

Wigan Archives Service

The Edward Hall Diary Collection

War Department
Official Letter Book: Crimea
Quartermaster General's Department

December 1854 – June 1855

EHC/16



Edward Hall, c.1932

Introduction

The letters describe the formation of a civil engineering corps in the Crimea and also trace the building of and the problems with the Balaclava to Sevastopol railway.

Thanks are due to Gordon Rigby, Archives Volunteer, for producing this transcript.

Editor's Note

All diary transcripts have been produced with the intention of faithfully reproducing the text of the original manuscript exactly as it appears. All spellings and punctuation marks have been transcribed as they appear; where clarification was thought necessary by the transcriber, an explanation, current spellings or punctuation have been added in square brackets or as a footnote.

War Department

Sir,

I am requested by the Duke of / Newcastle to request that you will / inform the Lords Commissioners of the / Treasury that Messrs Peto Brassey & Betts / of Great George Street Westminster have / at the request of his Grace and on behalf / of Her Majesty's Government, gratuitously / undertaken without any contract or / personal advantage whatsoever to superintend/ and manage the details both of the prepara= / tion and maintenance of a Civil Engineering / Corps to be employed in carrying out certain / Engineering works and putting down a line / or lines of Rails from Balaklava to the/ heights around Sebastopol and otherwise in / assisting the operations of the Army in the / Crimea -/

The said Messrs Peto Brassey & Betts / have also in like manner undertaken / through a certificated and authorized Agent / on their behalf in the Crimea, to superintend / (but not to provide) the payment of the / Salaries and Wages of the Several Engineers / Clerks, Superintendents, Artificers and / Workmen to be employed upon the said / Works, and also to purchase and provide / all necessary tools, engines and material / and stock of every kind for the purpose of / completing the said works and for funding /

accommodation and shelter for the various / Persons employed thereupon as well as all / Timber, Ropes, Trucks, Rails and Steam Power / which it may become necessary to expend and / use thereupon condition of receiving / remuneration and reimbursement of such sums/ only as they shall actually expend and lay out / in providing Such material and labour as / hereinbefore mentioned, without any profit / or individual advantage whatsoever upon / any other expenditure whatsoever to be incurred / or made under their direction and / Supervision in pursuance of such their / Undertaking - /

The said Messrs Beto Brassey / & Betts have also without any intention of / receiving individual profit or hope of gain or / return to themselves in any way beyond / actual reimbursement of the mere outlay / to be incurred by them for that purpose, / engaged to provide full accommodation of / passage

victualling and freight from /England to the Crimea by Steam Vessels / for all such persons who are to be employed / and of all material which may be required for / the several works so to be carried out and / completed before mentioned - /

I am therefore directed by the Duke of / Newcastle that you will move / their Lordships in reference to the said / undertaking on the part of the said Messrs / Peto Brassey & Betts (and in consequence of ? the plan proposed by them for carrying on /

Page 3

The said Works and Operations having / been accepted and approved by his Grace) / to pay upon the certificate of the said / Messrs Peto Brassey & Betts all such accounts / and disbursements as shall be by them / sanctioned, examined, and duly attested as / having been actually incurred, or disbursed / under their orders and directions for any of / the several purposes aforesaid, whenever / the same shall have been duly submitted / to their Lordships so that such accounts do / not (except upon further consideration by / their Lordships) exceed in the whole the / sum of £45,000 for stock, plant and / material and the further sum of £55,000 / for freight of such material as well as of the / transport and rations of the said several / persons comprising the Engineering Corps about / to be employed upon the said works according to / the annexed Copy Memorandum of suggestions / of Messrs Peto Brassey & Betts relating thereto - /

Such several sums of £45000 and / £55000 respectively are nevertheless to be exclusive / of all cost and payments for or in respect of the / Salaries and Wages of the Engineers, Clerks, Superintendents, Artificers and Workpeople to / be employed upon the said works in the Crimea, / whilst so employed and during their passage out / and home from England to the Crimea. I am / also directed by the Duke of Newcastle to request / that you will move their Lordships to direct / that Commissary General Filder to pay by weekly / payments to the Certificated Agent of Messrs Peto / Brassey & Betts in the Crimea, such sums of money /

Page 4

From time to time as shall be necessary to pay / the weekly Salaries and Wages of the Engineers , / Clerks, Workmen, and others of the said Engineer / Corps, whilst so engaged in the Crimea upon the / said works ; the said agent of Messrs Peto Brassey / & Betts in the Crimea giving in for that purpose / a weekly pay list, with the full amounts set forth / thereon, so that the said pay list be a sufficient / voucher to Commissary General Filder in making / such payments in respect thereof. And also that / their Lordships will be pleased to direct the re=/payment to Messrs Pet Brassey & Betts of any other / sums for Salaries and Wages not included in the / payments so to be made by the said Commissary / General Filder, but which may nevertheless be dul / expended by the said Messrs Peto Brassey & Betts / in respect of the Salary or daily pay of the persons / engaged in the said Civil Engineering Corps, both / before reaching the Crimea and whilst on their / return to England and which must necessarily / form the subject of a distinct and separate account. / But in case of any additional advance of pay / and wages being made by their Lordships under / the Certificate of Messrs Peto Brassey & Betts other / than and beyond what will be required for the / daily pay of the said Engineers, workpeople and / others on their voyage out, a full and detailed / account shall be given to Messrs Peto Brassey / & Betts of the said additional advance of pay in / order that the same may be transmitted to / Commissary General Filder and that Commissary / General Filder be thus apprised of the actual position / as regards advances of each person employed under / the said Peto Brassey & Betts and their Agent in

Page 5

The Crimea. /

And I am further desired by the Duke of / Newcastle , if their Lordships should be pleased / to concur in the above proposals and arrangements, / to request that you will submit to their Lordships / that in order to secure the advantages of ready / money transactions all payments to be made in / respect of taking up chartering steam vessels / as well as for the Stock, Plant and Material / purchased by or furnished under the direction / of the said Messrs Peto Brassey & Betts should be / made to the several persons entitled thereto as / and when the several examined accounts and / attested certificates for the same are forwarded by / the said Messrs Peto Brassey & Betts to the Lords / Commissioners of the Treasury and as soon as the / same have been duly approved by their / Lordships: And that all other accounts in respect of / freight,

transport, salaries and wages being in like / manner examined, certified and attested by the said / Messrs Peto Brassey & Betts and so approved by / their Lordships should be paid out at the end of every / two months at which time the said Messrs / Peto Brassey & Betts are directed and requested / to forward their accounts to their Lordships.

I am also further desired by the Duke of / Newcastle to request that you will move the / Lords Commissioners to provide to Commissary General Filder by an earlt mail a copy of this letter / and alsoof the annexed Memorandum of / Suggestions signed by Messrs Peto Brassey / & Betts as an outline of the proposed plan of / proceeding and operations, in order that it may / be sufficiently and clearly appear to Commissary /

Page 6

General Filder what are the respective positions / and probable numbers of the persons about to be /employed under Messrs Peto Brassey & Betts and / their Agents in the Crimea - And also that the / Lords Commissioners will be pleased to direct / Commissary General Filder to provide and issue / free rations of provisions to each and every of the / persons so to be employed under the direction of / the said Messrs Peto Brassey & Betts and their / Agent upon the said works in the Crimea, it / being understood that every individual so to / be employed in this respect be placed / upon an equality whilst serving in the Crimea, / and that such a general provision with respect / to rations is intended only to provide against / any difficulty which may exist with respect to / the purchase of the same by the said Civil / Engineer Corps, and which might otherwise / occasion a diminution of numbers if any of the / said persons were to be engaged or employed / in foraging or procuring the necessaries of / life.

I have the etc

(Signed) Henry Roberts

Sir Chas. Trevelyan

Etc etc K.C.B.

9 Great George Street, Westminster

November 30th 1854

Suggestions for a Civil Engineering / Corps for the Crimea for laying a double line / of Rails from Balaklava to the Heights round / Sebastopol and for other general purposes in / assisting the Army –

200 to 250 Platelayers, Navvies and Miners / with 10 Gangers or Foremen./ 20 Rough Masons or Bricklayers & Foremen /

Page 7

80 Carpenters with 3 Foremen / 20 Blacksmiths and Foremen / 10 Enginemen and Fitters / 4 Timekeepers or Under Clerks / 1 Chief Clerk / 1 Draughtsman / 2 Practical Assistant Engineers / 1 Chief Engineer, to be a thoroughly Practical / Civil Engineer who understands the / Management of Men and personally conduct=ing works generally . /

Tools of every kind for the use of these / men – Barrows, Planks, Picks, Bars, Shovels, / Drills, Patent Fuzee, Forges, Anvils, Vices, / Iron and other Stores, Stationary, Instruments, / Camp Equipages, and Clothing. /

4 Portable Steam Engines with Drums / and Machinery etc. 2 Lathes and a Drill / With sets of Circular Saws and Benches, / Cranes, Crabs, Jacks etc etc / 500 Loads of Timber and Iron in Bars / to sizes / 3 miles of Wire Rope or Chains / 1500 Tons of Rails with Chains, Spikes / and Sleepers complete / Switch Bars , Connecting Rods, Crossings / for 60 Sets of Points / 20 Large and Strong Trucks capable of / carrying 6 or 8 tons each / 100 Iron Wagons all to have Breaks / upon them / 6Capstans to be had from the Dock / Yard at Woolwich / 20 Sets of spare wheels, axles & Pedestals /

Page 8

Cranes, Screws, Jacks etc etc etc /

This Force and Material should be sent / per Steam Vessels as promptly as possible to / the Crimea and if their usefulness to the Army / should be found

equal to our expectations / it could be speedily increased as circumstances / would point out. /

The men should be selected able and / steady men and sign conditions of obedience / to the Authorities there and be paid regularly / at prices taking into consideration the / dearness of living on Rations allowed them / equal to what in this country would give / them clear - /

For Nannies and Labourers - 5s Day & Rations

Miners	6s
Carpenters	7s to 8s
Smiths	7s to 8s
Masons	7s to 8s
Engineers	8s to 10s
Timekeeper	£150 a year & Rations
Clerk	£350 a year & Rations
Draftsman	£300 a year & Rations
Assistant Engineer	£500 a year & Rations
Chief Engineer	£1500 a year & Rations
Firemen and Inspectors	10s to 15s per day each

To prevent any difficulty in the Civilians / working with Military Engineers this force / must act entirely under the Direct Superintendence of the Engineer that accompanies/ them and he will require to be put in direct / Communication with the Commanding / Officer of the Royal Engineers and receive

Page 9

His orders from him he would also require / considerable assistance in labour from / the soldiers and Turks to press / completion of the Road that it might / be made available at the earliest possible / period to which we imagine too much

/ importance cannot be attached as the / speed with which the operations are /
/ conducted must be entirely dependent / on the promptness with which the /
labourers are supplied. /

We estimate approximately the / provision of the above materials etc /
will cost about £45000 and the Freightage about £55000 /

Of the Wages for Men and payment / for Officers we have not formed
any / estimate and suggest the payment of this item be made weekly when / in
the Crimea by the Commissariat / on the authority of our authenticated /
Agent - The Chief Engineer in charge of the Expedition. /

The Chief Engineer appointed / as our Certificated Agent in charge / of
this Expedition is Mr James / Beattie and in case of his death or / being
incapacitated Mr John R Kellock. /

Pp Peto Brassey & Betts
(Signed) Edward Betts /

To His Grace

The Duke of Newcastle

Treasury Chambers

6th December 1854

Sir,

I am commanded by the Lords /

Page 10

Commissioners of Her Majesty's Treasury / to acquaint you for the information / of
the Duke of Newcastle that My / Lords concur in the arrangements / detailed in

your letter of yesterday's date for the employment of a Civil / Engineering Corps in the Crimea and / that they will be prepared to authorize / payment being made upon the Certificate of Messrs Peto Brassey / & Betts on account of expenses / actually incurred or disbursed under / the orders of those Gentlemen to the extent of £45000 for Stock, Plant / and Materials and to the extent of / £55000 for freight of such materials / as well as of the transport and rations / of the persons composing the Engineer / Corps. /

My Lords will also be prepared / to authorize upon the application of / Messrs Peto Brassey & Betts the / issue of such sums as may be / required for advances of Salary or / Wages to the Persons employed on this / Service and their Lordships have / transmitted to Commissary General / Filder copies of your letter and of its / inclosure for your information, and / for his guidance in the issue in the / Crimea of such Salaries and Wages / and also free rations to the several / parties.

I am etc etc

(Signed) C E Trevelyan

Henry Roberts Esq.

War Department

Page 11

War Department

6th December 1854

My Lord,

I transmit herewith for / your Lordship's information and / guidance, copies of a letter and / enclosure which have been addressed / by my direction to the Board of / Treasury, together with a copy of / their Lordship's reply by which you / will perceive that I have engaged / the cooperation and assistance of / Messrs Peto Brassey & Betts in / equipping and sending out a disciplin~~ed~~ed Corps of qualified persons, together / with material necessary for certain / Civil

Engineering Works, as well as / for laying down a line of Railroad / between
Balaklava and the Heights / above Sebastopol, and which I hope will materially
contribute to the / success of any size or other operation / which the Allied Army
may / undertake - I trust that your Lordship / will be good enough to afford all
the / assistance in your power to carry / out this object and also in providing /
such available labor to cooperate / with the skilled workmen now about / to be
sent out as may be necessary / to complete the contemplated works / with the
least possible delay. /

I have etc etc /

(Signed) Newcastle /

Field Marshal

The Lord Raglan G.C.B.

Etc etc etc

Page 12

On Board the Australian - Balaklava

January 21st 1855

My Lord,

I have the honour to submit / below for your Lordships consideration a /
memorandum of preliminary requirement / for the Balaklava Railway. /

And am etc etc etc /

(Signed) James Beatty

Field Marshal

Lord Raglan

Etc etc

Memo. /

Preliminary requirement for the /

Balaklava Railway /

1. A Wharf and yard at Balaklava as per surrendered to him

1 This may be

The enclosed sketch – (immediate)

2. A Fatigue Party of 500 men, 200 to be

2 Adjutant General

Supplied immediately and the remainder

Within a few days.

3. Permission to make use of any old walls or

3 This can be done

unoccupied buildings on the Line of Railway.

Permission to camp my men anywhere along the Line
Mc Gent

R Airey &

of Railway not at present occupied that I may deem
most suitable.

Signed / James Beatty

Civil Engineer

On Board the Australian January 22nd 1855

Sir,

In reply to your letter of the 18th requesting me to furnish particulars of the
Railway proposed

to be made

13

from Balaklava to the Camp - I beg to inform you for Lord Raglan's
consideration that the intention is to lay down an ordinary single line of rails on
cross sleepers of timber in precisely the same way that Railways are constructed

in England, with a double line in the steep inclines and in passing places where required.

It is not intended at first to make it very highly finished, the principal object now being to construct such a line as will be immediately available for the transport of provisions, shot, shell etc to the front and to complete it perfectly afterwards which completing will however not interfere with the working of it for the Army when the Rails are once laid down.

The Line will require to be kept in constant repair and of course a force of skilled labourers or navvies will require to be permanently engaged on it.

As regards the working it will have to be done by horses except in such places where the inclines are so great that stationary Engine Power must be employed.

This from the general character of the sections and information obtained by Mr Campbell will be I fancy only required to a very trifling extent and consequently /

14

provision should be made for an efficient supply of horses.

It is proposed to commence from the Post Office in Balaklava where there is at present a considerable space of vacant ground peculiarly well adapted for depositing the materials for the Railway and the most convenient as regards access both from land and water side that I can find in Balaklava. A sketch of this piece of ground I had the honor of forwarding to his Lordship yesterday.

From thence the Line will proceed almost direct to Kadi Koi with a branch from the Diamond Wharf on the west side of Balaklava Harbour.

From Kadi Koi it will proceed as direct as the ground will admit inside the entrenchment to the summit of the hill at the flagstaff near the Turkish Camp. From thence I have not yet had time to examine the country and I am unable to give his Lordship any information at present as regards its further extension. The principal matter being to get the line completed up to that point first.

From the nature of the soil and the way in which it is cut up a good strong foundation of broken stone or faggots must be first made, to accomplish which quickly I need not say/

15

that a strong force of men to assist the navvies ought to be provided.

A Fatigue Party of 200 Men with Tools viz – Barrows, Carts, Shovels, Picks, Hammers would be of the greatest assistance in forwarding the works before the navvies arrive and not a single hour need be lost if these men are at once supplied as the line is already marked out as far as Kadi Koi and these men could be employed collecting stones to form a foundation and clearing a way for the Rails & Sleepers to be put down directly they arrive.

This force should be increased to 500 men as soon as possible.

As regards the time it will take to make any portion of the line ready for traffic - this will depend a good deal on the weather - however if it continues fine and with the assistance I have applied for I think that the portion up to Kadi Koi may be available for traffic in 10 days or a fortnight after the materials arrive and which I am in daily expectation of - If additional labour can be supplied the remaining portion up to the Flag Staff may be got ready in a week afterwards. This is of course only a vague opinion - everything will depend upon the assistance we /

16

receive both in men and horses so as to enable us to get the materials on to the ground - of one thing his Lordship may feel assured that no time will be lost by us in making the Railway available for the purposes for which it is intended.

As to the Faggots mentioned above when in Constantinople Lord Stratford suggested that any number of them might be obtained at Sciope, but he had no authority for raising the funds for payment of making them - I certainly am strongly of opinion that if 1000 to 2000 Faggots varying from 5 feet to 12 feet long could be obtained at Sciope or any other accessible place it would be of the very greatest assistance to us in constructing the Railway.

I would also suggest that if a vessel were sent over there for that purpose, she should take in a cargo of Timber in the rough, as felled, round or square it does not signify which anything in the shape of Timber would be of service if a vessel can be obtained. I do not think she could be more usefully employed than in getting a load of Timber and Faggots for the use of the Railway.

A supply of at least 30 horses will be required in the first instance for the construction of the Railway, these /

17

will be available for working the Line afterwards but they are indispensable from the very commencement and I would recommend their being at once told off and kept specially for the use of the Railway.

I have etc etc

Dimensions should be

Stated

-

(Signed)

James Beatty

An

Agent of Mr Beatty

Engineer in Chief

should

go to order and

Lieut. Col. Steele
what is required.

select

Military Secretary

Etc etc

Head

Quarters

Camp before Sebastopol

January 1854

The following papers namely -

1. Letter from the Duke of Newcastle dated 6th December 1854.
2. Two letters from J Beatty Esq. C.E. dated 21st & 22nd January 1855 relating to the establishment of a Railway from Balaklava to the position occupied by Her Majesty's Troops, to be referred to a Board composed of the Officers named in the margin who will be assisted by Mr Beatty, to consider and report on what may appear to them to be the best means of carrying the project out -

Among other matters their attention will be turned to the following points -

Whether the single line /

18

occasionally doubled and with passing places as described by Mr Beatty will not probably be sufficient for the traffic -

Whether the future maintenance will be sufficiently provided for by the party of men and the means that accompany the Railway, or what additional means will then be required from the Army.

3. Whether the animals, ordinarily 3 employed in the transport will not be able to do much more effective work by being applied to the draught on the Railway.

4. Whether the Wharfage and site for stowing the materials demanded by Mr Beatty can possibly be allotted to this very important undertaking; and if they can be how far the business on them will interfere with any essential traffic there may be from beyond that Wharf; and if materially, how far that traffic can be diverted for the time or so arranged so as not seriously to interfere with; a similar consideration must be given to the subsequent progress of the Railway where the line may be conducted along some much frequented road and in the event of serious objections being found to those propositions, by what alterations with Mr Beatty's /

concurrence they may be remedied.

5. Whether there are any objections to the proposed direction of the Line in a Military point of view, as regards possible exposure to the Enemy or otherwise that may require modifications.

(Signed) Raglan

Balaklava

25th January 1855

Sir,

In reply to your letter of yesterday the Board sat today and the several

Points mentioned in your letter were fully discussed.

In Reference to the first Point:

Timber from Sinope

I have no Person here yet whom I could spare to go there and anyone I send would labour under the difficulty of not knowing the language or the best mode of dealing with the Turks - I can easily describe the description of description of Timber that would be most useful so that any person

possessing an ordinary knowledge of business transactions could manage the matter without difficulty with the aid of an interpreter.

2nd Point

20000 Sleepers are coming out with the other materials /

3rd Point

Barrows, Planks, Pickaxes, Shovels, and Hammers, sufficient for the navvies are coming out and there will most probably be a large surplus available for the fatigue parties – but we shall require some assistance in this way and also a supply of carts.

4th Point

I hope we shall be able to erect one of the Engines at the top of the steepest incline which is about 1/3 of a mile long commencing at Kadi Koi but this matter and also the best mode of supplying it with water I should like to give a little more consideration to ; as regards fuel I do not anticipate much difficulty about it as the Steamers which bring out the materials are instructed to land their surplus coal and this will most probably be sufficient until a supply can be obtained from Constantinople.

I think each horse may be calculated to draw up a ton up the inclines.

I believe the wagons will average about 30 cwt each exclusive of load.

I have etc etc

(Signed) James Beatty

Gen. Sir John Burgoyne

Etc etc

Head Quarters

Camp before Sebastopol

January 21st 1855

Sir,

I am directed by the Commr. Of Forces to address the following questions and suggestions to you:

1. The Commander of Forces was given to understand by you that Stationary Engines could be used without difficulty on the Road from Kadi Koi to the Turkish Flag Staff - But as it appears from the minutes of the Board Meeting yesterday that you intend to use Capstans and ropes in place of Steam Engines, Lord Raglan wishes you to state in writing the reasons for such change of plan.
2. What portion of the Road if any could be worked by Steam Engine - The saving of the labour of men and horses being of the greatest importance.
3. How long a time it would take for a train of say ten carriages to go from Balaklava to the top of the hill.
4. Will the Capstan if used at the steep incline be worked to push up a train of say ten or more carriages at once or only a single carriage at a time.
5. Is there any intention of using locomotive Engines to move the /

22

Carriages when the top of the plateau is reached or is the line when lain down to be worked by horses entirely. Are the men required to take charge of these horses necessary for the work to be provided by the Army or by the men in your employ.

6. If the 500 men to be supplied according to your requisition remain constantly in your employ, how long will it take to complete the line to Kadi Koi. How long to complete the steep incline of about a third of a mile so as to have it in working order. How long to complete the road to the Turkish Flag Staff on the top of the Hill. How long to complete it to the Divisions encamped along the heights in front of Sebastopol.

I am also directed to request that you will take care that the landing of the materials for the Railway when they arrive may be so arranged as not to impede

the traffic in the Wharf beyond your landing place; which is necessarily carried on there for the daily subsistence of the Army.

I have also to inform you that a steam with an officer of the Commissariat and the necessary funds and an experienced non - /

23

commissioned officer of the Sappers to select Timber etc will be placed at your disposal to proceed to Sciope and bring such timber as can be obtained and the faggots you require they can be obtained according to such written instructions as you may give him.

Mr Je Vève of the Royal Engineers who has been at Sciope will communicate with you as to what timber and materials are to be there obtained and will call on you for that purpose tomorrow.

The Commr. Of the Forces requests in order to save you the inconvenience of communicating with the different departments of the Army that you will address all your communications on the subject of the Railway to me.

I have etc etc

(Signed)

W. G. Romaine

D.J.A.G.

James Beatty Esq.

Engineer in Chief

Etc etc etc

Railway Memorandum

The following appear the salient points for consideration arising from the proceedings of the Board of the 25th inst.

1st The demand made upon the Naval and Military Departments /

to carry on the Works.

2nd The Manner in which the construction of these Works will affect the communications and supply.

3rd Locomotive Power and Method by which the deficiency is proposed to be supplied.

1st A Steam Vessel is required with a super cargo and assistance to select and purchase Timber under the direction of Mr Beatty.

This Establishment should be taken from the Commissariat instead of as proposed from the Royal Engineers.

Sixty strong horses accustomed to draught to or attached to and taken charge of by the Railway Department . These can at present only be supplied from the Artillery – it will deprive that arm of ten Gun or Wagon Sets; neither Troops or Batteries have spare horses left – Stables should be built for them at Kadi Koi.

The working party is understood to be only temporary, but if the contemplated works are to be carried on the Railroad Establishment will not be able to go on without this assistance.

2nd According to Mr Drake's rough estimate 150 tons weight are required to be taken up daily

to Camp - this includes provisions, warm clothing and hutting materials but not Engineers Stores, Guns, or Ordnance Stores – The wagons are 20 feet long and carrying 4 ton and according to Mr Beatty's Statement will require 5 horses each making the convoy (supposing one trip made) about 1000 yards long - The line is intended to pass down the Main Street and by the waterside thereby cutting off the lower from the upper part of the town – the Sick Wharf from the Hospital - the Engineers Yard and Hut Wharf from the Highland Division etc.

The Railroad Establishment taking so large a frontage on the line of Wharves and the French having a part of the Harbour will add to the difficulty of despatching the Huts until the line is at Work.

Mr Beatty and his Assistant who had surveyed the line could give no answer as to the employment of stationary Engines - 250 large horses with single harnesses will be required. The transport animals now in use are small and feeble and cannot be taken from their present Work to be broke into draught - neither is there any establishment disposable /

26

for this purpose - The making of light lasso harness on shipboard to draw on the train road 5½ tons each wagon, with its load is an experiment and cannot be trusted to - spare transport horses would be required to take the supplies at the terminus to the different divisions.

The further advantages of the Railroad if the plan be carried out will be great supposing the siege proved of long duration.

Should the fortress fall or the Army move it will be a costly impedimentum requiring protection and the establishment to be fed until arrangements could be made to dismantle and get rid of it.

(Signed) G. Hall Majr.

Asst. Engineer

Engineers Yard

Balaklava

26th January 1855

this

27

Head Quarters

Camp before

Sebastopol

26th January 1855

Dear Sir,

Lord Raglan is I believe about to order a Board of Officers to consider your propositions and report upon how they can be best carried out and with whom you will be requested to communicate - in the meantime will you allow me to make enquiry of you on one or two points.

1st If a ship be sent to Sciope or elsewhere for timber and faggots I presume you would send some gentleman from your party to select and advise on what can be procured at the place, because if there be a difficulty about what may be particularly described by you a person conversant with the business may perceive some available substitute.

2nd It is presumed that sleepers upon which the Railway Plates are to be supported will accompany the other materials from England.

3rd Barrows, Carts, Pickaxes, Shovels and all other Tools probably are coming out with the materials and if so your demand for them is only for temporary service until they arrive.

4th When is it likely that a Stationary Engine may be placed and have you contemplated the means of supplying it with water - it is to be feared also that fuel may be difficult as it is understood to be scarce even for the Troops' cooking.

5th What is the probable steepest gradient that you contemplate to be worked by horse power, and what net load (exclusive of weight of truck or carriage) each horse in the condition they are likely /

28

to be found here may be calculated to draw up that Gradient for the traffic is unfortunately all up hill.

It is presumed that your calculations comprehend the construction of a proper horse towing path.

Yours etc

(Signed) J F Burgoyne

James Beatty Esq.

Engineer in Chief

29

Balaklava

January 27th 1855

Balaklava Railway

Sir,

I beg to acknowledge the receipt of your letter of the 26th requesting for the information of the Commander of the Forces answers on certain subjects connected with the working and progress of the Railway.

Will you be kind enough to inform the Commander of the Forces that I purpose inspecting the whole Line of Route within the next two or three days and will give a reply to your enquiries at the very earliest moment.

I have seen Mr De Vere R.E. on the subject of Timber and Faggots from Sciope; from the information received from him it is very doubtful indeed if Faggots could be obtained at all in time to be of the slightest use towards the construction of the Railway and as regards Timber all that could be had when he was there was of the smallest size and only adapted for building huts - as we have a supply of these coming out with the other materials I do not think I would be justified in employing a steamer on such a doubtful errand./

30

I feel very much obliged for the prompt manner in which my suggestion in respect to a vessel has been met but the report of Mr De Vere makes one doubt very much the information obtained at Constantinople that a large supply of timber could be obtained at Sciope.

I have etc

(Signed) James Beatty

Engineer in Chief

W.G. Romaine Esq.

Orient

Balaklava

26th January

1855

Sir,

I beg to inform you that the "Gothenburg" Steamer which will take Tramway materials to Heraclia tomorrow will be placed at the service of Mr Beattie after landing the above things at that place.

I have etc

(Signed) P Christie

Capt. And Principal Agent.

Maj. Gen. Airey

Q.M.G. Head Quarters.

31

Balaklava

26th January

1855

Balaklava Railway

Sir,

I beg to acknowledge the receipt of your letter of this day informing me that a Steamer is placed at my disposal to proceed to Sciope to procure Fascines and Timber, but your letter does not state if any one is appointed to proceed out in her to purchase the Fascines or Timber, the dimensions of which were to be furnished by me, as recommended by the Board yesterday and without which as I stated to the Board the Steamer would be of no use to me not having any person whom I could send for that purpose.

I have etc

(Signed) James Beatty

Engineer in Chief

Maj. Gen. Airey

Q.M.Genl.

Orient

Balaklava

28th January

1855

Sir,

The "Gothenburg" is ready to receive Mr Beatty on board now and will proceed to Heraclia where she will land the Tramway materials in a very short time and then be entirely at his disposal to proceed to Sciope.

I am etc

(Signed) P Christie

Capt. / Principal Agent

W G Romaine Esq.

Camp Head Quarters /

January 28th 1855

C. P. M.

Dear Gordon,

I have just received a letter from Captain Christie to say that the "Gothenburg" is ready to receive Mr Beatty or any one going for him to Sciope. I informed Gen. Airey this morning that Mr Beatty would not require a Steamer so no doubt Capt. Christie has been warned.

But I thought it better to let you know that the Ship might not be detained by my request.

I send you Capt. Christie's letter which please return.

Yours etc

(Signed) W G Romaine

Col. Gordon

A.Q.M.G.

Balaklava

January 28th 1855

Sir,

I have the honor to report that the Body of Croatians were this day disembarked from "H.M. Sphinx " and they encamped in the tents vacated by two Companies of 18th turned over Regt. Each man had in his possession on leaving the Ship Mr Beatty? What two pounds of Biscuit – I have seen the Commissariat tools have they? Officer myself and arranged with him / Raglan

Would Gen. Airey recommend that should be to

Colonel Steele

to afford every facility to them in drawing their rations should be very well
 treated The men occupy 15 Tents and I have allotted 1 tent to the and any
 (oplaci?) national Head Man in charge and one to the interpreter - I and
 religious prejudices will do all in my power to assist them in every way.
 carefully respected . They appear to be very healthy and cheerful as well as
 Maj. Gen. R Airey quite contented with the accommodation provided.

I have etc Mr Romaine is requested
 to

(Signed) (Kimote?) Macky communicate with Mr
 Beatty

D. A. Q. M. G. On this subject.

(Signed) Raglan

Highland Camp at Balaklava

25th January 1855

Sir,

I have the honour to inform you that I was appointed a Received 28th January the
 original Member of a Board held this day for the purpose of having been
 returned by me to Lt considering several questions suggested by F. M. Lord
 Elphinstone for additional Raglan respecting the proposed Railway from Balaklava
 information; his report was to the Camp near Sebastopol.
 rewritten but still dated 25th Jany The points under discussion were the 'Site', the best
 (Signed) J.W.G. 28th Jan 55 wharfage or landing place, the employment of country
 horses along the line for transport & the advisability of
 having one or two sets of rails, and in a military point of
 view, the general position and danger of disturbance of The proceedings of the
 Board on of the Line and several others of minor importance. The Railway I have
 not seen - All these were more or less satisfactorily settled, the These
 remarks on points Board agreeing that one set of rails with several sidings

connected with the Railway except along the steep incline near the French Camp
“but not discussed by the Board” Lines, where there are to be two sets with a stationary
have been made by Lt. Engine would be sufficient.
Elphinstone for the information The line is to commence near the Ordnance Wharf,
of the C. R. E. And they are traverse the main street of the Town (the traffic passing
now transmitted to Sir John along an upper road in the meantime) These skirt the
Burgoyne for his information. Harbour leaving a passage of /
(Signed) J. W. Gordon

Company Royal Engineers

Major

35

about 16 feet between it and the rocks for transport and crossing the road and stream near the
Storm Bridge, run along the valley through the vineyards (sloped in 60) to Kadi Koi where it
passes between the Church and the Naval (Luttery key?) and which it ascends the hill at a slope
of 1 in 15 for a distance of about 300 yards where a Stationary Engine is to be; from thence to
the barrier across the French lines the slope will be 1 in 25. As no ‘Locomotive’ Engines have
come out the line with the above exception will merely be a ‘tram-way’ consisting of iron rails
4ft 8ins apart, wooden sleepers resting upon a foundation of stones or fascines where swampy
places occur. The carriages to be ‘worked’ along this line are the same as those used upon
English Railroads for the conveyance of ‘goods’ weighing about 1 ½ tons each. For the purpose
of constructing this line Mr Beatty requires at once a fatigue party of 200 men, eventually to be
increased to 500 and 30 horses daily, in addition to the navvies and artificers coming from
England, with which means he thinks to complete the line as far as Kadi Koi in 10 days.

Taking all these things into consideration I think it would /

36

be well worth, prior to commencing this line, the cost of which according to contract, inclusive
of rationing the men the additional labour etc etc is about £100,000, to consider well the
advantages to be derived from it and the probable duration of the siege and likewise whether
this labour of nearly this 1000 men per diem could not more profitably be employed in other
ways to obtain the same end; viz. Speedy transport.

First I firmly believe from my knowledge of the material on the ground, that Mr Beatty will
not be able to finish the position to Kadi Koi in less than double the time stated.

Most of the Stones have been used for the present road, few are remaining, when as he admits he will have to 'dig' for gravel or else 'quarry'. There is not material sufficient on the ground for more than 1/3 that distance. Mr Beatty likewise informs me that he requires a large quantity of timber '10x10' scantling, for the purpose of erecting a large platform near the head of the harbour for placing spare wagons, spare rails, sleepers etc etc for which timber he proposes to send to Malta if this be sanctioned as the most speedy method of obtaining it.

The Board likewise considered /

37

it necessary, in consequence of the large weight of the carriages, which have to be pulled by horse power up so steep an incline as 1 in 25, the Stationary Engine merely working the incline 1 in 15 to recommend the immediate purchase of 250 horses of a heavy description with the necessary harness etc.

Now as I believe it is doubtful whether Mr Beatty will be able to complete the line or render it workable up to the French barrier in less than 5 weeks from this wither

Firstly it would not be more expeditious to continue the making of the new road at present completed and in good order as far as Gail Vignois's camp, having been already carried up the ravine as the Railway line must to a certain extent be macadamized to render it fit for horse traffic which will take nearly as long a time, the Railway being on new ground, the other on hard bottom, each piece completed being at once available which would not be the case with the Railway as any traffic would interfere with its construction.

Next at a comparatively trifling cost a sufficient number of horses could be purchased to supply all the wants of the Army which would at once give /

38

up a good train corps establishment for the Spring campaign.

I am not speaking this at a venture.

Mr Drake says that the daily supply including everything but ammunition is about 150 tons at the very utmost.

Allowing 7cwt per horse or 3 horses per ton (a horse being capable of drawing 14cwt) this would give 450 or say 500 horses for the daily supply of the Troops.

As regards the ammunition I believe that a sufficient quantity for 3 days and nights heavy fire will have been carried up by the present means before the Railway will be passable or constructed as far as the French Barrier.

Secondly, whether it would not be advisable to lay aside the carriages sent from England, and employ along the line instead commissariat wagons and French Carts both being I believe of the space or else Artillery Wagons to which small iron or even wooden flanges could easily and speedily be attached and answer quite as well and could be much more easily moved.

The Railway Carriages are so ponderous a weight (about $\frac{1}{2}$ the weight they will carry thus losing $\frac{1}{3}$ the horse power employed) that I am afraid it will be difficult to fill the /

39

carriages by Country horses up so steep an incline as 1 in 25 for any distance when loaded. If not fully loaded the loss of available power in pulling along this dead weight of $1\frac{1}{2}$ tons would be enormous.

On the whole I consider this Railway a very crude and ill-digested matter. A light train way and trucks easily drawn when loaded by one horse such as are employed in constructing Railway Cutting embankments etc. should instead have been sent out.

Qy Men nor Horses
for the

At present we have neither the horses nor the harness required

plank

Line. I believe that the suggestion I made some time ago of a

I never heard of this

‘tramway’ would have been preferable in every respect. Every

(Signed) J.F.B.
been

description of carriage would have gone along it, it would have

Completed long ere this and at a trifling expense in comparison.

I make the above remarks as they were not discussed by the
Board.

I have etc etc

(Signed) A Elphinstone

Lieut R. E.

Major Gordon R. E.

C.P.E.

40

Balaklava Railway

Balaklava

January 30th 1855

Sir,

I have been in daily expectation of being put in full possession of the yard and buildings occupied by some Turks in Balaklava which was given for a Railway Wharf and which I was to have had possession of on the day after the Railway Board sat here.

This has not yet been done and the delay is very detrimental to the preparations for Railway operations. Will you be kind enough to give the necessary instructions for turning out these Turks and giving me possession of the premises.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

41

Balaklava Railway

Balaklava

February 2nd 1855

Sir,

Will you be kind enough to inform the Commr. Of the Forces that I have had advices by the 'Prince of Wales' Steamer just arrived (bringing a large number of my principal assistants) of additional materials beyond those originally contemplated and 45 horses having been sent out for the use of the Railway.

I hope in a day or two when I have obtained exact lists of all the materials and please to be able to give his Lordship satisfactory answers to the questions propounded in your letters of the 26th and 30th respectively.

I remain etc

(Signed) James Beatty

W. G. Romaine Esq.

etc etc

42

Head Quarters

Camp before Sebastopol

February 3rd 1855

Sir,

I beg to acknowledge the receipt of your letter of yesterday announcing among other things the arrival of 45 horses for the Railway.

Have you ascertained if there is forage for these horses sent with them and for how long.

If there is not forage for them for many days please to let me know some time before it comes to an end that I may acquaint the Commissary General in time so that there may be no delay.

State at the same time the quantity of barley or oats required daily for each horse, the quantity of hay or chopped straw and the number to be rationed.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

Civil Engineer.

43

Head Quarters

Camp before Sebastopol

February 4th 1855

Sir,

I am directed by the Commr. Of the Forces to inform you that he regrets very much the necessity he is under of withdrawing military labour which has been hitherto at your disposal. The duties of the siege fall so heavily on the Troops under his command that he is unable to spare any soldiers for the works of the Railway much as he desires its speedy accomplishment. In addition to the Croatian labourers already under your orders, placed at your disposal a body of 300 Tartar labourers from Eupatoria who are hardy men accustomed to daily labour and he trusts that these men in addition to your own body of skilled workmen will suffice for the work you have in hand. The soldiers may possibly be withdrawn tomorrow but if not certainly the day after.

I have etc

(Signed) W. G. Romaine

James Beatty Esq

Civil Engineer /

44

N. 207

Transmitted to Mr Romaine

to be returned when entered.

(Signed) Raglan

16th January 1855

War Department

18th January 1855

My Lord,

With reference to my previous despatches on the subject of the proposed Railway from Balaklava to the Camp, I transmit for your Lordship's information, the copy of a letter and of its enclosure from Mr Betts of the Firm Peto Brassey & Betts requesting that such assistance in ordinary labour as may be within your Lordship's power to afford should be given in aid of the Civil Engineer's carrying out this work.

I have etc

(Signed) Newcastle

Field Marshal Lord Raglan

Etc etc etc

9 Great George Street

Westminster

January 16th 1855

Dear Sir,

The enclosed is a copy of a note received from Balaklava and causes Mr Peto and myself much anxiety as to the result of the expedition confirming as it does the opinions of General Sir De Lacy Evans in respect to the /

assistance in labour that must be had to enable the parties entrusted with the works to carry out the objects of the Government with the despatch that can alone render it valuable and for which in the first communication we had the honour to lay before His Grace the Duke of Newcastle we pointed out the great necessity.

The want of all horse power to assist them on the first reaching the Port which this note indicates must prevent I fear their progress most seriously in dealing with the large quantity of materials of which the expedition necessarily consists.

On leaving the want of horses the week before last we have not lost a moment in despatching them in accordance with your instructions - 25 sailed on Saturday last and we have been fortunate enough to procure another paddle Steamer to take the other 25 making the 50 in all agreed to be sent. Still their want at first will be severely felt in delay and we feel it due to the interests we have been so fully entrusted with to call your attention prominently /

to the fact that unless great assistance in Men is given to the skilled labour sent out the numbers which compose the expedition cannot accomplish the end which is desired.

I am etc

pp Peto Brassey & Betts

Henry Roberts Esq.

Railway Department

Balaklava

December 29th 1855

Dear Sir,

Since I wrote to you by last mail I have made myself thoroughly acquainted with the ground here. The position of the Camp which was pointed out to me, on going the first time to Head

Quarters as being the English Camp and which I guessed to be about 300 or 400 feet above the village of Kadi Koi is only a part and that not a large one of the Camp. The Main Camp is situated on a Chain of Heights 2 or 3 miles beyond Head Quarters and is between 500 and 600 feet above the level of Kadi Koi. To arrive at it we have first to climb along the side of the /

47

hill which bounds one side of the valley in which Kadi Koi is situated to a height of 570 feet in 2 miles and 60 chains as I have found by actual measurement from Kadi Koi. We then ran along a sort of table land broken by a series of undulations formed by the heads of Ravines which run down towards Sebastopol as you will see on the maps of Sebastopol and its environs which are published in London and which, although not very accurate in detail will give you a tolerable idea of the general outline of this Country. Lord Raglan says it will be of immediate service to him if it can only be laid down and got to work speedily. We must not look to him for any assistance in the shape of British soldiers to work at it, as not only have they as much as they can possibly do themselves but he has even been obliged to borrow several Regiments of French to help to make the common roads and to carry up shot and shell all of which has to be done on Men's backs.

We may possibly get Turks but they are not of much use. /

48

The French are firing night and day on the Town. Our batteries will not open fire I believe for a week or 10 days yet. The horses here are dying very fast and it is horrible to see the numbers of dead

ones there are lying about in every direction and in all stages of decomposition.

I have got Quarters in a sort of house of which the the windows have long since been broken to pieces and the doors used for firewood. However it is a little better than a tent, as the roof has hitherto proved water tight. I have neither chairs nor table and I am using my portmanteau instead while writing you this. I hope Mr Beatty and the men will soon arrive, for every time I meet any of the Authorities it is always ' Well Mr Campbell – when is the Railway to arrive? '

I remain etc

(Signed) Donald Campbell

Messrs Peto Brassey and Betts /

49

Balaklava Railway

Balaklava

February 3rd 1855

Sir,

It is very important not only for the use of the Railway but also for General Purposes to have a constant supply of fresh line.

There is an old Lime – Kiln near the Diamond Wharf easily accessible, and where tolerably good stone can be obtained. If I am permitted to occupy this I can very soon have it repaired and at work. Of course I shall require a supply of coal to (turn?) the stone but this will not amount to much.

Will you be kind enough to mention the matter to the Commr. Of the Forces.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

PS I re-open my letter to reply to yours of this morning. A supply of forage is coming out for the use of the horses but I cannot yet tell you to what extent or how long it will last - I will /

50

lose no time in letting you know the moment I get further particulars.

(Signed) J. B.

Head Quarters

February 6th 1855

Sir,

Immediately on receipt of your letter I communicated with the Q. M. General - He said that he was afraid that the Lime Kiln you mentioned was in dangerous proximity to the Powder Magazine but that he would obtain a report from the Engineers.

I have etc

(Signed) W. G. Romaine

J. Beatty Esq.

Engineer in Chief

PS I send you an order on Major Anderson for 2 barrels

Of Blasting Powder - (Signed) W.G.R. /

51

Balaklava

6th July 1854

Balaklava Railway

Sir,

Will you be kind enough to direct the proper authority to deliver to my order 2 Barrels
Of powder for Blasting.

Yours etc

(Signed) J. Beatty

W. G. Romaine Esq etc etc

Head Quarters

Camp before

Sebastopol

February 7th 1855

Sir,

I am directed by the Commr. Of the Forces to inform you that a Body of Croatian labourers has been engaged by the British Embassy at Constantinople for the service of the Railway on the following terms :

Agreement

Article 1st 30 days pay in advance has been received for 100 labourers.

Article 2nd Each labourer will receive 3d per day and rations on feast days. On days they do not work they receive no pay only rations.

3. (Noun Aga?) who contracted to supply these men will come with them to see that they do their work properly.

He receives 6d per day and rations.

52

Article 4th An interpreter is come with them who speaks French and Turkish - he is to receive 4/6d per day and rations.

Article 5th They are to be sent home by the British Government.

There are to be engaged by Noun Aga - 100

Engaged by Osman Aga - 207

Engaged by Osman Aga - 400

Tools to be provided by Government

Ibrahim Kuko and an Interpreter are to come to see the men work properly until Osman Aga himself comes.

I have to recommend that care be taken to see that the men are regularly paid and that each individual receives the money due to him. That the men are well treated as circumstances will permit and their customs and prejudices respected and attended to.

I have etc etc

(Signed) W. G. Romaine

James Beatty Esq.

53

Head Quarters

Camp before Sebastopol

Sir,

I am directed by the Commr. in Chief to inform you that the Commr. General has complained that his operations have been greatly impeded by the position taken up by the Ships unloading your materials.

He says that no wood can be landed for want of wharf room, your ships lying alongside instead of end to the wharf.

Will you use your best endeavour to put this right; the wood is terribly wanted as fuel for the Army.

If it is an absolutely necessary obstruction I am sure you will be as anxious as anyone that it shall be removed as speedily as possible.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

54

Balaklava Railway

Balaklava

February 8th 1855

Sir,

In reply to your two letters of the 26th and 30th January respectively asking for the information of the Commr. of the Forces replies on certain subjects connected with the construction and working of the railway.

Although I cannot give you definite answers to all the questions yet I will endeavour to do so as well as I possibly can.

As Regards Engine Power

It is intended to erect a stationary Engine at the top of the 1 in 15 incline from Kadi Koi to the French Camp as I do not doubt that we shall get water for it.

The other incline of 1 in 25 from the French Camp to the Flagstaff must for the present be worked by horses - there will be no difficulty in doing this.

The 1 in 15 incline is the only one we can at present work with Engine Power.

As regards the time required to go from Balaklava to the top of the Hill at the Flagstaff - two hours will be quite sufficient to calculate for taking a train /

55

of ten wagons.

Capstans will most probably not be required for the inclines. I hope to do everything with horses and Engine Power.

No locomotive Engines are provided. A further supply of horse power in addition to our own will have to be provided, but I think when the number of horses at present employed, which the completion of the Railway to the top of the incline will immediately relieve, that there will be no difficulty in giving us the assistance in horse power that we shall require, not amounting with the addition of our own to more than 100 horses.

I am quite of opinion that 100 horses with drivers in addition to our own presuming they arrive here all safe will be sufficient to work the Line - which will be done by the skilled men we have brought out.

I hope that the portion from here to Kadi Koi will be available in 10 days from this date if the weather continues fine. The 200 men fatigue party being withdrawn and the Croatians being available for little more than carrying materials, I cannot undertake to say when the Line will be

56

completed to the Flagstaff but I should hope in 3 or 4 weeks time.

It has retarded our progress very much taking away the 200 men of the 39th who were beginning to understand their work and did very well.

As regards the extension beyond the Flagstaff, I hope the Commr. of the Forces will excuse my asking a little further delay before giving any opinion about the completion of that portion.

I am decidedly of the opinion that all the force I can muster should be applied in the first place to completing the Line to the Flagstaff which will relieve the horses and men of the Army of the worst part of their work, the extension beyond that of secondary importance in comparison with the first 4 miles out of Balaklava.

The greatest care will be taken so as to interfere as little as possible with the traffic on the Quays.

In reference to your letter of the 30th -

Weight of Wagons

The weight of the wagons can be diminished but they will not be much under 1 ½ tons. I do not think it is at all advisable to attempt making the Artillery /

57

wagons available for travelling on the Railway.

Harness

I inspected a set of rope harness made by direction of Capt. Heath which I conceive will answer very well for the Turkish horses. I understood he was to order 100 sets of this harness to be made at Constantinople immediately.¹

In conclusion I hope that if all our men, horses and materials arrive safely we shall be able to complete the Railway to the Flag Staff within one month and afterwards work it so as to set free the immense number of men and horses at present engaged in the transport of provisions etc between it and Balaklava. I also trust that difficulties which may now appear to be great will gradually disappear as the Line progresses and that we shall within the time I have mentioned viz one month be able to render such assistance to the Army in the transport of every description of material that one is fairly entitled to calculate on by taking off 4 miles of the now worst and heaviest portion of the carriage.

I have etc

(Signed) James Beatty

W. G. Romaine Esq.

¹ Enquire of Mr Pritchard if Capt. Heath undertook this and where the pattern set is.

Sir,

I am directed to you for information as to whether Captain Heath carried out his intention of ordering a hundred sets of harness according to a pattern which he had made for the service of the Railway.

And next whether you can inform me where the pattern set of harness is, whether it has been sent or taken to Constantinople or left in the care of some person at Balaklava.

I have etc

(Signed) W. G. Romaine

C. A. Pritchard Esq.

Head Quarters

February 11th 1855

Sir,

I am directed by the Q. M. G. To inform you that there will be no objection to your retaining the men of the 71st Regiment.

The Engineers have been applied to to know if the other men can be spared.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

59

Head Quarters

February 15th 1855

Sir,

I am directed by the Q. M. G. To inform you that you are at liberty to retain the two Sappers mentioned in your letter in your service.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

Head Quarters

February 15th

1855

Sir,

I have just heard that Capt. Heath has left Balaklava without having had the pattern harness prepared.

Could you get a set of harness made which would be suitable for drawing the railway trucks and it shall be sent to Constantinople to have as many sets made from it as you may deem necessary.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq,

60

Balaklava

February 11th 1855

Report of the Fatigues and other Duties in Balaklava

Parties were employed in the morning carrying bales of stores to the new depot which is nearly full. Fatigue Parties with horses carried away firewood - planking and wooden canteens and sheepskin coats.

There was no work done by the Railway workmen it being Sunday.

The rails being now laid down in the main street, all the traffic entering town is confined to the back street, parties have been employed repairing it for the last two days.

A quantity of small shot was landed at the Ordnance Wharf.

The roads were very bad, only 9 sick came down during the day - the usual Officers were waiting for them and they were embarked without any delay.

The Commissariat I saw were at their respective posts. /

(Signed) R. Ross

D.M.Q.M.G.

Mr Romaine

The understanding was that the main road was to be kept clear. If the Rail Course now prevents this Mr Beatty should be requested to reconstruct the side way so that the Public traffic be not impeded.

(Signed) R. Airey

Q.M.G.

When possible too it will be most desirable that the middle way should be filled in between the sleepers so that the road may be practicable between the rails.

(Signed) R. Airey

Q.M.G.

By the arrangement made with Mr Beatty he was to be allowed to take the main street but not to interrupt the traffic on the Wharf. The centre of the tramway will be filled in as this line is to be worked by horses.

(Signed) W. G. Romaine

Secretary

Feb 12th 1855

61

Balaklava Railway

Balaklava

Feb 13th 1855

Sir,

I intend keeping the Railway Works going night and day as the weather will permit.

Capt. Singleton R.A. who now furnishes 6 horses daily objects to supply any for night work without an order.

Will you be kind enough to give directions for the necessary orders to be given him so that he may be able to take advantage of every fine night to push on our works.

I wish him to continue the 6 horses daily as at present and supply about 6 more for night work as we may require.

I am etc

(Signed) James Beatty

W. G. Romaine Esq.

This order forwarded to Capt. Singleton

Feb 14th

W.G.R.

And written to Mr Beatty to same effect

Same date W.G.R.

14th February

1855

Captain Singleton will be pleased to carry this out by giving the horses required.

S.V.T. Lucas

Lt. Col. /

62

Head Quarters

February 14th

1855

Sir,

I have just received the enclosed letter from Mr Beatty the Engineer of the Railway. If his request can be complied with will you be good enough to forward me an order for Capt. Singleton to furnish the horses required by Mr Beatty, the number to be limited in any way you may think proper.

Yours etc

(Signed) W. G. Romaine

Col. Davies R.A.

PS Please return Mr Beatty's letter. /

63

Head Quarters

Feb 21st 1855

Sir,

I am directed by the Commr. of the Forces to inform you that 1500 fascines for the service of the Railway have been prepared at Varna - and that they can be had whenever a vessel is sent to take them away.

The authorities at Varna propose that you should send an Agent there to pay the peasants who bring in the fascines to Varna.

Perhaps when one of the vessels in your service has discharged its cargo you could send it to Varna for a load of fascines and send someone on board who could pay for the fascines on delivery.

It appears that the 500 fir trees are not procurable at Varna without great delay.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq.

64

Balaklava Railway

Balaklava

22nd February

1855

Sir,

I learn from Commissary General Filder that he does not intend to use the Railway to Kadi Koi until it is further advanced owing to the necessity of working at night.

I am anxious that the Line should be made available as far as possible and if it will suit the Commissariat Department I will place at their disposal 20 wagons capable of carrying 3 tons

each every morning from 6 to 9 o'clock and will send skilful men to direct them, they finding men to load and unload and the necessary horse power.

I remain etc

Yours etc

(Signed) James Beatty

W. G. Romaine Esq. /

65

Camp

24th February

1855

Sir,

With reference to the enclosed letter I am desired by Lt. Col. Dacres Commanding R.A. to inform you that he has made arrangements for making use of the Railway as therein suggested.

I have etc

(Signed) John Adye

Lt. Col. A.A.S.

Lt. Col. The Honourable A. Gordon

A.Q.M.G.

Head Quarters

Camp

February 25th

1855

Sir,

I beg to inform you that Lt. Col. Dacres Commanding the Royal Artillery will make use of the 20 wagons mentioned in your letter of the 22nd inst. For the purposes of his Department.

Yours etc
(Signed) W. G. Romaine

James Beatty Esq.

66

Balaklava

26th February 1855

Sir,

As regards arranging the Croats into useful working gangs:

I think the best plan would be to divide them into separate gangs of say 50 men with a Superintendent Timekeeper and Interpreter over each.

The Interpreter should speak English.

They ought to be at work every morning at 6.30 and not leave off until 6 in the evening with the exception of $\frac{3}{4}$ an hour for breakfast and 1 hour for dinner and any time they lose during the day should be deducted from their pay.

As to the propriety of placing an Officer and Guard over them to enforce proper discipline and see that the Superintendent keeps them to their work is a matter on which I do not feel competent to offer an opinion but will leave this to you.

I think it right to inform you that these Croats are of little or no use to me and certainly not worth the wages I understand they are receiving. In fact they are so utterly unfit for Railway work that with the exception of /

67

say 50 I do not feel justified in pretending to employ them, and thereby keeping them from other work in which they might be more useful to the Army.

I remain etc
(Signed) James Beatty

W. G. Romaine Esq.

Answer 26th February
1855

I do not apprehend a great difficulty in getting these Croatians into practical useful work.

Captain Forster has been appointed Superintendent over the whole. He resides at Balaklava and may be found at Colonel Harding's.

Captain Forster has been furnished with 4 interpreters. There are also 2 attaches to them who accompany them from Constantinople.

They are already organized in gangs under their own Chiefs.

One Chief to every squad of 10 men, one to every 25 men and one to every 100 men.

I should suggest Mr Beatty putting himself in communication with Captain Forster who with the aid of his Interpreters would /

68

land any portion of them from 25 upwards ration to any spot where their labour would be required and would explain to them what might be expected of them.

A certain number would be required for the present in erecting their own huts, and others to remain in to cook etc in Camp.

The hours of meals possibly must depend upon certain national customs which of course should be respected.

In fact after a little time and patience my impression is that they will be extremely useful

(Signed) R. Airey

Q. M. G.

Mr Beatty should inform Captain Forster what number of labourers he may require for the following day.

R. A.

February 27th 1855

Sir,

I herewith enclose a memorandum as to certain Regulations for the Railway workmen. Will you be kind enough to say if it can be entertained.

Yours etc

(Signed) James Beatty

W. G. Romaine Esq.

69

Memorandum

Tuesday Morning

That the men belonging to the expedition are in the habit of getting desperately drunk and neglecting their work.

That Lord Raglan or the Commandant be applied to for a Picquet of 10 or 12 men to be stationed at certain distances (apart) along the line for the purpose of taking into custody any of our men who are absent without leave or otherwise that may be given in charge by our timekeepers or others.

That none of the idlers should escape, the timekeepers to go at night with the Picquet to our Barracks and with the assistance of our policemen take such men as have neglected their work (except thro' illness) to the Guardhouse and locked up for the night and dealt with by the Provost Marshall.

(Signed) James Beatty/

70

February 28th

Sent a note enclosing an order for planks to make a paling for the Station at Balaklava.

W. G. R.

Head Quarters

March 1st 1855

Sir,

I have the honour to forward a copy of a letter I have this day received from General Airey the Q.M.G.

Yours etc

(Signed) W. G. Romaine

James Beatty Esq. /

71

Balaklava Railway

Balaklava

March 1st 1855

Sir,

I have the honour to acknowledge the receipt of your letter of this day enclosing copy of letter from General Airey.

In reply I beg to say that the Branch from the Diamond Wharf shall be proceeded with tomorrow.

I have etc

(Signed) James Beatty

W. G. Romaine Esq

Balaklava Railway

Balaklava

March 2nd 1855

Sir,

I am now sending up to Kadi Koi daily a considerable amount of tonnage in the shape of Commr. Huts and Shot. For the present I am using the Railway horses to draw the wagons up but I feel that I cannot continue this any longer without running the risk of sacrificing my horses which are all in, all towards getting the Railway completed.

Drawing the Rails and /

72

materials for constructing the line is quite as much as we can do with our present force of horses.

The few we had from the Artillery being sick horses and half condemned already were of little use to us but even these have been withdrawn and we are now left entirely to our own resources.

I think that at least 12 good horses ought to be especially appointed for Railway Service - they would soon get accustomed to walking over the sleepers which seems to be their great difficulty at first, and with care and a little extra feeding they would be soon of the greatest assistance—in fact , it will be quite impossible to conduct the daily increasing traffic on the Railway without some such assistance. /

Will you kindly mention this matter to the Commander of the Forces.

I have etc
(Signed) James Beatty

W. G. Romaine Esq

73

I should like Major Woodford to have the goodness to select about 20 of the stoutest and best mules for this service, 12 of which perhaps only would in the first instance be required.

I should be obliged to Major Woodford if he would go to Mr Young and see what can be done in the way of providing proper harness.

Also see Mr Beatty, and consult with him on all these points as to what he wishes.

The sooner this service can be carried out the better and report to me, but the arrangements may be acted on so soon as Major Woodford can carry them out.

(Signed) Richard Airey

Q. M. G.

2nd March 1855

74

B L A N K P A G E

75

Head Quarters

Before Sebastopol

March 6th 1855

Sir,

I am directed to request you will have the goodness to issue to Mr Beatty such quantity of fuel as may be necessary for the Lime Kiln built by order of the Field Marshal Commanding.

I have etc
(Signed) Alexr. Gordon
Col. A. Q. M. G. For 2 MG

Comm. General Filder C.B. /

76

B L A N K P A G E

77

Members of the Board

Deputy Judge Advocate General Commandant of Balaklava

Major McKenzie D.A.2M.G. Balaklava

Report of the Board

5th March 1855

Osman Aga who collected the body of Croats or Bosnians now at Balaklava, entered into an agreement with the British Embassy at Constantinople by one article of which he was to receive 3 shillings a day for every labourer he procured.

By another article of this agreement he was to have the power of appraising the services of these men giving to one more and to another less than 3 shillings.

By an agreement subsequently made with the labourers themselves, they were each to receive a sum of 3 shillings a day.

To many of them tickets were given, specifying 3 shillings as the amount of daily wage they were entitled to and all have been promised the same daily pay.

Some of these holders of three shilling tickets have had their services valued by Osman Aga at less than 3 shillings per diem.

The exercise of this power which Osman Aga claims by virtue of his agreement has rendered the men discontented. /

78

They point to their three shilling tickets and deny the right of the Aga to pay them less than that sum.

If on the other hand every man received three shillings a day out of the money Osman Aga has been paid, there would remain to him only the daily pay of nine shillings assured to him by the Agreement , a result apparently not contemplated by the Aga and he will be discontented.

It has followed from this state of things that Osman Aga has lost any control he may at one time have had over these followers of his, many of whom are armed, and he is even afraid to go on board the ship where part of them remain.

He has not to this day furnished a nominal list of his men or of the Officers he has appointed although he has repeatedly promised to do so.

The men have never been mustered since their arrival to ascertain their real number. He claims for 1043.

The men do not appear to have been inspected with sufficient care to see if they were fit to perform railway labour.

Many of them are very /

79

old and past work.

Others are mere boys and quite unsuited to the purposes for which they were engaged.

Many of the men are willing and active, though Mr Beatty the Engineer of the Railway reports that they are quite unskilled in the kind of labour required of them in his operations.

The Officers that have been placed over them by Osman Aga have no power or influence and with the exception of five or six are idle and worthless.

The complainants state that they are willing to be controlled and paid by English Officers.

Some of the labourers complain that they have been paid in Turkish paper money which does not pass here. Others the Aga has tried to pay in kind, by giving them rice, cheese etc in lieu of money.

There has been some dispute about the value of the sovereign which is exchanged at Constantinople for 140 Piastres - here only for 120.

But as by the agreement the pay was to be 3 shillings or 20 piastres, and as the English shilling is current here, no difficulty ought to occur. /

80

Osman Aga states that he has already paid £3 to each individual for the first month but as the pay of a labourer is £4.10 a month of 30 days, even if Osman Aga's statement be true, it leaves with him £1.10 for 1043 men or a sum of £1564.10 out of which the Aga has no doubt expected to make his profit at the expense of the labourer.

A man of the name of Henry Dubrinski, a Pole has been sent nominally to have the General Superintendence of the Croats at a pay of 10/- per diem.

He is reported to be perfectly asleep. He cannot speak the Turkish dialect which these Croats or Bosnians with few exceptions are alone able to understand.

(Signed) W. G. Romain

D. J. A. G.

After having heard Mehemet a Gurbashi of the Croats who represented the malcontents and heard what Osman Aga had to say in answers.

The Board was unanimous in recommending /

81

1. That Osman Aga be sent home.
2. That each Croatian labourer receive his pay of three shillings a day in the presence of some English Official.
3. That Captain Foster select such men as he requires for sub-officers, from the body of Croats and that the rest who do not choose to work be dismissed.

4. That 10 men of the Sappers who may not be fit for work in the trenches be put under Captain Forster's command at the rate of one sapper to 100 Croats to keep their names, and act as time keepers.

5. That Mr Dubrinski be sent back to Constantinople on behalf of the Board.

(Signed) W. G. Romaine

82

Balaklava

10th March 1855

Sir,

I have a few divers among my men and diving dresses.

Will you have the goodness to ask the Commander of the Forces examining of 'The Prince' steamer .

I am etc

(Signed) James Beatty

W. G. Romaine

Balaklava Railway

Balaklava

10th March 1855

Sir,

I regret to say that a fatal accident occurred on the Railway today resulting in the death of one of the Muleteer Drivers and serious injury to one of the Railway workmen. The only way I can account for it is the nervousness of the injured man who from this cause seems to have lost all command over his 'Break'.

Every wagon is supplied with all the necessary requirements for safety down inclines.

The poor man is not in a fit state to be examined at present.

The Muleteer was killed instantaneously.

(Signed) James Beatty

W. G. Romaine Esq.

83

Head Quarters

11th March 1855

Sir,

I beg to acknowledge the receipt of your letter of yesterday and to inform you that F. M. Lord Raglan is desirous that an inquest should be held on the body of the unfortunate man who was killed yesterday on the Railway.

As his Lordship has directed me to preside at the enquiry. I shall feel obliged if you will furnish me with the names of those persons who will be best able to explain the circumstances under which this unfortunate accident occurred.

It would be as well if the medical man attached to your corps viewed the body so as to be prepared to give evidence at the inquest.

Yours etc

(Signed) W. G. Romain

James Beatty Esq.

84

Head Quarters

11th March 1855

Sir,

In reply to your letter of yesterday and the offer of the services of your diver and diving apparatus I am directed by F. M. Lord Raglan to inform you that H. M. Navy is also supplied

with diving apparatus and divers of all classes and that before accepting your offer for which his Lordship is much obliged, he wishes to communicate with the officer in charge of the divers and ascertaining whether they can avail themselves of your assistance and cooperation.

Yours etc.

(Signed) W. G. Romaine

James Beatty Esq

85

Head Quarters

March 12th

1855

Sir,

I beg to acknowledge the receipt of a Report from Major Woodford concerning the death of a Spanish muleteer on the Railway, and a letter of J Beatty Esq dated March 10th on the same subject.

I yesterday laid the subject before F. M. Lord Raglan who has directed me to preside at an Inquest to be held on the body of the unfortunate man as soon as the wounded man is fit to be examined.

I have also written to Mr Beatty asking for a list of the witnesses who can but give an account of the transaction and directing him to have the body examined by the surgeon attached to the Corps.

I have etc

(Signed) W. G. Romaine

Maj. Gen. Airey

2nd Maj. Gen.

I have just heard from Mr Campbell who belongs to the Engineer Corps that the money and leather belt have been found and that the robber was the wounded muleteer, the companion of the dead man and not one of the Railway labourers. I propose with your permission to retain the papers until the inquest is over.

(Signed) W. G. R. /

Balaklava

March 11th 1855

Sir,

I have the honour to enclose for your perusal Mr Beatty's enquiries into the cause of the death of the muleteer yesterday and beg to state that the other muleteer was severely hurt at the same time and is now in hospital.

I have etc

(Signed) C. Woodford

Major

D.A.2.M.G.

Major General Airey

Balaklava

March 11th 1855

Sir,

I regret to inform you that a Spanish muleteer 'Raimonde' was yesterday evening killed on the Railway while employed there in charge of some of the Public Mules furnished by me for the use of the Line.

I have the honour to request that a strict enquiry may be made into the circumstances attending this man's death, and I beg to report that a large sum of money was stolen from the dead body between the time of the /

accident and its being brought into Balaklava.

My reasons for making this statement are that his friends all assure me that he wore upwards of £100 in a leather girdle round his waist. Nothing of the kind was found on the body.

The accident as far as I can now learn seems to have been caused by the grossest neglect. I have reported this robbery personally to Mr Beatty the Manager.

The poor man has a mother in Spain dependent on his gains and I trust that every effort may be used to discover the thief.

Some of the money was Spanish Gold as the other muleteers tell me.

The man was a good quiet man and an excellent driver.

I have	etc
(Signed)	C Woodford
	Major
	D.A.2.M.G.

Major General Airey

2M.G.

Another muleteer is also severely injured and in Hospital from the same accident.

88

Balaklava

10th March 1855

Dear Sir,

The following is the result of my enquiries into the cause of the accident on the Railway today, resulting in the death of one of your muleteer drivers and serious injury to one of my own men.

It appears that two wagons in charge of two breaksmen Jacob Stephens and George Morris started from the top of the incline at the French Camp; they were almost immediately followed by two other wagons in charge of Knight Giles and Joseph Cole, on which were also two of the muleteers.

Whether from nervousness or any other such cause I cannot discover but it appears that Giles, one of the breaksmen lost his presence of mind and his command over the break at the same time, the consequence being the wagons acquired a great velocity and ran into the first two; the hindermost of the last two wagons mounted the first and went off the rails, instantaneously killing one of the muleteers and inflicting wound on Giles. /

89

From the evidence of Knight and Cole it would appear that they were both confused or insensible for a short time and on recovering their first attention was directed to their mate - Giles. The deceased was removed off the line by some French and Turkish soldiers.

H Gibson, a Ganger who was working close by, and a man in whom I place implicit confidence states that his attention was called to the accident by one of the men in the first two wagons calling out to him to go behind with some boards as there was an accident.

Gibson did look behind and observing a crowd he went up and saw the deceased muleteer surrounded by a number of soldiers and the man Giles in the hands of Knight and Cole. His first /

attention seems to have been given to the wounded man and he and his men assisted in putting him on a stretcher and sending him off to Balaklava.

The dead muleteer was in the meantime placed in a wagon and accompanied down to Kadi Koi by one of my men named William Scott and a soldier /

90

name unknown.

The second muleteer had disappeared. The man Scott left at Kadi Koi and the deceased was handed over to the charge of Mr Shaw the Traffic Superintendent who happened to be there at the time and this Gentleman declares that no person touched him until he got to Balaklava and was handed over to your charge - that the Interpreter came up and was lifting the cloak off his face but Mr Shaw objected to his doing so and would not allow it.

It appears that except when going between the place where the accident happened and Kadi Koi, which could not have occupied more than five minutes that none of my men except Scott were with the deceased and even in that distance a soldier was present in the same wagon - so that the probability is that if robbed it was not done by any of the Railway men.

There is one thing very remarkable (i.e.) the second muleteer was missing immediately after the accident and has not been seen /

91

since by any of the men I have examined.

I remain etc

(Signed) James Beatty

Major Woodford

Balaklava

13th March

1855

Sir,

I am informed by Captain Keane that he has received instructions to erect nine huts at the 'Top of Incline' to form a Depot for Forage and that it is not the intention of Commissary General Fildes to make Kadi Koi a Depot for the issue of Forage.

I would respectfully urge on the Q.M. General that Kadi Koi is much better adapted for a Depot for the Cavalry Camp than the top of the incline.

It is I apprehend quite as convenient for the Cavalry Camp and it will avoid the necessity of hauling all the Forage up by the Engineer where movements will be necessarily slow - and will thus occupy that portion of the line unnecessarily I conceive.

You will please to explain /

92

also to the Q. M. General that all the materials for continuing the line ahead must come up the incline and that it is very desirable to relieve us from any traffic that can be avoided consistently.

I have etc

(Signed) James Beatty

W. G. Romaine Esq

PS. Lord Raglan wishes a depot for the wants of Cavalry, Highland Brigade, etc to be established at Kadi Koi - The Commissary General to be informed -

Balaklava

16th March

1855

Sir,

I beg to inform you for the information of the Commander of the Forces that the Railway is now completed to the French Camp, and that I am in a position to take up all the Commissariat Stores, Huts etc for the Army that far.

The Line to Kadi Koi has been in full operation some time, a depot is found there /

93

which can be increased to any extent, and I would strongly advise the Commissariat issue to be removed out of Balaklava altogether to Kadi Koi or some other equally convenient place.

I see no other mode of arrangement so likely to clear the Harbour of the Shipping with which it is now crowded.

A Branch Line is also laid to the Diamond Wharf and everything now lying there can be removed by Railway to the top of the Incline.

The Lime Kilns here are in full operation and there will be 10 masons at work at those near the 3rd Division on Monday.

I have etc

(Signed) James Beatty

W. G. Romaine Esq /

94

Balaklava

19th March

1855

Railway Department

Sir,

I have this morning had an interview with Mr Bailey of the Commissariat in reference to the carriage of all the Commissariat Stores for the Front and have arranged to commence doing so tomorrow.

To carry out this object effectually it will be necessary to have additional siding accommodation at Balaklava.

I have on the accompanying plan marked down the additional sidings best calculated to effect this object.

The Commandant informs me there is no objection whatever as far as he knows except that it will be necessary to pass through the Engineer's Yard - however as this matter is of pressing importance and calculated to be of the utmost assistance towards clearing out the vessels from this Harbour I think that such a trifling matter as this should not be allowed to stand in the way a moment.

Will you have the goodness to mention this matter to the Commander of the Forces and Mr Campbell who brings up the plan will afford any explanation that may be required.

I have etc

(Signed) James Beatty

W. G. Romaine Esq /

95

Memorandum

The whole Body of the Croats have now for some weeks been living on shore.

It was necessary to lodge a portion of them on board ship for a considerable time after their arrival as there were no huts or tents sufficient for them and the ship was the cleanest and driest place for them to go to after their day's work onshore.

Very nearly all are now placed either in huts or in tents./

About 200 Croats have been handed over to Captain Forster and they work under his directions and he is ordered to pay them himself.

He reports them to be willing to work, orderly, cheerful and contented.

They are very anxious to receive their money and be allowed to go to market where they please with it.

The 200 under Captain Forster will be paid on Saturday by him.

He reports that there are 20 men so infirm from age that he should wish to have them sent away at once.

There are 980 men including 61 sick - there are 9 dead.

He also reports that one native /

96

chief to 50 labourers is sufficient and that the Onbashis and other Officers are only so many idlers, but that when called upon they give up their rank and work as ordinary labourers.

A certain number of men always remain in each of the Camps, the Hut Camp and the Tent Camp to cook etc.

The habits and customs of the men seem to have been respected and there are no serious complaints except of the prices of their own Suttlers a difficulty which will disappear when the men receive their wages regularly from us in cash and can go where they please to purchase their stores.

It is not proposed to send Osman Aga away at once, nor until one or two pay days have gone by and the labourers have acquired a confidence in the regularity of their receipt of pay from the English, when the Aga may be quietly and honourably dismissed.

Captain Keane of the Engineers reports that the Croats work very well under his Sappers after a day or two to get acquainted.

(Signed) W. G. Romaine

March 20th 1855 /

97

Head Quarters

March 26th 1855

My Lord,

I have the honour to report for your Lordship's information that I have communicated with Mr Beatty on the subject of a further supply of Croatian Labourers for the service of the Railway and

that he does not require any more.

Colonel McMurdo the Director General of Transport has written to say that he could profitably employ 300 men as porters to load and unload Railway wagons.

That he would undertake the entire management of them from the time of their landing if they come provided with tents or other means of lodging themselves.

That this number of labourers under his orders would save him the necessity of calling for fatigue parties of soldiers to load and unload the stores from the different departments of the Army.

I have etc

(Signed) W. G. Romaine

Field Marshal Lord Raglan G.C.B.

March 27th 1855

I have written for 300 men for

Col. McMurdo.

(Signed) R.

Head Quarters

L. Transport Corps

Kadi Koi

26th March 1855

Sir,

In order to avoid calling for fatigue parties from the Army for the Service of the Railway, I have the honour to request you will with the sanction of the Field Marshal, obtain for me the Services of Croatian labourers who should be given over if possible with their camp equipment complete.

I can find useful employment for 300 porters.

I have etc

(Signed) M. McMurdo

Director General Transport

W. G. Romaine Esq

Captain Forster will be so good as to state whether after communicating with the different departments to whom Labour is now furnished, he can attach a certain number to Col. McMurdo to load and unload Railway trucks.

If Mr Beatty has no great use for the 250 men generally employed by him as stated in Return - perhaps they may be so employed.

(Signed) Richd. Airey

March 26th - Saw Captain Forster /

99

He says he has not one man to spare from any of the departments - That on the contrary he has repeated applications for more hands.

(Signed) W. G. Romaine

Balaklava

26th March 1855

Sir,

In reply to your letter of yesterday enclosing extract from Admiral Boxers.

I beg to say that the vessels containing Railway materials are discharged as fast as it is possible to do without taking the Navvies off the Railway - in fact I do not know that they could be discharged much faster as we can only get two vessels alongside the Wharf at the same time.

Two of the vessels left yesterday.

The materials are being conveyed along the line as rapid as our means of transport will admit.

I have etc

(Signed) James Beatty

Colonel Gordon

A.Q.M.G.

100

Memorandum

Head Quarters

March 29th 1855

Extract from Return of Croatian Labourers dated 27th March

Bunalla died from wounds received during the melee amongst the Croatians on the night of the 26th instant which took place at 8 o'clock pm.

(Signed) Richard Airey

Q. M. G.

Memorandum

To Railway Manager

23rd June 1855

Measures to be taken to insure the navvies working.

Field Marshal Lord Naylor has been informed that the drivers breaksmen and some others of the workmen employed by Her Majesty's Government to make and complete the Railway from Balaklava to the Division of the Army under his Command have openly refused to do their duty and mutinied against their officers.

The Field Marshal is therefore compelled to take other steps to enforce obedience to the lawful commands of the officers of the Railway.

He therefore gives these men notice that tomorrow morning at six o'clock the Provost Marshal and his assistants will attend with sufficient force and the first and every instance of mutiny and disobedience will be instantly and severely punished /

At the back of the Diary are a further 11 pages transcribed as A1 to A11

A1

Head Quarters

25th January 1855

Pass Order,

A Board will assemble at 12 o'clock this day at the Commandant's Office, Balaklava, to consider and report upon a proposed Railway from Balaklava to the Camp.

President: Maj. Gen. Sir Colin Campbell K.C.B.

Members: Lieut. Col. The Honourable A. Gordon A.Q.M.G., Capt. L. G. Heath R.N.

Lieut. Col. Sterling A.A.G., Dept. Comm. General Drake ., Captain Barker R.A.,

Lieut. Elphinstone Royal Engineers

Papers for the information of the Board will be sent before the hour of assembly.

Major General Sir Colin Campbell is requested to take steps to obtain the attendance of the Members named above and to give notice to the Gentlemen connected with the Railway.

(Signed) J. B. B. Estcourt

A.G.

Major General Sir Colin Campbell

A2

January 25th 1855

A Board assembled at the Commissariat's Office at Balaklava pursuant to an order of F. M. Lord Raglan K.C.B. attached to these proceedings. All the members being present the order for assembling the Court was read.

The letters named in the letter of F.M. Lord Raglan dated from Head Quarters 24th January was read and the first point named in it was taken into consideration - Mr Beatty produced a sketch of the line as far as Kadi Koi.

He proposes to take the line through the centre street of the Town, and engages to widen the line so as to leave eighteen feet clear in all places except in the centre of the town so as to enable the traffic to go on while the line is being laid down.

Mr Beatty states that it will not be possible to work a locomotive Engine up the hills.

He proposes that from Ordnance Wharf to Kadi Koi the line should be worked by Horses.

From Kadi Koi one third of a mile will be worked by ropes and capstans, or stationary engines if water can be obtained.

The remainder of the distance to the Turkish Flagstaff will be /

A3

worked by horses and the incline being one in twenty it will be worked with facility, and Mr Beatty was of opinion that it was not advisable that it should be worked with a stationary Engine.

Mr Asst. Commr. Drake stated that the average supplies including clothing, hutting and Commr. exclusive of ammunition and ordnance stores amount to about 150 tons daily.

Each wagon will hold 4 tons well - The wagon weighs 1 ½ tons - Mr Beatty gives it as his opinion that one of the Horses of this Country will draw a ton weight on the Rail.

The Board was of opinion that 250 horses of this country would be required to do this work.

There was no evidence to show the number of Horses that would be required to draw up the ammunition and ordnance stores - the daily amount varying very much.

For these purposes one line would be sufficient and the materials are on their way for a second line which can be laid down if thought necessary.

A double line is to be provided on the steep inclines.

With regard to the first point of Lord Raglan's letter the board was of opinion that the single line should be completed as soon as possible /

A4

2. Mr Beatty stated that he had quite enough men to work the Line and that he believed he was prepared for all contingencies.

3. The Board was of opinion that the horses ordinarily used in the transport here may possibly be made available for the purposes of the Railway. That Captain Heath R.N. will provide some suits of simple harness which may be used by four horses working in a line one before the other. The Board strongly recommends that 250 sets of harness should be immediately written for to Constantinople to be made according to a pattern to be supplied by Captain Heath R.N. The Board also recommends that a supply of heavier draught horses with proper harness should if possible be procured without loss of time.

4. The Board is of opinion that the site can be at once taken possession of by Mr Beatty and that the houses shaded in the plan may be pulled down.

Mr Beatty undertakes that the use of the Wharf for the purposes of the Railway shall not interfere with any essential traffic that there may be beyond that Wharf.

5. There is no objection to the Line in a military point of view. Mr Beatty having stated that /

A5

He should require a fatigue party of 200 men, they were placed at his disposal whenever he should be of opinion that he could usefully employ them. Mr Beatty also wishes to have a standing order for the men that he may not have to apply every day, and that the men employed by him may not be changed.

It appeared that the tools to be furnished by Messrs Peto Brassey & Betts had not arrived and Mr Beatty was directed to apply to Major Hall R.E. for assistance in this matter.

A Protest of Lt. Col. Stirling A.A.G. was put in and read.

Mr Beatty being of opinion that a supply of timber will be required beyond beyond that coming from England the Court was of opinion that a ship should at once be sent to Sciope to procure it and that the Engineers Officers who have already been to Sciope may be employed to select the timber according to instructions to be furnished by Mr Beatty that the Officers should be instructed if possible to procure 2000 fascines.

That arrangements be made by Commr General Filder that no delay occur for want of money to pay for the required timber and fascines.

(Signed) C. Campbell M.G.

W. G. Romaine Esq

Secy. D.J.A.G.

A6

It appears to me that making a tram road involves the necessity of also making a macadamized road in the centre of the rails nothing except the Railway wagons which weigh 1 ½ tons can go upon the tram road and I as a member of the Board wish to record my opinion that a macadamized road without rails on it would be more useful because any sort of cart or arabus as well as mules could travel along it and that the labour applied to make the tram road would be better applied in macadamizing the road.

(Signed) A.C. Stirling Lt. Col.

Authenticated by

A.A.G.

W. G. Romaine

D. J. A. G.

A7

R E P O R T

A Court was held by order of Field Marshal Lord Raglan G.C.B. Commanding the Forces at the Commandant's Office at Balaklava on Thursday the 15th of March to enquire into the means by which John Giles a Railway labourer and Raimondo Martinez a Spanish Muleteer came by their deaths on the 10th day of March A.D.1855.

President

W. G. Romaine, Deputy Judge Advocate to the Forces.

Members

Captain G. N. Harrison 63rd Regiment

Captain C. Alexander Grenadier Guards

James Beatty Esq. Civil Engineer

J. R. Kellock Esq. Civil Engineer

Dr C. Roberts - Surgeon attending the Corps of Civil Engineers stated to the Court - I saw the body of John Giles about 5 o'clock on Saturday afternoon. He was brought in to the Hospital Ship the 'Prince of Wales' - He had an extensive lacerated wound in the inside of the left thigh extending the whole length of the thigh. The superficial parts had been torn away and the muscles exposed, at the lower part the wound was deeper and extend to the bone - the membrane surrounding the bone at that part was torn away, and the bone slightly splintered, there was very little haemorrhage. I treated him for the wound, he had an opiate and passed a tolerable night and seemed doing tolerably well ./

A8

In the evening of that day he had symptomatic fever and the following day he appeared to be sinking - stimuli was given him - he gradually sank and died about 3.30 on Tuesday morning

the 13th - He died in consequence of prostration caused by the shock of the wound. The wound had the appearance as if caused by the wheel of a carriage passing over him - There were no other wounds on his person.

George Morris - labourer on the Railway now being constructed from Balaklava States. I was in a truck, one of two going down the incline and the man, a miner of the name of Stevens was in the hind truck. We were going a good pace down the incline, some trucks ran into us from behind. I saw nothing of the accident until I met the man who was hurt being brought on a stretcher and I went with the body on board ship.

Henry Gibson - Ganger of Excavators on the Line. I was within about 200 yards of the spot where the accident occurred - I looked directly after the collision occurred and saw the Spanish Muleteer lying dead on the ground - Giles was lying close to the rails and one man was holding him up. I saw his leg that was cut open: it must have been done by the flange of the wheel passing over him as he lay on the ground in my opinion not on the line. A stretcher was brought by some soldiers and he was /

A9

carried on board ship by my men.

Richard Wolsley - Assistant Surgeon of 20th Regiment. I met a Superintendent of Labourers galloping for a doctor and I told him I was one. I went on immediately and first saw the Muleteer lying close to the rails. He was quite dead and covered with blood. I only examined to see that he was dead and then left him to go to the Englishman who was alive. I found him with a fearful wound from the upper part of the thigh exposing the muscles. I bound it up as well as I could and put him on a stretcher, and he was carried by the Railway labourers to Balaklava. It was a very severe wound and I thought it probable that he would die from the after effects of the wound. I think he was too much prostrate to bear amputation.

John Knight - Labourer on the Line. I was on the first truck of the second train going down the incline - J. Giles had hold of one break of one truck and I had hold of the other break. Before starting down the incline one of the men put a spragg in the wheel of the hinder truck of the two and we started very slowly down the incline, the break overcame Giles and he had no power over it. He told me so himself afterwards as he was lying on board the Hospital Ship - I cannot tell whether he jumped off or whether he was thrown off by the truck striking those ahead. If he had kept /

A10

his break down the accident could not have happened. There was no fault in the breaks, I looked at them before I started. The breaks have sufficient strength to bring the carriages safely down the incline if properly used. Both of our trucks were thrown off. I was stunned for a short time and when I came to myself I saw Giles lying by the Cutting. I tried to get someone to the assistance of the Spaniard - he had been sitting on the bumpers of my truck - he was in the habit of riding down with me. I cannot tell whether he was pulled off or fell off. There was another Spaniard riding in another truck - I have not seen him since.

Richard Shaw - Manager of Traffic on the Line. I went up towards Kadi Koi on hearing of the accident and met Giles on a stretcher. I directed his being taken on board the 'Prince of Wales'. I then went on and arrived there without meeting the man I heard was killed in the Siding at Kadi Koi. I saw 4 trucks ; on the end of one of the 4 were some planks - there was the dead man. I then saw he was one of the mule drivers - I got on the first wagon and came to the sick wharf with the body. Just as I arrived ther Major Woodford came up and gave some orders.

Major Woodford - Depy. Asst. Q. M. General. I had heard of the accident /

A11

and was going up to Kadi Koi when I met Mr Shaw. I came into town with them and then got a party with a stretcher and had the body carried away and he was buried that evening. Both his thighs were completely smashed and he was wounded about the head and chest.

Samuel Wright - Foreman of Carpenters. I had seen the trucks on the morning of the accident before they left Balaklava - it is part of my duty to do so. They were in a perfect state and the breaks sufficient to bring the trucks slowly and safely down the incline. There are two kinds of breaks – both are good and sufficient - I think a loaded truck might safely come down with either of those two kinds of breaks. I have seen the wagon since - there was little or no damage done to the wagon - the break was not broken.

The Court having considered the evidence produced before it, was of opinion that the deceased John Giles and Raimondo Martinez came to their deaths by accident. That the breaks were sufficient for the purposes for which they were intended, and that if the deceased John Giles had not allowed the break in his charge to overpower him, no accident would have occurred.

(Signed)	W.G. Romaine	President
	G.N. Harrison	Capt. 63 rd Regiment
	Claud Alexander	Capt. Grenadier Guards
	James Beatty	Civil Engineer
	J.R. Kellock	Civil Engineer