired by Smith's gun holing her below the waterline, the Alabama sinking by the stern. Although the Kearsarge sent boats to rescue the crew of the Alabama, her captain and 40 of his officers and men evaded capture by their would-be rescuers, instead boarding the British steam yacht "Deerhound", which transported them to England. After the sinking of the Alabama, Henry Smith spent the remainder of the civil war aboard the Kearsarge hunting down Confederate raiders, at first sailing along the French coast in an unsuccessful search for commerce raider C.S.S. Florida. The Kearsarge then proceeded to the Caribbean before turning north</p>		

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	<p>to Boston Massachusetts for refitting and repairs. The Kearsarge sailed for Spain on 14/4/1865 with orders to intercept the Confederate ram, C.S.S. Stonewall, but the Stonewall successfully evaded the Kearsarge and surrendered to Spanish authorities. Following the end of the civil war, Smith saw extensive service aboard the Kearsarge in the Pacific, venturing as far afield as Chile, Peru, the Marquesas, Society Islands, Navigators Islands, the Fiji Islands, New Zealand, the Hawaiian islands, China and Japan. Smith and the Kearsarge returned to the Atlantic via the Suez Canal in 1877 and visited several Mediterranean ports before cruising to Newfoundland, Panama and the west coast of Africa. The Kearsarge returned to Portsmouth, New Hampshire on 12/11/1886 for overhaul and re-fit and was still in port at Portsmouth when Smith retired from the navy in 1888. The Kearsarge was subsequently wrecked when she struck a reef off Roncador Cay in the Caribbean on 2/2/1894, being struck from the U.S. Naval Vessel Register in the same year.</p> <p>A similar gold mounted oak walking stick was sold by Woolley & Wallis of Salisbury, England, on 3/5/2018, lot 1257. That walking stick, made from a piece of oak from the Confederate iron-clad "Merrimac" had a gold handle with a presentation inscription from the US Secretary of State, Edward Bates, to the Union iron-clad ship builder James Buchanan Eads. That walking stick, which was sold along with portrait miniatures of Eads and his wife Eunice, their U.S. passport, dated 1854, and two albums of press cuttings and ephemera, sold for £3,000 (£3,900 including buyer's premium, etc.)</p>		
OBJ081B S	<p>PRINCESS MARY'S 1914 CHRISTMAS GIFT TIN. Scattered contact marks and dents to lid and base and polished overall (gilding almost entirely lacking) otherwise good condition.</p> <p>Box only, no contents.</p>	£40	€50.00
OBJ082B S	<p>PRINCESS MARY'S 1914 CHRISTMAS GIFT TIN, containing central two pages and front cover of Christmas card. Few minor dents to base and minor rubbing to high points of lid, otherwise good condition, gilding on lid slightly dulled but with approximately 80% of original gilding still present.</p> <p>Tin only, no contents.</p>	£60	€75.00
OBJ4326 BS	<p>PRINCESS MARY'S 1914 CHRISTMAS GIFT TIN. Few scattered minor dents, particularly to base, and lid lightly</p>	£50	€62.50

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	polished, otherwise good condition. Tin only, no contents.		
OBJ4327 BS*	PRINCESS MARY'S 1914 CHRISTMAS GIFT TIN, containing original wrapper for tobacco and packet for cigarettes (but no tobacco or cigarettes, both now long smoked), also Christmas card, envelope and carte de visite black and white photograph of Princess Mary. An attractive example, original gilding still bright and with only minor rubbing to high points and base of box, good condition.	£150	€187.50
P010*	ROYAL DUBLIN FUSILIERS, AN ATTRACTIVE BOER WAR PERIOD, FULL LENGTH WATERCOLOUR PORTRAIT OF A PRIVATE OF THE REGIMENT IN FULL DRESS UNIFORM, red tunic and bearskin hat, holding a rifle and bayonet, a column of Dublin Fusiliers marching in background in a tented encampment, by the Victorian artist William Barnes Wollen (1857-1936), signed and dated W.B. Wollen 1901. Measures 12.5 inches (32cm) x 16 inches (41cm) vertical approx, framed and glazed in a giltwood frame, approx. 17.5 inches (45cm) x 22 inches (56cm) vertical overall, including frame. Good condition, the painting crisp and clear and the frame and gilt card mount in new, undamaged condition. William Barnes Wallen was a popular, well-regarded Victorian artist who specialised in military portraits and battle field scenes. He was particularly active during the final two decades of Queen Victoria's reign, 1881-1901. Although less active later, he did produce some paintings during and immediately after WW1. Born in Leipzig on 6 October 1857, William Barnes Wallen was educated at University College School, London from 1871 to 1873 and also studied at the Slade School of Fine Art. During the period 1879 to 1922, he exhibited pictures at the Royal Academy, National Watercolour Society and elsewhere. His first picture exhibited at the Royal Academy was entitled "Football" but he followed this up with his first military painting in 1881 entitled "The rescue of Private Andrews by Captain Garnet J. Wolseley, H.M. 90th L.I. at the storming of the Motee Mahail, Lucknow". He was elected a member of the Royal Institute of Painters in Water Colours in 1888. In 1900, he was commissioned by the new illustrated weekly newspaper, The Sphere to act as one of its special artists in South Africa to cover the Boer War. His experiences during this war resulted in several paintings including "The Imperial Light Horse at Waggon Hill, January 6, 1900", "The Victoria Cross", and "The 1st Battalion	£950	€1,187.50

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	<p>South Lancashire Regiment storming the Boer trenches at Pieter's Hill". Wallen also exhibited several scenes during and shortly after World War I depicting that conflict. He lived in London during his career in Camden Square and Bedford Park, and died in the city on 28 March 1936 aged 78.</p> <p>Price includes delivery anywhere within Dublin. Not suitable for posting, so all purchasers from outside of Dublin will need to arrange collection / delivery.</p>		
P079*	<p>83RD (COUNTY OF DUBLIN) REGIMENT (THE POST 1880 1ST BATTALION ROYAL IRISH RIFLES AND PARENT REGIMENT OF THE PRESENT-DAY ROYAL IRISH REGIMENT). The framed central section from what is probably the earliest Regimental Colour, embroidered in multi-coloured silk and gold bullion wire on a yellow silk panel depicting the regimental title "LXXXIII REGt." on a neo-classical shield, pre-1800 pattern "Union Wreath" of roses and thistles around (no shamrocks), circa 1794.</p> <p>Silk panel housed in a 19th century "Hogarth" style ebonised and gilt frame and recently re-glazed with "Tru Vue Conservation Glass", silk panel measures 20.5 inches x 23.5 inches (51mm x 59mm) (vertical) approx, overall 23.5 inches x 27 inches (51mm x 68.5mm) (vertical) approx. The yellow silk panel now somewhat faded, several minor splits around edges of the silk panel (all but one of these well away from embroidered central section), frame with some wear and contact marks, otherwise good condition.</p> <p>The 83rd Regiment of Foot was raised at Dublin in 1793 by William Fitch, one of a number of regiments raised during 1793 for service during the French revolutionary wars of 1792 -1802. William Fitch was appointed Colonel of the regiment on 28 September 1793, and it sailed for England on Friday 7th November 1794, under the command of Colonel Fitch. After landing in England, the regiment was placed 83rd in precedence for infantry regiments of the line and was granted the title 83rd Regiment of Foot. The regiment first saw active service in the West Indies in 1795, remaining there until 1803, when it returned to England. The regiment next saw service at the Cape of Good Hope 1805-1817. In recognition of its distinguished services there, the regiment was granted the battle honour "Cape of Good Hope" in 1836, to be borne on its colours and</p>	£1,850	€2,312.50

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	<p>regimental devices. The regiment next saw service in Ceylon, 1817-1828, embarking for home in 1828 and landing at Portsmouth in April and May 1829. After a brief interlude in Scotland the regiment sailed from Glasgow to Belfast on 16th August 1830. After being posted to various locations in Ireland the regiment marched back to Dublin on 19th August 1833, after an absence of 38 years. The 83rd Foot raised a second battalion in 1803. That battalion subsequently saw service during the Peninsular War, 1809-1814, but was disbanded at the conclusion of hostilities and its battle honours transferred to the 1st Battalion. The 83rd Foot amalgamated with the 86th Foot in 1881 to form the Royal Irish Rifles. That regiment became the Royal Ulster Rifles in 1921. The Royal Ulster Rifles amalgamated with the Royal Irish Fusiliers and the Royal Inniskilling Fusiliers in 1968 to form the Royal Irish Rangers, and in 1992 the Royal Irish Rangers amalgamated with the Ulster Defence Regiment to form the present day Royal Irish Regiment.</p> <p>There were two earlier 83rd Regiments of Foot, the first being raised in 1757 and disbanded in 1763, and the second (the 83rd Royal Glasgow Volunteers) being raised in 1777 and disbanded in 1783. The design of the central device on the panel from the regimental colour indicates that it was produced after these two earlier regiments had been disbanded but prior to 1800. The design is of a "Universal" pattern employed on the regimental colours of the various regiments raised in 1793 for service during the French revolutionary wars, while the wreath of roses and thistles indicates that it was produced prior to the Act of Union of 1800. Probably produced in 1794, when the 83rd (County of Dublin) Regiment first landed in England and, as was the custom, placed 83rd in seniority based on the date of first service in England.</p> <p>Price includes delivery within Dublin. Not suitable for posting, so purchasers from outside Dublin will need to arrange for collection/delivery.</p>		