

**CHAPTER – II**

**HISTORY OF P.W.D. AND  
DEVELOPMENT OF PUBLIC WORKS  
DEPARTMENT UNDER SHAHU'S  
MINORITY PERIOD (1884-1894)**

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In 1884 Shahu Maharaja was only ten years old therefore the administration of the Kolhapur state was carried on by the Council of Administration appointed by Bombay Government. This minority period of Shahu was lasted from 1884-1894. During this minority period Kolhapur state undertook some public works, some were major and some were minor. The State Executive Engineer was there and he was supervising all construction works in the state under the guidance of Council of Administrative.

Major works during this minority period were construction of State Railway, construction of New Palace, construction of Albert Edward hospital, etc. and minor works such as Jaysingrao Technical School, minor repairing in major works, tanks etc.

Therefore, in this chapter a brief survey of construction of major and minor works in the Kolhapur state has been taken. But before we see the construction of some work under Shahu's minority period, it is essential to take a brief survey of the construction work done during Maratha period and pre-Shahu period. It,also is interesting to see this *Public Works Department* started in India and applied to native states like, Kolhapur and others.

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### **History of P.W. Department :**

After the fall of Bajirao-II the whole Maharashtra was conquered by East India Company. The administration of Bombay Presidency was run by the Governor and his Executive council appointed by East India Company. Bombay was the seat of Governor's office, and Kolhapur state was also included in the Bombay Presidency even though it was Native state. Kolhapur state was not an independent state but a separate political agent was appointed by the Bombay Governor to supervise the day-to-day work of Kolhapur Darbar, even foreign policy of the state was controlled by the English, only Chhatrapati was autonomous in his internal administration.

Therefore the reforms and changes introduced in the Bombay Presidency were also introduced by the Britishers in Kolhapur state. When Britishers took the charge of Bombay Presidency in 1818, the condition of the roads and communication was very deplorable, therefore British Government established P.W.D. work in Bombay Presidency as well as in other Presidency also. The following is the interesting account which gives the history P.W.D.

### **Formation of the Road and Tank Department at Bombay :**

In 1836, the Government of Bombay represented to the court the bad state of the roads at that Presidency that the tanks and bunds also were under no effective supervision, and reported that

they had instituted the Department of Roads and Tanks, which measure was approved of by the Honourable the Courts of Directors in 1837, as will be seen from the following extract from their dispatch to the Government of Bombay dated the 2<sup>nd</sup> of June in that year.

Para-8 - "The bad state of the principal roads in your Presidency is attributed to the absence of systematic supervision, and to the employment of many persons on the same line, who are frequently without knowledge of road making, and have not time to look after the portion under their charge. The tanks and bunds are also stated to have been under no effectual supervision."

9. "The measures recently adopted to remedy these defects, consist of the appointment of one engineer officer as Superintendent of roads and tanks in the Concan, Poonah and Ahmednuggur Collectorates, to act in concurrence with the Collectors of Poonah, Ahmednuggur and the Concan, having under him two Junior Engineer Officers, as assistants in each Collectorate; and you propose eventually to place other districts under similar superintendence. There will, as you state, be some increase of expense occasioned by this plan, but no additional appointments will be required, the officers employed will not be diverted from their usual duties, their operations will merely become more systematic and combined."

2. “Under date the 10<sup>th</sup> August, 1836, the Superintendent of roads submitted his first progress report under the new system, with a short description of the roads of the Presidency, from which it appeared that there existed 449 miles of old roads, the repair of 211 miles only of which had been provided for, at a sanctioned charge of 36,449 rupees per annum. The only metalled road was that from Poona to Panwell (88 miles).”<sup>1</sup>

It seems from the following account that Public Works Department in India came into existence 1<sup>st</sup> May, 1848 and earlier it was known as Road and Tanks Department. The report runs as follows.

“For Fort St. George”

A digest of a general report by the Superintendent of Roads, dated the 9<sup>th</sup> August, 1848, on the Road Department from its establishment to the 1<sup>st</sup> May, 1848; also information in regard to district roads, with a statement of the charges incurred for the years 1838 to 1847 inclusive

“For Bombay”

As regards the Presidency of Bombay, it was pointed out that a “Return to an order of the Honourable the House of Commons, dated the 20<sup>th</sup> December, 1847, was presented on the 7<sup>th</sup> February, 1848, which Return contained copy of the annual Reports of the Superintendent of Roads and Tanks within the Presidency of

Bombay from the first (viz. that for season 1835-36) to the latest received to that time, or to season 1844-45 inclusive. "The Reports for Season 1845-46 and 1846-47 formed part of the Return No. 622 of 1851."<sup>2</sup>

The third report runs as follows :

28. "The Letters<sup>3</sup> noted in the margin, from the Government of Bombay, relate to the operations of the Road and Tank Department, which was established at that Presidency in 1835."<sup>4</sup>

#### **"Education of Young Native as Civil Engineers"**

39. The importance of educating young natives as Assistant Engineers is brought especially to our notice in your letters, dated 2 September (No. 48) 1848.<sup>5</sup>

The three Superintendents of the Great Trunk Road, of the Madras, District Roads, and the Bombay Road and Tank Department, Captains Willis, Best, and Berthon, appear to be well qualified and efficient in their respective departments. In so far as they are personally concerned no change is desirable.<sup>6</sup>

#### **Administration of the Bombay Presidency During the British period and P.W.D. :**

"Since the mutiny, considerable advance has been made in the general administration of the Presidency. The administration is carried on by a Governor and three members of Council, one of whom is the Commander-in-Chief of the Bombay Army. A group

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of five or six districts is called a division, and placed under a Commissioner, who is a supervising and not an executive officer, and who forms a link between the districts officers and Government. The Executive Head of the district is the Collector and District Magistrate. The designation of Collector has been described as unfortunate, since the distribution of the revenue is a more important part of his duty than its collection. He is practically responsible for everything that goes on in the district, and to the great bulk of the population for all intents and purposes he is the government. The magisterial working of the district is entirely under his charge; the strictly judicial work alone is assigned to the district and sessions judge, an officer who has occasionally two districts to work "Noting Can pass", it has been said, "in the district of which it is not the duty of the Collector to keep himself informed, and to watch the operation. The vicissitudes of trade the state of the currency, the administration of civil justice, the progress of public works, must all affect most materially the interests of those classes of whom he is the constituted guardian."<sup>7</sup> So with the Public Works Department, there is an Executive Engineer, who is responsible for public buildings, roads and bridges; and sometimes a separate officer for irrigation. The Executive Engineer is controlled in technical matters by the Superintending Engineer, and in general matters by the Collector. The health of the district is looked after by a Civil

Surgeon, who is controlled by the Surgeon-General with the Government of Bombay.”<sup>8</sup>

### **The Nature of the P.W.Department Under British Period :**

Under this term, (communications) in the language of the Indian Public works Department, are grouped roads, navigable canals or rivers, bridges, railways, and whatever other appliances of a permanent character have been supplied by nature or created or improved by art as aids to the locomotion and transport of passengers and goods.<sup>8</sup> Indian Public Works Department was constituted in 1855.<sup>9</sup>

### **System of Conducting Public works in Bombay Presidency during British Period :**

The following is the interesting account about the procedure of the public works in Bombay Presidency during British period.

The proposal for a public work may originate with any Government functionary who is in a position to judge of the wants of the country, or of his own particular department; at military stations, new works may not be applied for without permission of his Excellency the Commander-in-Chief.

The plan and estimate are prepared by the Executive Engineer, and proceed from him to the Superintending Engineer of the Province, who examines the design, the calculations, the rates, and all such details, and if he thinks proper, suggests to the executive officer alterations.



From the Superintending Engineer the papers pass on to the Military Board, for approval, and also for their decision, in case of any difference of opinion between the Engineers. If in the Military Department, the Board finally submit the plan and estimate to Government, by whom the work is sanctioned or not, as the case may be.<sup>10</sup>

But in civil works, whose utility hinges upon considerations of which the Military Board is not officially cognizant, such, for instance, as works of irrigation, which depend upon the increased revenue derivable, or cases which have reference to the increased efficiency of departments not controlled by the Board, as for example, if a judge or Collector should require additional accommodation in his adawlut or cutcherry, the plan and estimate is considered by the Superintending Engineer and Military Board with sole reference to its fitness for the objects desired by the civil department : accordingly, on receiving a plan and estimate for a bundara dam, the Board would not consider whether the work were likely to be profitable; they would only consider the construction with regard to the immediate object, and the cost with reference to that construction; neither would the Board inquire whether the additions to the adawlut or cutcherry were necessary; they would only consider the construction and cost, with a view to providing economically and efficiently whatever the Judge or Collector demanded.

Such plans and estimates are not forwarded by the Military Board to Government, but are returned, with their approval, to the Judge or collector, who sunder Adawklut, with full information of the advantage expected from the work.<sup>11</sup>

### **Extent of the Kolhapur State :**

Chhatrapati Shahu was the ruler of the Kolhapur state 1884-1922. So before we study the progress and development of Public Works Department under his rule it is essential to give a brief extent and boundaries of the Kolhapur state in which some public works were carried on. The contemporary Administrative report of the Kolhapur gives the following graphic description of the Kolhapur state.

“The Kolhapur principality which lies “between 17°10’45” and 15°50’20” North latitudes and 74°44’11” and 73°43’10” East longitudes is bounded on the North by the river Warna which separates it from the District of Satara; on the East by the rivers Krishna and Dudhaganga, the Patwardhan states of Miraj and Sangli and the Chikodi Taluka of the Belgaum Collectorate, on the South by the villages in the District of Belgaum and on the West by the Sahyadri range which separates it from the Savantwadi state and the Ratnagiri Collectorate. Besides the main territory of the principality, there five isolated groups of villages, 4 to the East and one to the west of Kolhapur. Of the 4 Eastern groups, Raibag is a

little North of the East, close to the Chikodi Taluka of the Belgaum Collectorate the Patankudi group is close to Nipani and the Basapur group is near Pachhapur in the Belgaum Collectorate. The Katkol group including the Torgal Jahagir lies far to the South-East close to the Ramdurg state. The western group lies to the west of Bawda and is below the Sahyadri Ghats adjoining the Ratnagiri Collectorate. Including these isolated groups the whole territory has an area of 3165.3 square miles, of which 2093.2 belong to Kolhapur proper and the rest to the Feudatory Jahagirs lying under it. The population of the principality as returned in the census of 1901 is 9, 10, 011. The gross revenue on an average is Rs. 44,25,000 a year.”<sup>12</sup>

#### **Development of Public Works Prior to Shahu's Minority Period :**

Kolhapur state was a junior branch of Maratha states founded by *Shivaji the Great*, during Maratha period. Construction of the forts was main business of the state. Generally rulers built river sides (Ghats) for public use, digging of wells, construction of royal Palaces and temples. During Shivaji's period there were Eighteen Karkhana and out of which *Karkhana Emarat (Building)* was looking after the construction of public buildings and it maintains.<sup>13</sup>

Forts occupy very important place during Maratha period. There were three chiefs officers of the forts. 1. Havaladar, 2.

Sabnis, 3. Karkhanis. The Karkhanis should supervise the work when a building is constructed. The Sabnis should inspect the work, cash and clothes should be distributed among the Karkhanis's men when occasion arises. It should have the approval of the Karkhanis. The distribution of grain should be made by the Karkhanis with the approval of the Sabnis.<sup>14</sup>

Late Prof. L.B. Keny rightly points out the importance of forts in the following way -

“Within Maharashtra, there are now the relics of about 175 forts-hill-forts, land-forts and sea-forts. Historically, they are all directly or indirectly, connected with Shivaji who himself is reported to have built 111 forts and possessed 240 forts, in fact he established his empire with the help of these very forts and for which he is called *Durghadhipati*. He was perhaps the last great fort builder in Indian History. Today the forts look deserted and lonely. Some were completely destroyed in historic fights and some are now on the verge of destruction due to natural causes. They would never come to their splendid self again.<sup>15</sup>

#### **Jijabai of Kolhapur (1740 to 1773) :**

Jijabai was the forth queen of Sambhaji who was the second Chhatrapati of Kolhapur and who ruled Karveer state from 1714 to 1760. Fortunately we have very few references about the construction work completed by Jijabai.

After returning from the short pilgrimage to Narasimhawadi, Jijabai decided herself building a riverside memorial at the place where her husband Sambhaji was cremated. The Priests in the adjoining monastery of Shankaracharya seem to have objected to the structure being put up on land which they claimed was used by them for religious feasts. But Jijabai paid no heed to their protests and acquired the site. The building situated on the left bank of the river Panchaganga was completed in 1764, and was consecrated in 1765.<sup>16</sup>

“Thirty thousand rupees were spent... and the revenue of the Sarnayaki income at Rukdi in the territory of Kagal was permanently given over to this temple for its maintenance and for the expenses of religious observances, and Senapati Ranoji Ghorpade was commanded to supervise its affairs (1765)”.

Twenty-five years earlier (in 1740) Jijabai had caused a public tank to be built close to the temple of Yamai in Wadi Ratnagiri. The tank still exists, and a plaque on its banks bears the inscription that it was put up by Jijabai, “for public benefit.”<sup>17</sup>

#### **Shivaji -II 1762 to 1813 :**

He was the III Chhatrapati of Kolhapur state and he also undertook some construction work into Kolhapur state. Siddeshwar Buwa Maharaja was Shivaji-II's Guru Preceptor. He died in 18 May, 1800 and his *Samadhi* was erected on the banks of

river Panchaganga by Shivaji-II and arrangement was made for its permanent maintenance.<sup>18</sup>

Shivaji-II also constructed 'Padmala large Lake' for providing drinking waters to the citizens of Kolhapur in 1809. He himself personally supervised the work of this construction and visited frequently the progress of this work.<sup>19</sup> This indicates his personal attention towards the public works.

### **Construction of Old Palace (1927-38) :**

Old Palace or Bhavani Mundap is one of the building built during the Chhatrapatis of Kolhapur. This royal residence was also used as Darbar of Chhatrapati. Prior to 1884 this Old Palace had a unique position in the history of Kolhapur. The following is the description of this buildings.

#### **1. Old Palace :**

The Old Palace stands near the Mahalaxmi temple to the south-east of the temple. It was built more than 200 years ago. Some portion of this palace were set on fire and destroyed in the insurrection of 1813 by Sadalla Khan and they had to be rebuilt from time to time.<sup>20</sup> The front portion is very recent. The palace is a two storeyed building having a terrace all over except the central portion where a hall has been erected. The palace contains six chowks (quadrangles). The most important of these is the Bhavani Cauk in which the image of the family deity, Bhavani, is set up. In

this cauk darbars and all religious functions connected with the Chhatrapati's household were formerly held. This Cauk is big and has a polished floor, wide verandahs on the four sides and a gallery on the first floor overlooking the chowk. The temple of Bhavani is on the western side facing the east. The temple is spacious. Outside in the southern verandah is kept the 'Gadi' or throne which was used for the darbars. There is also a life-size wooden statue of Chhatrapati. The nagar khana was built by Buvasaheb Maharaj the ruler of Kolhapur between 1828 and 1838.<sup>21</sup> Its cost is unknown but it has been estimated at Rs. 5,00,000. The gate on the eastern side has beautiful pillars.

Now-a-days some portion of this building is under the control of present Chhatrapati and some portion has some Government public offices like Police Station, Registrar's Office, Deputy Collector's office.

## **2. Kolhapur General Library :**

The Institution was originally started in the year 1850 and was transferred to the present building in the year 1882,<sup>22</sup> which was built at the cost of Rs. 27,000 of this amount Rs. 10,000 were contributed by the Kolhapur Darbar. Rs. 10,000 by the Kolhapur city Municipality. A portion of the remaining amount was collected by subscriptions and remaining portion was expended from the funds of Library.<sup>22</sup>

### **Major Works During Shahu's Minority period 1884 to 1894 :**

Shahu became the Chhatrapati of Kolhapur at the age of ten, in 1884 when he was minor. Therefore, Bombay Government appointed Council of administration to run the administration of the Kolhapur state. The Public Works Department was working in Kolhapur state since 1848. In 1884 Mr. Shanon was the Chief Executive Engineer assisted by overseers and other staff. The following are the some noteworthy works built during this period.

#### **1. New Palace :**

The New Palace is on the Bhausingji Road (Bavada Road) near the Residency. It took seven years to complete. From 1877 to 1884 and the cost about seven lakhs of rupees.<sup>23</sup>

This magnificent building, which was designed by Major Mant, Royal Engineer, Architect to the Government of Bombay. The building faces south and has an octagonal tower in the centre, commonly known as the clock tower, which is 135 feet high. It has an imposing Darbar hall with a billiard room on all side and two reception rooms on the other. At the back there is an open square with a fountain in the centre and an enclosed verandah with rooms on all sides of the chouk. The main building is two storeyed with a terraced roof and numerous turents and domes. The palace is designed with an exquisite grace of outlined which characterises the mixed Hindu style of architecture and is ornamented with a



profusion of elaborate detail which add to its charm. The palace is situated as it is on an elevated spot enjoys a healthy atmosphere and commands beautiful scenery on all sides. It is the grandest buildings in Kolhapur.<sup>24</sup>

At present New Palace is the residence of Royal family. The present Chhatrapati Shahu is residing in this palace along with his family some portion of this Palace is assigned to Shahaji Museum which was started by previous Chhatrapati Shahaji Maharaj date 30<sup>th</sup> June, 1974. It is now one of the place of interest and worthseeing for outsider. Number of school trips and outside visitor used to visit this museum as well as New Palace.

## **2. Kalamba Tank :**

The construction of the Kalamba tank for supplying drinking water to the city of the Kolhapur during Shahu's minority period was another important work that had been taken by P.W.D.

Kolhapur city gets its water from two sources – Kalamba tank and the Bhogavati river. The Kalamba tank is about three miles from the city. It is formed by building a bund between two ridges and impounding the water of the Katyayani valley. The bund was built between 1881-83 and its height was increased in 1894.

The use of Katyayani water in the city dates back to 1792 when a rich resident of Poona named Baburao Kesav Thakur or

Khatri was persuaded to bring water from Katyayani to supply Mahalaxmi's temple, and in time the water began to be used by all in the city.<sup>25</sup> The water of the Kalamba tank is pure and wholesome and is filtered and chlorinated.

In May 1880 Major Smith, Royal Engineer officiating Superintending Engineer, P.W.D. Bombay after careful exploration, selected a suitable site in the Katyayani valley, about 3 miles from the town of Kolhapur and adjacent to the village of Kalamba.

The tank was designed by Mr. R. J. Shannon, State Executive Engineer and was constructed by him in 1881 at a cost of Rs. 1,86,000. The length of the dam is 3700 feet and its width is 15 feet. The depth of the tank is 27 feet and its capacity 606250000 gallons.<sup>26</sup>

The administrative report of the Kolhapur state 1884-85 furnish the following information about the completion of Kalamba tank work. "The excellent water works and large reservoir tank at Kalamba were completed during the year and reflect great credit on all concerned. Water is distributed throughout the city by elegant stand pipes as also to the Albert Edward Hospital and other public buildings."<sup>27</sup>

A.P. Maddocks, Superintending Engineer, Public Health, Bombay writes the Executive Engineer, Kolhapur state regarding

Kolhapur Water Supply : Kalamba tank in the following way. "I have the honour to state that on 24<sup>th</sup> April, 1894 Mr. Shannon the then State Executive Engineer, prepared an estimate amounting to Rs. 18,741 for raising the F.S.L. of the Kalamba tank from 300', above the local datum of 305', thus increasing its capacity about 280' level from 413 million gallons to 608 million gallons."<sup>28</sup>

This Kalamba tank is supplying water to the Kolhapur city since last 120 years. Meanwhile the city of Kolhapur is expanding in every direction there for Kalamba tank is insufficient for supplying water to whole city now a days only some part of the Kolhapur city is receiving water. But anyhow this Kalamba tank occupies unique position in the history of Kolhapur state.

## **2. Repairing of Rankala Tank (1883-84) :**

Rankala tank was old but repair of this tank was done during the Shahu's minority period therefore I give following information about this tank.

The Rankala tank is named after the God "Rank Bhairav" an incarnation of God Shiva. Legend has it that the origin of the tank was a quarry from which stones were removed to built the Jain and other temples in the Town. Later in the 8<sup>th</sup> or 9<sup>th</sup> century on earthquake is said to have enlarged the quarry and filled it with water. In 1883 considerable improvements were executed at a cost of nearly Rs. 3,00,000<sup>29</sup> and the tank assumed its present

appearance of a very impressive and large artificial tank. The total area irrigated by the tank amounts to 230 acres. the circumference of the tank is about two and a half miles and its depth in the centre 35 feet.

Rewalling 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> sections of Rankala tank completely with the exception of the upper portion of the ornamental tower of the 2<sup>nd</sup> section its estimated cost is Rs. 2,67,092.<sup>30</sup>

Again constructed Hauds for Dhobis and cattle in connection with the Rankala tank during this period which cost Rs. 6,996 during the year 1883-84.<sup>31</sup>

The water is let through as nice gate in the bund. This gate is operated from a minor type of beautiful structure called the 'Rankala Tower'. Near the tower is the Rajghat a flight of broad steps leading to the water. It is now used for bathing and washing.

At present Rankala tank and its adjoining chowpati is under the control of Kolhapur Municipal Corporation. Now it is a place of picnic. visitors from outsider paid visit to Mahalaxmi temple and proceeded to Rankala chowpati. Generally number of people flocked Rankala chowpati in the evening to spend some time.

#### **4. Albert Edward Hospital, Kolhapur (1884) (C. P. R. Hospital) :**

The foundation stone of this building was laid by sir James Fergusson, the then governor of Bombay, on 9<sup>th</sup> March, 1881, and

the Hospital has been named Albert Edward Hospital in commemoration of the visit in 1875 to this country of His Royal Highness, the then Prince of Wales.<sup>32</sup>

The building was completed in the year 1884 at a total cost of three lakhs of rupees. The design of this beautiful building is an example of English architecture of Gothic style of the 19<sup>th</sup> century. The plan is designed estimate and prepared by Major Mant, Royal Architectural Engineer in the service of the Bombay Government.

The Public Works Department continued to be under the supervision of the State Executive Engineer. Mr. Shannon B.A.C.E. He proceeded to England on leave from 27<sup>th</sup> February, 1884, Mr. Marthand Waman Shrotriya, Supervisor, Public Works Department and State Assistant Engineer, had charge of architectural buildings viz. New Palace, Albert Edward Hospital and the monumental temple with outhouses.<sup>33</sup>

About August last, 1884 a reference was made on certain points to the Superintending Engineer, southern Division who recommended that for several reasons it would be advantageous in the interests of the Darbar to place the architectural work exclusively under the Assistant Engineer, Mr. Marthand Waman Shrotriya, whom he considered quite competent to handle separate charge there of and that he Mr. Marthand Waman should be held respon<sup>d</sup>an for executing and finishing the two big architectural

works namely the 'New Palace', and 'Hospital' according to the late Major Mant's design and estimate the services Mr. Marthand Waman are specially lent to the Kolhapur Darbar by the Bombay Government for the execution of these important and costly works.<sup>34</sup> Mr. Marthand Waman was accordingly put in special charge of the architectural buildings and he corresponds in all matters direct with the office of the Divan who controls the Public Works Department.<sup>35</sup>

The building gives accommodation to about a hundred in-patients. A Contagious Disease ward has been attached to the Hospital. There is also separate arrangement for the treatment and accommodation of persons of both sexes suffering from mental diseases. The male and female in-patients have got their separate wards. Lately, an *Anti-Rabic Treatment Centre* has been opened in the Albert Edward Hospital where Anti-Rabic Treatment is given free.<sup>36</sup> A Child Welfare Association Centre has been opened and attached to this Hospital. Milk is distributed on gratis at this centre to children of the poor, and free advice regarding the health of children is given to the parents here, under direction of the Darbar Surgeon. The Darbar Surgeon has under his control the Medical Department of the state and is assisted in his work by two Assistant Surgeons. One Lady Doctor and a large staff of qualified Sub-Assistant Surgeons.<sup>37</sup> He and his Assistants has been provided with quarters in the vicinity of the Hospital buildings.

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This Hospital is now one of the leading hospital in Maharashtra and well equipped with all modern facilities and amenities qualified of staff of Doctors is working and this is useful hospital for public health, now a days this hospital is named as *Chhatrapati Pramila Raje Hospital* and run by Government of Maharashtra.

#### 5. Kolhapur State Railway (1888) :

The construction of Kolhapur Miraj railway line during the minority of Shahu's period was very important event and creditable to P.W.D.

Dulhausi who was the Governor General of India from 1848 to 1856 was introduced railways in India. The first railway started from Thana to V.T. in 1853. Subsequently British Government started the construction of Railway line in other parts of India. Kolhapur state is lucky because in Kolhapur state Miraj, Kolhapur railway line started in 3<sup>rd</sup> May, 1888 when Shahu was ruler of Kolhapur state.

The first public function performed by the Maharaja was the ceremony of turning the first Sod of the Kolhapur State Railway on Thursday, the 3<sup>rd</sup> May, 1888.<sup>38</sup> prior to the laying out of the present M. & S.M. Railway line from Poona to Belgaum, a proposal was made to include Satara and Kolhapur on the main line with a future branch line from Kolhapur to Miraj. This would have



placed Kolhapur in a commercially advantageous position and the cost to the state would have been undoubtedly less than that incurred by the construction of the Kolhapur State Railway. But other and obviously less wise counsels prevailed and some time after the Poona-Miraj line was in operation, the Kolhapur state had to sanction the construction of its own state Railway. This gave occasion for the first little public speech of His Highness in which, as observed by the Maharaja with a rare frankness of mind, "You will not expect from me anything beyond the few words which it has been suggested to me to say."<sup>39</sup>

"Under the able management of Mr. Shanon, the Engineering staff and office Establishment have maintained their wonted energy and efficiency not withstanding the fact that in addition to their ordinary duties, they had to work on the construction of the *Kolhapur State Railway* which is in progress and which, it is hoped and expected will be completed and ready to be opened for traffic in the month of April, 1891."<sup>40</sup>

The progress made with the Kolhapur state Railway during the year 1889-90 is thus reported by Mr. Shannon.

#### **Earth Work :**

"The earth work throughout the whole length of the line has been completed with the exception of filling in at the rear of such of the abutments as are not yet finished, but this work is carried on

as the Masonry Progresses so that both will be finished simultaneously – 17 miles have been consolidated by the rainfall of two monsoons and 8 miles by one monsoon giving a total of 25 miles, any extra settlement that has taken places in this length has been again made up and the banks brought to proper formation level.”<sup>41</sup>

**Cutting :**

“All the cutting have been completed with the exception of the Hatkalangda Khind; this has been excavated.”

**Minor Bridge :**

“All the Minor Bridges have been completed.”

**Major Bridge :**

“Lee Warner Bridge 14 spans of 60 feet girders. The progress made in this work has been fair. During the month of April 1889 rapid progress was made and all the foundation would have been filled in and the superstructure raised to the level of the river bed but for an unprecedented flood in the rivers on the 7<sup>th</sup> of May which carried away the temporary bunds of Piers 6 to 8, these bunds were at once repaired but the river raising again to a greater height filled in the foundation and work had to be stopped however the masonry work of Pier No. 8 was raised to a height of 8 feet and of Pier No. 7 to 4 feet unfortunately though the foundation of Pier No. 6 was ready, no masonry work could be done.”<sup>42</sup>

### **Panchaganga Bridge :**

“10 spans of 60 feet girders. The progress made has been rapid the left abutment and 9 piers have been completed and the girders rivetted and fixed in position. The masonry work of right abutment has been raised to a height of 18 feet above the bed of the river.”<sup>43</sup>

### **Oodgaum Nalla Bridge :**

“10 Spans of 60 feet girders. This bridge is on a high level and will carry the spill of the Krishna when in excessive flood. It is situated above 200 feet to the West of Lee Warner Bridge progress has been satisfactory, all the masonry work has been carried up above ground level.”<sup>44</sup>

“Between the Krishna river and Miraj there are 6 Bridges, 4 of 2 spans of 60 each and 2 of 1 span each of 40 feet. The foundation of all these have given much trouble as they had to be excavated to a depth of from 18 feet to 24 feet below the bed of the Nallas in order to obtain rocks.”<sup>45</sup>

### **Station Buildings :**

“Besides the Terminal Station at Kolhapur there are three third class stations, one at Rukadi, Hatkalangada and Oodgam with the necessary subsidiary buildings for Station Master, Signaller, Porter, Quarters and Latrines. These minor stations are completed with the exception of fixing shutters of doors and windows and

white washing. The terminal station as originally designed was of a very inornate style and out of keeping with the surrounding architectural buildings. A new design was accordingly prepared and submitted to Government for formal sanction.”<sup>46</sup>

**Telegraph :**

“The telegraph line between the Miraj station and Kolhapur has been completed.”

**General :**

“The line was inspected on the 28<sup>th</sup> and 29<sup>th</sup> December by the Deputy Consulting Engineer for Railways (Mr. H.W. Warden) and from the Report which he submitted to Government it appears that he was quite satisfied both with the progress and quality of the works.”<sup>47</sup>

It will thus be seen that the Railway has made all possible progress under the circumstances and Mr. Shannon the State Executive Engineer deserves the highest credit for the energetic and conscientious manner in which he has directed and supervised the work.

Subsequently the Narrow Gauge was transferred into Broad Gauge but the extension of railway line from Kolhapur to Ratnagiri did not take place in free India.

### **Some Minor Works :**

Besides Major works mentioned in foregoing pages, some minor works like constructions of various roads in the state, construction of various bridges on some stream, nala and rivers, construction of some public offices and schools in the states and road side trees also wells, tanks were undertaken by the public works department of the Kolhapur. Moreover some repair of the old state buildings were also did by this department during the minority period.

The following are the some important minor works completed by P.W.D. between 1884 to 1894.

#### **1. Jaysingrao Ghatge Technical Institute :**

This institution was founded in the year 1887 in the revered memory of the late Jayshingrao alias Abasaheb Ghatge Sarjerao Vajarat Ma-ab, Chief of Kagal (Sr.) and the Regent of Kolhapur.<sup>49</sup> the school gives a four year's practical course of instruction in two branches, viz. carpentry and fitting.

1. Carpentry includes :
  - a. Joinery
  - b. Wood Turning
  - c. French polishing and
  - d. Drawing upto 2<sup>nd</sup> grade
2. Fitting includes :
  - a. Smithy

- b. Metal Turning
- c. Brass Founding
- d. Simple Engine Driving
- e. Drawing Upto 2<sup>nd</sup> Grade And
- f. General knowledge of machinery.

Successful students from fourth year are admitted to receive instruction in motor repair and driving.

The school was under the direction of a Committee consisting of the Principal, Rajaram College, the State Executive Engineer and the Educational Inspector, Kolhapur the Principal being the President of the Committee.<sup>50</sup>

Boys, after passing the 5<sup>th</sup> vernacular standard, were admitted into the school. 15 scholarships to the 2<sup>nd</sup>, 3<sup>rd</sup> and 4<sup>th</sup> year students and 24 to the 1<sup>st</sup> year students of different castes, were awarded every year. For this purpose the interest on Sir James Fergusson Fund (Rs. 20,000) and on Jayshingrao Ghatge Technical Fund (Rs. 26,900) was placed on credit in Huzur Treasury; and sum of Rs. 5,260 was sanctioned in the annual budget of the Educational Inspector as Endowment fund from which these scholarships were annually awarded to the students.

#### **Some Important Roads and Bridges :**

1. New road from Hatkalangada to Wadgaum  
(estimated cost Rs. 8,409)
2. New road from Miraj road to join Shirol road  
(estimated during the year Rs. 2000)

3. New dry stone drains on Hatkalangda and Korochoi road  
(Estimate amount – Rs. 3,4347)
4. New road from Wadgaum road to Kodoli and Pargaum.  
(Estimated Rs. 10,399)
5. Portion of Kudchi and Terdal road passing through Kolhapur state Boundary.  
(estimated Rs. 5,631)
6. widening the roads near Rajwada at Panhala completed.  
(estimated amount Rs. 2,875)
7. Salhali and Sunal new road  
(estimated amount Rs. 25,317)
8. Kolhapur and Gagan Bavda new Road Section 2 Kolhapur state Boundary  
(estimated Rs. 54,468)
9. New girder Bridge over Dongar Nala behind Shirol road station.<sup>51</sup>  
(estimated Rs. 19,371)
10. New girder bridge over Dongar Nala behind Shirol road station.  
(estimated amount Rs. 19,371)
11. New road from Hatkalangda to Kumbhoj  
(estimated amount Rs. 4,968)
12. New road from Nagral station to Alagwadi completed  
(estimated amount – Rs. 5,982)
13. New road from Nandni to join Kolhapur and Miraj road  
(estimated amount Rs. 2,649)
14. New road from Wadgaon to Sambhapur  
(estimated amount – Rs. 2,759)

15. New road from Wadgaon to Sambhapur.<sup>52</sup>  
(estimated – Rs. 2,759)

**Water Works :**

1. Five new hands in Kolhapur for 1892-93 completed.  
(Estimate – Rs. 3,845)
2. Building well near Bungalow No. 3 Kolhapur – completed.  
(Estimate – Rs. 4,110)
3. Building a well in Sheri land at Haloondi  
(Estimate amount – Rs. 5,366)
4. Renewing well at Chipri Peta, Shirol  
(Estimate amount – Rs. 3,107)
5. Raising the Kalamba Tank Bund by 5 feet  
(Estimate Rs. 18,741)
6. Improving Torangatti tank  
(Estimate Rs. 3,427)
7. New Tank at Bijkupi.  
(Estimate amount Rs. 5,000)
8. New tank at Banur  
(Estimate amount Rs. 8,275)
9. Kagal water supply  
(Estimate Rs. 1,24,042)
10. Dindorli water supply.<sup>53</sup>  
(Estimate Rs. 2,075)

**Some Repairing Miscellaneous Works :**

1. Renewing Bidoba's chowk in old Rajwada, Kolhapur.  
(Estimated amount Rs. 85,808)



2. New Page for state horses near the New Palace, Kolhapur.  
(Estimated amount Rs. 1,10,171)
3. New compound wall to the New Palace, Kolhapur.  
(Estimated amount Rs. 68,974)
4. New Kennel near the New Palace, Kolhapur.  
(Estimated amount Rs. 16,261)
5. Painting the New Palace, Kolhapur.  
(Estimated amount Rs. 20,693)
6. Renewing teak wood floors in Rede Mahal portion of old Rajwada, Kolhapur.  
(Estimated amount Rs. 4,826)
7. Additions and alternations to Bhoi Khana in old Rajwada, Kolhapur.  
(Estimated amount Rs. 4,826)
8. Additions to Camel Sheds near Sheribag, Kolhapur.  
(Estimated amount Rs. 5,430)
9. New dispensary with out-houses at Shirol complete.  
(Estimated amount Rs. 7,698)
10. New Mahalkari Kacheri Raibag  
(Estimated amount Rs. 10,608)
11. New dispensary at Raibag  
(Estimated amount Rs. 2,367)
12. New lamps and lamps posts for the Palace compound, Kolhapur  
(Estimated amount Rs. 2,526)
13. Making arrangements for the *Investiture Ceremony* of His Highness, Shahu Chhatrapati Maharaj of Kolhapur.

All the arrangements in connection with this ceremony have been successfully carried out.<sup>54</sup>

(Estimated amount Rs. 32,184)

**Trees :**

P.W.D. of the Kolhapur state also looked after the plantation of road side trees along with construction of other public buildings.

The report runs as follows :

“The growing of road side trees is always carefully attended to. As remarked last year (1883-84), those along the new roads leading to the Ambaghat from Malkapur to Amba, and from Kolhapur to Gargoti as far as Balinga, and on the Mali road, between Kagal and Kini, and on the Bijapur road from Kolhapur to the Udgaon Bridge with the branch to Ichalkaranji continue to be in a flourishing state.

“The different species of road-side trees planted upto the end of 1883-84 mode in which they were planted have been fully reported upon last road trees were planted during the year under report at a cost of Rs. 1,338.<sup>55</sup>

**New Garden round New Palace, Kolhapur :**

The necessary plans have been received from Mr. Henry and the work has been commenced.

Total Expenditure      Rs. 2,565.<sup>56</sup>

### **Monumental Works :**

During this period (1884-94) some monumental works were built by P.W.D. The following were some important works :

1. Monumental temple in Memory of their Highness the late Baba Sahab Rajaram and Shivaji Maharajas of Kolhapur.

This work was completed during the year 1884-85 and the expenditure was Rs. 22,015.<sup>57</sup>

2. Sabha Mandap for the Monumental temple. Most of the ornamental bases and pillars are nearly finished. Total expenditure Rs.13,846.

Besides above works, new traveller's Bungalow at Amba, improving Bungalow in the Mirabag at Kolhapur, New 3<sup>rd</sup> class Dharmashalla at Nesari (Gadhinglaj petha0, Renewing the Daulat Khana Chauk of the Old Palace at Kolhapur, New Sabha Mandap or the Radha Krishna's temple, in Khasbag at Kolhapur, new school house at Katkol, new school house for 50 boys at Kini, new school-house for 200 boys at Gadhinglaj, Dharmashala at Tamadalga, school-house at Herwad, police line at Gargoti, building flights of steps on the bank of the Vedganga river at Gargoti, wada for the use of the chief at Ichalkaranji were completed during the year 1884-1885 and these works were carried on by the Ichalkaranji overseer under the supervision of Mr. Shannon, Executive Engineer, Kolhapur state.

### **Famine Works :**

During minority period there broke out Famine in Kolhapur state and to provide the following work for Famine stricken people, Kolhapur state started Famine works which were under the supervision of P.W.D.

#### **1. New road from Nagaral station to Alagwadi :**

This road was  $6\frac{1}{2}$  miles in length. The earth-work had been completed and  $4\frac{1}{2}$  miles moorumed and rolled, 2 miles of mooruming remain to be done. This road was carried out as a Famine work.

Estimated amount – Rs. 5,982.

#### **2. Improving Aboo Tank at Raibag – Completed.**

This work was executed during the Famine.

Estimated amount – Rs. 4,472.

#### **3. Improving tank at Torangatti – Completed.**

This work was executed during the Famine.

Estimated amount Rs. 3,427.

#### **4. New tank at Bijkupi – Completed. This work was executed during the Famine.**

Estimated amount Rs.5,000.

#### **5. Improving main tank at Katkol – Completed. This work was executed during the Famine.**

Estimated amount – Rs. 7,088.<sup>59</sup>

#### **6. Improving Padegiri Tank at Katkol – Completed.**

This work was carried out during the Famine.

Estimated amount – Rs. 5,119.

7. New tank at Banoor – Completed.

This work was carried out during the Famine.

Estimate – Rs. 8,275

8. New Tank at Kuloor – Completed.

This was constructed during the Famine.

Estimated amount - Rs. 9,071.<sup>60</sup>

In brief, Kolhapur railway, New Palace, Edward Hospital, Kalamba tank, Rankala tank, some roads, bridges, Dharmashallas, monumental temples, public offices, plantation of trees on the road side, Famine works were undertaken by the *Public Works Department* of Kolhapur state during the minority period. Mr. Shannon was the Chief Executive Engineer of Kolhapur State assisted by other staffs. But massive projects like construction of Radhanagari Dam, Khasbag wrestling ground, Shahu Mill, Palace theatre settlement of Shahupuri were carried out by Shahu Maharaja in his state after taking direct powers of the state in his hands. These big projects became the real monumental work at Shahu Chhatrapati which we will see in the subsequent chapter.

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