

# MAINE STATE LEGISLATURE

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**PUBLIC DOCUMENTS OF MAINE**

**1912**

**BEING THE**

**ANNUAL REPORTS**

**OF THE VARIOUS**

**DEPARTMENTS AND INSTITUTIONS**

**For the Year 1911**

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**VOLUME II**

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**AUGUSTA**

**WALLACE S. LADD PRINTING COMPANY**

**1912**



Skowhegan. Section of 1911 State Road. Sand-clay.

SEVENTH ANNUAL REPORT  
OF THE  
COMMISSIONER OF HIGHWAYS

FOR THE  
STATE OF MAINE

OF THE YEAR

1911



WATERVILLE  
SENTINEL PUBLISHING COMPANY  
1912



STATE OF MAINE.

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OFFICE OF COMMISSIONER OF HIGHWAYS,  
AUGUSTA, January 18, 1912.

*To His Excellency, Frederick W. Plaisted, Governor, and the  
Honorable Council:*

I have the honor to present the seventh annual report of the  
Commissioner of Highways.

Very respectfully,  
P. L. HARDISON,  
*Commissioner.*

ORGANIZATION OF STATE HIGHWAY  
DEPARTMENT.

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PARKER L. HARDISON, Caribou.....Commissioner  
LUCIUS D. BARROWS, Foxcroft.....Asst. Commissioner  
S. FRANK PIERCE, Windsorville.....Clerk  
ANNIE P. BIBBER, Lisbon Falls.....Stenographer  
LILLIAN W. CHUTE, Augusta.....Stenographer

## REPORT.

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During the year 1911, a total expenditure of \$421,779.57 was made. Of this amount \$8,199.36 was expended by the State on engineering and inspection, leaving a net expenditure of \$413,580.21 on account of state aid and trunk line roads. Of this amount the State has furnished aid amounting to \$218,023.50.

The total cost of the state aid roads for 1911 was \$367,527.20, and the cost of uncompleted work not reported in 1910 was \$8,427.81, a total cost of \$375,955.01. Of this amount the State furnished aid amounting to \$180,690.64.

The total trunk line expenditures amounted to \$37,625.20, of which the State furnished \$37,332.86.

110.43 miles of state aid road and 5.18 miles of trunk line road have been completed in 1911.

With the exception of a few changes in the assignment of territory to inspectors, the work has been under the same system of inspection as in the past.

A total of 488 applications for state aid was received as follows:

Cities .....	17
Towns .....	408
Organized plantations .....	33
County Commissioners for unincorporated townships.....	30
Total .....	<hr/> 488

Of the above number 22 townships have been granted permission to allow their joint funds to lay over to be expended in 1912.



In these 22 towns a total joint fund of \$17,703.46 will be available in 1912. Upon satisfactory expenditure of this amount, state aid which has been apportioned, amounting to \$9,711.34 will be approved and paid.

In six towns work has not been completed; in five towns final reports have not been received. To these 11 towns state aid amounting to \$4,659.19 was apportioned and will be approved for payment after satisfactory completion of the work.

It will be seen from the above that \$14,370.53 stands to the credit of 33 towns to which no state aid has been paid.

Of the 1910 work 5 towns were paid in 1911, including one town which completed work this year. The state aid in these five towns amounted to \$2,901.96.

One town which laid over the 1911 joint fund expended the 1909 and 1910 joint funds, so that a total of 456 towns constructed state roads during the past year.

The following is a tabulated statement of the 1911 state road work:

No. of Towns.	NATURE OF IMPROVEMENT.	Square yards.	Length in feet.	Total cost of work.	Aid.
341	Gravel†.....	-	444,570	\$237,539 29	\$118,135 70
11	Bituminous Macadam†....	28,865	11,696	34,454 76	9,942 33
20	Macadam.....	37,386	18,135.5	26,816 90	10,005 96
76	Earth and drainage**....	-	105,703	*43,517 42	*21,934 22
2	Concrete pavement.....	12,545	2,998	17,995 28	6,225 00
6	Culverts and bridges.....	-	-	7,203 55	1,490 00
°456	Totals.....	78,796	583,102.5	\$367,527 20	\$167,733 21

Total number of miles, 110.43. Average cost per mile, \$3,259.06 (not including cost of culverts, bridges and grading work in the town of Minot).

Gravel	84.198 miles.	Cost per mile,	\$2,821 19
Bituminous Macadam	2.215 "	" "	15,555 20.
Macadam	3.434 "	" "	7,807 64
Earth and drainage	20.019 "	" "	2,152 55
Concrete pavement	0.567 "	" "	31,737 70
		" "	1.46

\*Cost includes cost of grading work in town of Minot; no length reported; aid includes \$200.00 paid to town of Minot.

°One town which laid over the 1911 joint fund expended the 1909 and 1910 joint funds so that a total of 456 towns constructed state roads during the past year.

†Of this amount 14,938 feet is earth; 660 feet is sand-clay and 400 feet is Macadam; cost not separated.

\*\*Of this amount 4,850 feet is sand-clay.

‡Of this amount 300 feet is Macadam; cost not separated.

#### 1910 WORK.

Total number of miles not reported in 1910, 1.134.

Macadam, 0.246.

Gravel, 0.888.

FINANCIAL STATEMENTS.

STATEMENT OF FUNDS BROUGHT FORWARD FROM PREVIOUS YEARS.

	Unexpended Jan. 1, 1911.	Paid in 1911.	Unexpended.
Unapportioned balance.....	\$62,359 46	\$12,158 66	\$50,200 80
Unexpended balance of State aid.....	17,689 92	13,350 45	4,339 47
Unexpended trunk line apportionments.....	49,122 20	33,107 56	16,014 64
Apportionment to Kittery-Portland trunk line for engineering.....	2,874 02	-	2,874 02
Over-apportionment to town of Burnham..	100 00	-	100 00
Totals.....	\$132,145 60	*\$58,616 67	\$73,528 93

ITEMIZED STATEMENT OF ABOVE SUMMARY.

UNAPPORTIONED BALANCE.

Unapportioned January 1st, 1911.....	-	\$62,359 46
Apportioned to South Portland trunk line.....	\$275 00	-
Apportioned for payment on Van Buren bridge.....	127 02	-
Apportioned and paid Rockland-Rockport T. L.....	3,557 28	-
Apportioned and unpaid Rockland-Rockport T. L.....	50	-
Paid for engineering and inspection.....	8,199 36	-
		\$12,159 16
Unapportioned balance from previous years.....	-	\$50,200 30
Unpaid balance of Rockland-Rockport apportionment	-	50
Actual unexpended balance.....	-	\$50,200 80
UNEXPENDED BALANCE OF STATE ROAD APPORTIONMENTS.		
Unexpended balance, January 1st, 1911.....	-	\$17,689 92
Paid on 1911 State road work.....	\$10,055 47	-
Paid on 1910 work not reported in 1910.....	2,901 96	-
Paid on York trunk line.....	393 02	-
		13,350 45
Unexpended balance.....	-	\$4,339 47
APPORTIONMENT TO KITTERY-PORTLAND TRUNK LINE FOR ENGINEERING.		
Unexpended balance, January 1st, 1911.....	-	\$2,874 02
OVER-APPORTIONMENT TO TOWN OF BURNHAM IN 1910.		
Unexpended January 1st, 1911.....	-	100 00

## COMMISSIONER OF HIGHWAYS.

UNEXPENDED BALANCE OF 1910 TRUNK LINE		
APPORTIONMENTS.		
Unexpended balance January 1st, 1911 .....	-	\$49,122 20
Paid on Kittery section No. 1, for maintenance.....	\$1,007 15	-
Paid on Topsham trunk line.....	200 00	-
Paid on Rockland-Rockport trunk line.....	26,260 50	-
Paid on Kittery section No. 2 trunk line.....	2,680 08	-
Paid on York trunk line.....	2,138 97	-
Paid on South Portland trunk line maintenance.....	820 86	-
		33,107 56
Unexpended balance.....	-	\$16,014 64
Total unexpended balance from previous years Jan. 15th, 1912.....	-	73,528 93
STATEMENT OF 1911 APPROPRIATION.		
Appropriation.....	-	\$250,000 00
State aid apportioned and paid.....	\$167,733 21	-
Apportioned and unpaid.....	16,187 91	-
		\$183,921 12
Unapportioned balance.....	-	\$66,078 88
		16,187 91
Total unexpended balance.....	-	\$82,266 79
TOTAL AMOUNT UNEXPENDED JAN. 15, 1912.		
Unexpended balance of appropriations previous to 1911..	-	\$73,528 93
Unexpended balance of 1911 appropriations.....	-	82,266 79
Total unexpended balance apportioned and unapportioned.....	-	\$155,795 72

\* This amount includes \$8,199.36 paid for engineering and inspection and \$127.02 paid on the Van Buren bridge. (This refers to the first statement.)





Canaan. Section of 1911 State Road: Gravel.

## TRUNK LINE WORK.

The trunk line work for 1911 has been confined to the completion of the contracts made in 1910 with Coleman Bros. on the Rockland-Rockport trunk line and the American Truck Company on the Kittery-Portland trunk line in the towns of Kittery and York. Detail reports will be found elsewhere.

The lack of funds prevented the extension of trunk line work for this season, but investigations and preliminary surveys have been made in view of work for 1912 and substantial progress is anticipated the following season on the trunk line between Kittery and Portland.

This is a part of the trunk line designated by the legislature of 1911. The condition of parts of this section of road has been the cause of much criticism both within and without the State. Necessity as well as pride should actuate us to make these much needed improvements and it is the intention of the department to make such preparation as possible for an early beginning in the spring of 1912.

Following is the Act passed at the Legislature of 1911 defining the trunk line. Chapter 189, P. L. 1911.

*An Act Defining the Main Trunk Line of Highway Through the State.*

The following route shall be known as the trunk line highway of the state of Maine and upon said highway the state commissioner of highways is hereby directed to expend such moneys as may be available from time to time for the purpose of reconstructing said trunk line of highway; said reconstruction work shall begin at the Kittery end of said trunk line and shall be carried on continuously towards the northern end. This route shall begin at the eastern terminus of the bridge between Portsmouth, N. H., and Kittery, Maine, and run through Kittery, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Scarborough, South Portland, Portland, Falmouth, Cumberland, Gray, New Gloucester, Auburn, Lewiston, Greene, Wales, Monmouth, Winthrop, Manchester, Augusta, Vassalboro, Winslow, Waterville, Fairfield, Benton, Clinton, Burnham, Pittsfield, Palmyra, Newport, Etna, Carmel, Hermon, Bangor, Veazie, Orono, Old Town, Milford, Greenbush, Passadumkeag, Enfield, Lincoln, Winn, Mattawamkeag, Molunkus, township number one, range five, Benedicta, Sherman, Stacyville plantation, Patten, Crystal, Island Falls, Dyer Brook, Oakfield, Smyrna, New Limerick, Ludlow, Houlton, Littleton, Monticello, Bridgewater, Blaine, Mars Hill, Westfield plantation, Presque Isle, Caribou, Connor plantation, Cyr plantation, Van

Buren, Grand Isle, Madawaska, Frenchville and Fort Kent which will be the northern terminus.

The following route is considered of equal importance and is designated as a part of the main thoroughfare.

Beginning at Portland and running through Falmouth, Cumberland, Yarmouth, Freeport, Brunswick, Topsham, Bowdoinham, Richmond, Gardiner, Farmingdale, Hallowell and Augusta. Said route connecting at Portland and Augusta with the first designated route.

#### LICENSING OF AUTOS.

This matter was carefully considered during the last legislative session and the following act was passed which we present in full.

It will be noticed that the fees received from the licenses are to be expended in the improvement of the state highways. This is of great importance to the highway department as it has been estimated by the office of the secretary of state that at least one hundred thousand dollars will be received from this source, which added to our regular appropriation will increase the amount to three hundred fifty thousand dollars.

*An Act to more fully provide for the registration of motor vehicles, licensing of persons operating same, regulating speed, prescribing the amount of license and registration fees and making a penalty for the violation of certain provisions of this act.*

Be it enacted by the People of the State of Maine, as follows:

Section 1. The terms "motor vehicle," as used in this act shall include all vehicles self-propelled on the highway, townway, public streets, avenues, driveway, park or parkway, by motive power of whatsoever kind, namely, automobiles, (used for the conveyance of persons for hire, pleasure or business), motor trucks or automobiles (used for commercial purposes), motor cycles (used for pleasure or business), log haulers or traction engines (used for commercial purposes), excepting such vehicles as run only upon rails or railway tracks, automobile fire engines and apparatus, and other vehicles used by cities or towns, such as police patrol wagons and road rollers.

Section 2. The rate of speed upon any highway, townway, public street, avenue, driveway, park or parkway by any person operating a motor vehicle in this state shall be not greater than twenty-five miles an hour in open country outside of cities and villages, and within the compact or built-up portions of any city, town or village not greater than ten miles an

hour, except where such city or town may by ordinance or by law permit a greater rate of speed.

Section 3. No person operating a motor vehicle on any highway, townway, public street, avenue, driveway, park or parkway, shall drive at any speed greater than is reasonable, safe and proper, having regard to the traffic and use of the public way by others, or so as to endanger the life or limb of any person. Racing and reckless driving on any such ways, streets, avenues or parks is hereby forbidden.

Permits may be granted by municipal officers of cities or towns after a public hearing thereon to drive automobiles or motor cycles in hill climbing contests during a specified time upon a certain highway at any rate of speed.

Section 4. Whoever, driving or operating a motor vehicle upon any highway, townway, public street, avenue, driveway, park or parkway of this state, when approaching from the opposite direction a person riding, driving or leading a horse or other animal which appears to be frightened, is signaled by putting up of the hand or by other visible sign by such person shall cause such motor vehicle to come to a stop as soon as possible and remain stationary so long as it may be necessary and reasonable to allow such horse or animal to pass. Whenever traveling in the same direction the person operating a motor vehicle shall use reasonable caution in passing horses or other animals and vehicles.

Section 5. Every such motor vehicle when in use on the highways shall have attached thereto a suitable horn, bell or other equally as good means of signal, that when blown, rung or otherwise operated may be heard a distance of at least two hundred feet, and shall also have lighted lamps between thirty minutes after sunset and thirty minutes before sunrise. Automobiles and motor trucks shall have at least two white lights forward and one red rear light with white light to plainly illuminate registered number. Motor cycles shall have at least one white light forward and one red rear light. Log haulers or traction engines shall have at least two white lights forward.

Section 6. Municipal officers of any city or town may designate places on any streets or ways therein where in their judgment by reason of cliffs, embankments or other exceptional natural conditions the meeting of motor vehicles and horses or other animals would be attended with unusual danger, by causing the words "automobiles go slow" to be conspicuously displayed on sign boards on the right hand side of each approach to such place not less than one hundred and fifty feet distant therefrom. And no such motor vehicle shall pass any place so designated at a greater speed than five miles an hour, and if a horse ridden or driven is met coming from the opposite direction and signal from the person riding or driving such horse or other animal is made, the driver of such motor vehicle shall come to a stop as soon as possible, and allowing a reasonable time for said horse or other animal to pass, and whenever



traveling in same direction, shall use reasonable and proper care in passing said horse or other animal.

Section 7. Whosoever violates any provision of the five preceding sections shall be punished by a fine not less than ten or more than twenty-five dollars for first offense and not less than twenty-five or more than fifty dollars for second offense committed during any period of twelve months, or by imprisonment of a term not exceeding ten days.

Section 8. All motor vehicles shall be registered by the owner or person in control thereof in accordance with the provisions of this act. Application for such registration may be made by mail or otherwise to the secretary of state upon blanks prepared under his authority. The application shall, in addition to such other particulars as may be required by said secretary, contain a statement of the name, place of residence and address of the applicant, with a brief description of the motor vehicle, including the name of the maker, the number if any, affixed by the maker, the character of the motive power and the amount of such power, stated in figures of horse power, and with such application shall be deposited an annual registration fee of:

Five dollars for automobiles (used for conveyance of persons for hire, pleasure or business), of twenty horse power and under.

Ten dollars for automobiles (used for conveyance of persons, for hire, pleasure or business), between twenty horse power and including thirty-five horse power.

Fifteen dollars for automobiles (used for conveyance of persons, for hire, pleasure or business), over thirty-five horse power.

Ten dollars for motor trucks or automobiles (used for commercial purposes).

Three dollars for motor cycles (used for pleasure or business).

Ten dollars for traction engines or log haulers (used for commercial purposes).

The above horse power shall be based on the "A-L-A-M" standard, so-called. Application for registration, applied for by an owner of an automobile, a resident of this state, not including motor cycle, log hauler or traction engine, during the periods between the first day of October and ending December thirty-first in any year after nineteen hundred and eleven, one-half of the registration fee.

The secretary of state upon granting the application shall register in a book or upon suitable index cards to be kept for the purpose, the motor vehicle described in the application, giving to the owner of such motor vehicle a distinguishing number or other mark and shall thereupon issue to the applicant a certificate of registration, said certificate shall contain the name, place of residence and address of the applicant, and the registered number or mark shall prescribe the manner in which said registered number or mark shall be inscribed or displayed on the motor vehicle and shall be in such form as the secretary may determine.

The secretary of state shall also furnish the applicant two enamel iron plates, containing the word "Maine" to be not less than one inch in height and the number of the registration in Arabic numerals not less than four inches in height. The number plates must be attached to the front and rear of automobiles, auto trucks and traction engines. Motor cycles will be provided with a registration seal or other distinguishing mark as may be determined by the secretary of state. The number for motor cycles must be so placed as to be always plainly visible. A proper record of all applications for registration and of all certificates issued shall be kept by the secretary of state in his office and shall be open to the inspection of any person during reasonable hours. The certificate of registration shall always be carried on the person or in some easily accessible place in or about the motor vehicle. Upon the sale of any motor vehicle, registration shall expire and the vendor shall immediately return the certificate of registration to the secretary of state, with notice of sale and the name, place and residence and address of the vendee. Registration plates, seal, or other distinguishing mark for automobiles, motor cycles and traction engines shall be furnished free, from the office of the secretary of state.

A motor cycle that has been registered in accordance with this section, may be operated by the owner of such motor cycle without a license and the certificate of registration shall be evidence of the right to operate. To replace lost or mutilated plates, seventy-five cents each. The express charge for delivery of registration plates to be paid for by the receiver.

Section 9. Every manufacturer of or dealer in motor vehicles (automobiles or auto trucks) may instead of registering each motor vehicle owned or controlled by him, make application upon a blank provided by said secretary of state, for a general distinguishing number or mark and said secretary may, if satisfied with the facts stated in the application, grant the application and issue to the applicant a certificate of registration containing the name, place of residence and address of the applicant and the general distinguishing number or mark assigned to him or them and made in such form as the secretary of state may determine; and all motor vehicles (automobiles and motor trucks) owned and controlled by such manufacturer or dealer shall until sold, or exchanged be regarded as registered under such general distinguishing number or mark. The annual fee for every certificate of registration shall be:

Twenty-five dollars for privilege to purchase, demonstrate, sell and exchange automobiles and auto trucks.

The secretary of state shall furnish the manufacturer or dealer with five pairs of registration number plates free of cost. Extra registration plates to the manufacturers and dealers in automobiles and auto trucks, in addition to the five pairs of plates originally furnished, to replace lost or mutilated plates, seventy-five cents each. Expressage on registration number plates to be paid by the receiver. Application for registration applied for by a manufacturer or dealer in automobiles or motor trucks,

during the periods beginning the first day of October and ending December thirty-first in any year, one-half of the registration fee.

Every manufacturer or dealer in motor cycles shall annually pay a fee of six dollars for registration certificate to handle, demonstrate, sell and exchange motor cycles. The secretary of state shall furnish the manufacturer of, or dealer in motor cycles with three sets of seals or other distinguishing marks free of cost. For every seal for motor cycle in addition to the three seals originally furnished the manufacturer or dealer in motor cycles to replace lost or mutilated plates, fifty cents. Expressage of seals to be paid by the receiver.

Every manufacturer or dealer in automobiles, auto trucks and motor cycles in this state shall pay to the secretary of state the registration fee on or before December thirty-first, nineteen hundred and eleven, and annually on this date thereafter, provided that any manufacturer or dealer as aforesaid, commencing business in this state after January first of any year, shall pay to the secretary of state at the time of commencing said business the registration fee herein provided.

Section 10. Whenever a manufacturer or dealer sells or exchanges an automobile, he or they shall immediately notify the secretary of state to whom the motor vehicle has been sold or exchanged, with description of motor vehicle, name of maker, name of make, if possible, horse power and address of the party to whom sold or exchanged. The secretary of state shall furnish necessary blanks for making said reports. Application for registration applied for by manufacturers or dealers in automobiles, not including motor cycles, during the period between the first day of October and ending December thirty-first in any year one-half of the registration fee.

Section 11. No motor vehicle of whatsoever kind shall be operated by a resident of this state of Maine, upon any highway, townway, public street, avenue, driveway, park or parkway, unless registered as heretofore provided, and no person, a resident of the state, shall operate a motor vehicle upon any highway, townway, public street, avenue, driveway, park or parkway, unless licensed to do so, under the provisions of this act. Every registration of motor vehicles shall expire on the thirty-first day of December of each year and the certificate of registration thereupon becomes void.

Section 12. A person transferring the ownership of a registered automobile or motor truck and applying to the secretary of state for registration of another automobile or motor truck in the same calendar year, shall receive a certificate of registration and number plate therefor upon payment of a fee of two dollars, and pay expressage provided the horse power is the same as that of the former automobile or auto truck, but if the horse power of the other vehicle is greater he shall pay the difference between the fee paid by him for the vehicle first registered and the fee for the vehicle of greater horse power.

A person who may exchange an automobile or motor truck before the first day of August in any year and procure a certificate of registration

paying therefor a fee of two dollars, shall if the automobile or motor truck received in exchange is of less horse power than the former vehicle, be entitled to a rebate of one-half the difference between the fee of said former vehicle and the fee for the vehicle of lower horse power received in exchange as aforesaid. Provided, however, that a person transferring the ownership of a motor cycle and applying for registration of another motor cycle within the same calendar year, shall pay for registration certificate thereof a fee one dollar, which fee shall include seal on number plate expressage to be paid by the receiver.

Section 13. A log hauler, traction engine or other motors to be used in drawing heavily loaded sledges, carts, drays or vans, may be operated upon the ways of any town, provided the owner or operator thereof shall first secure written permit from the municipal officers of such town, so to operate, and shall deposit with said municipal officers a good and sufficient bond running to said municipal officers and their successors in office in amount satisfactory to said municipal officers, conditioned to reimburse said town for any expenses necessarily incurred in repairing all damages to their townways caused by the use of such log hauler, traction engine or other motor thereon.

Section 14. Licenses for operating motor vehicles shall be issued by the secretary of state to persons not less than sixteen years of age. Applications shall be made upon blanks prepared by the secretary of state for this purpose and the licenses issued shall be in such form and shall contain such provisions as said secretary of state may determine. To such licenses shall be assigned some distinguishing number or mark and a proper record of all applications for license and of all licenses issued shall be kept by the secretary of state at his office and shall be open to the inspection of any person during reasonable business hours. Each license shall state the name, age, place of residence of licensee and the distinguishing number or mark assigned to him. The fee for such license to operate an automobile, motor truck or traction engine shall be two dollars, which shall be deposited at the time of making the application. The secretary of state may at any time suspend or revoke any license for any violation of this act or regulation made thereunder. Before a license to operate is granted, the applicant shall present such evidence as to his qualification to operate a motor vehicle, as may be required by the secretary of state. Every person licensed to operate motor vehicles shall endorse his name in the margin of the license and such license shall not be valid until so endorsed.

Section 15. Non-residents may operate motor vehicles on the roads and highways of this state not exceeding thirty days without registration, provided that such motor vehicle is registered in some other state or country and has attached thereto registered plates, and driven by a person licensed to operate in this or some other state or country. Previous to the expiration of said thirty days, if the owner is to continue operation within this state, he must make application to the secretary of state for registration in accordance with section eight and pay the fee of

Five dollars for automobile, twenty horse power and under,

Ten dollars for automobile between twenty horse power and including thirty-five horse power,

Fifteen dollars for automobile of over thirty-five horse power,

Three dollars for motor cycle,

Ten dollars for auto truck,

Ten dollars for traction engine and log hauler, on receipt of which fee the secretary of state shall furnish said applicant a certificate of registration and two number plates free of expense, expressage to be paid by the receiver, which said plates must be placed on the motor vehicles, forward and rear, and remain there so long as such motor vehicle is operated in this state in the year of issuing said certificate, provided, however, that applications for registration for non-resident owners of motor vehicles applied for during the periods between the first days of October and ending December thirty-first in any year after nineteen hundred and eleven, shall be one-half of said registration fee. Motor cycles owned by non-residents driven by a person registered in this or some other state or country may be operated on the roads and highways of this state having a registration seal, plate or other distinguishing mark attached to his motor cycle, on thirty days limitation before registering.

Section 16. Whosoever violates any provisions of the seven preceding sections shall be punished by fine not exceeding fifty dollars or by imprisonment not exceeding ten\* days.

Section 17. This or the preceding sections shall not prevent the operation of motor vehicles by unlicensed persons if riding with or accompanied by a licensed operator. Such unlicensed person so operating for the purpose of becoming familiar with the use and handling of a motor vehicle, preparatory to taking out license for driving.

Section 18. Motor vehicles of whatever kind or description may be operated on the roads and highways of this state, unless prohibited by special law or town ordinance duly authorized by the legislature, prohibiting the use of automobiles or motor vehicles in certain towns, contained in public laws nineteen hundred three, nineteen hundred five, nineteen hundred seven, nineteen hundred nine, subject, however, to the provisions of sections two, three, four, five, six, and seven.

Section 19. All licenses to operate motor vehicles that have been issued prior to December thirty-first, nineteen hundred and eleven, will become void on that date and all applications for new licenses to drive or operate a motor vehicle must be made to the secretary of state and a certificate received to enable the person to drive or operate a motor vehicle of whatsoever kind excepting motor cycles on and after January first, of any year, which certificate will be furnished by the secretary of state on payment of two dollars.

Section 20. Any person operating a motor vehicle upon any way recklessly or while under the influence of intoxicating liquor so that the lives or safety of the public are in danger, or upon a bet, wager or race, or who for the purpose of making a record, thereby violating the

speed regulations and who knowingly goes away without stopping and making himself known after causing injury to any person or property, or who uses a motor vehicle without authority from its owner, shall be punished by a fine not exceeding fifty dollars, or by imprisonment for a term of three months, or by both such fine and imprisonment, and if any person be convicted the second time for violation of this section, he shall be punished by a fine of one hundred dollars or by imprisonment for a term not less than six months and not more than one year. On conviction of violation of this section, the license of the person to operate so convicted shall be revoked immediately. And if the person so convicted is the owner of a motor vehicle, or has control of any motor vehicles as a manufacturer or a dealer, the certificate of registration of all motor vehicles owned or controlled shall be revoked.

Section 21. All fees received by the secretary of state under this act shall be turned over to the state treasurer every calendar month during the year to be appropriated and used for the repair, maintenance and construction of the state highways, under the direction of the Maine state highway commission.

Section 22. All automobiles, auto trucks ten horse power or more, shall be provided with two efficient brakes, foot brake and emergency lever brake. Motor cycles shall be provided with at least one brake to be operated by hand. All motor vehicles (automobiles, motor cycles and auto trucks) must be supplied with muffler, when operating the roads of this state and of such construction and device to prevent excessive noise. Motor vehicles when left in the public streets or ways unattended, drivers or operators shall effectively set brakes.

Section 23. This act shall become operative on and after December thirty-first, nineteen hundred and eleven, and all acts and parts of acts, or laws that have been enacted contrary to and inconsistent are hereby repealed, provided, however, that nothing herein contained in this act shall in any way affect the laws enacted to prohibit the use of automobiles or motor vehicles in certain towns as made and contained in public laws of nineteen hundred three, nineteen hundred five, nineteen hundred seven and nineteen hundred and nine.

#### MEETINGS.

Two meetings of the Massachusetts Highway Association were attended, one in February, 1911, at Boston; the other at Springfield, Massachusetts, in May. The latter afforded us an opportunity to see highway work in progress also much completed work from previous years, as the trip was made by autos from Worcester to Springfield through arrangements by the Association.

Was also in attendance at a meeting of the American Road Builders' Association held at Rochester, New York, November 14, 15, 16 and 17. About one thousand four hundred and sixty

members were present from the different states and much valuable information was brought out through the various discussions of highway construction.

The usual county meetings were held beginning April fourth. These meetings afford the town officials, road commissioners and all interested in highway improvement an opportunity to attend and discuss the various propositions pertaining to highway work. At the meeting held in the city of Augusta, April twenty-first, the following resolutions were presented:

"Resolved, That it is the sense of this meeting that the use of the King Split Log Drag in our state be encouraged."

"Resolved, That it is the sense of this meeting that there should be some law enacted by the State whereby the State or towns shall be obliged to keep in repair the state roads already built; and further that the state highway department present these resolutions to the next Legislature."

It is the opinion of the Commissioner that these resolutions should be emphasized and that it is urgent that some law be enacted covering this point, thereby effecting a saving of thousands of dollars to the State and towns, for under the present system after a state road is constructed it receives but little or no attention; consequently, deterioration follows.

On May third a county meeting was held at Houlton jointly with the representatives of the Public Roads Department at Washington, Paul D. Sargent and J. E. Pennybacker, Jr. A good attendance and much interest was manifested, which resulted in the organization of the Aroostook County Good Roads Association with the following officers: President, Howard W. Safford, Mars Hill; Vice Presidents, John B. Madigan, Houlton, A. E. Irving, Presque Isle, Nicholas Fessenden, Ft. Fairfield, Peter C. Keegan Van Buren, Freemont Small, Caribou; Secretary, Michael M. Clark, Houlton; Treasurer, A. O. Nutter, Mars Hill; Executive Committee, Howard W. Safford, Mars Hill; Michael M. Clark, Houlton, A. O. Nutter, Mars Hill, L. S. Black, Houlton, A. E. Irving, Presque Isle, Clarence A. Powers, Ft. Fairfield, A. W. Spaulding, Caribou, Peter C. Keegan, Van Buren, Delmont Emerson, Island Falls.

## RECOMMENDATIONS.

Some of the towns in various sections of the State have adopted the plan of doing their state road work in the fall and in some cases it made the work so late that concrete work could not be performed on account of freezing weather and finally the entire job would have to be continued until another year.

If the work could be done in June, or earlier, much better results would be obtained; the road bed would become settled and the traveling public would get the benefit of the improvements during the summer months, whereas if constructed late in the fall the traffic during the fall and spring rains often leaves the road in bad condition, so that it is never seen in a smooth condition unless repaired the following spring. It has been suggested by some of the state road inspectors that the legislature be asked to enact a law with a penalty attached limiting the time of completion of work. But it would seem as though a careful consideration of the results of our road work during the different months would be suggestive of the proper time for doing the road work.



## CHANGES OF LOCATION.

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During the year of 1911 there have been received at the State Highway Department five petitions for change of location of state road.

Four of the five petitions were granted; but the Board hearing the fifth petition decreed that the road as originally designated by the County Commissioners should be designated as the state road.

*City of Augusta.* Former location of the state road in the city of Augusta was as follows:

“Road known as Mt. Vernon avenue and State street extending from Sidney southerly by the State House to the Hallowell line.”

The above designation was made by the County Commissioners of Kennebec County on the twenty-fourth day of April, 1902.

On the second day of June, 1911, the department received a petition to change the designation of the state road to the following designation:

“Road known as Mt. Vernon avenue extending from Sidney line southerly to Bond street; thence easterly the entire length of said Bond street to Water street; thence southerly on said Water street to its intersection with Grove street; thence southwesterly on said Grove street to State street; thence southerly on said State street to the Hallowell line.”

This petition was signed by the Mayor and a majority of the municipal officers.

The notices calling a hearing on this petition were issued on the fifth day of June, 1911.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, R. J. Noyes, Mayor of the

city of Augusta, and W. W. Farrar, a County Commissioner from Androscoggin County, met at the office of the Board of Aldermen, City Building, at two P. M., on Monday, June twelfth, 1911. At this time petitions were presented by the opponents asking that the hearing be deferred for one week, or until two P. M. on Monday, June nineteenth, 1911.

These petitions were granted and the hearing was held at the time above specified.

After a full hearing of the parties interested and the witnesses upon the one side and the other, the Board constituted as above mentioned decreed that the road as petitioned for should be designated as the state road.

*Town of Danforth.* Former location of state road in the town of Danforth was as follows:

“Road beginning at the north line of Brookton; thence running north to the road leading to Danforth village; thence southwesterly through the village to the line of No. 8, Range 4.”

The above designation was made by the County Commissioners of Washington County, in October, 1901.

On the seventeenth day of June, 1911, the department received a petition to change the location of the state road to the following designation:

“The road beginning where state road now designated crosses the Houlton road, or Depot street, so called, in the village of Danforth, and continuing on said Houlton road in a northeasterly direction about one mile to the Weston town line near the residence of W. D. Gilpatrick.

“Also section of Bancroft road, so called, beginning where state road now crosses Central street in village and continuing on Bancroft road northerly about half a mile to Weston town line, near the residence of W. N. Furness; also the state road as designated previously; these two additions being made in addition to the designation made in 1901.”

This petition was signed by Burnham Gilpatrick and one hundred forty-four others, legal voters in the town of Danforth.

The notices calling a hearing on this petition were issued on the nineteenth day of June, 1911.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, George S. P. Brannen, chair-

man of the municipal officers of the town of Danforth, and Lewis E. Jackman, a County Commissioner from the County of Aroostook, met at the town hall, in the town of Danforth, Maine, at two P. M., on Friday, June thirtieth, 1911.

After a full hearing of the parties interested, and the witnesses upon the one side and the other, the Board constituted as above mentioned, decreed that the road as petitioned for should be designated as the state road.

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*Town of New Limerick.* Former location of state road in the town of New Limerick was as follows:

“Road commencing at the south line of Ludlow on the county road leading from Houlton to Smyrna; thence easterly on said road to the road leading to New Limerick tannery; thence along said road to “Hatfield Corner,” so called; thence southwesterly along road leading from Houlton to Drew’s Mills to said Drew’s Mills.”

The above designation was made by the County Commissioners of Aroostook County on the tenth day of July, 1903.

On the fifteenth day of May, 1911, the department received a petition to change the designation of the state road to the following designation:

“County road from Houlton line to tannery road; thence tannery road to New Limerick road; New Limerick road to Houlton line.”

This petition was signed by H. A. Hogan and fifty-nine others, legal voters in the town of New Limerick.

The notices calling a hearing on this petition were issued on the thirteenth day of June, 1911.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, H. A. Hogan, chairman of the municipal officers of the town of New Limerick and George W. Harthorn, a County Commissioner from the County of Penobscot, met at the town hall, in New Limerick, at one-thirty P. M., on Wednesday, June twenty-first, 1911.

After a full hearing of the parties interested and the witnesses upon the one side and the other, the Board constituted as above mentioned, decreed that the road as petitioned for should be designated as the state road.

*Town of Orland.* Former location of state road in the town of Orland was as follows:

“Road beginning on the county road on the west line of the city of Ellsworth, thence running westerly through the villages of East Orland and of Orland to the south line of the town of Bucksport.”

The above designation was made by the County Commissioners of Hancock County on the first day of June, 1904.

On the fifteenth day of February, 1911, the department received a petition to change the location of the state road to the following designation:

“The road beginning at the intersection of the Ellsworth road with the road leading to Bluehill (at the five-mile corner, so-called); thence running easterly on said Bluehill road to the line between the towns of Orland and Penobscot; thereby discontinuing that portion of the old state road from the intersection of the road leading to the ‘Fish Station’ to Ellsworth line.”

This petition was signed by Francis Dunham and one hundred and ninety-two others, legal voters in the town of Orland.

The notices calling a hearing on this petition were issued on the sixth day of November, 1911.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, Ernest O. Sugden, chairman of the municipal officers in the town of Orland and George E. Bryant, a County Commissioner from the County of Waldo, met at the office of the selectmen, in the town of Orland, Maine, at three P. M., on Monday, November twentieth, 1911.

After a full hearing of the parties interested, and the witnesses upon the one side and the other, the Board constituted as above mentioned, decreed that the road as petitioned for should be designated as the state road.

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*Town of Topsham.* Former location of the state road in the town of Topsham was as follows:

“Way known as the Main street and its direct continuance through the middle of said town to the bridge over the Cathance river.”

The above designation was made by the County Commissioners of Sagadahoc County on the eighth day of August, 1901.

On the fifteenth day of May, 1911, the department received

a petition to change the designation of the state road to the following designation:

“Road beginning at the north end of the Androscoggin bridge leading from Brunswick to Topsham and continuing up Green street to Elm street; thence to the Bowdoinham dividing line, via Post Road, so-called.”

This petition was signed by Allison P. Furbish and three hundred four others, legal voters in the town of Topsham.

The notices calling a hearing on this petition were issued on the twenty-seventh day of May, 1911.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, F. E. Daggett, chairman of the municipal officers of the town of Topsham and Levi T. Williams, a County Commissioner from the County of Kennebec, met at the town hall, in the town of Topsham, at one o'clock on Thursday, June first, 1911.

After a full hearing of the parties interested, and the witnesses upon the one side and the other, the Board constituted as above mentioned, decreed that the road as originally designated should be designated as the state road.

## CONTRACTS.

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The cities and towns which come under the contract class in a large percentage of cases made contracts with the Highway Department without advertising for bids, which is optional with the towns; thereby effecting a saving of time.

These contracts have been under the supervision of Assistant Commissioner L. D. Barrows.

Following will be found a description of the contract and the cost of the work in each city or town.

### AUBURN.

Contract No. 30. Contractor, city of Auburn; G. A. Field, superintendent of streets; R. A. Swift, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 2240 square yards; cost per square yard, \$1.297; work begun, August 9th; completed September 9th.

The section of state road improved begins at the southerly line of Summer street, station 6+00 on the 1911 plan, and extends along Turner and Center streets.

Quantities and unit prices estimated by the department:

470 lineal feet of road graded @ \$.70.	
2231 square yards of bituminous macadam surface @ \$1.00.	
20 lineal feet of 8-inch vitrified tile pipe @ \$0.50.	
1 catch basin, \$35.00.	
Lump sum amount of contract .....	\$2,625 00
Details and cost items compiled from certificates of municipal officers:	
Length 472 feet; width 42 feet.	
2240 square yards of bituminous macadam surface	2,906 54
1 catch basin cover .....	5 00

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Total cost of work ..... \$2,911 54

Amount appropriated by city .....	1,500 00
State aid apportioned under section 6.....	1,125 00
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Joint fund .....	\$2,625 00
Additional amount furnished by city .....	\$ 286 54
<hr/>	
Net cost of work .....	\$2,911 54
Cost to city .....	1,786 54
<hr/>	
State aid approved .....	\$1,125 00

Beside the work covered by the above contract the city constructed 193 square yards of granite block paving between the 1910 section and the 1911 section at a cost of \$358.48.

## AUGUSTA.

Contract No. 40. Contractor, city of Augusta; J. A. McLean, street commissioner; W. D. Trask, city engineer; nature of improvement, grading and bituminous macadam surface; area, 2375 square yards; cost per square yard, \$1.502; work begun June 19th; completed September 12th.

The section of state road improved begins at Bridge street and extends southerly along Water street.

Quantities and unit prices estimated by the department:  
1980 square yards of bituminous macadam surface including grading @ \$1.25.

5 catch basins @ \$25.00.

Lump sum amount of contract ..... \$2,625 00

Details and cost items compiled from certificates of municipal officers, including street railway track:

Length 805 feet; width 43 feet.

First Course:

846 cubic yards of stone, 8 inches thick, rolled to

5 1-2 inches ..... \$1,057 50

Bituminous macadam surface; 6 inches thick, rolled to 4 inches

634 cubic yards of stone ..... 792 50

21,026 gallons of bituminous material ..... 1,556 65

25 cubic yards of pea stone ..... 31 25

7.75 cords of wood ..... 62 00

Oil .....	44 00
Coal .....	50 00
Shovels .....	22 50
Freight on material .....	178 50
Foreman, 62 days @ \$3.50 .....	217 00
Kettleman, 60 days @ \$2.25 .....	135 00
Labor, 570 days @ \$2.00 .....	1,140 00
Steam roller, 57 days @ \$5.00 .....	285 00
Single team .....	108 45
Rent of tar kettles, 62 days @ \$1.00 .....	62 00
<hr/>	
Total cost of work .....	\$5,742 35
Credit Lewiston, Augusta & Waterville Street Rail- way Company, 1448 square yards @ \$1.50.....	2,172 00
<hr/>	
Net cost of work .....	\$3,570 35
Amount appropriated by city .....	\$1,500 00
State aid apportioned under section 6 .....	1,125 00
<hr/>	
Joint fund .....	\$2,625 00
Additional amount furnished by city .....	945 35
<hr/>	
Net cost of work .....	\$3,570 35
Cost to city .....	2,445 35
<hr/>	
State aid approved .....	\$1,125 00

BATH.

Contract No. 33. Contractor, city of Bath; Oscar F. Williams, street commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 2667 square yards; cost per square yard \$1.637; work begun August 14th; completed November 19th.

The section of state road improved begins at North street and extends along Brunswick Road 1,500 feet.

Quantities and unit prices estimated by the department:

1500 lineal feet of road graded @ \$0.20.

2000 square yards of bituminous macadam surface @ \$0.87.

40 lineal feet of 10-inch metal culvert @ \$1.00.



50 lineal feet of 18-inch vitrified pipe culvert @ \$1.20.	
5 cubic yards of concrete masonry @ \$10.00.	
Lump sum amount of contract .....	\$2275 00
Details and cost items compiled from certificates of municipal officers:	
Length 1,500 feet; width 29 feet.	
Vitrified tile pipe culvert .....	\$ 109 10
Bituminous macadam surface, 1,500 feet x 16 feet, including grading .....	4,367 73
	<hr/>
Total cost of work .....	\$4,476 83
Amount appropriated by city .....	\$1,300 00
State aid apportioned under section 6 .....	975 00
	<hr/>
Joint fund .....	\$2,275 00
Additional amount furnished by city .....	2,201 83
	<hr/>
Net cost of work .....	\$4,476 83
Cost to city .....	3,501 83
	<hr/>
State aid approved .....	\$ 975 00

## BELFAST

Contract No. 35. Contractor, city of Belfast; H. S. Cunningham, street commissioner; A. D. Hayes, city engineer; nature of improvement, grading, drainage, macadam surface and bituminous macadam; area, 1633 square yards; cost per square yard, \$0.915; work begun September 14th; completed October 17th.

The section of state road improved begins at the end of the 1910 work and extends northerly along Bridge street.

Quantities and unit prices estimated by the department:

700 lineal feet of road graded @ \$0.30.	
700 square yards of macadam surface @ \$0.65.	
933 square yards of bituminous macadam surface @ \$0.90.	
22.6 cubic yards of concrete @ \$10.00.	
383 pounds of steel @ \$0.04.	
1 drop inlet, \$20.00.	
Lump sum amount of contract .....	\$1,812 00

Details and cost items compiled from certificates of municipal officers :

Length 700 feet; width 21 feet.	
Bituminous macadam surface, 933 square yards.	
Macadam surface, 700 square yards.....	\$1,454 25
Retaining wall .....	75 00
Guard rail .....	29 92
Concrete culvert, 2 feet x 2 feet x 35 feet.....	221 63
Drop inlet .....	20 00
Engineering .....	50 00
<hr/>	
Total cost of work .....	\$1,850 80
Amount appropriated by city .....	\$1,100 00
State aid apportioned under section 6 .....	712 00
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Joint fund .....	\$1,812 00
Additional amount furnished by city .....	38 80
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Net cost of work .....	\$1,850 80
Cost to city .....	1,138 80
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State aid approved .....	\$712 00

BIDDEFORD.

Contract No. 5. Contractor, city of Biddeford; Clarence E. Richards, road commissioner; W. T. Allen, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 2389 square yards; cost per square yard, \$1.468; work begun September 28th; completed November 1st.

The section of state road improved begins at the end of the 1910 work, station 72+24, and extends to station 82+48 on the 1911 plan.

Quantities and unit prices estimated by the department :

1024 lineal feet of road graded.	
2389 square yards of bituminous macadam surface, including cost of grading, @ \$1.00.	
4 catch basins @ \$40.00.	
Lump sum amount of contract .....	\$2,625 00

Details and cost items compiled from certificates of municipal officers:

Length 1024 feet; width 32 feet.	
Bituminous macadam surface, 1024 feet x 21 feet..	\$3,458 46
Catch basins .....	113.89
Engineering .....	50 00
	<hr/>
Total cost of work .....	\$3,622 35
Amount appropriated by city .....	\$1,500 00
State aid apportioned under section 6.....	1,125 00
	<hr/>
Joint fund .....	\$2,625 00
Additional amount furnished by city.....	997 35
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Net cost of work .....	\$3,622 35
Cost to city .....	2,497 35
	<hr/>
State aid approved .....	\$1,125 00

### BREWER.

Contract No. 22. Contractor, city of Brewer; W. B. Fickett, road commissioner; R. E. Mullaney, engineer; nature of improvement, grading, drainage and macadam surface; area, 1889 square yards; cost per square yard, \$0.771; work begun August 2nd; completed September 13th.

The section of state road improved begins at station 49 of the 1911 plan and extends southerly along Main street.

Quantities and unit prices estimated by the department:

750 lineal feet of road graded @ \$0.30.	
1666 square yards of macadam surface \$ \$0.36.	
90. lineal feet of "V" drain @ \$0.75.	
200 lineal feet of iron pipe guard rail @ \$0.50.	
1 catch basin, \$35.00.	
Lump sum amount of contract .....	\$1,050 00
Details and cost items compiled from certificates of municipal officers:	
Length 850 feet; width 28 feet.	
"V" drain, 90 feet x 12 feet x 30 inches.....	\$120 00
Macadam surface, 850 feet x 20 feet x 8 inches...	1,237 01

Catch basin .....	30 00
Engineering .....	100 63
<hr/>	
Total cost of work .....	\$1,487 64
Amount appropriated by city .....	\$600 00
State aid apportioned under section 6.....	450 00
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Joint fund .....	\$1,050 00
Additional amount furnished by city .....	437 64
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Net cost of work .....	\$1,487 64
Cost to town .....	1,037 64
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State aid approved .....	\$450 00

BRIDGTON.

Contract No. 18. Contractor, town of Bridgton; Myron L. Libby, road commissioner; D. Eugene Chapin, engineer; nature of improvement, grading, drainage, earth surface; area, 5484 sq. yds.; cost per sq. yd., \$0.194; work begun August 7th; completed October 18th.

The section of state road improved begins at the end of the 1909 work and extends toward Fryeburg, a distance of 1828 feet.

Quantities and unit prices estimated by the department:

1828 feet of grading @ \$0.05.	
4166 sq. yds. of earth surface @ \$0.62.	
325 lineal feet of "V" drain @ \$0.60.	
28 lineal feet of 16 inch metal culvert @ \$1.30.	
2.5 cubic yards of concrete masonry @ \$10.00.	
612 lineal feet of stone base @ \$0.60.	
29 lineal feet of 2 feet x 3 feet cement stone masonry culvert @ \$4.50.	
Lump sum amount of contract .....	\$1,138 00
Details and cost items compiled from certificates of municipal officers:	
Length 1828 feet; width 27 feet.	
Grading 1828 feet.....	284 27
Underdrainage and earth surface.....	627 33
Metal culvert, diameter 16 inches, length 36 feet...	52 80
Concrete end-walls	

Cement stone masonry culvert, 3 feet x 2 feet x 29 feet .....	45 12
Blacksmith .....	8 57
Foreman .....	115 57
Stone and hardware .....	18 02
Engineering .....	15 00
<hr/>	
Total cost of work .....	\$1,166 11
Amount appropriated by town, section 4.....	\$650 00
State aid apportioned under section 6.....	488 00
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Joint fund .....	\$1,138 00
Net cost of work.....	\$1,166 11
Cost to town .....	678 11
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State aid approved .....	\$488 00

## BRUNSWICK.

1910 work not reported in 1910.

Contract No. 41. Contractor, town of Brunswick; Thomas E. Dolan, road commissioner; Stephen Litchfield, engineer; area, 2167 square yards; cost per square yard, \$0.806; work begun August 30th; completed November 12th.

The section of state road improved begins at the northerly end of the 1909 work and extends northerly.

Quantities and unit prices estimated by the department:

1850 lineal feet of road graded @ \$0.17.

2333 square yards of macadam surface @ \$0.44.

44 lineal feet of 10-inch metal culvert @ \$1.00.

2 cubic yards of concrete masonry end-walls @ \$8.00.

15 cubic yards of concrete in culvert @ \$8.00.

316 lineal feet of wooden guard rail @ \$0.30.

Repairing old culvert, \$25.00.

Lump sum amount of contract ..... \$1,750 00

Details and cost items compiled from certificates of municipal officers:

Length 1300 feet; width 21 feet.

Grading ..... \$310 42

Macadam surface, 1300 feet x 15 feet ..... 1,363 78

Metal culvert, 42 feet long, diameter 10 inches..... 26 26

Concrete culvert, 6 feet x 4.5 feet x 3.5 feet.....	57 94
Steel reinforcement .....	5 22
Engineering .....	73 20
<hr/>	
Total cost of work .....	\$1,836 82
Appropriated by town .....	\$1,000 00
State aid apportioned under section 6.....	750 00
<hr/>	
Joint fund .....	\$1,750 00
As this contract was not completed it was agreed to hold back \$73.04 from the state aid apportioned, making the joint fund available .....	
Additional amount furnished by town .....	\$1,676 96
	159 86
<hr/>	
Net cost of work .....	\$1,836 82
Cost to town .....	1,159 86
<hr/>	
State aid approved .....	\$676 96
Unexpended balance available in 1911 .....	\$73 04

BRUNSWICK.

Contract No. 29. Contractor, town of Brunswick; Thomas E. Dolan, road commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 1067 square yards; cost per square yard, \$1.369; work begun September 6th; 640 feet completed November 10th.

The section of state road improved begins at the end of the 1910 work and extends easterly.

Quantities and unit prices estimated by the department:

- 1000 lineal feet of road graded @ \$0.20.
- 1666 square yards of bituminous macadam surface @ \$0.87.
- 36 lineal feet of 12-inch metal culvert @ \$0.70.
- 1 cubic yard of concrete @ \$6.00.
- 300 lineal feet of wood guard rail @ \$0.35.
- One catch basin, \$35.00.
- Lump sum amount of contract ..... \$1,823 04

Details and cost items compiled from certificates of municipal officers:

Length 640 feet; width 21 feet.

Grading .....	\$150 59
Bituminous macadam surface, 640 feet x 15 feet..	1,297 28
Engineering .....	13 50

Total cost of work done .....	\$1,461 37
Amount appropriated by town .....	\$1,000 00
State aid apportioned under section 6.....	750 00
Unexpended balance from 1910.....	73 04

Joint fund .....	\$1,823 04
Net cost of work completed .....	\$1,461 37
Cost to town .....	1,000 00

State aid approved .....	\$461 37
Unexpended balance available in 1912.....	\$361 67

This contract was not completed in 1911 but will be finished in 1912. 640 lineal feet was completed and state aid amounting to \$461.37 was allowed.

#### CAMDEN.

Contract No. 42. Contractor, town of Camden; James A. Brown, road commissioner; E. R. Keene, engineer; nature of improvement, grading, drainage and gravel and stone chip surface; area, 2333 square yards; cost per square yard, \$0.499; work begun September 27th; completed October 22nd.

The section of state road improved begins at the end of the 1910 work and extends northeasterly 1000 lineal feet.

Quantities and unit prices estimated by the department:

900 lineal feet of road graded @ \$0.20.	
2334 square yards of stone chips and gravel @\$0.36.	
36 lineal feet of 24 inch metal culvert @ \$1.75.	
158 lineal feet of 14 inch metal culvert @ \$1.25.	
48 lineal feet of 12 inch metal culvert @ \$1.10.	
2 cubic yards of concrete masonry @ \$8.00.	
1 catch basin, \$40.00.	
2 drop inlets @ \$30.00.	
1 iron grate for culvert at Sta. 6+50, \$12.00.	
Lump sum amount of contract.....	\$1,487 00

Details and cost items compiled from certificates of municipal officers:

Length 1000 feet; width 30 feet.

Grading .....	\$212 09
Stone chips and gravel surface, 1000 feet x 21 feet	919 80
Metal culvert, length 36 feet, diameter 24 inches...	102 60
Metal culvert, length 48 feet, diameter 12 inches...	36 00
Metal culvert, length 158 feet, diameter 14 inches..	134 30
Excavation for culverts, laying pipe and cementing	34 18
Castings, brick, cement and lumber.....	95 60
Labor on concrete masonry .....	21 00
Incidentals .....	33 20
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Total cost of work .....	\$1,588 77
Appropriated by town, section 4.....	\$850 00
State aid apportioned, section 6.....	637 00
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Joint fund .....	\$1,487 00
Additional amount furnished by town .....	101 77
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Net cost of work .....	\$1,588 77
Cost to town .....	951 77
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State aid approved .....	\$637 00

CARIBOU.

Contract No. 6. Contractor, town of Caribou; S. E. Griffin, in charge of work; Grover M. Hardison, engineer; nature of improvement, grading, drainage and macadam surface; area, 1721 square yards; cost per square yard, \$0.722; work begun July 6th; completed August 26th.

The section of state road improved begins at High street and extends along Main street to the southerly line of Water street, a distance of 333 feet.

Quantities and unit prices estimated by the department:

300 lineal feet of road graded @ \$0.40.	
1439 square yards of macadam surface @ \$0.675.	
122 square yards of cobble paved gutters @ \$0.75.	
2 catch basins @ \$40.00.	
Lump sum amount of contract .....	\$1,312 00.



Details and cost items compiled from certificates  
of municipal officers:

Length 333 feet; width 46.5 feet.

Grading .....	\$100 92
Underdrainage .....	30 30
Macadam surface .....	979 12
398 feet cobble gutter, width 3 feet .....	91 00
2 catch basins .....	71 45
Engineering .....	80 00
Incidentals .....	53 45
<hr/>	
Total cost of work .....	\$1,406 24
Amount appropriated by town, section 4.....	\$750 00
State aid apportioned under section 6.....	562 00
<hr/>	
Joint fund .....	\$1,312 00
Additional amount furnished by town.....	94 24
<hr/>	
Net cost of work .....	\$1,406 24
Cost to town .....	844 24
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State aid approved .....	\$562 00

#### DEXTER.

Contract No. 44. Contractor, town of Dexter; W. D. Russell, road commissioner; Walter B. Gould, engineer; nature of improvement, grading, drainage and gravel surface; area, 4044 square yards; cost per square yard, \$0.233; work begun August 28th; completed October 7th.

The section of state road improved begins at the end of the 1910 work and extends along Spring street 1400 feet.

Quantities and unit prices estimated by the department:

1000 lineal feet of road graded @ \$0.25.

2666 square yards of gravel surface @\$0.24.

250 lineal feet of "V" drain @ \$0.60.

Lump sum amount of contract .....\$1,080 00

Details and cost items compiled from certificate of  
municipal officers:

Length 1400 feet; width 26 feet.

Grading, 1400 feet; width, 32 feet .....	\$58 84
Underdrainage .....	186 60
Gravel surface, 1400 feet long, 26 feet wide.....	659 24
10 metal culverts; length 10 feet; diameter 10 inches .....	99 07
Catch basin with pipe to sewer .....	62 61
Drayage .....	6 25
Incidentals .....	13 39
Engineering .....	19 00
<hr/>	
Total cost of work .....	\$1,105 00
Amount appropriated by town, section 4.....	\$600 00
State aid apportioned, section 6 .....	480 00
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Joint fund .....	\$1,080 00
Additional amount furnished by town.....	25 00
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Net cost of work .....	\$1,105 00
Cost to town .....	625 00
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State aid approved .....	\$480 00

EAST LIVERMORE.

Contract No. 27. Contractor, town of East Livermore; George W. Dyke, road commissioner; I. T. Monroe, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 2167 square yards; cost per square yard, \$0.69; work begun August 17th; completed September 29th.

The section of state road improved begins at the northerly end of the 1910 work and extends northerly along Main street 750 feet.

Quantities and unit prices estimated by the department:

350 lineal feet of road graded @ \$0.30.	
1166 square yards of bituminous macadam surface @ \$0.71.	
15 lineal feet of 8-inch vitrified tile pipe @ \$0.25.	
156 square yards of cobble paved gutter @ \$0.50.	
1 catch basin complete with cover @ \$30.00.	
2 new iron covers for catch basins @ \$8.00.	
Lump sum amount of contract .....	\$1,080 00

Details and cost items compiled from certificates  
of municipal officers:

Length 750 feet; width 26 feet.

Grading .....	\$99 00
Bituminous macadam surface, 750 feet long, 26 feet wide .....	1,392 89
Cobble paved gutter, 500 square yards .....	102 50
3 catch basin covers .....	21 96
Engineering .....	5 00

Total cost of work .....	\$1,621 35
Amount appropriated by town, section 4.....	\$600 00
State aid apportioned under section 6.....	480 00

Joint fund .....	\$1,080 00
Additional amount furnished by town.....	541 .35

Net cost of work .....	\$1,621 35
Cost to town .....	1,141 35

State aid approved .....	\$480 00
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#### EASTPORT.

Contract No. 46. Contractor, city of Eastport; T. H. Bucknam, street commissioner; Charles F. Pray, engineer; nature of improvement, grading, drainage and gravel surface; area, 4508 square yards; cost per square yard, \$0.227; work begun September 1st; completed November 10th.

The section of state road improved begins at station 58+0 on the 1911 plan and extends northwesterly.

Quantities and unit prices estimated by the department:

1844 lineal feet of road graded @ \$0.34.	
4788 square yards of gravel surface @ \$0.094.	
25 lineal feet of 12-inch metal culvert @ \$1.10.	
25 lineal feet of 15-inch metal culvert @ \$1.30.	
25 lineal feet of 18-inch metal culvert @ \$1.45.	
7.1 cubic yards of concrete @ \$7.00.	

Lump sum amount of contract .....	\$1,147 26
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Details and cost items compiled from certificates  
of municipal officers:

Length 1,844 feet; width 22 feet.

Grading .....	\$524 14
Gravel surface, 1844 feet x 22 feet .....	476 30
Metal culvert, length 24 feet, diameter 12 inches...	23 28
Metal culvert, length 24 feet, diameter 16 inches...	29 04
Metal culvert, length 24 feet, diameter 18 inches...	33 36
End walls for culverts .....	62 71
Engineering .....	26 32
<hr/>	
Total cost of work .....	\$1,175 15
Amount appropriated by city .....	\$650 00
State aid apportioned under section 6 .....	488 00
Unexpended balance from 1910 .....	9 26
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Joint fund .....	\$1,147 26
Additional amount furnished by city .....	27 89
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Net cost of work .....	\$1,175 15
Cost to town .....	515 89
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State aid approved .....	\$659 20

EDEN.

Contract No. 1. Contractors, Small & Ingalls; E. W. Hill, engineer; nature of improvement, grading, drainage and macadam surface; area, 1867 square yards; cost per square yard, \$1.035.

Work begun on June 12th; completed November 4th.

The section of state road improved begins at station 0+50 on the 1911 plan and extends southeasterly 700 feet.

On June third the following lump sum bids were received:

Town of Eden .....	\$3,578 63
H. F. Emery .....	\$3,236 02
Small & Ingalls .....	\$3,172 00

The bid submitted by the town of Eden was opened at the office of the state commissioner of highways, having been sent to that office one day prior to June third.

The contract was awarded to Small & Ingalls.

Quantities and unit prices submitted by the contractor:  
700 lineal feet of road graded @ \$0.20.

1,866 2-3 square yards of macadam surface @ \$0.79.	
150 lineal feet of "V" drain @ \$0.75.	
62 lineal feet of 10-inch vitrified pipe in place @ \$0.40.	
3 standard catch basins @ \$26.66.	
2 special catch basins @ \$41.00.	
556 lineal feet of stone side drain including 10-inch vitrified pipe with open joints @ \$2.12.	
Lump sum amount of contract .....	\$3,172 00
Details and cost items compiled from certificates of municipal officers:	
Length 700 feet; width 24 feet; depth 8 inches.	
Amount of contract, covering surfacing and drainage	\$3,172 00
Engineering and advertising .....	118 28
	<hr/>
Total cost of work .....	\$3,290 28
Amount appropriated by town .....	\$1,083 00
State aid apportioned under section 6 .....	812 00
Unexpended balance from 1910 .....	30 04
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Joint fund .....	\$1,925 04
Additional amount furnished by town .....	1,365 24
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Net cost of work .....	\$3,290 28
Cost to town .....	2,448 24
	<hr/>
State aid approved .....	\$842 04

## FAIRFIELD.

Contract No. 41. Contractor, town of Fairfield; B. H. Lawrence, in charge of work; J. H. Burleigh, engineer; nature of improvement, grading, drainage and gravel surface; area, 1661 square yards; cost per square yard, \$0.932; work begun August 29th; completed November 17th.

The section of state road improved begins at station 0+0 on the 1911 plan and extends easterly 650 feet.

Quantities and unit prices estimated by the department:

650 lineal feet of road graded @ \$0.90.	
1516 square yards of gravel surface @ \$0.32.	
Lump sum amount of contract .....	\$1,138 00

Details and cost items compiled from certificates of municipal officers:

Length 650 feet; width 23 feet.

Grading .....	\$943 66
Gravel surface, 650 feet x 23 feet .....	391 10
Foreman .....	174 00
Engineering .....	40 65

Total cost of work .....	\$1,549 41
Amount appropriated by town .....	\$650 00
State aid apportioned under section 6 .....	488 00

Joint fund .....	\$1,138 00
Additional amount furnished by town .....	411 41

Net cost of work .....	\$1,549 41
Cost to town .....	1,061 41

State aid approved .....	\$488 00
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### FARMINGDALE

Contract No. 38. Contractor, town of Farmingdale; Frank Richardson, road commissioner; E. E. Greenwood & Co., engineers; nature of improvement, grading, drainage and gravel surface; area, 5878 square yards; cost per square yard, \$0.388; work begun August 21st; completed October 14th.

The section of state road improved begins at the end of the 1908 section and extends northerly 2300 feet.

Quantities and unit prices estimated by the department:

1300 lineal feet of road graded @ \$0.20.

3033 square yards of gravel surface @ \$0.66.

50 lineal feet of 12-inch vitrified pipe @ \$0.60.

Lump sum amount of contract .....	\$2,349 00
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Details and cost items compiled from certificates of municipal officers:

Length 2300 feet; width 23 feet.

Grading .....	\$34 91
Gravel surface, 2,300 feet x 23 feet .....	2,198 24
Vitrified tile culvert, diameter 12 inches .....	61 91

Engineering .....	48 75
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Total cost of work .....	\$2,343 81
Appropriated by town in 1909 .....	\$274 50
Appropriated by town in 1910 .....	500 00
Appropriated by town in 1911 .....	500 00
State aid apportioned in 1909 .....	274 50
State aid apportioned in 1910 .....	400 00
State aid apportioned in 1911 .....	400 00
<hr/>	
Joint fund available in 1911 .....	\$2,349 00
Net cost of work .....	\$2,343 81
Cost to town .....	1,274 50
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State aid approved .....	\$1,069 31
Unexpended balance available in 1912 .....	5 19

#### FARMINGTON.

Contract No. 19. Contractor, town of Farmington; W. L. Butler, in charge of work; W. G. Mallett, engineer; nature of improvement, underdrainage and gravel surface; area, 2400 square yards; cost per square yard, \$0.502; work begun August 10th; completed October 25th.

The section of state road improved begins at the end of the 1910 section and extends southerly.

Quantities and unit prices estimated by the department:

800 lineal feet of road graded @ \$0.10.	
1778 square yards of gravel surface @ \$0.405.	
800 lineal feet of "V" drain @ \$0.50.	
Lump sum amount of contract .....	\$1,225 00
Details and cost items compiled from certificates of municipal officers:	
Length 1350 feet; width 23 feet.	
Foreman .....	\$81 00
"V" drain, 1100 feet x 15 feet x 20 inches .....	621 56
Gravel surface, 1350 feet x 16 feet .....	502 34
Metal culvert, length 34 feet, diameter 8 inches ....	20 10
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Total cost of work .....	\$1,225 00

Amount appropriated by town .....	\$700 00
State aid apportioned under section 6 .....	525 00
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Joint fund .....	\$1,225 00
Net cost of work .....	\$1,225 00
Cost to town .....	700 00
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State aid approved .....	\$525 00

FREEPORT.

Contract No. 47. Contractor, town of Freeport; Harry Merrill, road commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and gravel surface; area, 2000 square yards; cost per square yard, \$0.494; work begun October 9th; completed December 12th.

The section of state road improved begins at the end of the 1910 work and extends northerly.

Quantities and unit prices estimated by the department:

650 lineal feet of road graded @ \$0.20.	
1372 square yards of gravel surface @ \$0.31.	
740 lineal feet of "V" drain @ \$0.20.	
900 lineal feet of 8-inch vitrified tile pipe @ \$0.25.	
2 catch basins @ \$30.00.	
Lump sum amount of contract .....	\$1,017 26
Details and cost items compiled from certificates of municipal officers:	
Length 900 feet; width 20 feet, not including electric railroad track.	
Grading .....	\$82 00
"V" drain, 550 feet .....	135 00
Gravel surface with crushed stone foundation ....	946 91
350 lineal feet of 10-inch vitrified tile pipe drain	165 55
3 catch basins .....	85 70
Engineering .....	15 00
Electric power .....	10 00
	<hr/>
Total cost of work .....	\$1,440 16



Credit Portland-Brunswick Electric R. R. \$174.16 and material \$25.00 .....	199 16
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Net cost of work .....	\$1,241 00
Appropriated by town .....	\$550 00
State aid apportioned under section 6 .....	467 00
Unexpended balance from 1910 .....	26
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Joint fund .....	\$1,017 26
Additional amount furnished by town .....	223 74
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Net cost of work .....	\$1,241 00
Cost to town .....	773 74
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State aid approved .....	\$467 26

## GORHAM.

Contract No. 12. Contractor, town of Gorham; W. H. Duran, in charge of work; D. R. Duran, engineer; nature of improvement, grading, drainage and gravel surface; area, 3417 square yards; cost per square yard, \$0.316; work begun August 14th; completed November 6th.

The section of state road improved begins at station 22 on the 1911 plan and extends northerly.

Quantities and unit prices estimated by the department:

1600 lineal feet of road graded @ \$0.20.	
2667 square yards of gravel surface @ \$0.20.	
450 lineal feet of "V" drain @ \$0.50.	
28 lineal feet of 12-inch metal culvert @ \$1.00.	
2 cubic yards of concrete masonry @ \$8.00.	
26 lineal feet of stone culvert, 2 feet x 3 feet @ \$4.00.	
Lump sum amount of contract .....	\$1,255 78
Details and cost items compiled from certificates of municipal officers:	
Length 2050 feet; width 23 feet.	
Grading .....	\$225 00
"V" drain, 450 feet x 12 feet x 2 feet .....	130 50
Gravel surface, 2050 feet x 15 feet .....	684 94
Stone drain, 44 feet x 2 feet .....	4 50
Metal culvert, length 28 feet, diameter 18 inches ...	65 00

Concrete culvert, 28 feet x 2 feet x 3 feet with concrete end walls .....	75 00
Hanging lights and blacksmith work .....	18 95
Engineering .....	16 50
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Total cost of work .....	\$1,220 39
Amount appropriated by town .....	\$650 00
Unexpended balance from 1910 .....	117 78
State aid apportioned under section 6 .....	488 00
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Joint fund .....	\$1,255 78
Net cost of work .....	\$1,220 39
Cost to town .....	650 00
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State aid approved .....	\$570 39
Unexpended balance available for expenditure in 1912 .....	\$35 39

HALLOWELL.

Contract No. 26. Contractor, city of Hallowell; John Burns, road commissioner; E. E. Greenwood & Company, engineers; nature of improvement, grading, drainage and macadam surface; area, 1132 square yards; cost per square yard, \$0.925; work begun August 12th; completed September 2nd.

The section of state road improved begins at the end of the 1910 work and extends northerly.

Quantities and unit prices estimated by the department:

- 500 lineal feet of road graded @ \$0.56.
- 1132 square yards of macadam surface @ \$0.65.
- 4 cubic yards of concrete @ \$8.00.

Lump sum amount of contract .....	\$1,080 00
Details and cost items compiled from certificates of municipal officers:	
Length 500 feet; width 20 feet.	
Grading .....	\$140 00
Macadam surface, 500 feet x 20 feet .....	873 00
Concrete masonry retaining wall .....	32 00

Engineering .....	35 00
Total cost .....	\$1,080 00
Appropriated by city .....	\$600 00
State aid apportioned, section 6 .....	480 00
Joint fund .....	\$1,080 00
Net cost of work .....	\$1,080 00
Cost to city .....	600 00
State aid approved .....	\$480 00

## HOULTON.

Contract No. 11. Contractor, town of Houlton; George W. Small, road commissioner; P. N. Burleigh, engineer; nature of improvement, grading, drainage and macadam surface; area, 3967 square yards; cost per square yard, \$0.646; work begun July 24th; completed September 15th.

The section of state road improved begins at the end of the 1910 work and extends southerly.

Quantities and unit prices estimated by the department:

1100 lineal feet of road graded @ \$0.14.	
2567 square yards of macadam surface @ \$0.43.	
320 lineal feet of "V" drain @ \$0.65.	
24 lineal feet of 12-inch metal culvert @ \$1.00.	
22.2 cubic yards of concrete masonry @ \$8.00.	
1192 pounds of steel @ \$0.04.	
Lump sum amount of contract .....	\$1,750 00
Details and cost items compiled from certificates of municipal officers:	
Length 1700 feet; width 21 feet.	
Grading .....	\$152 50
"V" drain, 290 feet x 14 feet x 1.5 feet .....	195 25
Macadam surface, 1700 feet x 21 feet x 8 inches ..	2,092 75
2 metal culverts, each 28 feet long, diameter 12 inches, with standard concrete end walls .....	74 00
Concrete culvert, 28 feet x 4 feet x 4 feet .....	140 60
Steel for reinforcing concrete culvert, 1260 pounds	12 00

Foreman .....	125 00
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Total cost of work .....	\$2,792 10
Amount appropriated by town .....	\$1,000 00
State aid apportioned under section 6 .....	750 00
<hr/>	
Joint fund .....	\$1,750 00
Additional amount furnished by town .....	1,042 10
<hr/>	
Net cost of work .....	\$2,792 10
Cost to town .....	2,042 10
<hr/>	
State aid approved .....	\$750 00

JAY.

Contract No. 55. Contractor, town of Jay; I. T. Monroe, engineer; nature of improvement, grading, drainage and macadam surface.

This contract was divided into two sections:

Section No. 1 begins at the southerly end of the 1910 work and extends southerly 550 feet; section No. 2 begins at the northerly end of the 1910 work and extends northerly 700 feet.

Quantities and unit prices estimated by the department:

1250 lineal feet of road graded @ \$0.10.	
2083 square yards of macadam surface @ \$0.52.	
24 lineal feet of 10-inch metal culvert @ \$1.15.	
24 lineal feet of 8-inch metal culvert @ \$1.00.	
4 cubic yards of concrete @ \$8.00.	
Lump sum amount of contract .....	\$1,312 00
Amount appropriated by town .....	\$750 00
State aid apportioned under section 6 .....	562 00
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Joint fund ..... \$1,312 00  
 Work not completed.

KENNEBUNK.

Contract No. 2. Contractor, town of Kennebunk; A. J. Wiggin in charge of work; W. S. Marsh, engineer; nature of improvement, grading, drainage and gravel surface; area, 10,567

square yards; cost per square yard, \$0.194; work begun May 8th; completed October 28th.

The section of state road improved begins at the iron bridge, station 78+75, and extends southwesterly.

Quantities and unit prices estimated by the department:

3035 lineal feet of road graded @ \$0.20.	
7333 square yards of gravel surface @ \$0.21.	
500 lineal feet of "V" drain @ \$0.40.	
34 lineal feet of 16-inch metal culvert @ \$1.50.	
32 lineal feet of wood guard rail @ \$0.25.	
600 lineal feet of stone base @ \$0.35.	
36 lineal feet of stone culvert, 2 feet x 2 feet @ \$1.50.	
450 lineal feet of side ditch @ \$0.15.	
Lump sum amount of contract .....	\$2,221 16
Details and cost items compiled from certificates of municipal officers:	
Length 4135 feet; width 21 to 25 feet.	
"V" drain 500 feet x 12 feet x 2 feet .....	\$200 00
Stone base, 1700 feet x 15 feet x 8 inches .....	425 00
Gravel surface, 10,567 square yards .....	1,377 53
Metal culvert, length 34 feet, diameter 16 inches, with two concrete end walls .....	55 21
Cement stone masonry culvert, 36 feet x 1.5 feet x 2 feet .....	50 00
Cement stone masonry culvert, 36 feet x 2 feet x 2 feet .....	60 00
Engineering .....	53 42
	<hr/>
Total cost of work .....	\$2,221 16
Unexpended balance of town's part of 1910 joint fund .....	\$97 16
State aid apportioned in 1910 .....	637 00
Appropriated by town in 1911 .....	850 00
State aid apportioned in 1911 .....	637 00
	<hr/>
Joint fund .....	\$2,221 16
Net cost of work .....	\$2,221 16
Cost to town .....	947 16
	<hr/>
State aid approved .....	\$1,274 00

KENNEBUNKPORT.

Contract No. 20: Contractors, Walker & Smith; survey made by department; nature of improvement, grading, drainage and gravel surface; area, 2513 square yards; cost per square yard, \$0.845. Dates of beginning and completion of work not given.

The section of state road improved begins at the easterly end of the 1909 work and extends easterly.

The following lump sum bids for the construction of 2500 lineal feet of gravel road were received on September 2nd:

American Truck Company .....	\$3,526 50
Walker & Smith .....	\$3,300 00

These bids were in excess of the joint fund and were rejected.

On October 11th a proposal was received from Walker & Smith for the construction of 1500 lineal feet of gravel road for the lump sum of \$2,091.30, and the contract was awarded to the above firm.

Quantities and unit prices submitted by the contractors:

- 1500 lineal feet of road graded @ \$0.45.
- 2500 square yards of gravel surface @ \$0.40.
- 52 lineal feet of 12-inch metal culvert @ \$1.30.
- 4 cubic yards of concrete masonry @ \$8.00.
- 16 lineal feet of wood guard rail @ \$0.25.
- 450 lineal feet of stone base @ \$0.55.
- 30 lineal feet of cement stone masonry @ \$2.00\*.

Lump sum amount of contract ..... \$2,091 30

Details and cost items compiled from certificates of municipal officers:

Length 1508 feet; width 21 feet.

Lump sum amount of contract for grading, drainage and gravel surface .....	\$2,091 30
Advertising .....	10 10
Surveying .....	23 60

Total cost of work .....	\$2,125 00
Appropriated by town in 1910 .....	\$600 00
State aid apportioned in 1910.....	480 00

Appropriated by town in 1911 .....	600 00
State aid apportioned in 1911 .....	480 00
	<hr/>
Joint fund .....	\$2,160 00
Net cost of work .....	\$2,125 00
Cost to town .....	1,200 00
	<hr/>
State aid approved .....	\$925 00
Unexpended balance available for expenditure in 1912 .....	\$35 00

\* By permission of the department, a 12-inch metal culvert was substituted for the cement stone masonry culvert and the road extended eight feet.

#### LEWISTON.

Contract No. 10. Contractor, city of Lewiston; John J. Ryan, superintendent of streets; R. A. Swift, engineer; nature of improvement, grading and bituminous macadam surface; area, 4470 square yards; cost per square yard \$0.917; work begun July 10th; completed August 22nd.

The section of state road improved begins at Frye street and extends northerly along Main street.

Quantities and unit prices estimated by the department:

1100 lineal feet of road graded @ \$0.20.

4240 square yards of bituminous macadam surface @ \$0.897.

Lump sum amount of contract ..... \$4,025 00

Details and cost items compiled from certificates of  
municipal officers:

Length 1100 feet; width 43 feet±.

Grading ..... \$936 05

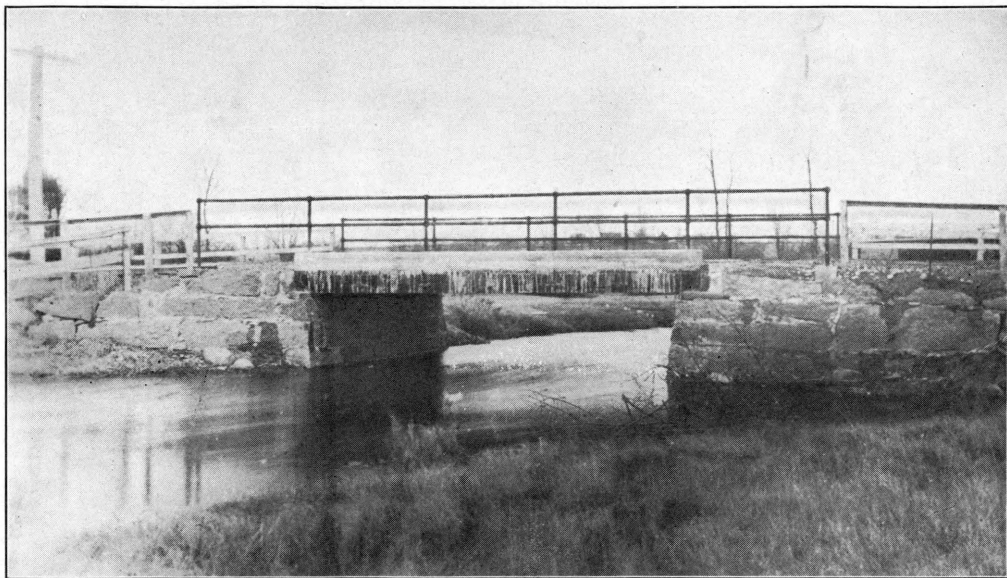
First course of 5-inch macadam and bituminous  
macadam surface, 2 inches deep ..... 3,166 41

Total cost of work ..... \$4,102 46

Amount appropriated by city ..... \$2,300 00

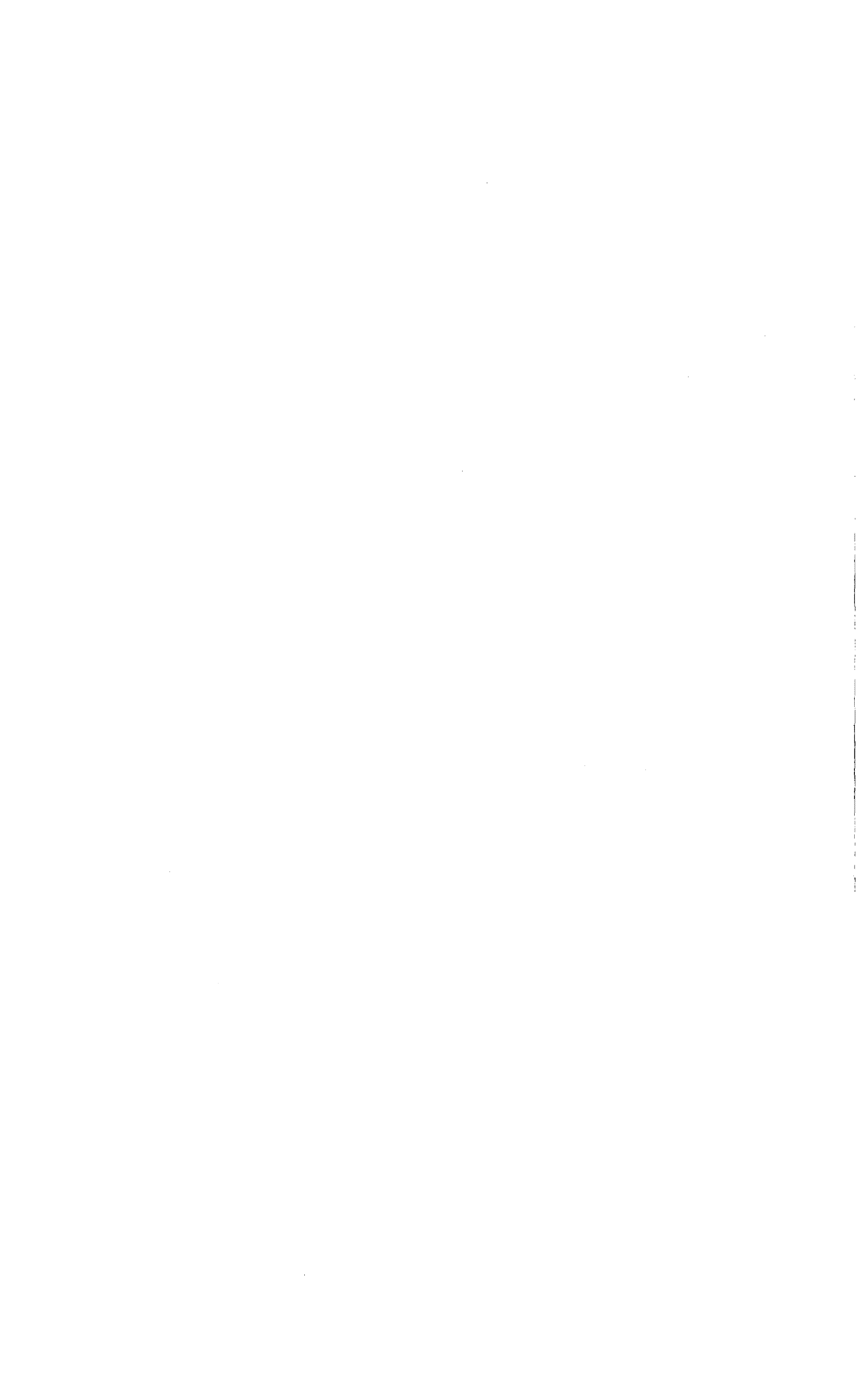
State aid apportioned under section 6 ..... 1,725 00

Joint fund ..... \$4,025 00



Lisbon Falls. Steel bridge with concrete floor. 1911.





Additional amount furnished by city .....	77 46
Net cost of work .....	\$4,102 46
Cost to city .....	2,377 46
State aid approved .....	\$1,725 00

LISBON.

Contract No. 32. Contractor, town of Lisbon; N. S. Emmons, road commissioner; Stephen Litchfield, engineer; nature of improvement, grading, drainage and gravel surface; area, 3150 square yards; cost per square yard, \$0.41. Dates of beginning and completion of work not given.

The section of state road improved begins at the northerly end of the 1908 section and extends northerly.

Quantities and unit prices estimated by the department:

1350 lineal feet of road graded @ \$0.45.	
3150 square yards of gravel surface @ \$0.153.	
30 lineal feet of 12-inch metal culvert @ \$1.30.	
2 cubic yards of concrete @ \$8.00.	
Concrete-steel bridge floor, span 20 feet; width 20 feet; complete with iron pipe rail, \$550.00.	
Lump sum amount of contract .....	\$1,746 98
Details and cost items compiled from certificates of municipal officers:	
Length 1350 feet; width 21 feet.	
Grading .....	\$105 00
Gravel surface, 1350 feet x 21 feet, including sand foundation .....	1,082 52
Concrete end-walls for old stone culvert .....	31 47
Concrete-steel bridge floor, complete .....	557 45
Incidentals .....	52 68
Engineering .....	51 85
Total cost of work .....	\$1,880 97
Amount appropriated by town .....	\$800 00
State aid apportioned under section 6 .....	600 00
Unexpended balance from 1910 .....	346 98

Joint fund .....	\$1,746 98
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Additional amount furnished by town .....	133 99
Net cost of work .....	\$1,880 97
Cost to town .....	933 99
State aid approved .....	\$946 98

## MADISON.

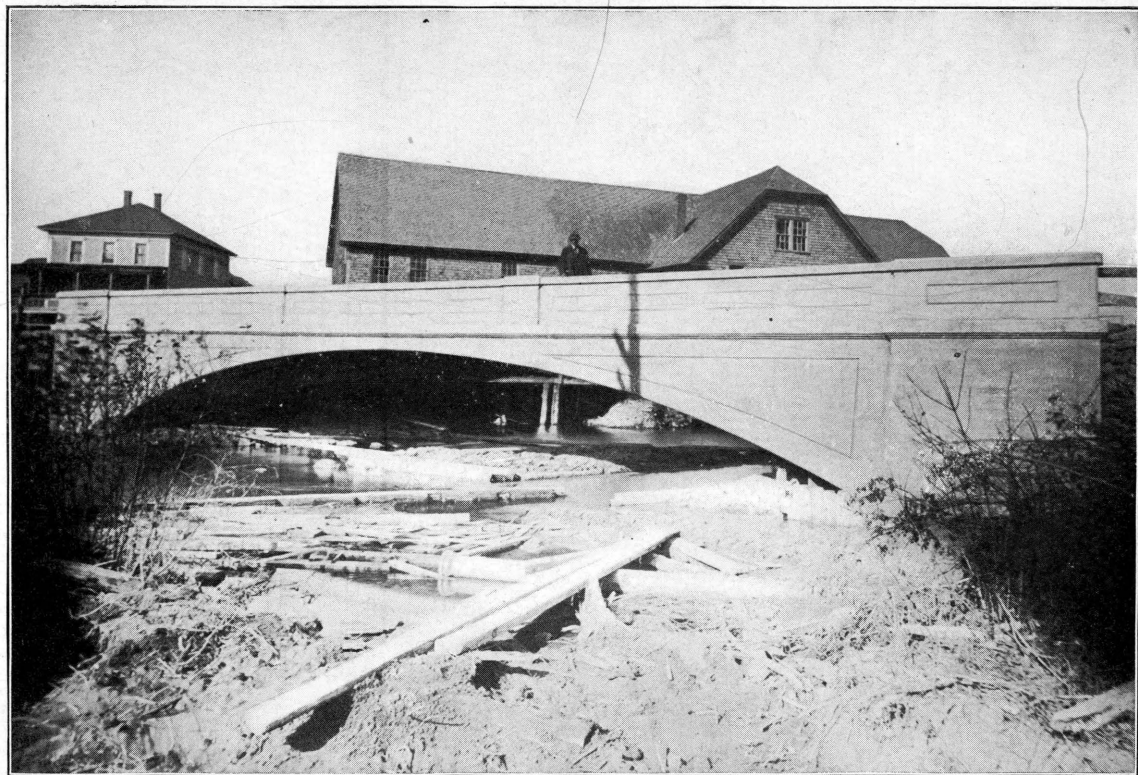
Contract No. 24. Contractor, town of Madison; B. F. Burns, road commissioner; C. S. Humphreys, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 1470 square yards; cost per square yard, \$0.949; work begun August 4th; completed September 8th.

The section of state road improved begins at the Maine Central Railroad tracks on Main street and extends westerly along Main street.

Quantities and unit prices estimated by the department:

230 lineal feet of road graded @ \$0.40.	
1252 square yards of bituminous macadam surface @ \$0.884.	
32 lineal feet of 10-inch metal culvert @ \$0.40.	
2 catch basins @ \$35.00.	
Lump sum amount of contract .....	\$1,312 00
Details and cost items compiled from certificates of municipal officers:	
Length 270 feet; width 49 feet.	
Bituminous macadam surface, 270 feet x 49 feet ...	\$1,273 31
Two new catch basins and repairs on old catch basin	96 00
Engineering .....	35 00
Foreman .....	88 00
Total cost of work .....	\$1,492 31
Amount appropriated by town .....	\$750 00
State aid apportioned under section 6 .....	562 00
Joint fund .....	\$1,312 00
Additional amount furnished by town .....	180 31
Net cost of work .....	\$1,492 31
Cost to town .....	930 31
State aid approved .....	\$562 00





Mars Hill. Reinforced Concrete Bridge. 1911.

MARS HILL,

Contract No. 3. Contractor, Charles N. Taylor of Wellesley, Mass.; Walter M. Denman, designing and consulting engineer; preliminary survey made in 1910 by P. L. Hardison; Grover M. Hardison, inspector and resident engineer; total cost of work \$4,297.70; work begun July 1st; completed October 14th.

The town of Mars Hill expended the joint funds of 1910 and 1911 together with an additional amount furnished by the town in constructing a reinforced concrete arch of the Luten type, having a span of 66 feet and a width of 22 feet. This bridge was built over Presque Isle stream.

On June 17th the following lump sum bids were received:

Charles N. Taylor, Wellesley, Mass.....	\$4,045 00
Cyr Brothers, Waterville, Maine .....	\$4,452 50
G. W. Van Tassel, Houlton, Maine .....	\$4,700 00
H. A. Brown, Foxcroft, Maine .....	\$5,000 00

The contract was awarded to Charles N. Taylor.

Details and cost items compiled from certificates of municipal officers:

Amount of contract .....	\$4,045 00
Concrete wing wall, extra .....	135 00
Advertising .....	22 10
Preliminary engineering .....	28 70
Inspection and engineering .....	67 10

Total cost of work .....	\$4,297 90
Appropriated by town in 1910 .....	\$400 00
Appropriated by town in 1911 .....	450 00
State aid apportioned in 1910 .....	400 00
State aid apportioned in 1911 .....	450 00

Joint fund .....	\$1,700 00
Additional amount furnished by town and state ....	*2,597 90

Net cost of work .....	\$4,297 90
Cost to town and state .....	*3,447 90

State aid approved .....	\$850 00
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State aid, special engineering inspection ..... 67 10

\* These amounts include \$67.10 paid by the state for inspection and engineering; this amount was not charged to the joint fund.

### MILLINOCKET.

Contract No. 16. Contractor, town of Millinocket; F. M. Gates, road commissioner; F. C. Bowler, engineer; nature of improvement, grading, drainage and gravel surface; area, 4267 square yards; cost per square yard, \$0.283; work begun August 1st; completed September 14th.

The section of state road improved begins at the end of the 1910 section and extends northerly along Katahdin avenue.

Quantities and unit prices estimated by the department:

1280 lineal feet of road graded @ \$0.18.

4267 square yards of gravel surface @ \$0.175.

60 lineal feet of 15-inch vitrified pipe @ \$0.60.

2 cubic yards of concrete masonry @ \$10.00.

Lump sum amount of contract ..... \$1,080 00

Details and cost items compiled from certificates of municipal officers:

Length 1280 lineal feet; width 30 feet.

Grading ..... \$331 43

Gravel surface, 1280 feet x 30 feet ..... 838 55

Vitrified tile pipe, length 60 feet, diameter 15 inches ..... 24 00

Concrete masonry, 2 feet x 2 feet x 2 feet ..... 4 74

Dynamite ..... 4 00

Blacksmith ..... 14 65

Engineering ..... 21 07

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Total cost of work ..... \$1,238 44

Amount appropriated by town ..... \$600 00

State aid apportioned under section 6 ..... 480 00

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Joint fund ..... \$1,080 00

Additional amount furnished by town ..... 158 43

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Net cost of work ..... \$1,238 43

Cost to town .....	758 43
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State aid approved .....	\$480 00

MT. DESERT.

1910 contract completed in 1911. (See page 51 of 1910 report for work done in 1910.)

Contract No. 54. Contractor, town of Mt. Desert; work in charge of selectmen, Joseph W. Small, chairman; Charles P. Simpson, engineer; nature of improvement, grading, drainage and selected earth surface; area 2100 square yards; cost per square yard, \$1.33; work begun in 1910; completed in 1911.

The section of state road improved begins at the westerly end of the 1908 section and extends westerly.

Quantities and unit prices estimated by the department:

900 lineal feet of road graded @ \$0.87.	
1500 square yards of gravel surface @ \$0.15.	
26 lineal feet of 18-inch metal culvert, \$31.00.	
26 lineal feet of 16-inch metal culvert relaid.	
6 concrete end-walls, \$40.00.	
585 lineal feet of wood guard rail @ \$0.10.	
Lump sum amount of contract .....	\$1,225 00
Details and cost items compiled from certificates of municipal officers:	
Length 900 feet; width 21 feet.	
Selected earth surface substituted for gravel.	
Selected earth surface, including grading and fencing	\$2,794 94
Metal culvert, 26 feet x 18 inches.	
Metal culvert, 26 feet x 16 inches.	
Metal culvert, 26 feet x 16 inches.	
Concrete end-walls .....	129 77
	<hr/>
Total cost of work .....	\$2,924 71
Amount appropriated by town .....	\$700 00
State aid apportioned, section 6 .....	525 00
	<hr/>
Joint fund .....	\$1,225 00
Additional amount furnished by town .....	1,699 71
	<hr/>
Net cost of work .....	\$2,924 71



Cost to town .....	2,399 71
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State aid approved .....	\$525 00

## MT. DESERT.

Contract No. 53. Contractor, town of Mt. Desert; work in charge of selectmen; Chas. P. Simpson, engineer; nature of improvement, grading, drainage and selected earth surface.

The section of state road improved begins at the end of the 1910 work and extends northwesterly.

Quantities and unit prices estimated by the department:  
1000 lineal feet of road graded.

2333 square yards of gravel surface, including grading @ \$0.513.

26 lineal feet of 12-inch metal culvert @ \$1.10.

26 lineal feet of 20-inch metal culvert @ \$1.65.

5.4 cubic yards of concrete @ \$8.00.

Lump sum amount of contract .....	\$1,312 00
Amount appropriated by town .....	750 00
State aid apportioned under section 6 .....	562 00

Joint fund .....	\$1,312 00
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Work not completed.

## MONSON.

Contract No. 34. Contractor, town of Monson; E. H. Flint, road commissioner; plans made by department from H. S. Towne's sketch; nature of improvement, grading, drainage and earth surface; area, 1,467 square yards; cost per square yard; \$0.193; work begun August 14th; completed October 11th, 1911.

The drainage on this piece of work required a culvert 6 feet x 8 feet x 70 feet over the outlet of Hebron Pond. On account of uncertain conditions in regard to material, considerable difficulty was experienced in closing a contract for the culvert work. It did not seem advisable to use all of the joint fund in the culvert work and an agreement was made with the town of Monson whereby the culvert was to be constructed, and vouchers furnished to the department covering the cost of the same. Based on this cost, the department was to determine the cost

per lineal foot of culvert constructed, and to allow the cost of 33 lineal feet of culvert to be paid from the joint fund. The remainder of the joint fund was to be used in the improvement of the approaches to the culvert. This improvement was to be made under the direction of the state road inspector.

The side walls of the culvert are made of field stones laid in Portland cement mortar and the top consists of stone supported by railroad iron.

The following is an estimate of the cost per lineal foot made by the department:

Rock, 1.8 cu. yds. @ \$0.50 .....	\$0 90
Sand, 1.08 cu. yds. @ \$2.00 .....	2 16
Cement, 2.60 bbls. @ \$2.80 .....	7 28
Forms, 60.00 feet. B. M. @ \$20.00.....	1 20
Mixing and placing cement mortar .....	0 30
Removing old wall .....	1 00
Top including steel .....	5 60

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Total per foot ..... \$18 44

From the vouchers submitted, the cost of 70 lineal feet of culvert was found to be \$1,180.35, or \$16.862 per lineal foot. At this rate the cost of 33 feet was found to be \$556.45.

Details and cost items compiled from certificates of municipal officers:

Length 400 feet; width 33 feet.

"V" drain, 315 feet, 18 feet wide, 2 feet deep .....	\$156 70
Earth surface .....	126 65
Cement-stone masonry culvert, 6 feet x 8 feet x 33 feet .....	556 45
Extra wing wall, 15 inches thick, 9 feet high, 22 feet long .....	86 93

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Total cost .....	\$926 73
Amount appropriated by town under section 4 .....	\$400 00
Unexpended balance from 1910 .....	203 40
State aid apportioned under section 6 .....	400 00

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Joint fund ..... \$1,003 40

Net cost of work .....	\$926 73
Cost to town .....	400 00
	<hr/>
State aid approved .....	\$526 73
Unexpended balance available for expenditure in 1912	76 67

## NORWAY.

Contract No. 4. Contractor, town of Norway; J. A. Roberts, road commissioner; J. H. Stuart, engineer; nature of improvement, grading, drainage, gravel surface; area, 3,033 square yards; cost per square yard, \$0.346; work begun June 19th; completed August 30th.

Two sections of state road were improved; the first section begins at the east end of the 1909 section and extends easterly 900 feet; the second section begins at the west end of the 1910 road and extends westerly 400 feet.

Quantities and unit prices estimated by the department:

Section No. 1.

- 900 lineal feet of road graded @ \$0.10.
- 1500 square yards of gravel surface @ \$0.30.
- 430 lineal feet of "V" drain @ \$0.65.

Section No. 2.

- 100 lineal feet of road graded @ \$0.05.
  - 166 square yards of gravel surface @ \$0.30.
  - 100 lineal feet of "V" drain @ \$0.65.
  - 38 lineal feet of 12-inch metal culvert including 2 concrete end walls @ \$1.50.
- |  |            |
|--|------------|
| Lump sum amount of contract .....  | \$1,017 00 |
| Details and cost items compiled from certificates of municipal officers: |            |
| Length 1300 feet; width 23 feet.   |            |
| Grading, 1300 feet .....   | \$28 98    |
| "V" drain, 630 feet .....  | 379 61     |
| Gravel surface, 1300 feet x 21 feet x 15 inches ....                     | 627 56     |
| 38 lineal feet of 12-inch metal culvert with one concrete end wall ..... | 38 16      |
| Lengthening stone culvert 4 feet .....                                   | 5 87       |
| Engineering .....  | 16 05      |

Total cost of work .....	<hr/> \$1,096 23
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Amount appropriated by town.....	\$550 00
State aid apportioned under section 6 .....	467 00
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Joint fund .....	\$1,017 00
Additional amount furnished by town .....	79 23
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Net cost of work .....	\$1,096 23
Cost to town .....	546 23
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State aid approved .....	\$550 00

OLD ORCHARD.

Contract No. 54. Contractor, town of Old Orchard; William J. C. Milliken, road commissioner; R. W. Libby, engineer; nature of improvement, grading, drainage and gravel surface; area, 2800 square yards; cost per square yard, \$0.287; work begun October 10th; completed November 29th.

The section of state road improved begins at the end of the 1909 work and extends westerly 1200 feet.

Quantities and unit prices estimated by the department:

1100 lineal feet of road graded @ \$0.20.	
2566 square yards of gravel surface @ \$0.21.	
28 lineal feet of 8-inch vitrified tile pipe @ \$0.50.	
230 lineal feet of 12-inch vitrified tile pipe @ \$0.60.	
2 catch basins @ \$35.00.	
Lump sum amount of contract .....	\$1,019 15
Details and cost items compiled from certificates of municipal officers:	
Length 1200 feet; width 21 feet.	
Grading .....	\$192 92
Pipe drain, 240 lineal feet of 12-inch vitrified tile pipe, 40 lineal feet of 8-inch vitrified tile pipe ...	128 82
Gravel surface, 1200 feet x 21 feet .....	575 09
One brick catch basin, depth 6.5 feet, diameter 4 feet;	
One brick catch basin, depth 5.5 feet, diameter 3 feet	84 77
Engineering .....	37 55
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Total cost of work .....	\$1,019 15
Amount appropriated by town .....	\$550 00

State aid apportioned, section 6 .....	467 00
Unexpended balance from 1910 .....	2 15
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Joint fund .....	\$1,019 15
Net cost of work .....	\$1,019 15
Cost to town .....	550 00
	<hr/>
State aid approved .....	\$469 15

## OLDTOWN.

Contract No. 23. Contractor, city of Oldtown; Samuel D. Crocker, street commissioner; H. Hilliard, engineer; nature of improvement, grading, drainage and macadam surface; area, 1956 square yards; cost per square yard, \$0.675; work begun August 15th; completed October 2nd.

The section of state road improved begins at the end of the 1910 work and extends southerly along Main street.

Quantities and unit prices estimated by the department:

800 lineal feet of road graded @ \$0.50.	
1867 square yards of macadam surface @ \$0.47.	
38 lineal feet of 16-inch metal culvert @ \$1.30.	
19 lineal feet of 24-inch metal culvert @ \$1.90.	
220 lineal feet of 12-inch vitrified tile pipe @ \$0.60.	
4 catch basins @ \$35.00.	
Lump sum amount of contract .....	\$1,662 00
Details and cost items compiled from certificates of municipal officers:	
Length 800 lineal feet; width 22 feet.	
Grading .....	\$277 00
Macadam surface, 800 feet x 22 feet .....	924 00
Side drain, 220 lineal feet of 12-inch vitrified tile pipe .....	106 07
Concrete culvert, length 25 feet, diameter 2 feet ...	50 00
Concrete culvert, length 25 feet, diameter 2 feet ...	50 00
Concrete culvert, length 25 feet, diameter 2 feet ...	50 00
4 catch basins .....	132 00
Superintendent .....	120 00
	<hr/>
Total cost of work .....	\$1,709 07
Amount appropriated by city .....	\$950 00

State aid apportioned under section 6 .....	712 00
Joint fund .....	\$1,662 00
Additional amount furnished by city .....	47 07
Net cost of work .....	\$1,709 07
Cost to city .....	997 07
State aid apportioned .....	\$712 00

ORONO.

Contract No. 7. Contractor, town of Orono; Llewellyn Spencer, road commissioner; R. E. Mullaney, engineer; nature of improvement, grading, drainage and gravel surface; area, 6433 square yards; cost per square yard, \$0.139; work begun August 2nd; completed September 4th.

The section of state road improved begins at Harrison avenue and extends southwesterly along Main street.

Quantities and unit prices estimated by the department:

1300 lineal feet of road graded @ \$0.30.

3178 square yards of gravel surface @ \$0.173.

1 catch basin, \$35.00.

Lump sum amount of contract ..... \$1,017 00

Details and cost items compiled from certificates of municipal officers:

Length 2316 feet; width 25 feet.

Grading ..... \$387 35

Gravel surface, 2316 feet x 25 feet ..... 428 95

Catch basin ..... 4 20

Dropping water pipe ..... 117 00

Repairs ..... 13 33

Engineering ..... 66 20

Total cost of work ..... \$1,017 00

Amount appropriated by town ..... \$550 00

State aid apportioned under section 6 ..... 467 00

Joint fund ..... \$1,017 00

Additional amount furnished by town .....	\$ 03
Net cost of work .....	\$1,017 03
Cost to town .....	550 03
State aid approved .....	\$467 00

## PITTSFIELD.

Contract No. 31. Contractor, town of Pittsfield; E. F. Pennell, in charge of work; O. E. Libby, engineer; nature of improvement, grading, drainage and earth surface; area, 4737 square yards; cost per square yard, \$0.189; work begun August 10th; completed October 10th.

The section of state road improved begins at station 0+0 on the 1911 plan and extends southerly.

Quantities and unit prices estimated by the department:

1600 lineal feet of road graded @ \$0.10.

3360 square yards of earth surface @ \$0.05.

1600 lineal feet of "V" drain @ \$0.36.

72 lineal feet of 18-inch metal culvert @ \$1.35.

9.3 cubic yards of concrete @ \$7.00.

Lump sum amount of contract ..... \$1,080 00

Details and cost items compiled from certificates of municipal officers:

Length 2030 feet; width 21 feet.

"V" drain, 2030 feet x 12 feet x 2 feet ..... \$896 28

72 lineal feet of 18-inch metal culvert @ \$1.35.... 82 80

Concrete end walls, 6.5 feet x 4.5 feet x 17 inches 63 78

Drayage ..... 2 00

Labor on driveway ..... 4 00

Extra work ..... 15 74

Engineering ..... 15 75

Total cost of work ..... \$1,080 35

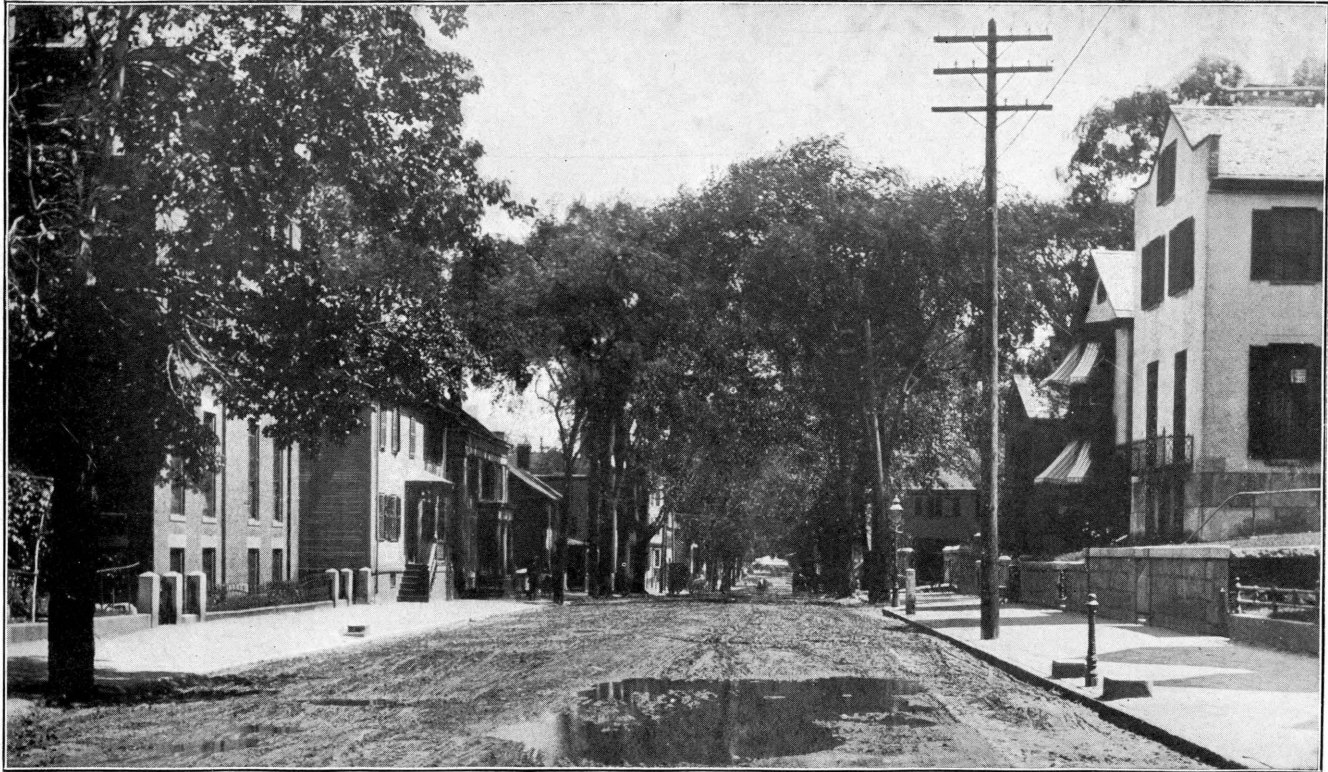
Amount appropriated by town ..... \$600 00

State aid apportioned under section 6 ..... 480 00

Joint fund ..... \$1,080 00







Portland. Section of State Road on Cumberland Avenue before improvement.



Portland. Section of State Road on Cumberland Avenue after laying concrete pavement.



Additional amount furnished by town .....	35
Net cost of work .....	\$1,080 35
Cost to town .....	600 35
State aid approved .....	\$480 00

PORTLAND.

Contract No. 15. Contractor, Shawmut Contracting Company of Boston; Bion Bradbury, Jr., Commissioner of Public Works; nature of improvement, grading, drainage and concrete pavement surfaced with refined tar; area, 11,237.64 square yards; cost per square yard, \$1.301; work begun September 5th; work completed October 28th.

The section of state road improved begins at Elm street and extends to Washington avenue. The contractors agreed to do all extra work for the unit prices submitted in the proposal and 1,777.64 square yards were completed in addition to the number of square yards specified in the contract.

On July 31st the following bids were received:

John W. Gulliver .....	\$13,590 00
Forgione & Romano .....	\$15,000 00
Hassam Paving Co. ....	\$16,562 85
F. W. Cunningham & Son .....	\$18,794 00
Shawmut Contracting Co. ....	\$13,214 85

The contract was awarded to the Shawmut Contracting Co.

Quantities and unit prices submitted by the contractors:

2135 lineal feet of road graded @ \$0.67.	
9460 square yards of concrete pavement surfaced with refined tar @ \$1.14.	
200 lineal feet of 8-inch vitrified pipe @ \$0.60.	

10 catch basins complete with iron cover and trap @ \$88.00.

Lump sum amount of contract .....	\$13,214 85
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Details and cost items compiled from certificates of municipal officers:

Length 2,460.1 feet; width 39 feet; depth 6 inches.	
Grading .....	\$1,648 27
Concrete pavement surfaced with tar .....	12,810 91
Extra on surfacing .....	10 93

10 catch basins, complete .....	880 00
293 lineal feet of vitrified pipe in place .....	175 80
Engineering .....	140 00
Advertising .....	14 46
Incidentals .....	10 00
<hr/>	
Total cost of work .....	\$15,690 37
Amount appropriated by city, section 4 .....	\$7,100 00
State aid apportioned under section 6 .....	5,325 00
Unexpended balance from 1910 .....	2,669 16
<hr/>	
Joint fund .....	\$15,094 16
Additional amount furnished by city .....	596 21
<hr/>	
Net cost of work .....	\$15,690 37
Cost to city .....	7,696 21
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State aid approved .....	\$7,994 16

## PRESQUE ISLE.

Contract No. 14. Contractor, town of Presque Isle; J. E. Bishop, in charge of work; Grover M. Hardison, engineer; nature of improvement, grading, drainage and gravel surface; area, 4,267 square yards; cost per square yard, \$0.277; work begun July 12th; completed September 2nd.

The section of state road improved begins at the northerly end of the 1910 work and extends northerly.

Quantities and unit prices estimated by the department:

1600 lineal feet of road graded @ \$0.25.

4267 square yards of gravel surface @ \$0.187.

26 lineal feet of 16-inch metal culvert @ \$1.25.

1 concrete culvert 2 feet x 2 feet x 26 feet with wing walls and two end walls for 16-inch metal culvert or 20 cubic yards of concrete @ \$9.00.

28 lineal feet of iron pipe guard rail @ \$0.50.

303 pounds of reinforcing steel @ \$0.04.

Lump sum amount of contract ..... \$1,487 00

Details and cost items compiled from certificates of municipal officers:



Portland. State Road Work, 1911. Showing method of laying concrete pavement.



Length 1600 feet; width 24 feet.	
Grading .....	\$298 00
1600 feet of gravel surface, 24 feet wide, 8 inches deep .....	807 88
Metal culvert 26 feet x 24 inches .....	56 31
2 end walls 6 feet x 4 feet x 10 inches thick concrete culvert 57 feet x 2 feet x 2 feet, including one end wall 27 feet x 3.5 feet x 10 inches thick and another 10 feet x 5 feet x 10 inches thick .....	145 00
100 pounds of steel .....	5 00
Engineering .....	62 00
Incidentals .....	16 09
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Total cost of work .....	\$1,390 28
Amount appropriated by town .....	\$850 00
State aid apportioned under section 6 .....	637 00
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Joint fund .....	\$1,487 00
Net cost of work .....	\$1,390 28
Cost to town .....	850 00
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State aid approved .....	\$540 28
Unexpended balance available for expenditure in 1912 .....	\$96 72

PRINCETON.

Contract No. 45. Contractor, town of Princeton; Richard Lawler in charge of work; J. W. Edgerly, engineer; nature of improvement, grading, drainage and gravel surface; area, 2389 square yards; cost per square yard, \$0.414; work begun September 4th; work completed October 14th.

The section of state road improved begins about one mile from the Indian Township line and extends southeasterly.

Quantities and unit prices estimated by the department:

- 1250 lineal feet of road graded @ \$0.25.
- 2916 square yards of earth surface @ \$0.58.
- 1000 lineal feet of "V" drain @ \$0.40.
- 24 lineal feet of 24-inch metal culvert @ \$1.90.
- 4 cubic yards of concrete masonry @ \$8.00.



950 lineal feet of outlet ditch @ \$0.10.	
Lump sum amount of contract .....	\$1,094 62
Details and cost items compiled from certificates of municipal officers:	
Length 1536 feet; width 24 feet.	
Road machine work and cleaning right of way ....	\$50 00
Gravel surface, 1536 feet x 14 feet x 4 inches ....	130 00
"V" drain, 1536 feet x 12 feet x 2 feet .....	800 25
Outlet ditch, 950 lineal feet .....	66 00
Metal culvert, 24 feet long, 24 inches diameter, with 2 concrete end walls, each 5.5 feet x 3 feet x 18 inches .....	67 00
Incidentals .....	25 00
Engineering .....	10 00
	<hr/>
Total cost of work .....	\$1,148 25
Amount appropriated by town, section 4 .....	\$400 00
State aid apportioned under section 6 .....	400 00
Unexpended balance from 1910 .....	294 62
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Joint fund .....	\$1,094 62
Additional amount furnished by town .....	53 63
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Net cost of work .....	\$1,148 25
Cost to town .....	453 63
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State aid approved .....	\$694 62

## ROCKLAND.

Contract No. 21. Contractor, city of Rockland; Dexter Simmons, road commissioner; L. O. Norwood, city engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 7282 square yards; cost per square yard, \$0.918; work begun August 21st; completed October 7th.

The section of state road improved begins at the Thomaston town line and extends northerly a distance of 3855 feet.

Quantities and unit prices estimated by the department:

1850 lineal feet of road graded @ \$0.10.

3763 square yards of bituminous macadam surface @ \$0.69.

2086 square yards of bituminous macadam surface including grading @ \$0.95.

28 lineal feet of 12-inch vitrified tile pipe including concrete end walls @ \$1.65.

One reinforced concrete culvert 2 feet x 3 feet x 34.5 feet long, \$135.00.

One reinforced concrete culvert 2 feet x 2 feet x 30 feet, \$115 00.

Lump sum amount of contract ..... \$5,100 00

Details and cost items compiled from certificates of municipal officers:

Length 3,855 feet; width 21 to 30 feet.

3855 lineal feet of road graded and surfaced with first course of stone ..... \$3,169 21

7282 square yards of bituminous macadam surface 3,469 50

24-inch vitrified pipe culvert ..... 49 47

Reinforced concrete culvert 2 feet x 2 feet x 30 feet long ..... 85 47

Reinforced concrete culvert 3 feet x 2 feet x 30 feet long ..... 123 58

12-inch vitrified pipe culvert with concrete end walls 62 21

Extra ditches ..... 37 34

Raising manholes ..... 18 13

Engineering ..... 47 01

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Total cost of work ..... \$7,061 92

Amount appropriated by city, section 4 ..... \$1,200 00

State aid apportioned under section 6 ..... 900 00

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Joint fund ..... \$2,100 00

Additional amount furnished by city ..... 4,961 92

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Net cost of work ..... \$7,061 92

Cost to city ..... 6,161 92

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State aid approved ..... \$900 00

ROCKPORT.

Contract No. 43. Contractor, town of Rockport; H. G. Jenkins, road commissioner; E. R. Keene, engineer; nature of

improvement, grading, drainage and gravel surface; area 1470 square yards; cost per square yard, \$0.642; work begun, September 5th; completed October 14th.

The section of state road improved begins at Commercial street and extends along West street.

Quantities and unit prices estimated by the department:

700 lineal feet of road graded @ \$0.20.	
1633 square yards of gravel surface @ \$0.22.	
620 lineal feet "V" drain @ \$0.50.	
26 lineal feet of 15-inch metal culvert @ \$1.30.	
30 lineal feet of 10-inch metal culvert @ \$0.60.	
2.5 cubic yards of concrete masonry @ \$8.00.	
2 drop inlets @ \$35.00.	
300 lineal feet of outlet ditch @ \$0.15.	
Lump sum amount of contract .....	\$1,023 13
Details and cost items compiled from certificates of municipal officers:	
Length 630 feet; width 21 feet.	
Grading .....	\$26 94
"V" drain, 625 feet long .....	577 77
Gravel surface, 630 feet x 21 feet x 12 inches.....	329 26
Vitrified tile pipe, 6 feet long, diameter, 16 inches,	
Vitrified tile pipe, 16 feet long, diameter, 10 inches,	
Vitrified tile pipe, 6 feet long, diameter, 12 inches,	
2 concrete end walls, 6.5 feet x 5 feet x 17 inches,	
1 drop inlet complete with cover,	
1 special drop inlet containing 16 cubic feet of concrete .....	76 79
900 lineal feet of outlet ditch, 3 feet x 1 foot .....	11 11
Sharpening drills and picks .....	8 55
Stakes .....	1 40
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Total cost of work .....	\$1,031 82
Amount appropriated by town.....	\$550 00
State aid apportioned under section 6 .....	467 00
Unexpended balance from 1910 .....	6 13
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Joint fund .....	\$1,023 13
Additional amount furnished by town .....	8 69
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Net cost of work .....	\$1,031 82

Cost to town .....	558 69
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State aid approved .....	\$473 13

RUMFORD.

Contract No. 8. Contractor, town of Rumford; John F. Martin, road commissioner; Henry C. French, engineer; nature of improvement, grading, drainage and macadam surface; area, 1875 square yards; cost per square yard, \$1.246; work begun September 4th; completed October 15th.

The section of state road improved begins at the end of the 1910 work and extends southwesterly.

Quantities and unit prices estimated by the department:

1100 lineal feet of road graded @ \$0.25.

1833 square yards of macadam surface @ \$0.742.

2 cement-stone masonry culverts, 2 feet x 3 feet  
x 26 feet, @ \$120 00.

Lump sum amount of contract ..... \$1,925 00

Details and cost items compiled from certificates of  
municipal officers:

Length 1125 feet; width 23 feet.

Grading ..... 140 50

Macadam surface, 1125 feet x 15 feet ..... 2,123 00

Metal culvert, 12 inches x 26 feet ..... 25 80

Cement-stone masonry culvert, 2 feet x 3 feet x 26  
feet ..... 240 00

Incidentals ..... 57 17

Engineering and inspection ..... 17 00

Total cost of work ..... \$2,604 47

Amount appropriated by town ..... \$1,100 00

State aid apportioned under section 6 ..... 825 00

Joint fund ..... \$1,925 00

Additional amount furnished by town ..... 679 47

Net cost of work ..... \$2,604 47

Cost to town ..... 1,779 47

State aid approved ..... \$825 00

## SACO.

Contract No. 25. Contractor, city of Saco; Eugene F. Remick, in charge of work; R. W. Libby, engineer; nature of improvement, grading, drainage and bituminous macadam surface; area, 1805 square yards; cost per square yard, \$1.005; work begun October 20th; completed December 5th.

The section of state road improved begins at Elm street and extends along Lincoln street 580 lineal feet.

Quantities and unit prices estimated by the department:

1805 square yards of bituminous macadam surface  
including grading @ \$1.00.

2 standard catch basins @ \$40.00.

Lump sum amount of contract ..... \$1,925 00

Details and cost items compiled from certificates of  
municipal officers:

Length 580 feet; width 28 feet.

Grading ..... \$520 00

Bituminous macadam surface ..... 1,263 00

3 catch basins ..... 110 00

Engineering ..... 32 00

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Total cost of work ..... \$1,925 00

Amount appropriated by city ..... \$1,100 00

State aid apportioned under section 6 ..... 825 00

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Joint fund ..... \$1,925 00

Net cost of work ..... \$1,925 00

Cost to town ..... 1,100 00

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State aid approved ..... \$825 00

## SANFORD.

Contract No. 17. Contractor, town of Sanford; J. G. Ridley, road commissioner; M. R. Stackpole, engineer; nature of improvement, grading and gravel surface; area, 4,800 square yards; cost per square yard \$0.326; work begun August 1st; completed September 15th.

The section of state road improved begins at station 0+00 on the 1911 plan and extends southerly 1800 lineal feet.

Quantities and unit prices estimated by the department:

1800 lineal feet of road graded @ \$0.15.	
3600 square yards of gravel surface @ \$0.41.	
Lump sum amount of contract .....	\$1,750 00
Details and cost items compiled from certificates of municipal officers:	
Length 1800 feet; width 24 feet.	
Grading .....	\$202 44
Gravel surface, 1800 feet x 24 feet .....	1,348 55
Engineering .....	15 00
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Total cost of work .....	\$1,565 99
Amount appropriated by town .....	\$1,000 00
State aid apportioned, section 6 .....	750 00
	<hr/>
Joint fund .....	\$1,750 00
Net cost of work .....	\$1,565 99
Cost to town .....	1,000 00
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State aid approved .....	\$565 99
Unexpended balance available for expenditure in 1912 .....	184 01

SKOWHEGAN.

Contract No. 9. Contractor, town of Skowhegan; E. L. Ford, road commissioner; E. E. Greenwood, engineer; nature of improvement, grading, drainage and sand-clay surface; area, 8022 square yards; cost per square yard, \$0.183; work begun July 30th; completed October 7th.

The section of state road improved begins at station 20+50 of the 1911 survey of the Canaan road and extends easterly. From station 20+50 to station 27+00, the road is surfaced with a natural mixture of clay and gravel and from station 27+00 to station 57+00 the road is surfaced with an artificial mixture of sand and clay.

Quantities and unit prices estimated by the department:

- 2700 lineal feet of road graded @ \$0.20.
- 5400 square yards of sand-clay surface @ \$0.156.
- 60 lineal feet of wood guard-rail @ \$0.25.

36 lineal feet of cement-stone masonry culvert complete .....	\$300 00
Lump sum amount of contract .....	\$1,750 00
Details and cost items compiled from certificates of municipal officers:	
Length 3650 feet; width 18 and 28 feet.	
Grading 3650 feet x 28 feet wide .....	\$528 72
6000 square yards of sand-clay surface, 18 feet wide	536 02
2022 square yards of gravel-clay surface, 28 feet wide .....	243 57
Clearing, 3650 feet x 20 feet wide .....	108 37
34 lineal feet of iron pipe guard rail .....	18 70
46 lineal feet of wood guard rail .....	5 70
36 lineal feet of 30 inch iron culvert .....	84 94
41 lineal feet of concrete retaining wall, 9 feet high and 14 inches thick .....	170 27
Tending lights, water boy, etc. ....	7 08
Dynamite and oil .....	7 00
Engineering .....	40 50
<hr/>	
Total cost of work .....	\$1,750 87
Amount appropriated by town .....	\$1,000 00
State aid apportioned under section 6 .....	750 00
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Joint fund .....	\$1,750 00
Additional amount furnished by town .....	87
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Net cost of work .....	\$1,750 87
Cost to town .....	1,000 87
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State aid approved .....	\$750 00

## SOUTH BERWICK.

Contract No. 50. Contractor, Harry L. Smith; W. A. Grover, engineer; nature of improvement, grading and macadam surface; area, 1702 square yards; cost per square yard, \$0.651; work begun October 17th; completed November 21st.

This work was constructed in two sections: The first section begins at the end of the 1908 section and extends to station

3+50 of the 1911 plan of section 1; the second section begins at the end of the 1907 work and extends to station 2+50 of the 1911 plan of section 2.

On October 6th the following lump sum bids were received:  
 Warren & Lynch ..... \$1,289 32  
 Harry L. Smith ..... \$1,134 50

The contract was awarded to Harry L. Smith.

Quantities and unit prices submitted by the contractor:

Section 1:

- 350 lineal feet of road graded @ \$.38 5-12.
- 1072 square yards of macadam surface @ \$.48.
- 32 lineal feet of 10-inch metal culvert @ \$.84 3-8.
- 77 square yards of cobble gutter, relaid @ \$.25.
- 1 catch basin without cover, \$16.00.

Section 2:

- 250 lineal feet of road graded @ \$.38 5-12.
- 630 square yards of macadam surface @ \$.48.
- 30 square yards of cobble paved gutters @ \$.40.

Lump sum amount of contract ..... \$1,134 50

Details and cost items compiled from certificates of municipal officers:

Grading, 600 lineal feet .....	\$230 50
Macadam surface, 1702 square yards .....	830 40
Cobble gutter, 240 feet long, 4 feet wide .....	30 60
Cast iron culvert, length, 32 feet, diameter, 10 inches .....	27 00
1 catch basin without cover .....	16 00
Engineering and advertising .....	17 00

Total cost of work .....	\$1,151 50
Amount appropriated by town .....	\$600 00
State aid apportioned under section 6 .....	460 00
Unexpended balance from 1910 .....	06

Joint fund .....	\$1,060 06
Additional amount furnished by town .....	91 44

Net cost of work .....	\$1,151 50
Cost to town .....	691 44

State aid approved ..... \$460 06



## WATERVILLE.

Contract No. 36. Contractor, city of Waterville; Sumner Rowe, street commissioner; Harry E. Greene, city engineer; nature of improvement, grading, drainage and gravel surface; area, 9716 square yards; cost per square yard, \$0.178; work begun August 1st; completed October 20th.

The section of state road improved begins at the Maine Central Railroad tracks and extends northerly along College avenue.

Quantities and unit prices estimated by the department:

1600 lineal feet of road graded @ \$0.05.	
6222 square yards of gravel surface @ \$0.269.	
Repairing catch basins \$50.00.	
Lump sum amount of contract .....	\$1,750 00
Details and cost items compiled from certificates of municipal officers:	
Length 2600 feet; width, average, 33 feet.	
Gravel surface, 2600 x 33 feet .....	\$1,709 16
Pipe drain, 65 feet long .....	11 10
Engineering .....	16 80
	<hr/>
Total cost of work .....	\$1,737 06
Amount appropriated by city .....	\$1,000 00
State aid apportioned under section 6 .....	750 00
	<hr/>
Joint fund .....	\$1,750 00
Net cost of work .....	\$1,737 06
Cost to city .....	1,000 00
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State aid approved .....	\$737 06
Unexpended balance available for expenditure in 1912 .....	\$12 94

## WELLS.

Contract No. 52. Contractor, town of Wells; survey made by department; nature of improvement, grading, drainage and gravel surface.

The section of state road contracted for begins at station 788+20 of the trunk line survey and extends to station 796+20.

Quantities and unit prices estimated by the department:

800 lineal feet of road graded @ \$0.26.	
1333 square yards of gravel surface @ \$0.40.	
34 lineal feet of 18-inch metal culvert @ \$1.40.	
3 cubic yards of concrete @ \$8.00.	
400 lineal feet of stone base @ \$0.50.	
1 iron grating for drop inlet, \$4.20.	
Lump sum amount of contract .....	\$1,017 00
Amount appropriated by town .....	\$550 00
State aid apportioned under section 6 .....	467 00
	<hr/>
Joint fund .....	\$1,017 00
Work not completed.	

WESTBROOK.

Contract No. 39. Contractor, city of Westbrook; A. D. Woodbury, street commissioner; H. W. Foster, engineer; nature of improvement, grading and Hassam pavement; area, 1307 square yards; cost per square yard, \$1.764; work begun September 15th; completed October 1st.

The section of state road improved begins at Church street and extends westerly along Main street.

Quantities and unit prices estimated by the department:

Length, 537.7 lineal feet.	
1148.4 square yards of Hassam pavement including grading @ \$1.75.	
Details and cost items compiled from certificates of municipal officers:	
Length 538 feet; width 21.86+	
Hassam pavement, 1307 square yards .....	\$2,287 25
Engineering .....	17 66
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Total cost of work .....	\$2,304 91
Amount appropriated by city .....	\$1,200 00
State aid apportioned .....	900 00
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Joint fund .....	\$2,100 00
Additional amount furnished by city .....	204 91
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Net cost of work .....	\$2,304 91

Cost to city .....	1,404 91
	<hr/>
State aid approved .....	\$900 00

## WILTON.

Contract No. 28. Contractor, town of Wilton; S. W. Walker, road commissioner; W. G. Mallet, engineer; nature of improvement, grading, drainage and macadam surface; area, 2267 square yards; cost per square yard, \$0.553; work begun August 28th; completed October 23rd.

The section of state road improved begins at station 0+0 on the 1911 plan and extends southeasterly to station 12+0 near the lower mill of the Wilton Woolen Company.

Quantities and unit prices estimated by the department:

800 lineal feet of road graded @ \$0.25.	
1422 square yards of macadam surface @ \$0.48.	
90 lineal feet of 8-inch metal culvert @ \$0.80.	
4 cubic yards of concrete masonry @ \$8.00.	
Lump sum amount of contract .....	\$1,000 56
Details and cost items compiled from certificates of municipal officers:	
Length 1200 feet; width 21 feet.	
Grading .....	\$320 00
Macadam surface, 1200 feet x 17 feet .....	934 74
Metal culvert, length 60 feet, diameter 8 inches,	
Metal culvert, length 30 feet, diameter 8 inches ..	56 47
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Total cost of work .....	\$1,311 21
Amount appropriated by town .....	\$500 00
State aid apportioned under section 6 .....	460 00
Unexpended balance from 1910.....	40 56
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Joint fund .....	\$1,000 56
Additional amount furnished by town .....	310 65
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Net cost of work .....	\$1,311 21
Cost to town .....	810 65
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State aid approved .....	\$500 56

WINDHAM.

Contract No. 37. Contractor, town of Windham; work in charge of Samuel Larrabee; D. R. Duran, engineer; nature of improvement, grading, drainage and gravel surface; area, 5111 square yards; cost per square yard, \$0.148; work begun September 4th; completed December 8th.

The section of state road improved begins at the end of the 1910 work and extends northwesterly 2000 lineal feet.

Quantities and unit prices estimated by the department:

2000 lineal feet of road graded @ \$0.15.

3333 square yards of gravel surface @ \$0.142.

3 cement-stone masonry culverts, 2 feet x 2 feet x 28 feet @ \$56.00.

1 cement stone-masonry culvert relaid, 3 feet x 4 feet x 28 feet @ \$56.00.

Lump sum amount of contract ..... \$1,017 00

Details and cost items compiled from certificates of municipal officers:

Length 2000 feet; width 25 feet.

Grading ..... \$382 34

Gravel surface, 2000 feet x 23 feet ..... 336 96

Guard rail, 274 feet ..... 28 07

Cement stone-masonry culvert, 4 feet x 3.5 feet x 28 feet ..... 75 28

Cement-stone masonry culvert, 2 feet x 2 feet x 28 feet ..... 49 27

Cement-stone masonry culvert, 2 feet x 2 feet x 28 feet ..... 49 27

Cement-stone masonry culvert, 2 feet x 2 feet x 7 feet ..... 7 00

Engineering ..... 12 50

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Total cost of work ..... \$940 69

Amount appropriated by town ..... 550 00

State aid apportioned under section 6 ..... 467 00

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Joint fund ..... \$1,017 00

Net cost of work ..... 940 69

Cost to town .....	550 00
State aid approved .....	\$390 69
Unexpended balance available for expenditure in 1912	76 31

## WINTHROP.

Contract No. 51. Contractor, C. H. Gale; E. E. Greenwood & Co., engineers; nature of improvement, grading, drainage and gravel surface; area, 2100 square yards; cost per square yard, \$0.493; work begun September 28th; completed December 13th.

The section of state road improved begins at the brook near the residence of George Berry and extends easterly.

Quantities and unit prices submitted by the contractor:

1000 lineal feet of road graded @ \$0.10.

1667 square yards of gravel surface @ \$0.20.

600 lineal feet of "V" drain @ \$0.66.

Rebuilding cement-stone masonry culvert at station 0+0 .....	\$125 00
Rebuilding cement-stone masonry culvert at station 1+0 .....	20 00
Rebuilding cement-stone masonry culvert at station 6+4 .....	25 00
Lump sum amount of contract .....	\$999 00
Details and cost items compiled from certificates of municipal officers:	
Length 900 feet; width 21 feet.	
Amount of contract .....	\$999 00
Engineering and advertising .....	36 97

Total cost of work .....	\$1,035 97
Amount appropriated by town .....	\$600 00
State aid apportioned under section 6 .....	480 00
Unexpended balance from 1910 .....	49 85

Joint fund .....	\$1,129 85
Net cost of work .....	\$1,035 97
Cost to town .....	600 00

State aid approved .....	\$435 97
Unexpended balance available in 1912 .....	\$93 88

YARMOUTH.

Contract No. 13. Contractor, town of Yarmouth; John W. Gooch, road commissioner; F. B. Merrill, engineer; nature of improvement, grading, drainage and gravel surface; area, 2800 square yards; cost per square yard, \$0.431; work begun October 4th; completed November 11th.

The section of state road improved begins at the end of the 1910 work and extends westerly.

Quantities and unit prices estimated by the department:

- 1200 lineal feet of road graded @ \$0.37.
- 2800 square yards of gravel surface @ \$0.131.
- 32 lineal feet of 30-inch metal culvert @ \$3.50.
- 50 lineal feet of 12-inch metal culvert @ \$1.20.
- 6.2 cubic yards of concrete masonry end-walls @ \$8.00.
- 30 lineal feet of wood guard rail @ \$0.40.

Lump sum amount of contract, \$1,080.00.

Details and cost items compiled from certificates of municipal officers:

Length 1200 feet; width 24 feet.

Grading .....	\$475 44
Gravel surface, 1200 feet x 21 feet .....	713 00
Metal culvert, 54 feet x 30 inches .....	118 13
Metal culvert, 55 feet x 12 inches .....	44 00
Metal culvert, 55 feet x 12 inches .....	44 00
Engineering and advertising .....	19 41

Total cost of work .....	\$1,414 13
Amount appropriated by town .....	\$600 00
State aid apportioned under section 6 .....	480 00

Joint fund .....	\$1,080 00
Additional amount furnished by town .....	334 13

Net cost of work .....	\$1,414 13
Cost to town .....	934 13

State aid approved .....	\$480 00
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## YORK.

Contract No. 48. Contractor, town of York; survey made by W. A. Grover; nature of improvement, grading, drainage and gravel surface.

The section of state road contracted for begins at station 382+0 on the Grover plan and extends southeasterly 1600 feet, thence 400 feet along the York Beach road.

Quantities and unit prices estimated by the department:

2000 lineal feet of road graded @ \$0.15.

4666 square yards of gravel surface @ \$0.205.

78 lineal feet of 12-inch metal culvert @ \$1.10.

38 lineal feet of 18-inch metal culvert @ \$1.45.

38 lineal feet of 24-inch metal culvert @ \$1.90.

5.7 cubic yards of concrete @ \$8.00.

5 drop inlets complete with iron grate @ \$25.00.

Lump sum amount of contract.....	\$1,662 00
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Amount appropriated by town .....	\$950 00
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State aid apportioned under section 6.....	712 00
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Joint fund .....	\$1,662 00
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Work not completed.

CONTRACTS.

CITY OR TOWN.	Survey and plan made by	Work in charge of	Inspector.
Auburn . . . . .	R. A. Swift . . . . .	G. A. Field . . . . .	Department.
Augusta . . . . .	W. D. Trask . . . . .	J. A. McLean . . . . .	Department.
Bath . . . . .	S. Litchfield . . . . .	Oscar Williams . . . . .	S. Litchfield.
Belfast . . . . .	A. D. Hayes . . . . .	H. S. Cunningham . . . . .	Department.
Biddeford . . . . .	W. T. Allen . . . . .	C. E. Richards . . . . .	Department.
Brewer . . . . .	R. E. Mullaney . . . . .	W. B. Fickett . . . . .	Department.
Bridgton . . . . .	D. E. Chaplin . . . . .	M. L. Libby . . . . .	Department.
Brunswick . . . . .	S. Litchfield . . . . .	T. E. Dolan . . . . .	Department.
Camden . . . . .	E. R. Keene . . . . .	J. A. Brown . . . . .	E. R. Keene.
Caribou . . . . .	G. M. Hardison . . . . .	S. E. Griffin . . . . .	G. M. Hardison.
Dexter . . . . .	W. B. Gould . . . . .	W. D. Russell . . . . .	A. A. Adams.
E. Livermore . . . . .	I. T. Monroe . . . . .	G. W. Dyke . . . . .	Department.
Eastport . . . . .	C. F. Pray . . . . .	T. H. Bucknam . . . . .	C. F. Pray.
Eden . . . . .	E. W. Hill . . . . .	Small & Ingalls . . . . .	E. W. Hill.
Fairfield . . . . .	J. H. Burleigh . . . . .	B. H. Lawrence . . . . .	Department.
Farmingdale . . . . .	E. E. Greenwood & Co. . . . .	Frank Richardson . . . . .	Department.
Farmington . . . . .	W. G. Mallett . . . . .	W. L. Butler . . . . .	H. W. Gilman.
Freeport . . . . .	S. Litchfield . . . . .	Harry Merrill . . . . .	Department.
Gorham . . . . .	D. R. Duran . . . . .	W. H. Duran . . . . .	Department.
Hallowell . . . . .	E. E. Greenwood & Co. . . . .	John Burns . . . . .	Department.
Houlton . . . . .	P. N. Burleigh . . . . .	G. W. Small . . . . .	P. N. Burleigh.
Kennebunk . . . . .	W. S. Marsh . . . . .	A. J. Wiggins . . . . .	A. J. Wiggins.
Kennebunkport . . . . .	Department . . . . .	Walker & Smith . . . . .	A. J. Wiggins.
Lewiston . . . . .	R. A. Swift . . . . .	J. J. Ryan . . . . .	J. A. McLean.
Lisbon . . . . .	S. Litchfield . . . . .	N. S. Emmons . . . . .	S. Litchfield.
Madison . . . . .	C. S. Humphreys . . . . .	B. F. Burns . . . . .	Department.
Mars Hill* . . . . .	W. M. Denman . . . . .	C. N. Taylor . . . . .	G. M. Hardison.
Millinocket . . . . .	F. C. Bowler . . . . .	F. M. Gates . . . . .	F. C. Bowler.
Monson . . . . .	H. S. Towne . . . . .	E. H. Flint . . . . .	A. A. Adams.
Norway . . . . .	J. H. Stuart . . . . .	J. A. Roberts . . . . .	Department.
Old Orchard . . . . .	R. W. Libby . . . . .	W. J. C. Milliken . . . . .	A. J. Wiggins.
Oldtown . . . . .	H. Hilliard . . . . .	S. D. Crocker . . . . .	Department.
Orono . . . . .	R. E. Mullaney . . . . .	Llewellyn Spencer . . . . .	R. E. Mullaney.
Pittsfield . . . . .	O. E. Libby . . . . .	E. F. Pennell . . . . .	Department.
Portland . . . . .	Bion Bradbury, Jr. . . . .	Shawmut Cont'g. Co. . . . .	Bion Bradbury, Jr.
Presque Isle . . . . .	G. M. Hardison . . . . .	J. E. Bishop . . . . .	G. M. Hardison.
Princeton . . . . .	J. W. Ederly . . . . .	Richard Lawler . . . . .	I. H. Allen.
Rockland . . . . .	L. O. Norwood . . . . .	Dexter Simmons . . . . .	Department.
Rockport . . . . .	E. R. Keene . . . . .	H. G. Jenkins . . . . .	E. R. Keene.
Rumford . . . . .	H. C. French . . . . .	J. F. Martin . . . . .	H. C. French.
Saco . . . . .	R. W. Libby . . . . .	E. F. Remick . . . . .	Department.
Sanford . . . . .	M. R. Stackpole . . . . .	J. G. Ridley . . . . .	Department.
Skowhegan . . . . .	E. E. Greenwood & Co. . . . .	E. L. Ford . . . . .	Department.
So. Berwick . . . . .	W. A. Grover . . . . .	H. L. Smith . . . . .	A. J. Wiggins.
Waterville . . . . .	H. E. Greene . . . . .	Sumner Rowe . . . . .	Department.
Westbrook . . . . .	H. W. Foster . . . . .	A. D. Woodbury . . . . .	Department.
Wilton . . . . .	W. G. Mallett . . . . .	S. W. Walker . . . . .	H. W. Gilman.
Windham . . . . .	D. R. Duran . . . . .	S. Larrabee . . . . .	A. J. Wiggins.
Winthrop . . . . .	E. E. Greenwood & Co. . . . .	C. H. Gale . . . . .	Department.
Yarmouth . . . . .	F. B. Merrill . . . . .	J. W. Gooch . . . . .	Department.

\* Preliminary survey made in 1910 by P. L. Hardison. Detail plans made by W. M. Denman.



## TABLE OF COMPARATIVE COSTS.

## 1911 State Road Contracts.

TOWN OR CITY.	Length of road improved—feet.	Width of surface—feet.	Total width of road—feet.	Depth of finished surface—inches.	Number square yards of finished surface.	Cost of macadam per square yard.	Cost of gravel per square yard.	Cost of sand—clay per square yard.	Cost of bituminous macadam per square yard.	Cost of earth surface per square yard.	Cost of concrete pavement per square yard.
Auburn	472	42	50	7	2240	-	-	-	\$1.297	-	-
Augusta	805	25	43	9	2375	-	-	-	1.502	-	-
Bath	1500	16	29	7	2667	-	-	-	1.637	-	-
Belfast†	700	21	21	6	1633	\$0.915	-	-	0.915	-	-
Biddeford	1024	21	32	7	2389	-	-	-	1.468	-	-
Brewer	850	20	28	8	1889	0.771	-	-	-	-	-
Bridgton	1828	27	27	-	5484	-	-	-	-	\$0.194	-
Brunswick	640	15	21	7	1067	-	-	-	1.369	-	-
Brunswick‡	1300	15	21	8	2167	0.806	-	-	-	-	-
Camden	1000	21	30	6	2333	-	\$0.499	-	-	-	-
Caribou	333	46.5	46.5	13	1721	0.722	-	-	-	-	-
Dexter	1400	26	26	14	4044	-	0.233	-	-	-	-
East Livermore	750	26	26	8	2167	-	-	-	0.690	-	-
Eastport	1844	22	22	8	4508	-	0.227	-	-	-	-
Eden*	700	24	24	8	1867	1.035	-	-	-	-	-
Fairfield	650	23	23	10	1661	-	0.932	-	-	-	-
Farmington	1350	16	23	10	2400	-	0.502	-	-	-	-
Farmingdale	2300	23	23	8	5878	-	0.388	-	-	-	-
Freeport	900	20	28	8	2000	-	0.494	-	-	-	-
Gorham	2050	15	23	8	3417	-	0.316	-	-	-	-
Hallowell	500	20	20	8	1132	0.925	-	-	-	-	-
Houlton	1700	21	21	8	3967	0.646	-	-	-	-	-
Kennebunk	4135	23	23	8	10,567	-	0.194	-	-	-	-
Kennebunkport	1508	15	21	8	2513	-	0.845	-	-	-	-
Lewiston	1100	35	43	6	4470	-	-	-	0.917	-	-
Lisbon	1350	21	21	8	3150	-	0.410	-	-	-	-
Madison	270	49	49	8	1470	-	-	-	0.949	-	-
Millinocket	1280	30	20	8	4267	-	0.283	-	-	-	-
Mt. Desert**	900	21	21	8	2100	-	-	-	-	1.33	-
Monson	400	33	33	12	1467	-	-	-	-	0.193	-
Norway	1300	21	23	8	3033	-	0.346	-	-	-	-
Old Orchard	1200	21	21	8	2800	-	0.287	-	-	-	-
Oldtown	800	22	22	8	1956	0.675	-	-	-	-	-
Orono	2316	25	25	8	6433	-	0.139	-	-	-	-
Pittsfield	2030	21	21	-	4737	-	-	-	0.189	-	-
Portland	2460	39	39	6	11,238	-	-	-	-	-	\$1.301
Fresque Isle	1600	24	24	8	4267	-	0.277	-	-	-	-
Princeton	1536	14	24	4	2389	-	0.414	-	-	-	-
Rockland	3855	17	21 to 30	7	7282	-	-	-	0.918	-	-
Rockport	630	21	21	12	1470	-	0.642	-	-	-	-
Rumford	1125	15	23	8	1875	1.246	-	-	-	-	-
Saco	580	28	28	7	1805	-	-	-	1.005	-	-
Sanford	1800	24	24	12	4800	-	0.326	-	-	-	-
Skowhegan	3650	18	-	8	8022	-	-	-	-	-	-
So. Berwick	600	-	-	8	1702	0.651	-	-	-	-	-
Waterville	2600	33	33	6	9716	-	0.178	-	-	-	-
Westbrook§	538	21.8	21.8	6	1307	-	-	-	-	-	1.764
Wilton	1200	17	21	8	2267	0.553	-	-	-	-	-
Windham	2000	23	25	8	5111	-	0.148	-	-	-	-
Winthrop	900	21	21	8	2100	-	0.493	-	-	-	-
Yarmouth	1200	21	21	8	2800	-	0.431	-	-	-	-
Averages	-	-	-	-	-	\$0.813	\$0.391	\$0.183	\$1.151	\$0.476	\$1.532

Cost per square yard is figured with grading, underdrainage and engineering included; culverts, guardrails and other items are not included.

† Belfast, 700 square yards macadam; 933 square yards bituminous macadam.

‡ Brunswick, 1910 work not reported in 1910. 640 lineal feet of 1911 contract completed.

\* Eden, cost per square yard does not include cost of side underdrain.

\*\* Mt. Desert, 1910 work completed in 1911. 1911 work not completed.

§ Westbrook, Hassam pavement.

## SPECIAL CONTRACTS.

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Special contracts (not required under the state road law) made at the request of the municipal officers by the department.

### FRANKLIN.

Contractor, town of Franklin; inspector, H. M. Kenniston. Nature of improvement, grading, drainage and gravel surface; work begun August 28; completed October 11.

The section of road improved begins at the end of the 1909 work and extends in an easterly direction.

Quantities and unit prices estimated by department:

850 lineal feet of road graded @ \$0.15.  
 1466 2-3 sq. yds. of gravel surface @ \$0.301.  
 276 sq. yds. of cobble paved gutters @ \$0.50.  
 23 lineal feet of 2 ft. x 2 ft. stone culvert @ \$2.00.  
 Lump sum amount of contract ..... \$800 86

Details and cost items compiled from certificates of municipal officers:

Length 1,500 feet; width 21 feet.  
 Clearing right of way ..... \$47 06  
 Grading ..... 304 01  
 Stone base, 600 ft. x 15 ft. .... 71 66  
 Gravel surface, 1,500 ft. x 21 ft. .... 246 62  
 Building driveways ..... 7 41  
 1 split stone culvert, 34 ft. x 18 inches x 18 inches.. 65 70  
 1 split stone culvert 28 ft. x 36 inches x 24 inches.. 53 40  
 Splitting granite for culverts ..... 5 00

Total cost of work .....	\$800 86
Amount appropriated by town .....	\$400 00
State aid apportioned under section 6.....	400 00
Unexpended balance from 1910 .....	86

Joint fund ..... \$800 86

Net cost of work .....	\$800 86
Cost to town .....	400 00
	<hr/>
State aid approved .....	\$400 86

## RAYMOND.

Contractors, Edward Plummer and Bert Lombard; engineer, D. R. Duran; G. A. Carpenter, inspector.

Nature of improvement, grading, drainage and earth surface.

Length 2,500 feet; width 21 feet.

1 stone culvert, 28 ft. long x 2½ ft. x 2 ft.

2 stone culverts, 25 ft. long x 18 inches x 18 inches.

The section of road improved begins at end of 1910 work and extends towards the town of Windham.

Amount of contract .....	\$800 00
Amount appropriated by town .....	400 00
State aid apportioned under section 6 .....	400 00
	<hr/>
Joint fund .....	\$800 00
Cost of work .....	\$800 00
Cost to town .....	400 00
	<hr/>
State aid approved .....	\$400 00





Vassalboro. 1911 Section of State Road. Gravel.



Vassalboro. Reinforced Concrete Bridge. 1911.

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TABULAR STATEMENTS  
OF  
STATE ROAD WORK IN 1911  
AND  
1910 STATE ROAD WORK COMPLETED  
IN 1911

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## TABULAR STATEMENT OF

NOTE:—In column showing material with which road is surfaced macadam, ° indicates concrete pavement.

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Abbot.....	Piscataquis....	1,264	21	450	1,264
Acton.....	York.....	968	21	—	968
Addison.....	Washington....	4,000	21	—	4,000
Albany.....	Oxford.....	1,673	24	—	1,673
Albion.....	Kennebec.....	1,419	27	—	1,419
Alexander.....	Washington....	725	22 to 24	—	725
Alfred.....	York.....	1,584	23	480	1,584
Alna <sup>1</sup> .....	Lincoln.....	960	28	700	960
Alton <sup>2</sup> .....	Penobscot.....	3,050	22	—	3,050
Amherst.....	Hancock.....	941	21	560	941
Amity.....	Aroostook.....	710	21	710	710
Andover.....	Oxford.....	1,320	21	—	1,320
Andover No. S. Twp.....	Oxford.....	350	21	—	350
Anson <sup>3</sup> .....	Somerset.....	1,300	21	400	1,300
Appleton.....	Knox.....	900	21 to 23	850	900
Argyle.....	Penobscot.....	480	21	—	480
Arrowsic.....	Sagadahoc.....	1,250	21	—	1,250
Ashland.....	Aroostook.....	5,548	22	1,000	5,548
Athens.....	Somerset.....	1,650	24	250	1,650
Atkinson <sup>4</sup> .....	Piscataquis....	812	24	463	812
Auburn <sup>5</sup> .....	Androscoggin..	472	42	—	472
Augusta.....	Kennebec.....	805	43	—	805
Aurora.....	Hancock.....	1,217	25	300	1,217
Avon <sup>6</sup> .....	Franklin.....	1,200	21	—	1,200

1 Alna: 12 feet of 12 inch tile drain used as extension to 12 inch metal culvert.

2 Alton: 4 driveway culverts.

3 Anson: 4 metal driveway culverts, 8 inch diameter by 12 feet long, cost \$32.69.

4 Atkinson: Two 12 inch metal culverts laid side by side.

5 Auburn: Built in addition 293 sq. yds. of block paving, cost \$358.48. Cost of block paving not included in cost per foot of bituminous macadam.

6 Avon: Existing bridge abutments lengthened 6 feet; span 4 feet, height 12 feet. Cost of bridge work not included in cost per foot.

**STATE ROAD WORK IN 1911.**

\* indicates macadam, † indicates earth, ‡ indicates bituminous  
 Figures with no index indicate gravel surface.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	12	28	\$34 64						
Stone.....	20 x 30	28	51 67	\$619 72	\$600 00	\$300 00	-	\$19 72	\$ 49
Stone.....	12 x 16	26	15 00						
Stone.....	12 x 16	26	15 00	400 00	400 00	200 00	-	-	41
{ Metal.....	16	24							
{ Metal.....	16	24	147 75	825 75	800 00	400 00	-	25 75	21
{ Metal.....	12	24							
{ Metal.....	10	24							
Metal.....	16	24	39 42	600 00	600 00	400 00	-	-	36
{ Metal.....	12	38							
{ Metal.....	14	38	125 85	412 26	400 00	198 29	1 71	-	29
{ Metal.....	18	14							
.....	-	-	-	300 00	300 00	200 00	-	-	41
Metal.....	12	26	29 76	599 35	600 00	299 35	65	-	38
Metal.....	12	28	45 10						
Concrete.....	20 x 24	28	90 80	764 63	600 00	399 21	79	164 63	80
Concrete.....	31 x 36	33	129 47						
{ Metal.....	12	24							
{ Metal.....	12	20							
{ Metal.....	12	20	141 34	653 35	600 00	400 00	-	53 35	21
{ Metal.....	12	20							
{ Metal.....	12	20							
Stone.....	18 x 18	43	40 51	506 27	600 00	306 27	93 73	-	54
{ Stone.....	14 x 14	27	-	606 00	600 00	400 00	-	6 00	85
{ Stone.....	36 x 36	27	110 00	800 31	800 00	400 00	-	31	61
.....	-	-	-	79 00	79 00	39 50	-	-	23
Metal.....	16	28	29 00						
Stone.....	36 x 54	24	318 93	826 97	800 00	400 00	-	26 97	64
Stone.....	42 x 42	24	83 35	424 52	400 00	200 00	-	24 52	47
Concrete.....	36 x 48	21	107 18	303 99	225 00	150 00	-	78 99	63
Concrete.....	8 x 8	23	18 00	712 88	600 00	400 00	-	112 88	57
{ Metal.....	14	20							
{ Metal.....	12	20	59 00	789 05	800 00	389 05	10 95	-	14
{ Metal.....	12	20							
Metal.....	10	60	59 70	407 45	400 00	199 53	47	7 45	25
Metal.....	12	28	72 00	597 11	600 00	397 11	2 89	-	73
.....	-	-	-	3,270 02	2,625 00	1,125 00	-	645 02	6 17
.....	-	-	-	3,570 35	2,625 00	1,125 00	-	945 35	4 44
Metal.....	16	30	44 30	593 50	600 00	392 50	7 50	-	49
Stone.....	24 x 24	38	40 00						
Bridge.....	-	-	229 22	602 51	600 00	370 22	29 78	2 51	31



## TABULAR STATEMENT OF STATE

Town.	County	Total length—feet.	Finished width—feet.	“V” drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Baileyville .....	Washington .....	¶			
Bald Mt. Twp. 2 R. 3	Somerset .....	425	21	—	425
Baldwin <sup>1</sup> .....	Cumberland .....	730	23	—	†730
Bancroft .....	Aroostook .....	910	21	450	910
Baring .....	Washington .....	2,140	21	80	2,140
Bath <sup>2</sup> .....	Sagadahoc .....	1,500	29	—	†1,500
Beddington .....	Washington .....	1,350	20	—	†1,350
Belfast <sup>3</sup> .....	Waldo .....	700	28	—	†700
Belgrade .....	Kennebec .....	1,800	24	450	1,800
Belmont .....	Waldo .....	1,500	22	347	1,500
Benedicta .....	Aroostook .....	800	23	—	800
Benton .....	Kennebec .....	3,350	21	—	3,350
Berwick .....	York .....	940	18	—	*940
Bethel <sup>4</sup> .....	Oxford .....	3,314	23	—	3,314
Biddeford .....	York .....	1,024	32	—	†1,024
Bigelow Pl. ....	Somerset .....	200	21	—	†200
Bingham .....	Somerset .....	§			
Blaine .....	Aroostook .....	950	22	800	950
Blanchard .....	Piscataquis .....	400	21	—	400
Bluehill .....	Hancock .....	1,800	21	—	1,800
Boothbay .....	Lincoln .....	1,223	22	550	1,223
Boothbay Harbor .....	Lincoln .....	510	28	510	510
Bowdoin .....	Sagadahoc .....	1,250	21	—	1,250
Bowdoinham .....	Sagadahoc .....	1,353	26	198	1,353
Bowerbank .....	Piscataquis .....	800	24	—	800
Bradford .....	Penobscot .....	2,950	24	—	2,950
Bradley .....	Penobscot .....	766	25	—	766
Bremen .....	Lincoln .....	825	23	100	825
Brewer .....	Penobscot .....	850	28	90	*850
Bridgewater <sup>5</sup> .....	Aroostook .....	1,067	22	1,067	1,067
Bridgton .....	Cumberland .....	1,828	27	903	†1,828
Brighton Pl. <sup>6</sup> .....	Somerset .....	750	21	—	750
Bristol .....	Lincoln .....	1,000	21	—	1,000

1 Baldwin: Reinforced concrete bridge, Luten Truss System. Stone masonry abutments; span 19 feet, width 22 feet, height abutments 7 feet. Cost of bridge not included in cost per foot.

2 Bath: 18 inch vitrified clay tile pipe incased in 8 inches of concrete.

3 Belfast: 400 feet of bituminous macadam, 300 feet of plain macadam. Dry stone retaining wall, cost \$75.00.

4 Bethel: Tile side drain; 12 inches diameter, 16 feet long. Existing stone culvert lengthened 10 feet.

5 Bridgewater: Two 12 inch metal culverts laid side by side.

6 Brighton Pl.: \$25.00 of State aid withheld until concrete end walls for metal culverts are finished satisfactorily.

¶ Papers not received. § Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	8	18	\$10 80	\$144 30	\$143 00	\$71 50	-	\$1 30	\$ 34
Bridge.....	-	-	487 37	797 77	800 00	394 17	\$5 83	-	42
Metal.....	24	22	69 80	592 17	600 00	392 17	7 83	-	65
{ Metal.....	18	24	-	-	-	-	-	-	-
{ Metal.....	14	24	74 83	609 85	600 00	400 00	-	9 85	28
Tile.....	18	55	109 10	4,476 83	2,275 00	975 00	-	2201 83	2 98
Metal.....	10	22	44 81	330 81	300 00	200 00	-	30 81	25
Concrete.....	24 x 24	35	221 63	1,850 80	1,812 00	712 00	-	38 80	2 64
{ Metal.....	12	36	-	-	-	-	-	-	-
{ Metal.....	12	24	73 83	708 20	800 00	308 20	91 80	-	39
Stone.....	12 x 12	23	35 00	600 00	600 00	400 00	-	-	40
{ Metal.....	-	44	-	605 82	600 00	400 00	-	5 82	76
{ Metal.....	24	66	194 65	809 43	800 00	400 00	-	9 43	24
Metal.....	-	-	-	894 96	960 00	394 96	65 04	-	95
Metal.....	16	25	31 30	-	-	-	-	-	-
Metal.....	12	34	33 50	917 37	912 00	437 00	-	5 37	28
Metal.....	8	24	21 90	-	-	-	-	-	-
Stone.....	24 x 24	10	27 36	-	-	-	-	-	-
{ Metal.....	-	-	-	3,622 35	2,625 00	1,125 00	-	997 35	3 54
{ Metal.....	12	22	-	-	-	-	-	-	-
{ Metal.....	10	22	38 70	120 15	78 00	39 00	-	42 15	60
Metal.....	12	28	44 98	805 79	800 00	400 00	-	5 79	85
Metal.....	12	22	40 82	306 36	300 00	200 00	-	6 36	77
{ Metal.....	12	22	50 00	-	-	-	-	-	-
{ Metal.....	12	22	-	-	-	-	-	-	-
Stone.....	54 x 48	23	128 75	788 90	800 00	388 90	11 10	-	44
Metal.....	14	26	38 42	800 00	800 00	400 00	-	-	65
Metal.....	36	28	158 95	955 96	960 00	455 96	4 04	-	1 87
Concrete.....	24 x 30	26	133 76	818 84	800 00	400 00	-	18 84	65
.....	-	-	-	848 05	800 00	400 00	-	48 05	63
Metal.....	12	24	19 20	-	-	-	-	-	-
Concrete.....	48 x 60	24	70 19	600 00	600 00	400 00	-	-	75
Metal.....	12	24	54 19	739 06	800 00	337 13	62 87	-	25
Stone.....	18 x 20	28	84 63	-	-	-	-	-	-
Tile.....	12	100	37 29	387 01	400 00	187 01	12 99	-	51
Metal.....	18	28	50 40	-	-	-	-	-	-
Metal.....	12	20	29 55	618 00	600 00	399 07	93	18 00	75
{ Metal.....	-	-	-	1,487 64	1,050 00	450 00	-	437 64	1 75
{ Metal.....	12	24	73 10	821 57	800 00	400 00	-	21 57	77
Metal.....	16	36	52 80	-	-	-	-	-	-
Stone.....	24 x 36	29	45 12	1,166 11	1,138 00	488 00	-	28 11	64
{ Metal.....	10	26	-	-	-	-	-	-	-
{ Metal.....	12	22	91 13	775 90	600 00	375 00	25 00	175 90	1 03
{ Metal.....	10	100	-	-	-	-	-	-	-
{ Metal.....	12	32	115 96	912 03	900 00	450 00	-	12 03	91

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Brooklin	Hancock	980	21	-	980
Brooks	Waldo	1,925	23	1,425	1,925
Brooksville	Hancock	1,050	23	255	1,050
Brookton	Washington	300	23	-	300
Brownfield	Oxford	1,600	23	-	1,600
Brownville	Piscataquis	700	23	150	700
Brunswick <sup>1</sup>	Cumberland	640	21	-	†640
Buckfield	Oxford	810	24	375	810
Bucksport	Hancock	1,358	40	-	1,358
Burlington	Penobscot	742½	20 to 25	231	742½
Burnham	Waldo	2,345	30	-	2,345
Buxton	York	515	22	440	515
Byron <sup>2</sup>	Oxford	1,520	21	-	1,520
C Twp.	Oxford	300	21	-	300
Calais	Washington	800	23	-	*800
Cambridge <sup>3</sup>	Somerset	900	22	290	†900
Camden	Knox	1,000	30	-	1,000
Canaan	Somerset	2,340	24	-	†2,340
Canton	Oxford	566	21	-	566
Cape Elizabeth	Cumberland	§			
Caribou <sup>4</sup>	Aroostook	333	46½	-	*333
Carmel	Penobscot	3,141	32	-	3,141
Carroll	Penobscot	900	22	-	†900
Carrying Place Twp.	Somerset	400	18	-	†400
Carthage	Franklin	1,500	21	-	1,500
Cary Pl.	Aroostook	1,000	24	770	1,000
Casco	Cumberland	2,550	23	350	2,550
Castine	Hancock	2,000	25	-	2,000
Castle Hill	Aroostook	550	23	550	550
Caswell Pl. <sup>5</sup>	Aroostook	1,844	23	649	1,844
Centerville	Washington	6,075	21	-	†6,075
Chapman Pl. <sup>6</sup>	Aroostook	1,200	23	600	1,200
Charleston	Penobscot	600	22	-	600

<sup>1</sup> Brunswick: Contract not completed.

<sup>2</sup> Byron: 85 feet of dry stone retaining wall; 5 feet high, cost \$45.11.

<sup>3</sup> Cambridge: Two 16 inch metal culverts laid side by side.

<sup>4</sup> Caribou: 8 inch tile drain, 66 feet long, with 2 catch basins.

<sup>5</sup> Caswell Pl.: Bridge: stone abutments, plank top, span 10 feet, width 23 feet.

<sup>6</sup> Chapman Pl.: Cost of bridge not included in cost per foot.

§ Laid over.

ROAD WORK IN 1911—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
	Size—inches.	Length—feet.	Cost.						
Stone.....	14 x 17	26	\$56 18						
Stone.....	40 x 60	24	97 63	\$799 58	\$800 00	\$399 58	\$ 42	-	\$ 82
{ Stone.....	24 x 24	28	-						
{ Stone.....	12 x 12	26	76 80						
{ Stone.....	12 x 12	24	21 00	800 34	800 00	400 00	-	\$ 34	42
{ Metal.....	10	23	-						
{ Metal.....	15	24	53 73	427 16	400 00	200 00	-	27 16	41
Metal.....	48"	24	233 50	789 61	600 00	400 00	-	189 61	2 63
Metal.....	-	-	-	800 60	800 00	400 00	-	60	50
Metal.....	16	28	67 02	508 61	500 00	250 00	-	8 61	73
Metal.....	-	-	-	1,461 37	1,750 00	388 33	361 67	-	2 28
Metal.....	12	47	43 40	585 63	500 00	250 00	-	85 63	72
Metal.....	-	-	-	897 84	900 00	447 84	2 16	-	66
Metal.....	-	-	-	627 75	600 00	400 00	-	27 75	85
{ Metal.....	24	24	-						
{ Metal.....	12	24	90 74	403 94	400 00	198 99	1 01	3 94	17
Metal.....	12	26	30 00	440 00	384 00	184 00	-	56 00	85
Metal.....	-	-	-	609 04	600 00	400 00	-	9 04	41
Stone.....	36 x 36	23	25 00						
Stone.....	12 x 12	23	10 00	332 00	332 00	166 00	-	-	1 11
Concrete.....	15	25	45 25						
Concrete.....	30 x 30	25	115 52	955 79	875 00	375 00	-	80 79	1 19
Metal.....	16'	24	102 15	732 04	600 00	400 00	-	132 04	81
{ Metal.....	24	36	-						
{ Metal.....	12	48	328 08	1,588 77	1,487 00	637 00	-	101 77	1 59
{ Metal.....	14	158	-						
Metal.....	18	24	61 32	800 97	800 00	400 00	-	97	34
Metal.....	14	24	26 86	400 00	400 00	200 00	-	-	71
Metal.....	-	-	-	1,406 24	1,312 00	562 00	-	94 24	4 22
{ Metal.....	20	24	-						
{ Metal.....	20	24	148 56	603 61	600 00	300 00	-	3 61	19
Metal.....	-	-	-	650 75	600 00	400 00	-	50 75	72
Metal.....	-	-	-	116 00	117 00	57 50	1 00	-	29
{ Stone.....	20 x 20	24	-						
{ Stone.....	16 x 16	24	83 45	598 90	600 00	395 55	4 45	-	40
{ Metal.....	10	22	46 30	792 20	600 00	400 00	-	192 20	79
{ Stone.....	18 x 24	29	30 00						
{ Stone.....	18 x 24	29	30 00						
{ Stone.....	18 x 24	29	30 00	800 00	800 00	400 00	-	-	31
{ Stone.....	18 x 24	29	30 00						
Metal.....	12	52	70 00						
Concrete.....	20 x 48	23	110 00	818 03	800 00	400 00	-	18 03	41
Concrete.....	-	-	-	294 00	300 00	142 08	57 92	-	53
Metal.....	16	26	69 27						
Bridge.....	-	-	103 75	743 31	600 00	400 00	-	143 31	35
{ Metal.....	10	22	-						
{ Metal.....	10	22	66 60	566 02	600 00	366 02	33 98	-	09
{ Metal.....	16	24	-						
Stone.....	24 x 24	26	77 63	600 00	600 00	400 00	-	-	50
Stone.....	-	-	-	409 62	400 00	200 00	-	9 62	68

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Charlotte.....	Washington....	1,529	22	20	1,529
Chelsea.....	Kennebec.....	900	21	200	900
Cherryfield.....	Washington....	1,100	23	—	1,100
Chesterville.....	Franklin.....	565	22	—	†565
China.....	Kennebec.....	3,150	21 to 23	—	†3,150
Clifton.....	Penobscot.....	850	24	489	850
Clinton.....	Kennebec.....	2,700	21	550	2,700
Columbia.....	Washington....	2,500	21	—	2,500
Columbia Falls.....	Washington....	1,900	23	—	1,900
Connor Pl.....	Aroostook.....	1,200	21	500	1,200
Cooper.....	Washington....	1,225	21	—	1,225
Coplin Pl.....	Franklin.....	1,900	22	—	1,900
Corinna.....	Penobscot.....	1,582	34	1,582	†1,582
Cornish.....	York.....	1,400	23	—	1,400
Cornville.....	Somerset.....	600	20	511½	†600
Crawford.....	Washington....	1,325	21	—	1,325
Crockertown Twp. 4,R.2	Franklin.....	400	21	—	400
Crystal <sup>1</sup> .....	Aroostook.....	1,250	23	800	1,250
Cumberland <sup>2</sup> .....	Cumberland....	1,500	23	900	1,500
Cushing.....	Knox.....	770	22	770	770
Cutler.....	Washington....	§			
Cyr Pl.....	Aroostook.....	2,000	25	—	†2,000
Dallas Pl. <sup>3</sup> .....	Franklin.....	300	24	—	300
Damariscotta.....	Lincoln.....	§			
Danforth <sup>4</sup> .....	Washington....	980	24	350	980
Dayton.....	York.....	1,200	23	—	1,200
Dead River Pl.....	Somerset.....	1,368	22	—	1,368
Dedham.....	Hancock.....	431	23	360	431
Deer Isle <sup>5</sup> .....	Hancock.....	1,200	30	400	1,200
Deumark.....	Oxford.....	1,950	21	150	†1,950

1 Crystal: Bridge; span 6 feet, width 22 feet, height of abutments 5 feet. Cement stone abutments, concrete slab top, reinforced with Luten trusses.

2 Cumberland: Existing stone culvert repaired and lengthened.

3 Dallas Pl.: Bridge; cement stone abutments, stone cover, span 8 feet, width 30 feet, height of abutments 8 feet. Cost of bridge not included in cost per foot.

4 Danforth: Bridge; span 8 feet, height 4½ feet, width 27 feet. Cement stone abutments and wing walls. Concrete slab top reinforced with 18 Luten trusses. Cost of bridge not included in cost per foot.

5 Deer Isle: Stone culvert lengthened 6 feet.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	10	22	\$19 92	\$609 55	\$600 00	\$400 00	-	\$ 9 55	\$ 40
{ Metal.....	24	24							
{ Metal.....	16	26	92 00	438 62	400 00	200 00	-	38 62	49
{ Metal.....	12	26							
{ Metal.....	16	26	72 58	425 25	400 00	200 00	-	25 25	39
{ Metal.....	10	24							
{ Metal.....	12	24	45 64						
Stone.....	24 x 30	25	153 31	399 24	400 00	198 96	\$1 04	-	71
{ Metal.....	18	22							
{ Metal.....	14	22	132 42	811 06	800 00	400 00	-	11 06	26
{ Metal.....	12	22							
Stone.....	18 x 24	25	28 00	694 84	450 00	300 00	-	244 84	82
{ Metal.....	20	22							
{ Metal.....	20	22							
{ Metal.....	18	22	187 35	594 00	594 00	297 00	-	-	22
{ Metal.....	18	22							
{ Metal.....	12	22							
{ Metal.....	16	26							
{ Metal.....	16	26	136 54	611 23	600 00	400 00	-	11 23	24
{ Metal.....	16	26							
Stone.....	24 x 48	24	117 20						
Metal.....	10	24	34 00	660 99	600 00	400 00	-	60 99	35
Concrete.....	18 x 20	26	77 83	611 93	600 00	400 00	-	11 93	51
Metal.....	24	24	48 73	615 50	600 00	400 00	-	15 50	50
.....	-	-	-	581 68	600 00	381 68	18 32	-	31
Metal.....	18	23	166 54	735 07	800 00	335 07	64 93	-	47
Stone.....	18 x 24	30	25 00	800 66	800 00	400 00	-	66	57
Metal.....	16	22	41 38	443 88	400 00	200 00	-	43 88	74
Stone.....	24 x 24	22	34 30	601 19	600 00	400 00	-	1 19	45
.....	-	-	-	99 95	106 00	46 95	6 05	-	25
Bridge.....	-	-	114 08	602 93	600 00	400 00	-	2 93	48
Metal.....	12	26	27 30						
Stone.....	-	-	12 40	1,271 15	960 00	460 00	-	311 15	84
Metal.....	16	24	32 62	604 91	600 00	400 00	-	4 91	79
{ Metal.....	12	26							
{ Metal.....	12	26	84 10	309 35	300 00	200 00	-	9 35	15
Bridge.....	-	-	345 63	*601 51	600 00	400 00	-	1 51	85
Bridge.....	-	-	375 22	839 48	800 00	400 00	-	39 48	47
{ Metal.....	12	31							
{ Metal.....	12	31	57 45	809 28	800 00	400 00	-	9 28	67
.....	-	-	-	596 28	600 00	380 54	19 46	-	44
Stone.....	48 x 48	25	168 63	562 90	450 00	300 00	-	112 90	1 31
Stone.....	24 x 24	27	57 44						67
Stone.....	18 x 18	6	17 00	800 00	800 00	400 00	-	-	40
Metal.....	12	27	45 89	778 73	800 00	378 73	21 27	-	67

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Dennistown Pl. ....	Somerset .....	500	18	—	500
Dennysville .....	Washington .....	742	21	—	742
Detroit .....	Somerset .....	700	32	700	700
Dexter <sup>1</sup> .....	Penobscot .....	1,400	32	350	1,400
Dixfield .....	Oxford .....	\$			
Dixmont .....	Penobscot .....	954	28	825	954
Dover .....	Piscataquis .....	2,343	21	2,343	†2,343
Dresden .....	Lincoln .....	1,300	25	—	1,300
Drew Pl. ....	Penobscot .....	1,175	24	—	1,175
Durham .....	Androscoggin ..	1,095	18	—	1,095
Dyer Brook .....	Aroostook .....	2,000	20	500	†2,000
Eagle Lake Pl. ....	Aroostook .....	1,400	21	550	1,400
Eastbrook .....	Hancock .....	700	24	—	700
East Livermore .....	Androscoggin ..	750	26	—	†750
East Machias .....	Washington .....	1,200	21	—	1,200
East Millinocket <sup>2</sup> .....	Penobscot .....	1,394	24½	—	1,394
Easton .....	Aroostook .....	4,280	22	1,480	†4,280
Eastport .....	Washington .....	1,844	22	—	1,844
Eddington .....	Penobscot .....	1,963½	32	280½	*1,963½
Eden <sup>3</sup> .....	Hancock .....	700	24	150	*700
Edgecomb .....	Lincoln .....	1,000	25	100	1,000
Edinburg .....	Penobscot .....	6,200	22	144	†6,200
Edmunds .....	Washington .....	500	21	—	500
Eliot .....	York .....	1,650	21	—	1,650
Embden .....	Somerset .....	700	21	140	700
Enfield .....	Penobscot .....	325	25	—	325
Etna .....	Penobscot .....	1,500	30	600	1,500

<sup>1</sup> Dexter: 10 driveway culverts, 16 feet long by 10 inches diameter. Cement catch basin. Cost of culverts and catch basin \$161.68.

<sup>2</sup> East Millinocket: Reinforced concrete bridge; span 7½ feet, width 30 feet, height of abutments 8 feet. Cost of bridge not included in cost per foot.

<sup>3</sup> Eden: 556 feet of side ditch 3 feet wide blasted through ledge and provided with vitrified drain pipe and catch basins. Cost \$1,357.34.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost.	Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.							
Metal	8	18								
Metal	8	18	\$21 60	\$168 85	\$132 00	\$ 66 00			\$36 85	\$ 34
Metal	16	28	31 12	626 85	600 00	400 00			26 85	84
Metal	18	32	71 99	621 14	600 00	390 55	\$ 9 45		21 14	89
	-	-	-	1,105 00	1,080 00	480 00	-		25 00	79
Stone	36 x 36	28	32 50							
Stone	24 x 24	28	30 15	354 61	200 00	48 41	51 59		154 61	37
Metal	12	88								
Metal	8	30	119 52	980 32	960 00	460 00	-		20 32	42
Tile	6	34								
Metal	14	26								
Metal	12	26								
Metal	12	26	265 48	802 89	800 00	400 00	-		2 89	62
Metal	12	26								
Metal	10	26								
Metal	8	16								
Metal	24	24	73 40	607 74	600 00	400 00	-		7 74	52
	-	-	-	405 02	400 00	200 00	-		5 02	37
Concrete	30 x 36	24	120 00							
Concrete	18 x 36	24	75 00	590 00	600 00	390 00	10 00		-	24
Metal	16	22	50 07							
Metal	18	22	59 37	787 48	800 00	387 48	12 52		-	56
	-	-	-	160 49	150 00	97 98	2 02		-	23
	-	-	-	1,621 35	1,080 00	480 00	-		541 35	2 16
Metal	16	24								
Metal	8	24	56 70	387 21	400 00	187 21	12 79		-	32
Bridge	-	-	403 61	1,330 21	800 00	400 00	-		530 21	66
Metal	16	24								
Metal	16	24	48 00							
Metal	12	26	20 80	845 87	800 00	400 00	-		45 87	20
Metal	12	24	19 20							
Metal	12	24								
Metal	16	24	148 39	1,175 15	1,138 00	488 00	-		37 15	64
Metal	18	24								
Stone	16 x 16	30								
Stone	16 x 16	30	57 20	675 80	600 00	400 00	-		75 80	34
	-	-	-	3,290 28	1,895 00	812 00	-		1395 28	4 70
Metal	16"	26	43 10	375 85	400 00	175 82	24 18		-	37
Metal	8	22								
Metal	8	22								
Metal	8	22								
Metal	8	22	180 03							
Metal	8	22		545 16	450 00	258 23	41 77		-	09
Metal	10	22								
Metal	16	22								
Stone	24 x 36	22	68 75							
Concrete	36 x 42	24	160 00	689 27	600 00	400 00	-		89 27	1 38
Metal	12	28	29 52	825 97	800 00	400 00	-		25 97	50
	-	-	-	400 51	400 00	200 00	-		51	67
Stone	36 x 36	27	173 27	845 96	800 00	400 00	-		45 96	2 60
Stone	12	66	85 08	597 14	600 00	397 14	2 86		-	40



## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Eustis.....	Franklin.....	900	24 to 36	—	900
Exeter.....	Penobscot.....	1,492	28	1,042	†1,492
Fairfield.....	Somerset.....	650	23	—	650
Falmouth.....	Cumberland...	1,500	23	500	1,500
Farmingdale <sup>1</sup> .....	Kennebec.....	2,300	23	—	2,300
Farmington.....	Franklin.....	1,350	23	1,100	1,350
Fayette.....	Kennebec.....	1,150	24	900	1,150
Flagstaff Pl. <sup>2</sup> .....	Somerset.....	—	—	—	—
Fort Kent.....	Aroostook.....	2,200	23	—	2,200
Foxcroft.....	Piscataquis...	600	24	—	*600
Franklin.....	Hancock.....	1,500	21	600	1,500
Freedom.....	Waldo.....	925	24	825	†925
Freeman.....	Franklin.....	1,200	23	247½	1200
Freeport <sup>3</sup> .....	Cumberland...	900	30	500	900
Friendship.....	Knox.....	962	21	620	962
Fryeburg.....	Oxford.....	1,450	21	—	1,450
Gardiner.....	Kennebec.....	§	22	500	†1,000
Garland.....	Penobscot.....	1,000	22	—	—
Georgetown.....	Sagadahoc.....	500	21	450	500
Gilead.....	Oxford.....	400	21	—	†400
Glenburn.....	Penobscot.....	1,000	23	1,000	1,000
Gorham.....	Cumberland...	2,050	23	450	2,050
Gouldsboro.....	Hancock.....	1,000	21	—	1,000
Grafton.....	Oxford.....	1,100	21	—	1,100
Grand Isle.....	Aroostook.....	§	—	—	—
Gray <sup>4</sup> .....	Cumberland...	1,100	21	—	1,100
Greenbush.....	Penobscot.....	1,035	24	—	1,035
Greene.....	Androsoggin...	2,495	28	—	2,495
Greenfield.....	Oxford.....	1,880	23	1,080	1,880
Greenville <sup>5</sup> .....	Piscataquis...	600	33	—	600
Greenwood.....	Oxford.....	512	22	—	†512
Guilford.....	Piscataquis...	1,100	21	470	1,100
Hallowell <sup>6</sup> .....	Kennebec.....	500	20	—	*500

<sup>1</sup> Farmingdale: Expended joint funds for 1909, 1910 and 1911 together. Length of culverts not given.

<sup>2</sup> Flagstaff Pl.: No road built. Expended money for culverts.

<sup>3</sup> Freeport: 350 feet of 10 inch iron pipe for outlet to 3 catch basins.

<sup>4</sup> Gray: Bridge; span 20 feet, width 24 feet, abutments 12 feet high, plank top. Stone abutments laid in cement and provided with wing walls. Cost of bridge not included in cost per foot.

<sup>5</sup> Greenville: Reinforced arched concrete bridge; width 33 feet, span 8 feet, height abutments, 33 inches. Cost of bridge not included in cost per foot.

<sup>6</sup> Hallowell: Concrete retaining wall; 10 feet long, 6½ feet high, 20 inches thick. Cost \$32.00.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Concrete.....	72 x 72	24	115 33	\$404 12 797 78 1,549 41	\$ 400 00 800 00 1,138 00	\$200 00 397 78 488 00	\$ 22	\$4 12 - 411 41	\$ 45 53 2 38
Metal.....	16	28	36 50						
Stone.....	24 x 24	28	46 50	969 00	900 00	400 00	-	69 00	65
Stone.....	18 x 22	28	31 35						
Tile.....	12	30	61 90	2,343 81	2,349 00	394 81	5 19	-	1 02
Metal.....	8	34	20 10	1,225 00	1,225 00	525 00	-	-	91
{ Metal.....	16	24							
{ Metal.....	18	24	71 40	629 33	600 00	300 00	-	29 33	55
{ Metal.....	12	24							
{ Metal.....	16	34							
{ Metal.....	12	22	130 91	130 91	80 00	40 00	-	50 91	-
{ Metal.....	10	22							
Metal.....	14	23	27 70						
Metal.....	12	23	23 61	875 56	800 00	400 00	-	75 56	40
Metal.....	16	28	34 98	1,023 59	900 00	450 00	-	123 59	1 71
{ Stone.....	18 x 18	34							
{ Stone.....	24 x 36	28	124 10	800 86	800 00	400 00	-	86	53
Metal.....	24	24	77 52	603 20	600 00	400 00	-	3 20	65
{ Metal.....	36	24							
{ Metal.....	36	24	252 88	601 53	600 00	400 00	-	1 53	50
Metal.....	10	25	32 00	1,241 00	1,017 00	467 00	-	224 00	1 38
Metal.....	-	-	-	786 09	800 00	386 09	13 91	-	82
.....	-	-	-	900 72	900 00	448 54	1 46	-	62
.....	-	-	-	352 00	400 00	152 00	48 00	-	35
{ Metal.....	10	23							
{ Metal.....	8	23	64 92	599 62	600 00	299 62	38	-	1 20
Metal.....	16	50	52 75	300 00	300 00	196 76	3 24	-	75
Metal.....	16	50	52 75	599 43	600 00	399 43	57	-	60
Metal.....	18	28	65 00						
Concrete.....	24 x 36	28	75 00	1,220 39	1,138 00	452 61	35 39	-	60
Stone.....	36 x 48	24	61 77	781 75	800 00	381 75	18 25	-	78
Metal.....	8	30	25 58						
Stone.....	48 x 48	42	200 22	603 30	600 00	400 00	-	3 30	55
Bridge.....	-	-	453 18	947 08	800 00	400 00	-	147 08	45
Concrete.....	20 x 24	22	146 08	646 81	600 00	400 00	-	46 81	62
.....	-	-	-	422 35	400 00	200 00	-	22 35	17
.....	-	-	-	604 10	600 00	400 00	-	4 10	32
Metal.....	12	130	132 45						
Bridge.....	-	-	325 31	1,057 01	800 00	400 00	-	257 01	1 22
Metal.....	16	24	40 15	651 74	600 00	400 00	-	51 74	1 27
Metal.....	16	26							
Metal.....	16	26	118 27	801 40	800 00	400 00	-	1 40	73
Metal.....	-	-	-	1,080 00	1,080 00	480 00	-	-	2 16

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Hamlin Pl. ....	Aroostook .....	\$			
Hammond Pl. ....	Aroostook .....	450	21	240	450
Hampden .....	Penobscot .....	1,815	23	-	1,815
Hancock <sup>1</sup> .....	Hancock .....	1,050	21	435	1,050
Hanover <sup>2</sup> .....	Oxford .....	1,266	21	-	1,266
Harmony .....	Somerset .....	615	23	170	†615
Harpswell <sup>3</sup> .....	Cumberland ...	1,950	21	-	1,950
Harrington .....	Washington ...	425	22	425	425
Harrison .....	Cumberland ...	2,150	23	-	†2,150
Hartford .....	Oxford .....	1,682	21	829	†1,682
Hartland .....	Somerset .....	1,485	21	1,485	†1,485
Haynesville .....	Aroostook .....	1,725	22	-	1,725
Hebron .....	Oxford .....	320	22	175	320
Hermon .....	Penobscot .....	2,230	21	-	2,230
Hersey .....	Aroostook .....	1,900	25	-	1,900
Highland Pl. ....	Somerset .....	600	18	-	600
Hiram .....	Oxford .....	¶			
Hodgdon .....	Aroostook .....	800	21	800	800
Holden .....	Penobscot .....	1,400	21	300	1,400
Hollis .....	York .....	1,000	24	920	1,000
Hope .....	Knox .....	492	21	492	†492
Houlton .....	Aroostook .....	1,700	22	290	*1,700
Howland <sup>4</sup> .....	Penobscot .....	-	-	-	-
Hudson .....	Penobscot .....	750	24	-	750
Industry .....	Franklin .....	2,200	23	-	†2,200
Island Falls .....	Aroostook .....	1,800	23	400	1,800
Isle an Haut .....	Hancock .....	500	18	300	500
Islesboro .....	Waldo .....	700	23	180	700
Jackman Pl. ....	Somerset .....	1,000	21	-	1,000
Jackson <sup>5</sup> .....	Waldo .....	483½	21	84	483½

1 Hancock: Concrete culverts, have stone covers.

2 Hanover: Existing stone culvert lengthened 6 feet. Size not reported.

3 Harpswell: \$25.00 held back to insure completion of end walls for 12 inch culvert. The unexpended balance of \$29.37 will be paid when end walls are completed.

4 Howland: Concrete bridge reinforced with Luten trusses; span 18 feet, width 20 feet, concrete abutments 8 feet high, wing walls of concrete.

5 Jackson: Bridge; stone abutments, wood top, span 37½ feet, width 21 feet, abutments 10 feet high. Cost of bridge not included in cost per foot.

§ Laid over.

¶ Papers not received.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	16	28	\$29 60	\$122 22 1,023 41	\$120 00 900 00	\$60 00 450 00	-	\$ 2 22 123 41	\$ 27 56
Concrete.....	24 x 24	25	55 12	821 33	800 00	400 00	-	21 33	78
Concrete.....	24 x 24	27	70 14	596 60	600 00	396 60	\$3 40	-	47
Stone.....	-	-	25 00	651 17	800 00	251 17	148 83	-	1 06
Metal.....	12	32	32 45	-	-	-	-	-	-
Metal.....	16	26	41 70	920 77	900 00	420 63	29 37	-	47
Metal.....	12	24	21 20	383 83	400 00	145 82	54 18	-	90
Stone.....	24 x 24	24	29 50	857 48	800 00	400 00	-	57 48	40
Metal.....	24	31	83 00	802 64	800 00	400 00	-	2 64	48
Metal.....	12	22	17 80	529 08	600 00	211 16	88 84	-	36
Metal.....	18	22	50 75	600 56	600 00	400 00	-	56	35
Metal.....	-	-	-	202 82	200 00	100 00	-	2 82	63
Metal.....	30	28	-	844 77	800 00	400 00	-	44 77	38
Metal.....	18	28	209 77	-	-	-	-	-	-
Metal.....	18	28	-	-	-	-	-	-	-
Stone.....	24 x 36	28	30 30	617 88	600 00	400 00	-	17 88	33
Stone.....	18 x 24	28	13 00	-	-	-	-	-	-
Metal.....	20	20	55 80	345 61	99 00	49 50	-	246 61	58
Metal.....	12	16	-	-	-	-	-	-	-
Metal.....	10	24	71 30	760 03	800 00	360 03	39 97	-	95
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	24	33 00	649 53	600 00	400 00	-	49 53	46
Stone.....	36 x 48	26	78 37	829 70	800 00	400 00	-	29 70	83
Metal.....	12	28	39 66	344 51	400 00	142 97	57 03	-	70
Metal.....	-	-	-	-	-	-	-	-	-
Metal.....	12	28	74 00	2792 10	1750 00	750 00	-	1042 10	1 64
Metal.....	12	28	152 60	1,037 84	800 00	400 00	-	237 84	-
Concrete.....	48 x 48	28	1,037 84	1,620 92	600 00	400 00	-	20 92	83
Bridge.....	-	-	35 73	-	-	-	-	-	-
Metal.....	12	24	-	-	-	-	-	-	-
Stone.....	18 x 24	26	144 00	605 98	600 00	400 00	-	5 98	27
Stone.....	18 x 24	26	-	-	-	-	-	-	-
Stone.....	18 x 24	26	-	-	-	-	-	-	-
Metal.....	10	23	64 25	841 42	800 00	400 00	-	41 42	47
Metal.....	10	23	-	-	-	-	-	-	-
Metal.....	10	23	-	-	-	-	-	-	-
Metal.....	48	18	111 04	602 47	600 00	400 00	-	2 47	1 20
Stone.....	18 x 18	23	15 00	601 17	600 00	300 00	-	1 17	86
Metal.....	12	18	-	-	-	-	-	-	-
Metal.....	8	20	26 40	238 00	220 00	110 00	-	18 00	24
Bridge.....	-	-	255 94	594 97	600 00	394 80	5 20	-	70

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Jay.....	Franklin.....	75	21	-	75
Jefferson.....	Lincoln.....				
Jerusalem Twp.....	Franklin.....				
Johnson Mt. Twp.....	Somerset.....	200	18	-	200
Jonesboro.....	Washington.....	4,200	21	-	4,200
Jonesport.....	Washington.....	900	21	-	900
Kenduskeag.....	Penobscot.....	780	28	-	780
Kennebunk.....	York.....	4,135	21 to 25	2,200	4,135
Kennebunkport <sup>1</sup> .....	York.....	1,508	21	450	1,508
Kingfield.....	Franklin.....	3,000	24	-	3,000
Kingman <sup>2</sup> .....	Penobscot.....	1,250	26	600	1,250
Kittery.....	York.....	550	21	400	*550
Knox.....	Waldo.....	1,000	22	-	1,000
Lagrange.....	Penobscot.....	1,900	21	500	1,900
Lakeville Pl.....	Penobscot.....	1,400	23	-	1,400
Lamoine.....	Hancock.....	835	24	-	835
Lang Pl.....	Franklin.....	1,050	23	200	1,050
Lebanon.....	York.....	1,015	25	1,015	1,015
Lee.....	Penobscot.....	1,060	24	-	1,060
Leeds.....	Androscooggin.....	1,000	21	375	1,000
Letter E Twp.....	Franklin.....	50	23	-	50
Levant <sup>3</sup> .....	Penobscot.....	3,000	24	-	3,000
Lewiston.....	Androscooggin.....	1,100	43	-	1,100
Lexington Pl.....	Somerset.....	780	23	-	780
Liberty.....	Waldo.....	650	22	360	650
Limerick.....	York.....	1,800	23	600	1,800
Limestone.....	Aroostook.....	600	27	-	600
Limington.....	York.....	885	21	-	885
Lincoln.....	Penobscot.....	1,600	27	1,600	1,600
Lincoln Pl.....	Oxford.....	965	21	965	965

<sup>1</sup> Kennebunkport: Expended joint funds for 1910 and 1911 together. Cost of culverts not given.

<sup>2</sup> Kingman: Expended 1909 and 1910 joint funds together, amount \$918.75. Amount of 1909 and 1910 aid approved, \$591.25. 1911 joint fund of \$600 laid over. Cost of culverts not shown.

<sup>3</sup> Levant: Length of culvert not given.

¶ Work not completed.

ROAD WORK IN 1911—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
	Size— inches.	Length— feet.	Cost.						
.....	-	-	-	\$83 52	\$83 00	\$41 50	-	\$ 52	\$1 11
Metal.....	12	18	\$14 40						
Metal.....	8	16		113 20	80 00	40 00	-	33 20	57
Metal.....	8	16	28 80						
Metal.....	8	16							
Metal.....	8	22							
Metal.....	8	22	67 25	603 45	600 00	397 71	\$2 29	-	14
Metal.....	16	22	46 53	798 08	800 00	390 66	9 34	-	89
.....	-	-	-	628 23	600 00	400 00	-	28 23	81
Metal.....	16	34	55 21						
Stone.....	18 x 24	36	50 00	2,221 16	1,487 00	637 00	-	734 16	54
Stone.....	24 x 24	36	60 00						
Metal.....	12	26							
Metal.....	12	26	-	2,125 00	2,160 00	445 00	35 00	-	1 41
Metal.....	12	30							
Metal.....	10	24							
Metal.....	10	24							
Metal.....	8	24	93 45	819 79	800 00	400 00	-	19 79	27
Metal.....	12	24							
Metal.....	12	26							
Metal.....	12	26							
Metal.....	-	-	-	933 69	918 75	-	-	14 94	75
.....	-	-	-	1,016 57	960 00	460 00	-	56 57	1 85
Concrete.....	18 x 18	24	35 96	312 50	300 00	200 00	-	12 50	31
Metal.....	16	24							
Metal.....	16	24	88 23	798 53	800 00	398 53	1 47	-	42
Metal.....	10	26							
Metal.....	24	40	137 45	600 00	600 00	400 00	-	-	43
Concrete.....	24 x 48	24							
Concrete.....	30 x 30	25	263 34	621 18	600 00	400 00	-	21 18	74
Metal.....	8	24							
Metal.....	12	24	56 10	301 66	300 00	200 00	-	1 66	29
.....	-	-	-	803 52	800 00	400 00	-	3 52	79
Metal.....	12	24		162 61	96 00	64 00	-	66 61	15
Metal.....	10	24	56 65	400 45	400 00	200 00	-	45	40
.....	-	-	-	45 52	40 00	20 00	-	5 52	90
Metal.....	18	-	50 66	610 62	800 00	210 18	189 82	-	20
Metal.....	12	23	35 02	4,102 46	4,025 00	1,725 00	-	77 46	3 73
.....	-	-	-	282 10	300 00	182 10	17 90	-	36
Stone.....	36 x 42	24	66 25	466 41	400 00	200 00	-	66 41	72
.....	-	-	-	792 67	800 00	392 67	7 33	-	44
Concrete.....	36 x 42	27	179 04	407 34	400 00	200 00	-	7 34	68
Stone.....	24 x 36	24	28 50	400 00	400 00	200 00	-	-	45
Concrete.....	24 x 30	25	30 37	834 65	800 00	400 00	-	34 65	52
.....	-	-	-	629 80	600 00	400 00	-	29 80	65

## TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Lincolntonville <sup>1</sup> . . . . .	Waldo . . . . .	225	25	—	†225
Linneus . . . . .	Aroostook . . . . .	1,250	21	1,250	1,250
Lisbon <sup>2</sup> . . . . .	Androscoggin . . . . .	1,350	21	—	1,350
Litchfield . . . . .	Kennebec . . . . .	1,100	28	1,050	1,100
Littleton . . . . .	Aroostook . . . . .	950	21	250	950
Livermore . . . . .	Androscoggin . . . . .	2,730	21	—	2,730
Lovell . . . . .	Oxford . . . . .	1,732	21	825	1,732
Lovell . . . . .	Penobscot . . . . .	770	24	480	770
Lubec . . . . .	Washington . . . . .	2,951	22	300	2,951
Ludlow . . . . .	Aroostook . . . . .	600	21	200	600
Lyman . . . . .	York . . . . .	1,525	27	400	1,525
Machias . . . . .	Washington . . . . .	3,450	21	—	3,450
Machiasport . . . . .	Washington . . . . .	1,500	18	—	1,500
Macwahoc Pl. . . . .	Aroostook . . . . .	3,000	20	—	†3,000
Madawaska . . . . .	Aroostook . . . . .	§			
Madison . . . . .	Somerset . . . . .	270	49	—	†270
Madrid . . . . .	Franklin . . . . .	2,920	21	—	2,920
Magalloway Pl. . . . .	Oxford . . . . .	970	21	—	970
Manchester . . . . .	Kennebec . . . . .	1,300	26	510	†1,300
Mapleton <sup>3</sup> . . . . .	Aroostook . . . . .	725	23	250	725
Marion . . . . .	Washington . . . . .	§			
Marshfield . . . . .	Washington . . . . .	800	21	—	800
Mars Hill <sup>4</sup> . . . . .	Aroostook . . . . .	—	—	—	—
Masardis . . . . .	Aroostook . . . . .	250	30	—	†250
Mason <sup>5</sup> . . . . .	Oxford . . . . .	428	21	—	†428
Mattawamkeag . . . . .	Penobscot . . . . .	1,650	25	—	1,650
Maxfield <sup>6</sup> . . . . .	Penobscot . . . . .	—	—	—	—

<sup>1</sup> Lincolntonville: Expended joint funds for 1910 and 1911 together. 175 feet of case wall built of split stone. Cost \$416.52, not included in cost per foot.

<sup>2</sup> Lisbon: Bridge; span 20 feet, width 20 feet, stone abutments, steel I beams and concrete floor. Cost of bridge not included in cost per foot.

<sup>3</sup> Mapleton: 130 feet of concrete retaining wall built from 3 to 7 feet high.

<sup>4</sup> Mars Hill: Reinforced, arched concrete bridge; span 66 feet, width 22 feet. Expended joint funds for 1910 and 1911 together.

<sup>5</sup> Mason: Existing stone culvert lengthened.

<sup>6</sup> Maxfield: Bridge; span 20 feet, width 22 feet, height 6 feet, cement stone abutments and wing walls, plank top.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost.	Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.								
Concrete.	12 x 12	24	-	\$ 809 90	\$800 00	\$200 00	-	\$9 90	\$1 75	
Concrete.	18 x 20	24	\$95 00	803 28	800 00	400 00	-	3 28	64	
Concrete.	18 x 20	24	-	-	-	-	-	-	-	
Bridge.	-	-	557 45	1,880 97	1,400 00	600 00	-	480 97	98	
Metal.	60	22	-	-	-	-	-	-	-	
Metal.	14	50	222 75	761 08	750 00	375 00	-	11 08	69	
Metal.	42	-	76 75	-	-	-	-	-	-	
Metal.	8	40	28 00	851 80	800 00	400 00	-	51 80	90	
Metal.	12	24	-	-	-	-	-	-	-	
Metal.	10	24	38 00	-	-	-	-	-	-	
Stone.	30 x 36	24	20 00	602 64	600 00	300 00	-	2 64	22	
Metal.	16	24	24 00	767 89	800 00	367 89	\$32 11	-	44	
Stone.	24 x 48	25	113 00	638 69	600 00	400 00	-	38 69	83	
Concrete.	12 x 14	25	34 11	-	-	-	-	-	-	
Concrete.	8 x 8	25	18 05	899 94	900 00	449 94	06	-	31	
-	-	-	-	674 27	600 00	400 00	-	74 27	1 12	
Metal.	12	30	-	-	-	-	-	-	-	
Metal.	12	30	70 00	-	-	-	-	-	-	
Stone.	24 x 24	30	40 00	845 41	800 00	400 00	-	45 41	55	
Metal.	10	24	-	-	-	-	-	-	-	
Metal.	16	26	103 20	891 52	900 00	441 52	8 48	-	26	
Metal.	16	22	-	-	-	-	-	-	-	
Metal.	12	22	-	-	-	-	-	-	-	
Metal.	12	22	127 10	599 97	600 00	397 87	2 13	-	40	
Metal.	8	22	-	-	-	-	-	-	-	
Stone.	12 x 12	22	22 25	-	-	-	-	-	-	
Stone.	36 x 30	22	36 25	609 50	600 00	400 00	-	9 50	20	
Stone.	24 x 24	21	25 00	1,492 31	1,312 00	562 00	-	180 31	5 53	
Metal.	24 x 12	24	33 25	812 50	800 00	400 00	-	12 50	84	
Concrete.	24 x 26	28	215 05	1,057 22	800 00	400 00	89 12	257 22	1 46	
Metal.	16	22	-	-	-	-	-	-	-	
Metal.	12	22	127 58	470 88	600 00	270 88	129 12	-	59	
Metal.	10	22	-	-	-	-	-	-	-	
Bridge.	-	-	-	4,297 90	900 00	450 00	-	3,397 90	-	
Stone.	36 x 48	32	80 00	300 36	300 00	199 97	03	-	1 20	
Stone.	24 x 24	21	7 00	313 12	300 00	200 00	-	13 12	73	
Metal.	12	26	-	-	-	-	-	-	-	
Metal.	12	26	-	-	-	-	-	-	-	
Metal.	10	26	122 10	612 09	600 00	400 00	-	12 09	37	
Metal.	10	26	-	-	-	-	-	-	-	
Metal.	14	24	21 60	-	-	-	-	-	-	
Bridge.	-	-	284 71	306 31	300 00	200 00	-	6 31	-	



## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	“V” drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Mayfield Pl. <sup>1</sup>	Somerset	60	20	—	†60
Mechanic Falls	Androscoggin	950	21 to 23	—	950
Meddybemps	Washington	2,800	24	—	†2,800
Medford	Piscataquis	730	24	700	730
Medway	Penobscot	1,666½	21	346½	1,666½
Mercer	Somerset	1,680	21	775	1,680
Merrill	Aroostook	1,200	30	200	†1,200
Mexico	Oxford	2,300	21	—	2,300
Milbridge	Washington	1,900	21	—	1,900
Milford	Penobscot	750	33	—	750
Millinocket	Penobscot	1,280	30	—	1,280
Milo	Piscataquis	1,540	30	200	1,540
Milton Pl.	Oxford	247½	23	247½	247½
Minot <sup>2</sup>	Androscoggin	—	—	—	—
Monmouth	Kennebec	1,030	30	1,030	1,030
Monroe	Waldo	1,600	21	—	1,600
Monson <sup>3</sup>	Piscataquis	400	33	315	†400
Monticello	Aroostook	975	26	250	975
Montville	Waldo	1,025	21	625	1,025
Moose River Pl.	Somerset	627	21	—	627
Moro Pl.	Aroostook	900	23	—	900
Morrill <sup>4</sup>	Waldo	1,400	21	—	†1,400
Moxie Gore	Somerset	1,500	16	—	1,500
Mt. Chase	Penobscot	1,150	23	90	1,150
Mt. Desert	Hancock	¶			
Mt. Vernon	Kennebec	2,250	22	—	2,250
Naples	Cumberland	282	23	—	282

1 Mayfield Pl.: Cost of culvert not included in cost per foot.

2 Minot: Expended joint funds for 1910 and 1911 together. Work consisted in grading and putting in culverts on a new right of way. Work to be continued and finished in 1912.

3 Monson: Bridge; span 6 feet, width 33 feet, height of abutments 8 feet, cement stone abutments and stone cover. Cost of bridge not included in cost per foot.

4 Morrill: Work not accepted. \$150.00 of State aid held back to insure satisfactory completion.

¶ Work not completed.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	36	20	\$74 18	\$170 18	\$105 00	\$52 50	-	\$65 18	\$1 60
Metal.....	20	26	35 10				-		
Metal.....	12	24	19 20	934 58	900 00	450 00	-	34 58	98
{ Metal.....	20	24	-				-		
{ Metal.....	12	24	78 80	642 58	600 00	400 00	-	42 58	23
Metal.....	16	26	48 88	543 01	600 00	343 01	\$56 99	-	74
{ Metal.....	8	21	-				-		
{ Metal.....	8	21	-				-		
{ Metal.....	12	21	113 50	635 08	600 00	400 00	-	35 08	38
{ Metal.....	12	21	-				-		
Stone.....	42 x 48	28	111 31	600 96	600 00	400 00	-	96	36
Metal.....	10 <sup>7</sup>	24	35 00	588 13	600 00	388 13	11 87	-	49
Metal.....	-	-	-	1,397 94	800 00	400 00	-	597 94	61
Metal.....	30	22	122 27	551 86	500 00	250 00	-	51 86	29
.....	-	-	-	799 91	800 00	399 91	- 09	-	1 07
Tile.....	15	60	28 74	1,238 44	1,080 00	480 00	-	158 44	97
{ Metal.....	16	26	-				-		
{ Metal.....	18	26	118 86	955 99	960 00	455 99	4 01	-	62
.....	-	-	-	227 65	225 00	150 00	-	2 65	93
Stone.....	60 x 60	30	237 57	425 40	402 00	200 00	-	23 40	-
Stone.....	36 x 36	38	77 98	664 59	800 00	264 59	135 41	-	65
Metal.....	-	28	41 15	799 10	800 00	399 10	90	-	50
Bridge.....	-	-	643 38	926 73	800 00	323 33	76 67	126 73	71
{ Metal.....	12	184	-				-		
{ Metal.....	24	90	315 97	890 29	800 00	400 00	-	90 29	91
Metal.....	12	20	29 00	400 00	400 00	200 00	-	-	39
{ Tile.....	-	300	-				-		
{ Metal.....	-	32	111 38	302 28	300 00	200 00	-	2 28	48
Stone.....	12 x 12	24	9 50	600 88	600 00	400 00	-	88	67
Stone.....	18 x 18	24	18 00	602 70	600 00	250 00	150 00	2 70	43
.....	-	-	-	182 50	183 00	91 00	50	-	12
Metal.....	16	22	32 91	687 10	600 00	400 00	-	87 10	60
Metal.....	24	22	35 20				-		
Metal.....	18	22	25 30				-		
Metal.....	16	22	22 00	806 01	800 00	400 00	-	6 01	36
Stone.....	24 x 30	24	45 00				-		
.....	-	-	-	415 58	400 00	200 00	-	15 58	1 47

## TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Newburg . . . . .	Penobscot . . . . .	3,564	22	2,739	3,564
Newcastle . . . . .	Lincoln . . . . .	1,400	22	400	1,400
New Gloucester . . . . .	Cumberland . . . . .	2,450	26	—	2,450
New Limerick . . . . .	Aroostook . . . . .	1,050	22	1,050	1,050
Newport . . . . .	Penobscot . . . . .	1,555	30	1,555	†1,555
New Portland . . . . .	Somerset . . . . .	3,050	20	—	3,050
Newry . . . . .	Oxford . . . . .	1,850	23	—	1,850
New Sharon . . . . .	Franklin . . . . .	1,675	23	300	1,675
New Sweden . . . . .	Aroostook . . . . .	1,075	21	1,075	1,075
New Vineyard . . . . .	Franklin . . . . .	1,040	22	800	1,040
Nobleboro . . . . .	Lincoln . . . . .	2,550	21	710	2,550
Norridgewock . . . . .	Somerset . . . . .	1,040	24	1,040	1,040
North Berwick . . . . .	York . . . . .	800	26	—	*800
Northfield . . . . .	Washington . . . . .	1,480	21	—	1,480
North Haven . . . . .	Knox . . . . .	925	23	375	925
Northport <sup>1</sup> . . . . .	Waldo . . . . .	1,000	21	166	†1,000
North Yarmouth . . . . .	Cumberland . . . . .	800	22	—	800
Norway <sup>2</sup> . . . . .	Oxford . . . . .	1,300	21	630	1,300
No. 6, No. of Weld . . . . .	Franklin . . . . .	300	18	—	†300
No. 21 Pl. . . . .	Hancock . . . . .	1,240	21	280	1,240
No. 33 Pl. . . . .	Hancock . . . . .	300	21	250	300
No. 14 Pl. . . . .	Washington . . . . .				
No. 19 Ea. Div. . . . .	Washington . . . . .				
No. 24, Mid. Div. . . . .	Washington . . . . .				
No. 29, Mid. Div. . . . .	Washington . . . . .				
No. 30, Mid. Div. . . . .	Washington . . . . .				
No. 31, Mid. Div. . . . .	Washington . . . . .				

1 Northport: Cost of culvert not given.

2 Norway: Cost of metal culvert includes lengthening stone culvert 4 feet.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost.	Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.								
Metal.....	16	28	\$28 00							
Stone.....	60 x 72	21	110 00							
Stone.....	36 x 36	21	40 00	\$ 780 62	\$800 00	\$380 62	\$19 38	-	\$ 22	
Stone.....	36 x 36	21								
Metal.....	16	26								
Metal.....	12	26	52 71	816 19	800 00	400 00	-	16 19	58	
Metal.....	8	28								
Metal.....	8	28								
Metal.....	8	28								
Metal.....	8	28								
Metal.....	8	28								
Metal.....	8	24	316 65	1,017 88	960 00	460 00	-	57 88	42	
Metal.....	8	24								
Metal.....	8	16								
Metal.....	8	16								
Metal.....	10	30								
Tile.....	10	110								
Metal.....	10	24	22 30	652 50	600 00	400 00	-	52 50	62	
Stone.....	36 x 36	30	73 50	1,067 44	900 00	450 00	-	167 44	69	
Metal.....	10	24	16 18							
Metal.....	8	20	14 00	684 83	800 00	284 83	115 17	-	22	
.....	-	-	-	778 94	800 00	378 94	21 06	-	42	
Stone.....	48 x 72	24	265 75	800 00	800 00	400 00	-	-	48	
Concrete...	18 x 19	25	45 88	800 40	800 00	400 00	-	40	75	
Metal.....	16	24								
Metal.....	8	24	65 42	623 75	600 00	400 00	-	23 75	60	
Metal.....	8	30	19 50							
Metal.....	16	57	57 50	825 75	800 00	400 00	-	25 75	32	
Metal.....	12	30	16 00							
Stone.....	36 x 48	22	20 00	822 32	800 00	400 00	-	22 32	79	
Metal.....	12	26	20 80	865 26	800 00	400 00	-	65 26	1 08	
Metal.....	10	24								
Metal.....	10	23	76 55	571 58	600 00	366 89	33 11	-	39	
Metal.....	10	23								
Concrete...	18 x 18	24	109 00	800 28	800 00	400 00	-	28	86	
Stone.....	48 x 48	24	-	596 37	600 00	266 37	3 63	-	60	
.....	-	-	-	399 60	400 00	199 60	- 40	-	50	
Metal.....	12	38	44 03	1,096 23	1,017 00	467 00	-	79 23	84	
Stone.....	24 x 36	18	21 50	102 95	84 00	42 00	-	18 95	34	
Metal.....	16	26	32 73	451 19	450 00	300 00	-	1 19	36	
.....	-	-	-	140 52	150 00	88 02	11 98	-	47	

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	“V” drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Oakfield.....	Aroostook.....	2,000	24	—	†2,000
Oakland.....	Kennebec.....	1,200	23	—	1,200
Old Orchard <sup>1</sup> .....	York.....	1,200	21	—	1,200
Old Town <sup>2</sup> .....	Penobscot.....	800	22	—	*800
Orient.....	Aroostook.....	925	21	—	†925
Orneville.....	Piscataquis.....	950	22	340	950
Orono.....	Penobscot.....	2,316	25	—	2,316
Orrington.....	Penobscot.....	1,204	30	1,104½	1,204
Otis.....	Hancock.....	755	21	165	755
Otisfield.....	Cumberland....	2,654	21 to 23	—	2,654
Oxford.....	Oxford.....	1,400	26	110	†1,400
Palermo.....	Waldo.....	828	23	828	828
Palmyra.....	Somerset.....	1,447	23 to 28	350	1,447
Paris.....	Oxford.....	630	21	230	630
Parkman.....	Piscataquis....	§			
Parlin Pond, Twp.3,R.7	Somerset.....	300	18	—	300
Parsonsfeld <sup>3</sup> .....	York.....	1,000	23	—	1,000
Passadunkeag.....	Penobscot.....	985	23	—	985
Patten.....	Penobscot.....	1,232	36	1,230	*1,232
Pembroke.....	Washington....	400	21	—	400
Perham.....	Aroostook.....	1,400	23	1,400	†1,400
Perkins Twp.....	Franklin.....	120	23	—	†120
Perry <sup>4</sup> .....	Washington....	510	21	—	510
Peru.....	Oxford.....	350	23	—	350
Phillips.....	Franklin.....	3,496	21	—	3,496
Phippsburg.....	Sagadahoc.....	§			
Pittsfield.....	Somerset.....	2,030	21	2,030	†2,030
Pittston.....	Kennebec.....	1,875	22	—	1,875
Pleasant Ridge Pl....	Somerset.....	100	18	—	100
Plymouth.....	Penobscot.....	840	24	840	840

1 Old Orchard: 3 brick catch basins, 280 feet tile drain, cost \$213.59.

2 Old Town: 220 feet of tile and concrete drain to catch basins.

3 Parsonsfeld: Bridge; span 10 feet, width 23 feet, height 6 feet, stone abutments and stone cover with wooden guard rail. Cost of bridge not included in cost per foot.

4 Perry: Cost of culvert includes cost of 50 feet of bank wall 5 feet high.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	10	48	\$33 60						
Stone.....	60 x 60	24	297 11	\$640 71	\$600 00	\$400 00	-	\$40 71	\$ 32
Concrete.....	16 x 30	24	25 00						
{ Metal.....	12	24							
{ Metal.....	12	24	111 85	914 80	864 00	414 00	-	50 80	76
{ Metal.....	8	24							
.....	-	-	-	1,019 15	1,017 00	467 00	-	2 15	85
Concrete.....	24	25	50 00						
Concrete.....	24	25	50 00	1,709 07	1,662 00	712 00	-	47 07	2 14
Concrete.....	24	25	50 00						
Metal.....	16	26	50 45	611 32	600 00	400 00	-	11 32	66
Metal.....	12	26	56 55	620 42	600 00	400 00	-	20 42	65
.....	-	-	-	1,017 03	1,017 00	467 00	-	- 03	44
.....	-	-	-	797 95	800 00	397 95	\$2 05	-	66
.....	-	-	-	599 77	600 00	399 77	23	-	80
Metal.....	12	23	19 00						
{ Stone.....	42 x 52	23							
{ Stone.....	30 x 30	23	162 50	802 22	800 00	400 00	-	2 22	30
{ Stone.....	24 x 24	23							
Stone.....	12 x 12	36	37 68	800 00	800 00	400 00	-	-	57
Stone.....	12 x 15	23	27 15	407 35	400 00	200 00	-	7 35	49
Stone.....	24 x 24	26	36 00						
Concrete.....	24 x 24	24	45 92	763 09	500 00	250 00	-	263 09	53
.....	-	-	-	990 00	990 00	440 00	-	-	1 57
{ Metal.....	8	18							
{ Metal.....	8	18	21 60	129 10	117 00	58 50	-	12 10	43
Stone.....	36 x 48	23	35 00						
Bridge.....	-	-	190 00	812 02	800 00	400 00	-	12 02	62
.....	-	-	-	639 08	600 00	399 98	02	39 08	65
Metal.....	12	24	35 00	855 83	800 00	400 00	-	55 83	70
Metal.....	-	-	-	349 34	350 00	174 34	66	-	87
Metal.....	12	26	26 19	800 54	800 00	400 00	-	54	57
.....	-	-	-	110 00	19 00	9 50	-	91 00	92
Stone.....	34 x 60	30	150 63	604 25	600 00	400 00	-	4 25	1 19
Stone.....	36 x 48	33	155 30	387 40	400 00	187 40	12 60	-	1 11
{ Metal.....	10	94							
{ Metal.....	14	44	164 50	802 60	800 00	400 00	-	2 60	23
{ Metal.....	12	22							
{ Metal.....	18	24							
{ Metal.....	18	24	148 58	1,080 35	1,080 00	480 00	-	35	53
{ Metal.....	18	24							
{ Metal.....	12	22							
{ Metal.....	12	22							
{ Metal.....	16	22	104 11	792 56	800 00	392 56	7 44	-	42
{ Metal.....	16	22							
{ Metal.....	12	20							
{ Metal.....	10	20	63 05	97 93	67 00	33 50	-	30 93	98
{ Metal.....	10	20							
Stone.....	36 x 48	28	68 06	668 63	600 00	400 00	-	68 63	80

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Poland.....	Androscoggin..	1,150	22	800	1,150
Portage Lake.....	Aroostook.....	§			
Porter <sup>1</sup> .....	Oxford.....	680	30	-	680
Portland <sup>2</sup> .....	Cumberland...	2,460	39	-	2,460
Pownal <sup>3</sup> .....	Cumberland...	1,200	24	300	1,200
Prentiss.....	Penobscot.....	1,716	21	-	1,716
Presque Isle.....	Aroostook.....	1,600	24	-	1,600
Princeton.....	Washington....	1,536	24	1,536	1,536
Prospect.....	Waldo.....	1,200	21	-	1,200
Randolph <sup>4</sup> .....	Kennebec.....	700	21	-	700
Rangeley.....	Franklin.....	1,000	42	550	1,000
Rangeley Pl <sup>5</sup> .....	Franklin.....	1,300	23	-	†1,300
Raymond.....	Cumberland...	2,500	21 to 23	-	†2,500
Readfield.....	Kennebec.....	1,695	21	1,219	1,695
Richmond <sup>6</sup> .....	Sagadahoc.....	650	34	-	650
Robbinston.....	Washington....	1,540	25	-	1,540
Rockland <sup>7</sup> .....	Knox.....	3,855	21 to 30	-	‡3,855
Rockport.....	Knox.....	630	30	625	630
Rome.....	Kennebec.....	1,900	24	-	1,900
Roque Bluffs.....	Washington....	2,650	21	-	2,650
Roxbury.....	Oxford.....	924	21	382	924
Rumford.....	Oxford.....	1,125	23	-	*1,125
Saco.....	York.....	580	28	-	‡580
St. Albans.....	Somerset.....	700	30	-	700
St. Francis Pl.....	Aroostook.....	2,739	24	-	2,739
St. George.....	Knox.....	1,000	21	1,000	1,000
St. John Pl.....	Aroostook.....	3,360	18	-	3,360

1 Porter: Tile side drain.

2 Portland: Concrete surface treated with refined tar. 10 catch basins and 293 inel feet of vitrified tile drain.

3 Pownal: Stone culvert repaired and lengthened.

4 Randolph: Bridge; span 6 feet, width 30 feet, height 7½ feet, cement stone abutments, stone top. Cost of bridge not included in cost per foot.

5 Rangeley Pl.: Size and length of culverts not given.

6 Richmond: Existing bridge abutments raised 2½ feet and bridge provided with plank top. Cost of bridge not included in cost per foot.

7 Rockland: Tile culvert incased in concrete. Vitrified pipe drain from concrete culvert.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Stone.....	18 x 18	30	\$30 00	\$901 41	\$900 00	\$450 00	-	\$1 41	\$ 80
Stone.....	18 x 18	30	30 00						
Stone.....	36 x 36	33	60 87						
.....	-	-	-	438 10	400 00	200 00	-	38 10	64
.....	-	-	-	15690 37	12425 00	5325 00	-	3265 37	6 38
Stone.....	-	-	14 00	400 00	400 00	200 00	-	-	33
{ Metal.....	12	22	-	598 95	600 00	398 95	\$1 05	-	35
{ Metal.....	8	16	30 50						
Metal.....	24	26	56 31	1,390 28	1,487 00	540 28	96 72	-	87
Concrete.....	24 x 24	57	150 00						
Metal.....	24	24	67 00	1,148 25	800 00	400 00	-	348 25	75
{ Metal.....	12	24	44 60	350 80	300 00	200 00	-	50 80	29
{ Metal.....	12	24	46 20						
{ Metal.....	12	28	56 50						
Iron.....	10	-	31 95	1,008 97	800 00	400 00	-	208 97	1 05
Bridge.....	-	-	276 25						
{ Stone.....	22 x 24	60	-	1,026 00	960 00	460 00	-	66 00	1 03
{ Stone.....	22 x 24	100	191 75						
{ Metal.....	-	-	-	806 68	800 00	400 00	-	6 68	62
{ Metal.....	-	-	52 44						
Stone.....	30 x 36	30	35 00	800 00	800 00	400 00	-	-	32
Stone.....	18 x 20	25	20 00						
Stone.....	18 x 20	25	20 00						
{ Metal.....	14	72	-	801 88	800 00	400 00	-	1 88	48
{ Metal.....	16	40	230 60						
{ Metal.....	12	38	-						
{ Metal.....	8	96	-						
Bridge.....	-	-	173 50	1,057 00	960 00	460 00	-	97 00	1 36
Stone.....	24 x 36	24	95 00	689 23	600 00	390 90	9 10	89 23	45
Stone.....	24 x 24	69	200 00						
Stone.....	18 x 18	24	45 00	7,061 92	2,100 00	900 00	-	4961 92	1 83
Concrete.....	24 x 24	30	85 47						
Concrete.....	24 x 36	30	123 58	1,031 82	1,017 00	467 00	-	14 82	1 64
{ Tile.....	12	-	62 21						
{ Tile.....	16	6	-						
{ Tile.....	10	16	-						
{ Tile.....	12	6	76 79						
Metal.....	16	24	64 80	600 30	600 00	400 00	-	30	32
Metal.....	12	24	30 80	587 68	600 00	387 43	12 57	-	22
Metal.....	48	22	143 85	600 00	600 00	400 00	-	-	65
Metal.....	12	26	26 80	2,604 47	1,925 00	825 00	-	679 47	2 31
Stone.....	24 x 36	26	240 00						
{ Stone.....	30 x 30	30	-	1,925 00	1,925 00	825 00	-	-	3 32
{ Stone.....	30 x 30	30	125 50	552 32	500 00	250 00	-	52 32	79
{ Stone.....	30 x 30	30	-	617 84	886 00	400 00	-	17 84	23
Metal.....	14	24	28 60						
{ Concrete.....	20 x 20	22	-	911 78	886 00	393 29	6 71	25 78	91
{ Concrete.....	10 x 15	22	-	624 93	600 00	399 03	97	-	19
{ Concrete.....	10 x 15	22	96 60						
{ Concrete.....	10 x 15	22	-						



## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Sandy River Pl. . . . .	Franklin . . . . .	300	24	-	300
Sandy Bay Twp. 5, R. 3	Somerset . . . . .	900	21	-	†900
Sanford . . . . .	York . . . . .	1,800	24	-	1,800
Scarborough . . . . .	Cumberland . . . . .	1,400	24	900	1,400
Searsmont . . . . .	Waldo . . . . .	1,225	21	1,225	†1,225
Searsport . . . . .	Waldo . . . . .	1,070	30	1,070	1,070
Sebago . . . . .	Cumberland . . . . .	570	23	-	570
Sebec . . . . .	Piscataquis . . . . .	650	21	650	650
Sedgwick . . . . .	Hancock . . . . .	1,070	21	-	1,070
Shapleigh . . . . .	York . . . . .	2,680	20	-	2,680
Sherman . . . . .	Aroostook . . . . .	630	24	630	*630
Shirley . . . . .	Piscataquis . . . . .	1,750	24 to 30	550	†1,750
Sidney . . . . .	Kennebec . . . . .	¶			
Silver Ridge Pl. . . . .	Aroostook . . . . .	900	24	800	900
Skowhegan <sup>1</sup> . . . . .	Somerset . . . . .	3,650	28	-	†3,650
Smithfield . . . . .	Somerset . . . . .	**			
Smyrna <sup>2</sup> . . . . .	Aroostook . . . . .	533	30	307	533
Solon . . . . .	Somerset . . . . .	700	22	700	†700
Somerville . . . . .	Lincoln . . . . .	1,800	21	900	1,800
Sorrento . . . . .	Hancock . . . . .	856	21	380	856
South Berwick . . . . .	York . . . . .	600	20.5	-	*600
Southport . . . . .	Lincoln . . . . .	1,040	21	-	1,040
South Thomaston <sup>3</sup> . . . . .	Knox . . . . .	1,190	21	1,000	1,190
Southwest Harbor <sup>4</sup> . . . . .	Hancock . . . . .	850	22	600	850
Springfield . . . . .	Penobscot . . . . .	900	21	900	900
Stacyville Pl <sup>5</sup> . . . . .	Penobscot . . . . .	-	-	-	-
Standish . . . . .	Cumberland . . . . .	800	23	-	*800
Starks . . . . .	Somerset . . . . .	1,250	23	133	1,250
Stetson . . . . .	Penobscot . . . . .	1,502	18	1,502	1,502
Steuben . . . . .	Washington . . . . .	2,500	23	-	2,500

<sup>1</sup> Skowhegan: Road surfaced with sand clay mixture.

<sup>2</sup> Smyrna: Concrete bridge abutment; 22 feet long, 7 feet high. cost \$140.00. Cost not included in cost per foot.

<sup>3</sup> South Thomaston: Pipe culvert laid in concrete case.

<sup>4</sup> Southwest Harbor: Two metal culverts, 20 inch diameter, placed side by side.

<sup>5</sup> Stacyville Pl.: Bridge; span 21 feet, width 20 feet, height 8½ feet, concrete abutments, steel I beams and concrete floor.

¶ Work not completed.

\*\* Papers not received.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
	-	-	-	\$601 87	\$600 00	\$400 00	-	\$1 87	\$2 01
{ Metal.....	12	18	-						
{ Metal.....	12	18	\$43 20	165 70	102 00	51 00	-	63 70	18
{ Metal.....	12	18	-						
	-	-	-	1,565 99	1,750 00	565 99	\$184 01	-	87
Metal.....	12	26	40 30	945 50	925 00	425 00	-	20 50	68
Metal.....	18	22	72 95	630 64	800 00	230 64	169 36	-	51
Stone.....	20 x 24	30	27 25	-	-	-	-	-	-
Stone.....	24 x 26	30	27 25	813 08	800 00	400 00	-	13 08	76
Stone.....	18 x 24	24	21 95	545 30	400 00	200 00	-	145 30	96
Stone.....	-	-	-	410 48	400 00	200 00	-	10 48	63
Metal.....	15	24	29 61	381 81	400 60	164 23	35 77	-	36
{ Metal.....	10	30	-						
{ Metal.....	12	28	-	1,325 85	400 00	200 00	-	925 85	49
{ Metal.....	12	28	118 20	-	-	-	-	-	-
{ Metal.....	12	28	-						
Metal.....	24	24	52 60	864 91	800 00	400 00	-	64 91	1 37
Stone.....	24 x 30	35	49 50	-	-	-	-	-	-
Stone.....	20 x 24	32	38 00	493 96	600 00	293 96	106 04	-	28
	-	-	-	604 48	600 00	400 00	-	4 48	67
Metal.....	18	36	255 21	1,750 87	1,750 00	750 00	-	87	48
Metal.....	12	36	28 80	616 40	600 00	400 00	-	16 40	89
Stone.....	24 x 24	25	55 00	529 90	500 00	250 00	-	29 90	76
Metal.....	16	25	46 15	620 15	600 00	397 35	2 65	20 15	34
Iron.....	10	32	27 00	1,151 50	1,060 00	460 00	-	18 17	48
Metal.....	10	24	30 00	-	-	-	-	91 50	1 92
Metal.....	8	23	20 00	890 17	800 00	400 00	-	90 17	86
Metal.....	10	26	30 50	804 90	800 00	400 00	-	4 90	68
Metal.....	20	22	125 06	800 27	800 00	400 00	-	27	94
Metal.....	18	23	34 55	615 52	600 00	400 00	-	15 52	68
Bridge	-	-	1157 99	1,157 99	600 00	400 00	-	557 99	-
{ Metal.....	18	30	-						
{ Metal.....	12	30	59 67	915 16	900 00	450 00	-	15 16	1 14
Stone.....	48x48	24	180 40	609.07	600 00	400 00	-	9 07	49
	-	-	-	800 31	800 00	400 00	-	31	53
{ Metal.....	18	24	-						
{ Metal.....	12	24	-						
{ Metal.....	12	24	204 57	652 23	600 00	400 00	-	52 23	26
{ Metal.....	12	24	-						
{ Metal.....	10	24	-						

## TABULAR STATEMENT OF STATE

TOWN.	County.	Total length—feet.	Finished width—feet.	“V” drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Stockton Springs . . . . .	Waldo . . . . .	1,300	22 to 23	300	1,300
Stoneham . . . . .	Oxford . . . . .	1,300	21	—	1,300
Stonington . . . . .	Hancock . . . . .	600	21	350	600
Stow . . . . .	Oxford . . . . .	¶ 651	21	—	651
Strong . . . . .	Franklin . . . . .	375	21	—	375
Sullivan . . . . .	Hancock . . . . .				
Sumner . . . . .	Oxford . . . . .	1,442	21	—	†1,442
Surry . . . . .	Hancock . . . . .	2,300	23	—	2,300
Swan's Island . . . . .	Hancock . . . . .	¶			
Swanville . . . . .	Waldo . . . . .	2,000	23	—	2,000
Sweden . . . . .	Oxford . . . . .	1,350	21	163	1,350
Talmadge . . . . .	Washington . . . . .	700	—	350	†700
Temple . . . . .	Franklin . . . . .	800	21	—	800
The Forks Pl. . . . .	Somerset . . . . .	800	16	—	800
Thomaston . . . . .	Knox . . . . .	630	22	630	*630
Thorndike . . . . .	Waldo . . . . .	2,950	23	120	2,950
Topsfield . . . . .	Washington . . . . .	987	24	800	987
Topsham . . . . .	Sagadahoc . . . . .	1,382	21 to 30	—	*1,382
Trenton <sup>1</sup> . . . . .	Hancock . . . . .	500	21	490	500
Trescott . . . . .	Washington . . . . .	640	22	—	640
Troy . . . . .	Waldo . . . . .	1,160	24	360	†1,160
Turner . . . . .	Androscoggin . . . . .	3,150	23	1,717	3,150
Union . . . . .	Knox . . . . .	690	21	690	690
Unity . . . . .	Waldo . . . . .	600	25	600	†600
Unity Pl. . . . .	Kennebec . . . . .	250	25	—	†250
Upton . . . . .	Oxford . . . . .	600	21	550	600
Van Buren . . . . .	Aroostook . . . . .	1,175	40	550	1,175
Vanceboro . . . . .	Washington . . . . .	5,250	21	—	†5,250
Vassalboro <sup>2</sup> . . . . .	Kennebec . . . . .	1,125	23	—	1,125
Verona . . . . .	Hancock . . . . .	1,700	21	—	1,700

<sup>1</sup> Trenton: Work not completed satisfactorily. \$100.00 held back to insure satisfactory completion.

<sup>2</sup> Vassalboro: Reinforced concrete slab bridge, Luten truss design; cement stone abutments, span 16½ feet, width 20 feet, iron pipe guard rail. Cost of bridge not included in cost per foot.

¶ Swan's Island: Papers not received.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	12	48	\$52 40	\$605 83	\$600 00	\$300 00	-	\$5 83	\$ 47
Metal.....	10	38							
Metal.....	10	42		744 29	600 00	399 72	\$ 28	144 29	57
Metal.....	10	30	94 90						
Metal.....	10	26							
Metal.....	10	16							
Stone.....	24 x 36	25	30 00						
Stone.....	42 x 48	24	60 00	850 52	800 00	400 00	-	50 52	1 42
Metal.....	8	24	16 25	351 43	350 00	175 00	-	1 43	54
.....	-	-	-	920 09	800 00	399 87	0 13	120 09	2 46
Metal.....	24	24							
Metal.....	16	24	101 40	843 41	800 00	400 00	-	43 41	58
Metal.....	16	24							
Metal.....	16	24	32 20	599 84	600 00	399 84	16	-	26
Stone.....	15 x 15	24	27 00						
Stone.....	15 x 15	24	20 00	602 24	600 00	400 00	-	2 24	30
Stone.....	24 x 24	41	38 38						
Stone.....	18 x 24	29	18 00	548 27	600 00	348 27	51 73	-	41
.....	-	-	-	304 07	300 00	200 00	-	4 07	43
Metal.....	8	24							
Metal.....	8	24	66 28	631 17	600 00	400 00	-	31 17	79
Metal.....	10	24							
Stone.....	24 x 24	32	73 40	984 40	740 00	340 00	-	244 40	1 56
Metal.....	20	24	48 18						
Metal.....	16	24	35 20	805 67	800 00	400 00	-	5 67	29
Stone.....	36 x 36	24	125 00	619 87	600 00	400 00	-	19 87	63
.....	-	-	-	932 12	925 00	425 00	-	7 12	67
Concrete...	48 x 48	24	78 80	680 32	600 00	300 00	100 00	80 32	1 36
Metal.....	14	24	36 42	300 22	300 00	200 00	-	22	47
Metal.....	16	46							
Metal.....	16	24	121 96	768 74	800 00	368 74	31 26	-	66
Metal.....	12	26							
Metal.....	12	26	60 00	946 70	900 00	450 00	-	46 70	30
Metal.....	12	26							
Concrete.	18 x 32	21							
Concrete.	18 x 32	21	186 02	911 93	800 00	400 00	-	111 93	1 32
Metal.....	18	24	46 22	743 63	800 00	343 63	56 37	-	1 24
.....	-	-	-	154 00	150 00	100 00	-	4 00	62
Metal.....	16	24	23 80	602 06	600 00	386 45	13 55	2 06	1 00
.....	-	-	-	804 88	800 00	400 00	-	4 88	68
Stone.....	24 x 20	22	54 50	612 37	600 00	400 00	-	12 37	12
Bridge.....	-	-	554 49	1,196 79	960 00	460 00	-	236 79	57
Metal.....	14	25							
Metal.....	12	25	86 40	600 00	600 00	400 00	-	-	35
Metal.....	10	25							

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Vienna.....	Kennebec.....	2,050	23	—	2,050
Vinalhaven.....	Knox.....	536	26	485	536
Wade Pl.....	Aroostook.....	590	20	580	590
Waite.....	Washington.....	1,050	25	1,050	1,050
Waldo.....	Waldo.....	960	25	810	960
Waldoboro.....	Lincoln.....	405	24	—	405
Wales.....	Androscoggin..	650	22	—	†650
Wallgrass Pl. <sup>1</sup> .....	Aroostook.....	1,900	22	125	†1,900
Waltham.....	Hancock.....	890	21	—	890
Warren.....	Knox.....	1,900	21	1,400	1,900
Washburn.....	Aroostook.....	1,200	30	1,200	1,200
Washington <sup>2</sup> .....	Knox.....	1,300	21	830	1,300
Washington Twp.....	Franklin.....	100	21	—	†100
Waterboro.....	York.....	1,010	24	210	1,010
Waterford.....	Oxford.....	1,450	21	—	1,450
Waterville.....	Kennebec.....	2,650	32 to 34	—	2,650
Wayne <sup>3</sup> .....	Kennebec.....	1,200	21	—	†1,200
Webster.....	Androscoggin..	1,400	23	350	1,400
Webster Pl.....	Penobscot.....	400	18	—	400
Weld.....	Franklin.....	1,630	23	—	1,630
Wellington <sup>4</sup> .....	Piscataquis....	650	22	—	†650
Wells.....	York.....	¶ 1,600	21	—	1,600
Wesley.....	Washington.....	1,000	21	475	1,000
West Bath.....	Sagadahoc.....	—	—	—	—
Westbrook <sup>5</sup> .....	Cumberland....	538	22	—	°538
Westfield Pl.....	Aroostook.....	1,350	21	500	1,350
West Forks Pl.....	Somerset.....	200	18	—	200
West Gardiner.....	Kennebec.....	900	26	300	900
Weston <sup>6</sup> .....	Aroostook.....	1,050	22	—	1,050
Westport.....	Lincoln.....	§	—	—	—

1 Wallgrass Pl.: Expended joint funds for 1910 and 1911 together.

2 Washington: Concrete culverts covered with flat stones.

3 Wayne: Surfaced with sand clay.

4 Wellington: Bridge; stone abutments and stone top, span 6 feet, width 24 feet, height 7 feet. Cost of bridge not included in cost per foot.

5 Westbrook: 1307 square yards Hassam pavement.

6 Weston: Existing culvert lengthened 4 feet.

¶ Wells: Papers not received.

§ Laid over.

ROAD WORK IN 1911—Continued.

CULVERTS.				Cost.	Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.							
Metal.....	16	22								
Metal.....	12	26	\$96 30							
Metal.....	12	24								
Stone.....	12 x 18	46	60 17	\$745 56	\$600 00	\$400 00	-	\$145 56	\$ 36	
Stone.....	12 x 18	17								
Metal.....	10 <sup>3</sup>	24	37 94	801 72	800 00	399 30	\$ 70	1 72	1 50	
.....	-	-	-	309 17	300 00	200 00	-	9 17	52	
Metal.....	10	24	31 80	598 85	600 00	395 44	4 56	-	57	
Stone.....	24 x 24	25	20 00							
Stone.....	24 x 24	25	15 15	302 00	300 00	200 00	-	2 00	31	
Stone.....	66 x 78	31	275 90	751 37	960 00	251 37	208 63	-	1 85	
Metal.....	16	22	28 50							
Metal.....	12	24	23 40	401 36	400 00	200 00	-	1 36	62	
Metal.....	-	23								
Metal.....	-	23	56 80	756 12	753 00	400 00	-	3 12	40	
Metal.....	18	24	60 40	308 48	300 00	200 00	-	8 48	35	
Metal.....	16	24	37 55	918 24	900 00	449 29	71	-	48	
Concrete.....	24	35	35 00	832 50	800 00	400 00	-	32 50	69	
Concrete.....	24 x 24	22								
Concrete.....	24 x 24	22	172 44	831 46	800 00	400 00	-	31 46	64	
.....	-	-	-	17 12	6 00	3 00	-	11 12	17	
Metal.....	24	26	63 28	787 58	800 00	387 58	12 42	-	78	
Stone.....	18 x 42	10	14 74	788 26	800 00	388 26	11 74	-	54	
.....	-	-	-	1,737 06	1,750 00	737 06	12 94	-	65	
Metal.....	12	24	19 20	350 69	350 00	175 00	-	69	29	
.....	-	-	-	399 80	400 00	199 80	20	-	29	
.....	-	-	-	300 30	300 00	199 98	02	30	75	
Metal.....	12	24	27 24	584 52	800 00	169 34	230 66	-	36	
Bridge.....	-	-	118 69	553 11	600 00	350 91	49 09	-	67	
Metal.....	10	22	28 56	579 33	600 00	379 20	20 80	-	36	
Metal.....	16	23	28 10	606 03	600 00	400 00	-	6 03	61	
.....	-	-	-	2,304 91	2,100 00	900 00	-	204 91	4 28	
Metal.....	12	24	18 00	795 01	800 00	395 01	4 99	-	59	
Metal.....	8	18	10 80	129 60	119 00	59 50	-	10 60	65	
Metal.....	8	22	21 91	400 00	400 00	199 06	94	-	44	
Metal.....	12	22	28 00							
Metal.....	18	4	2 30	760 18	600 00	400 00	-	160 18	72	

## TABULAR STATEMENT OF STATE

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Whiting.....	Washington....	1,500	18	—	1,500
Whitneyville <sup>1</sup> .....	Washington....	740	21	—	740
Williamsburg.....	Piscataquis....	750	24	—	750
Willimantic.....	Piscataquis....	1,550	21	—	1,550
Wilton.....	Franklin.....	1,200	21	—	*1,200
Windham.....	Cumberland....	2,000	25	—	2,000
Windsor.....	Kennebec.....	2,100	21	—	2,100
Winn.....	Penobscot.....	703	24	703	703
Winslow.....	Kennebec.....	§			
Winter Harbor.....	Hancock.....	1,000	21	—	1,000
Winterport <sup>2</sup> .....	Waldo.....	—	—	—	—
Winthrop <sup>3</sup> .....	Kennebec.....	900	24 to 30	600	900
Wiscasset <sup>4</sup> .....	Lincoln.....	570	26	550	570
Woodland.....	Aroostook.....	1,300	26	850	1,300
Woodstock.....	Oxford.....	1,675	21	960	1,675
Woodville.....	Penobscot.....	1,200	26	1,200	†1,200
Woolwich.....	Sagadahoc.....	537	23	—	537
Wyman Twp. No. 4, R.3	Franklin.....	320	21	—	320
Yarmouth.....	Cumberland....	1,200	24	—	1200
York.....	York.....	¶			

1 Whitneyville: Cost of culvert not included in cost per foot.

2 Winterport: Money used to place concrete floor on bridge built by town. Did not expend enough to receive any 1911 State aid.

3 Winthrop: Three existing stone culverts repaired and laid in cement. Cost of repairing culverts not reported.

4 Wiscasset: Cost of culvert includes cost of extending metal culvert with stone 24x24x12 feet long

¶ Work not completed.

§ Laid over.

ROAD WORK IN 1911—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for 1911 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
	Size—Inches.	Length—feet.	Cost.						
Metal....	12	24							
Metal....	10	24		\$603 25	\$ 600 00	\$400 00	-	\$3 25	\$ 40
Metal....	10	24	136 75						
Metal....	10	24							
Concrete....	60 x 96	23	458 26	600 00	600 00	400 00	-	-	19
Stone.....	18 x 24	28	21 92	314 55	300 00	200 00	-	14 55	42
Metal....	12	26							
Metal....	12	26	58 72	600 22	600 00	400 00	-	22	39
Metal....	8	60							
Metal....	8	30	56 47	1,311 21	960 00	460 00	-	351 21	1 09
Stone.....	42 x 48	28	75 28						
Stone.....	24 x 24	28	49 27						
Stone.....	24 x 24	28	49 27	940 69	1,017 00	390 69	\$76 31	-	47
Stone.....	24 x 24	7	7 00						
Stone.....	24 x 24	22	42 00						
Stone.....	16 x 16	22	23 25	797 48	800 00	393 24	6 76	-	38
Stone.....	16 x 18	24	25 99	602 10	600 00	400 00	-	2 10	86
Metal....	12	35							
Metal....	8	22							
Metal....	8	22	155 74	856 97	800 00	399 04	96	56 97	86
Metal....	8	22							
Metal....	8	22							
.....	-	-		272 60	800 00	-	400 00	-	-
.....	-	-		1,035 97	1,080 00	386 12	93 88	-	1 15
Metal.....	20	36	93 03	802 79	800 00	400 00	-	2 79	1 41
.....	-	-		807 72	800 00	400 00	-	7 72	62
.....	-	-		797 56	800 00	397 56	2 44	-	48
Metal.....	14	26	38 96	687 27	600 00	400 00	-	87 27	57
Metal....	16	68	94 75						
Metal....	12	40	44 75						
Metal....	12	26	37 60	840 78	800 00	400 00	-	40 78	1 57
Metal....	8	22	29 10						
.....	-	-		61 45	62 00	30 45	55	-	19
Metal.....	30	54	118 13						
Metal.....	12	55	44 00	1,414 13	1,080 00	480 00	-	334 13	1 18
Metal.....	12	55	44 00						



TABLE II.

## Tabular Statement of 1910 State

Town.	County.	Total length—feet.	Finished width—feet.	"V" drain or stone base—feet.	Macadam, gravel or earth surface—feet.
Brunswick <sup>1</sup> .....	Cumberland ...	1,300	21	—	*1,300
Crystal.....	Aroostook.....	792	21	792	792
Linneus.....	Aroostook.....	1,000	21	900	1,000
Mt. Desert <sup>2</sup> .....	Hancock.....	900	21	—	†900
Rockland.....	Knox.....	2,000	21	400	2,000

1 Brunswick: Unexpended balance of \$73.04 paid on 1911 work.

2 Mt. Desert: Surfaced with special selected earth.

TABLE II.

Road Work Not Reported in 1910.

Kind.	CULVERTS.			Cost of State road.	Joint fund for State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1911 joint fund.	Cost per lineal foot.
	Size— inches.	Length— feet.	Cost.						
Tile . . . . .	10	42	\$26 26						
Stone . . . . .	42 x 54	6	57 94	\$1836 82	\$1750 00	\$676 96	\$73 04	-	\$1 41
Concrete . . . . .	16 x 18	22	25 00						
Concrete . . . . .	12 x 12	22	18 00	654 02	600 00	400 00	-	\$54 02	82
Stone . . . . .	6 x 12	22	6 71						
Concrete . . . . .	12 x 12	24	20 00	818 52	800 00	400 00	-	18 52	82
{ Metal . . . . .	18	26							
{ Metal . . . . .	16	26	129 77	2,924 71	1,225 00	525 00	-	1699 71	3 25
{ Metal . . . . .	16	26							
Concrete . . . . .	24 x 24	28	107 12						
Concrete . . . . .	15	28	59 98	2,193 74	2,100 00	900 00	-	93 74	1 10

TABLE III.

Statement Showing Amounts of Unexpended Balance of 1909-1910  
Aid Paid in 1911.

Abbot.....	\$14 26	Kennebunkport.....	\$480 00
Albion.....	13 97	Kingman.....	591 25
Alna.....	165 42	Lamoine.....	0 89
Andover.....	0 08	Leeds.....	0 45
Appleton.....	0 48	Levant.....	0 44
Athens.....	7 92	Lincolnvile.....	200 00
Aurora.....	1 00	Linneus.....	400 00
Avon.....	32 29	Lisbon.....	346 98
Baldwin.....	3 60	Lowell.....	0 60
Beddington.....	28 57	Machiasport.....	2 10
Blanchard.....	0 22	Manchester.....	4 90
Bradford.....	1 93	Mapleton.....	168 75
Bremen.....	18 93	Mars Hill.....	400 00
Brunswick.....	750 00	Masardis.....	0 39
Buckfield.....	70 59	Mechanic Falls.....	4 92
Burnham.....	4 95	Minot.....	1 00
Cambridge.....	27 78	Monson.....	203 40
Carthage.....	3 35	Monticello.....	18 18
Cary Pl.....	106 45	Mt. Chase.....	66 11
Castine.....	17 08	Mt. Desert.....	525 00
Castle Hill.....	51 92	Newcastle.....	1 77
Caswell Pl.....	139 48	New Gloucester.....	1 51
Charlotte.....	0 01	Northfield.....	4 69
Chelsea.....	0 25	No. 33.....	2 50
Cherryfield.....	6 29	Oakfield.....	8 62
Chesterville.....	0 28	Old Orchard.....	2 15
China.....	3 69	Otisfield.....	1 57
Clifton.....	188 44	Palmyra.....	209 01
Columbia.....	11 23	Parsonsfield.....	12 02
Columbia Falls.....	9 39	Passadumkeag.....	39 10
Cooper.....	6 09	Plymouth.....	2 81
Crystal.....	400 00	Portland.....	2,669 16
Cyr Pl.....	0 42	Princeton.....	294 62
Dayton.....	5 40	Robbinston.....	98 33
Dead River Pl.....	15 74	Rockland.....	900 00
Dennysville.....	21 25	Rockport.....	6 13
Detroit.....	30 59	Roque Bluffs.....	0 25
Dixmont.....	206 20	St. George.....	32 49
Eastbrook.....	12 51	St. John Pl.....	25 90
East Millinocket.....	0 82	Sebec.....	1 68
Eastport.....	9 26	Sedgwick.....	17 58
Eden.....	30 04	Somerville.....	22 80
Edgecomb.....	0 03	Sorrento.....	2 49
Edinburg.....	136 93	So. Berwick.....	0 06
Falmouth.....	0 69	Southport.....	89 22
Farmingdale.....	674 50	Springfield.....	12 63
Franklin.....	0 86	Steuben.....	48 69
Freeport.....	0 26	Stoneham.....	144 57
Fryeburg.....	2 18	Sullivan.....	120 22
Gilead.....	3 24	Temple.....	28 49
Gorham.....	117 78	Union.....	69 60
Gray.....	64 90	Upton.....	15 61
Greenwood.....	5 42	Vienna.....	133 17
Hampden.....	50 36	Vinalhaven.....	2 42
Harpwell.....	25 14	Waite.....	3 41
Harrington.....	38 01	Wallagrass Pl.....	102 00
Hartland.....	17 92	Warren.....	18 95
Hebron.....	0 05	Webster Pl.....	0 32
Hersey.....	3 25	Weld.....	15 18
Hope.....	1 54	Wellington.....	2 20
Howland.....	1 45	Wesley.....	0 13
Island Falls.....	4 97	West Gardiner.....	0 94
Jackson.....	0 17	Wilton.....	40 56
Jerusalem Twp.....	0 52	Winslow.....	4 24
Jonesboro.....	5 74	Winter Harbor.....	57 93
Jonesport.....	7 42	Winthrop.....	49 85
Kennebunk.....	637 00	York.....	393 02

TABLE IV.

Statement Showing Towns Having an Unexpended Balance to 1912.

Addison (laid over from 1910)	\$200 00	Hanover	\$3 40
Albion	1 71	Harmony	148 83
Alfred	0 65	Harpsswell	29 37
Alna	0 79	Harrington	54 18
Amherst	93 73	Hartland	88 84
Ashland	10 95	Hiram	70 00
Athens	0 47	Hodgdon	39 97
Atkinson	2 89	Hope	57 03
Aurora	7 50	Jackson	5 20
Avon	29 78	Jay	562 00
Baileyville	450 00	Jefferson	416 48
Baldwin	5 83	Jonesboro	2 29
Bancroft	7 83	Jonesport	9 34
Belgrade	91 80	Kennebunkport	35 00
Berwick	65 04	Kingman (laid over)	400 00
Bingham (laid over)	800 00	Lagrange	1 47
Bluehill	11 10	Levant	189 82
Boothbay Harbor	4 04	Lovell	104 90
Bowdoinham	400 00	Limerick	7 33
Bradford	62 87	Lubec	32 11
Bradley	12 99	Machias	0 06
Bremen	0 93	Machiasport	8 48
Brighton Pl.	25 00	Madawaska (laid over)	337 84
Brooklin	0 42	Manchester	89 12
Brunswick	361 67	Marion (laid over)	150 00
Bucksport	2 16	Marshfield	129 12
Burnham	1 01	Masardis	0 03
Cape Elizabeth (laid over)	467 00	Medford	56 99
Carrying Place Twp	1 00	Merrill	11 87
Carthage	4 45	Milford	0 09
Castle Hill	57 92	Milo	4 01
Centerville	33 98	Monmouth	135 41
Chesterville	1 04	Monroe	0 90
Concord	2 00	Monson	76 67
Coplin Pl.	18 32	Morrill	150 00
Corinna	64 93	Moxie Gore	0 50
Crockertown Twp	6 05	Mt. Desert	562 00
Cutler (laid over)	700 00	Newburg	19 38
Damariscotta (laid over)	800 00	New Portland	115 17
Dead River Pl.	19 46	Newry	21 06
Denmark	21 27	Northfield	33 11
Detroit	9 45	Northport	3 63
Dixfield (laid over)	602 40	North Yarmouth	0 40
Dixmont	51 59	No. 10, S. D.	29 00
Dyer Brook	10 00	No. 33 Pl.	11 98
Eagle Lake Pl.	12 52	No. 14 Pl (laid over)	27 50
Eastbrook	2 02	No. 19, E. D (laid over)	33 00
East Machias	12 79	No. 24, M. D (laid over)	24 50
Edgecomb	24 18	No. 29, M. D (laid over)	33 00
Edinburg	41 77	No. 30, M. D (laid over)	32 00
Ellsworth	300 00	No. 31, M. D (laid over)	79 75
Etna	2 86	Orrington	2 05
Exeter	2 22	Otis	0 23
Farmingdale	5 19	Parkman (laid over)	800 00
Forest City	0 42	Passadumkeag	0 02
Frenchville	141 75	Pembroke	0 66
Friendship	13 91	Penobscot	1 43
Fryeburg	1 46	Peru	12 60
Gardiner (laid over)	1,406 24	Phippsburg (laid over)	400 00
Garland	48 00	Pittston	7 44
Georgetown	0 38	Portage Lake (laid over)	483 73
Gilead	3 24	Prentiss	1 05
Glenburn	0 57	Presque Isle	96 72
Gorham	35 39	Ripley	1 81
Gouldsboro	18 25	Robbinston	9 10
Grand Isle (laid over)	400 00	Roque Bluffs	12 57
Hamlin Pl (laid over)	400 00		

TABLE IV—Concluded.

St. George.....	\$6 71	Waldoboro.....	\$208 63
St. John Pl.....	0 97	Warren.....	0 71
Sanford.....	184 01	Waterboro.....	12 42
Sangerville.....	66 67	Waterford.....	11 74
Searsmont.....	169 36	Waterville.....	12 94
Searsport.....	402 86	Webster.....	0 20
Sedgwick.....	35 77	Webster Pl.....	0 02
Shirley.....	106 04	Weld.....	230 66
Sidney.....	400 00	Wellington.....	49 09
Smithfield.....	219 58	Wells.....	467 00
Somerville.....	2 65	Wesley.....	20 80
Stoneham.....	0 28	Westfield Pl.....	4 99
Stow.....	400 13	West Gardiner.....	0 94
Sullivan.....	0 13	Westport (laid over).....	300 00
Surry.....	0 16	Windham.....	76 31
Swan's Island.....	400 00	Windsor.....	6 76
Sweden.....	51 73	Winslow (laid over).....	600 00
Trenton.....	100 00	Winter Harbor.....	0 96
Troy.....	31 26	Winterport.....	400 00
Unity.....	56 37	Winthrop.....	93 88
Upton.....	13 55	Woodstock.....	2 44
Vinalhaven.....	0 70	Wyman Twp.....	0 55
Waite.....	4 56	York.....	712 00

**NAMES OF INSPECTORS OF STATE ROAD WORK.  
Work Performed by Towns and Cost of Same.**

ALVIN A. ADAMS, Foxcroft, Maine, 27 towns.

Abbot.....	\$619 72	Guilford.....	\$801 40
Alton.....	653 35	Hudson.....	620 92
Argyle.....	303 99	Lagrange.....	798 53
Atkinson.....	597 11	Medford.....	543 01
Blanchard.....	306 36	Milo.....	955 99
Bowerbank.....	600 00	Monson.....	926 73
Bradford.....	739 06	Orneville.....	620 42
Brownville.....	508 61	Sebec.....	410 48
Cambridge.....	732 04	Shirley.....	493 96
Charleston.....	409 62	Wellington.....	553 11
Dexter.....	1,105 00	Williamsburg.....	314 55
Dover.....	980 32	Willimantic.....	600 22
Foxcroft.....	1,023 59		
Garland.....	352 00		\$17,627 10
Greenville.....	1,057 01		

H. H. ADAMS, Belgrade, Maine, 11 towns.

Belgrade.....	\$708 20	Rome.....	\$600 30
Fayette.....	629 33	Vienna.....	745 56
Litchfield.....	761 08	Wayne.....	350 69
Monmouth.....	664 59	West Gardiner.....	400 00
Mt. Vernon.....	806 01		
Oakland.....	914 80		\$7,382 44
Readfield.....	801 88		

I. H. ALLAN, Dennysville, Maine, 16 towns.

Alexander.....	\$300 00	Meddybemps.....	\$642 58
Baring.....	609 85	Pembroke.....	349 34
Charlotte.....	609 55	Perry.....	604 25
Cooper.....	615 50	Princeton.....	1,148 25
Crawford.....	601 19	Robbinston.....	689 23
Dennysville.....	626 85	Trescott.....	300 22
East Machias.....	387 21	Whiting.....	603 25
Edmunds.....	689 27		
Lubec.....	899 94		\$9,676 48

A. J. AVERY, Jefferson, Maine, 22 towns.

Alna.....	\$764 63	Newcastle.....	\$816 19
Arrowsic.....	712 88	Nobleboro.....	825 75
Boothbay.....	800 00	Richmond.....	1,057 00
Boothbay Harbor.....	955 96	Somerville.....	620 15
Bowdoin.....	818 84	Southport.....	890 17
Bowdoinham.....	848 05	Topsham.....	932 12
Bremen.....	618 00	Waldoboro.....	751 37
Bristol.....	912 03	West Bath.....	606 03
Dresden.....	802 89	Wiscasset.....	802 79
Edgecomb.....	375 85	Woolwich.....	840 78
Georgetown.....	599 62		
Harpswell.....	920 77		\$17,271 87

BOYDEN BEARCE, East Eddington, Maine, 21 towns.

Bradley.....	\$387 01	Lincoln.....	\$834 65
Burlington.....	627 75	Lowell.....	638 69
Clifton.....	694 84	Mattawamkeag.....	612 09
E. Millinocket.....	1,330 21	Maxfield.....	306 31
Eddington.....	675 80	Medway.....	635 08
Edinburg.....	545 16	Milford.....	799 91
Enfield.....	845 96	Orrington.....	797 95
Greenbush.....	646 81	Passadumkeag.....	639 08
Greenfield.....	604 10	Winn.....	602 10
Holden.....	649 53	Woodville.....	687 27
Howland.....	1,037 84		
			\$14,598 14

### NAMES OF INSPECTORS—Continued.

#### H. M. BENNETT, Belfast, Maine, 11 towns.

Belmont.....	\$600 00	Stockton Springs.....	\$605 83
Lincolnville.....	809 90	Swanville.....	602 24
Morrill.....	602 70	Waldo.....	302 00
Northport.....	596 37	Winterport.....	272 60
Prospect.....	350 80		
Searsmont.....	630 64		\$6,186 16
Searsport.....	813 08		

#### W. H. BITHER, Linneus, Maine, 13 towns.

Amity.....	\$606 00	Littleton.....	\$851 80
Blaine.....	805 79	Ludlow.....	674 27
Bridgewater.....	821 57	Monticello.....	890 29
Cary Pl.....	792 20	New Limerick.....	652 50
Easton.....	845 87	Westfield Pl.....	795 01
Hammond Pl.....	122 22		
Hodgdon.....	760 03		\$9,420 83
Linneus.....	803 28		

#### GEORGE S. P. BRANNEN, Danforth, Maine, 18 towns.

Bancroft.....	\$592 17	Prentiss.....	\$598 95
Brookton.....	789 61	Springfield.....	615 52
Carroll.....	650 75	Talmadge.....	304 07
Danforth.....	839 48	Topsfield.....	619 87
Drew Pl.....	607 74	Vanceboro.....	612 37
Haynesville.....	600 56	Waite.....	598 85
Kingman.....	933 69	Webster Pl.....	300 30
Lakeville Pl.....	600 00	Weston.....	760 18
Lee.....	162 61		
Orient.....	611 32		\$10,798 04

#### GEORGE A. CARPENTER, Limerick, Maine, 10 towns.

Baldwin.....	\$797 77	Otisfield.....	\$802 22
Cornish.....	800 66	Parsonsfield.....	812 02
Harrison.....	857 48	Raymond.....	800 00
Limerick.....	792 67	Sebago.....	545 30
Limington.....	400 00		
Naples.....	415 58		\$7,023 70

#### A. D. FESSENDEN, East Denmark, Maine, 33 towns.

Albany.....	\$600 00	Mason.....	\$313 12
Andover.....	800 31	Mexico.....	1,397 94
Bethel.....	917 37	Milton Pl.....	227 65
Brownfield.....	800 60	Newry.....	778 94
Buckfield.....	585 63	Oxford.....	800 00
Byron.....	609 04	Paris.....	990 00
Canton.....	400 00	Peru.....	387 40
Denmark.....	778 73	Porter.....	438 10
Fryeburg.....	900 72	Roxbury.....	600 00
Gilead.....	300 00	Stoneham.....	744 29
Grafton.....	603 30	Sumner.....	843 41
Greenwood.....	651 74	Sweden.....	548 27
Hanover.....	596 60	Upton.....	602 06
Hartford.....	802 64	Waterford.....	788 26
Hebron.....	202 82	Woodstock.....	797 56
Lincoln Pl.....	629 80		
Lovell.....	767 89		\$22,016 69
Magalloway Pl.....	812 50		

#### A. C. FROST, Wales, Maine, 12 towns.

Durham.....	\$405 02	Poland.....	\$901 41
Greene.....	422 35	Pownal.....	400 00
Leeds.....	400 45	Turner.....	946 70
Livermore.....	602 64	Wales.....	401 36
Mechanic Falls.....	934 58	Webster.....	399 80
Minot.....	425 40		
New Gloucester.....	1,017 88		\$7,257 59

**NAMES OF INSPECTORS—Continued.**

H. W. GILMAN, West Farmington, Maine, 24 towns.

Avon.....	\$602 51	New Portland.....	\$684 83
Carthage.....	598 90	New Sharon.....	800 00
Chesterville.....	399 24	New Vineyard.....	623 75
Coplin Pl.....	581 68	Phillips.....	802 60
Dallas Pl.....	601 51	Rangeley.....	1,026 00
Dead River Pl.....	596 28	Rangeley Pl.....	806 68
Eustis.....	404 12	Sandy River Pl.....	601 87
Farmington.....	1,225 00	Strong.....	351 43
Freeman.....	601 53	Temple.....	631 17
Industry.....	605 98	Weld.....	584 52
Kingfield.....	819 79	Wilton.....	1,311 21
Lang Pl.....	301 66		
Madrid.....	600 77		
			<u>\$16,163 03</u>

JOSHUA E. GROSS, Orland, Maine, 10 towns.

Bluehill.....	\$788 90	Sedgwick.....	\$381 81
Brooklin.....	799 58	Stonington.....	850 52
Brooksville.....	427 16	Surry.....	599 84
Bucksport.....	897 84	Verona.....	600 00
Castine.....	818 03		
Deer Isle.....	800 00		
			<u>\$6,963 68</u>

E. R. KEENE, Rockland, Maine, 15 towns.

Appleton.....	\$424 52	St. George.....	\$911 78
Camden.....	1,588 77	S. Thomaston.....	804 90
Cushing.....	604 91	Thomaston.....	984 40
Friendship.....	786 09	Union.....	911 93
Hope.....	344 51	Vinalhaven.....	801 72
Isle an Haut.....	602 47	Warren.....	918 24
North Haven.....	800 28	Washington.....	831 46
Rockport.....	1,031 82		
			<u>\$12,347 80</u>

W. SCOTT KELLOGG, Patten, Maine, 22 towns.

Ashland.....	\$789 05	Mt. Chase.....	\$687 10
Benedicta.....	605 82	Oakfield.....	640 71
Crystal.....	602 93	Patten.....	855 83
Dyer Brook.....	590 00	St. Francis Pl.....	617 84
Eagle Lake Pl.....	787 48	St. John Pl.....	624 93
Fort Kent.....	875 56	Sherman.....	864 91
Hersey.....	617 88	Silver Ridge Pl.....	604 48
Island Falls.....	841 42	Smyrna.....	616 40
Macwahoc Pl.....	609 50	Stacyville.....	1,157 99
Masardis.....	300 36	Wallagrass Pl.....	756 12
Merrill.....	588 13		
Moro Pl.....	600 88		
			<u>\$15,235 32</u>

H. M. KENNISTON, Amherst, Maine, 14 towns.

Amherst.....	\$506 27	No. 21 Pl.....	\$451 19
Aurora.....	593 50	Otis.....	599 77
Dedham.....	562 90	Sorrento.....	418 17
Eastbrook.....	160 49	Southwest Harbor.....	800 27
Franklin.....	800 86	Trenton.....	680 32
Hancock.....	821 33	Waltham.....	308 48
Lamoine.....	621 18		
No. 33 Pl.....	140 52		
			<u>\$7,465 25</u>

DANIEL LAMBERT, Oldtown, Maine, 17 towns.

Carnel.....	\$603 61	Levant.....	\$610 62
Corinna.....	735 07	Newburg.....	780 62
Dixmont.....	354 61	Newport.....	1,067 44
Etna.....	597 14	Palmyra.....	763 09
Exeter.....	797 78	Plymouth.....	668 63
Glenburn.....	599 43	St. Albans.....	552 32
Hampden.....	1,023 41	Stetson.....	800 31
Hartland.....	529 08		
Herron.....	844 77		
Kenduskeag.....	628 23		
			<u>\$11,956 16</u>



## NAMES OF INSPECTORS—Concluded.

## F. O. LANDGRANE, New Sweden, Maine, 13 towns.

Castle Hill.....	\$294 00	Perham.....	\$800 54
Caswell Pl.....	743 31	Van Buren.....	804 88
Chapman Pl.....	600 00	Wade Pl.....	309 17
Connor Pl.....	611 93	Washburn.....	832 50
Cyr Pl.....	309 35	Woodland.....	807 72
Limestone.....	407 34		
Mapleton.....	1,057 22		\$8,378 36
New Sweden.....	800 40		

## B. J. LIBBY, Oakland, Maine, 11 towns.

Anson.....	\$826 97	Mercer.....	\$600 96
Athens.....	407 45	Norridgewock.....	822 32
Brighton Pl.....	775 90	Solon.....	529 90
Cornville.....	443 88	Starks.....	609 07
Embden.....	400 51		
Harmony.....	651 17		\$6,350 23
Lexington Pl.....	282 10		

## F. A. McALLISTER, Burnham, Maine, 14 towns.

Brooks.....	\$800 34	Montville.....	\$400 00
Burnham.....	403 94	Palermo.....	407 35
Freedom.....	603 20	Thorndike.....	805 67
Islesboro.....	601 17	Troy.....	768 74
Jackson.....	594 97	Unity.....	743 63
Knox.....	312 50	Unity Pl.....	154 00
Liberty.....	466 41		
Monroe.....	799 10		\$7,861 02

## E. E. SMITH, Winslow, Maine, 11 towns.

Albion.....	\$412 26	Pittston.....	\$792 56
Benton.....	809 43	Randolph.....	1,008 97
Canaan.....	800 97	Vassalboro.....	1,196 79
Chelsea.....	438 62	Windsor.....	797 48
China.....	811 06		
Clinton.....	594 00		\$8,283 28
Detroit.....	621 14		

## JOHN V. WHITTEN, Steuben, Maine, 21 towns.

Addison.....	\$825 75	Machiasport.....	\$599 97
Beddington.....	330 81	Marshfield.....	470 88
Centerville.....	566 02	Milbridge.....	551 86
Cherryfield.....	425 25	Northfield.....	571 58
Columbia.....	611 23	Roque Bluffs.....	587 68
Columbia Falls.....	660 99	Steuben.....	652 23
Gouldsboro.....	781 75	Sullivan.....	920 09
Harrington.....	383 83	Wesley.....	579 33
Jonesboro.....	603 45	Whitneyville.....	600 00
Jonesport.....	798 08	Winter Harbor.....	856 97
Machias.....	891 52		
			\$13,269 27

## A. J. WIGGIN, Kennebunk, Maine, 25 towns.

Acton.....	\$400 00	Lebanon.....	\$803 52
Alfred.....	599 35	Lyman.....	845 41
Berwick.....	894 96	North Berwick.....	865 26
Buxton.....	440 00	North Yarmouth.....	399 60
Casco.....	800 00	Old Orchard.....	1,019 15
Cumberland.....	1,271 15	Scarboro.....	945 50
Dayton.....	809 28	Shapleigh.....	1,325 85
Eliot.....	825 97	South Berwick.....	1,151 50
Falmouth.....	969 00	Standish.....	915 16
Gray.....	947 08	Waterboro.....	787 58
Hollis.....	829 70	Windham.....	940 69
Kennebunk.....	2,221 16		
Kennebunkport.....	2,125 00		\$24,148 44
Kittery.....	1,016 57		

**Statement Showing Names of Inspectors, Number of Days Worked, Salaries and Expenses Paid, Cost of Work Inspected, and Percentage Cost of Inspection.**

	Time in days.	Beginning.	Ending.	Expenses.	Salary.	Amount.	Total cost of work.	Cost of inspection per cent.	Number of towns.
A. A. Adams . . . . .	88½	May 9	Dec. 4	\$239 41	\$265 50	\$504 91	\$17,627 10	2.9	27
H. H. Adams . . . . .	40	June 1	Nov. 1	81 65	120 00	201 65	7,382 44	2.7	11
I. H. Allan . . . . .	38	May 22	Dec. 31	132 41	114 00	246 41	9,676 48	2.5	16
A. J. Avery . . . . .	61½	May 23	Dec. 31	206 65	184 50	391 15	17,271 87	2.3	22
Boyden Bearce . . . . .	46½	May 20	Nov. 30	135 38	138 75	274 13	14,598 14	1.8	21
H. M. Bennett . . . . .	24 7-10	May 20	Nov. 28	53 58	74 10	127 68	6,186 16	2.1	11
W. H. Bither . . . . .	30½	May 22	Oct. 31	64 87	91 50	156 37	9,420 83	1.7	13
G. S. P. Brannen . . . . .	42½	May 22	Nov. 15	114 97	127 50	242 47	10,798 04	2.2	18
Geo. A. Carpenter . . . . .	†	-	-	-	-	-	7,023 70	-	10
A. D. Fessenden . . . . .	63	May 15	Sept. 30	226 61	189 00	415 61	22,016 69	1.9	33
A. C. Frost . . . . .	49	May 15	Oct. 13	126 55	147 00	273 55	7,257 59	3.8	12
H. W. Gilman . . . . .	101	May 27	Dec. 28	253 80	303 00	556 80	16,163 03	3.4	24
Joshua E. Gross . . . . .	27	May 12	Oct. 28	75 30	81 00	156 30	6,963 68	2.2	10
E. R. Keene . . . . .	59½	May 12	Dec. 26	107 88	178 50	286 38	12,347 80	2.2	15
W. Scott Kellogg . . . . .	76½	May 10	Oct. 5	234 58	229 50	464 08	15,235 32	3.1	22
H. M. Kenniston . . . . .	62	May 25	Nov. 31	269 00	249 00	518 00	7,465 25	6.9	14
Daniel Lambert . . . . .	57	May 17	Nov. 8	152 70	171 00	323 70	11,956 16	2.7	17
F. O. Landgrane . . . . .	67½	June 2	Dec. 30	182 91	202 50	385 41	8,378 36	4.5	13
B. J. Libby . . . . .	30½	May 1	Dec. 15	86 91	91 50	178 41	6,350 23	2.8	11
F. A. McAllister . . . . .	47½	May 14	Nov. 30	104 84	143 00	247 84	7,861 02	3.1	14
E. E. Smith . . . . .	43½	May 11	Dec. 31	113 51	130 50	244 01	8,283 28	2.9	11
*Remi Thibedeau . . . . .	2	May 16	July 3	3 95	6 00	9 95	-	-	-
John V. Whitten . . . . .	84	May 22	Dec. 28	378 68	252 00	630 68	13,269 27	2.1	21
A. J. Wiggin . . . . .	143	Apr. 29	Dec. 8	326 42	429 00	755 42	24,148 44	3.1	25
Totals . . . . .	1,285½			\$3,672 56	\$3,918 35	\$7,590 91	\$267,680 88	2.85	391

† Expense account not received.  
 \* Inspector for Frenchville, Grand Isle and Madawaska. Frenchville did not raise any money for State road, and Grand Isle and Madawaska laid over joint funds to 1912.

## EXPENDITURES OF OFFICE, 1911.

	Credit.	Debit.	Balance.
Salary of Commissioner . . . . .	\$2,500 00	\$2,500 00	-
Salary of Assistant Commissioner . . . . .	1,500 00	1,375 00	\$125 00
Salary of Clerk and Bookkeeper . . . . .	1,300 00	1,245 84	54 16
Salary of Stenographer and extra clerk hire . . . . .	3,700 00	1,383 80	2,316 20
Traveling expenses of Commissioner and Assistant Commissioner . . . . .	2,500 00	674 41	1,825 <sup>5</sup> / <sub>9</sub>
Office furnishings and equipment . . . . .	350 00	-	350 00
Printing reports, blank forms, stationery, supplies, express, telephone, postage, etc. . . . .	3,500 00	2,150 81	1,349 19

## TRUNK LINE CONTRACTS.

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### KITTERY SECTION NO. 1, 1910.

Unexpended balance from 1910 apportionment....	\$447 96
Engineering in 1910, paid in 1911 .....	10 64
	<hr/>
Unexpended balance .....	\$437 32

### KITTERY SECTION NO. 1, 1911.

Surface treatment of macadam road constructed in 1910.

This section of road begins at the bridge between Portsmouth and Kittery and extends easterly to the state road work done by the town in 1909.

During the past season it was necessary to repair this section of road and it was given a surface treatment of Tarvia "B."

A contract was made with Mr. H. S. Tuttle of Swampscot, Massachusetts, to apply the bituminous material. Under the terms of the contract Mr. Tuttle furnished all machinery, labor and tools necessary to complete the work and received the actual cost of the work, not including the bituminous material, plus 15% of the cost.

The bituminous material was furnished by the State, and the work was inspected by Mr. A. J. Wiggin.

Length of road treated, 8084 lineal feet; area, 13,474 square yards; amount of sand used, 105 cubic yards, or 0.2 cubic feet per square yard; amount of bituminous material used, 8385 gallons, or 0.62 gallons per square yard; total cost per square yard, \$0.074.

## FINANCIAL STATEMENT.

Unexpended balance from trunk line fund, apportioned in 1910 .....		\$437 32
Amount transferred from unexpended balance of Kittery, section 2 account .....		559 19
		<hr/>
Total amount available .....		\$996 51
Actual cost of labor and material reported on vouchers submitted by H. S. Tuttle .....	\$420 18	
15% as per contract .....	63 03	
8385 gallons of Tarvia "B" .....	426 95	
Freight on Tarvia "B" .....	54 40	
Inspection .....	35 82	
		<hr/>
		\$1,000 38
Credit Barrett Manufacturing Company for barrels returned .....		3 87
		<hr/>
Net cost of work .....		\$996 51

## KITTERY SECTION NO. 2.

1910 WORK COMPLETED IN 1911.

Contract "F". Contractor, American Truck Company; W. A. Grover, engineer; A. J. Wiggin, inspector; nature of improvement, grading, drainage and gravel surface; area, 11,907 square yards; cost per square yard, all costs included, \$0.659; work begun September 10th, 1910; final estimate received July 28th, 1911.

This section begins at the Brixham road and extends to the York town line.

Length 7144 lineal feet; width of gravel surface 15 feet.

Final estimate of work done:

7144 lineal feet of road graded @ \$0.58 .....	\$4,143 52
300 lineal feet of side ditch @ \$0.10 .....	30 00
870 lineal feet of side ditch @ \$0.35 .....	304 50
4 metal culverts, 12 inches x 104 feet @ \$0.25	26 00
1 metal culvert, 18 inches x 26 feet @ \$0.30	7 80
11 cubic yards of concrete end walls @ \$8.00..	88 00
11,907 square yards of gravel surface @ \$0.23 ....	2,738 61
	<hr/>
Total .....	\$7,338 43

Payments to contractor for extra work at unit prices stated in contract:

2 metal culverts, 12 inches x 52 feet @ \$0.25 .....	\$13 00
4 cubic yards of concrete, end walls @ \$8.00 .....	32 00

Total estimate including extras .....	\$7,383 43
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FINANCIAL STATEMENT.

Lump sum amount of contract, including extras...	\$7,383 50
Payments on contract in 1910.....	\$4,907 52
Payments on contract in 1911.....	2,475 98
	<hr/>
	\$7,383 50

Cost items not included in contract:

Advertising in 1910 .....	\$23 84
Engineering and inspection in 1910....	200 90
Engineering and inspection in 1911....	96 65
Metal culverts in 1910 .....	39 52
Metal culverts in 1911 .....	107 45
	<hr/>
	468 36

Total cost of work .....	\$7,851 86
Apportioned from trunk line fund in 1910.....	\$10,000 00
Total cost of work .....	7,851 86

Unexpended balance from Kittery No. 2 .....	\$2,148 14
Transferred to Kittery section No. 1.....	559 19

Net unexpended balance .....	\$1,588 95
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ROCKLAND-ROCKPORT TRUNK LINE.

Work on the Rockland-Rockport trunk line was continued under the 1910 contract by Coleman Bros.; E. R. Keene, engineer. Work begun May 15th; completed August 28th.

4,624 feet of bituminous macadam was constructed in Rockland and 9,154 feet in the town of Rockport, making two and sixty-one one-hundredths miles in 1911.

The total for the years 1910-11 is as follows:

Rockland .....	4,624 lineal feet
Rockport .....	23,604 " "

Making a total of ..... 28,228 lineal feet, comprising 45,244 square yards of bituminous surface from 14

feet to 17 feet in width at a cost of one dollar and twenty-six cents per square yard. 155 square yards of the above was treated with unrefined tar, which was contributed.

The average for the bituminous binder was 2.22 gallons per square yard, or twenty-two cents per square yard, including freight.

Specifications for bituminous surface are as follows:

"The material used in building the bituminous macadam surface shall be the hardest local limestone and refined tar.

The broken limestone of sizes called for by the following specifications shall be furnished by the party of the second part; refined tar shall be furnished by the party of the first part.

The road shall be built in two courses. The first course to consist of broken stone ranging in size from  $2\frac{1}{2}$  inches in diameter to  $1\frac{1}{4}$  inches in diameter placed and rolled to a finished depth of 4 inches on the sub-grade prepared as called for by section 4, page 5; this first course shall be well filled with screenings and rolled until solid, care being taken that no surplus fine material remains on the surface, after the voids have been filled.

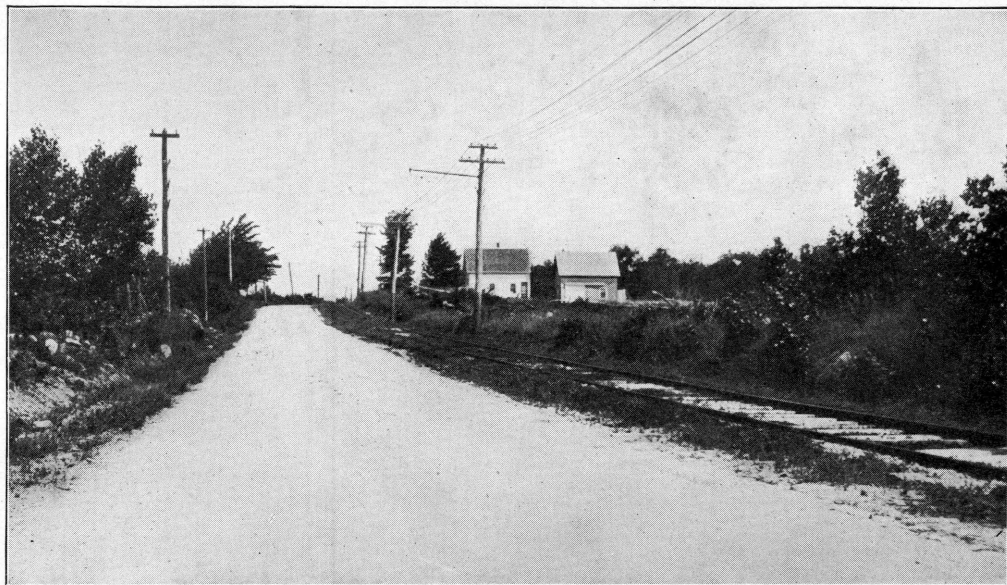
The second course to consist of broken stone ranging in size from  $1\frac{1}{4}$  inches in diameter to  $\frac{3}{4}$  inches in diameter placed on the first course and lightly rolled to grade and crown, having a finished depth of  $2\frac{1}{2}$  inches. This second course shall be thoroughly dry before applying the tar binder.

The tar binder shall be distributed upon the second course at the rate of approximately  $1\frac{1}{2}$  gallons per square yard.

The tar shall be heated in iron kettles holding not less than nine barrels, to a temperature of between  $250^{\circ}$  F. and  $325^{\circ}$  F. and may either be poured from coal scuttles, watering pots with fan-shaped nozzle, or run upon the road through a hose connected with the kettle, or applied from a mechanical distributor approved by the engineer. The tar should completely penetrate the second course of stone.

Clean  $\frac{1}{2}$  inch stone, free from dust, shall be immediately spread upon the binder of sufficient quantity to fill the voids, and the road then rolled until firm.

A paint coat of hot tar shall then be applied at the rate of approximately  $\frac{1}{2}$  gallon per square yard and covered with  $\frac{1}{2}$  inch screenings which may contain some dust.



Rockland-Rockport Trunk Line. 1911.





The road should then be rolled and fresh screenings added where called for by the engineer.

The party of the first part reserves the right to change the bituminous binder at any time, but the general method of treatment shall be the same as specified herein."

The total cost for 28,228 lineal feet is fifty-seven thousand seventy dollars and sixteen cents.

Following are the expenditures:

ADVERTISING AND GENERAL EXPENSES.

1910.			
May 25.	Engineering Record, New York .....	\$17	60
" "	Engineering News .....	18	00
" "	Portland Publishing Company .....	4	50
" "	Lewiston Journal .....	6	53
" "	Bangor Publishing Company .....	3	00
June 7.	Opinion Publishing Company, Rockland .....	1	14
July 6.	Evening Express Publishing Company ..	38	47
Aug. 17.	J. P. Bass Publishing Company .....	14	12
		<hr/>	
* Total for advertising .....		\$103	36
1909.			
Nov. 19.	Maynard S. Bird Company, Rockland..	\$50	00
1910.			
Oct. 28.	Paul D. Sargent .....	9	16
		<hr/>	
Total for general expenses .....		\$59	16

CULVERTS.

1910.	North East Metal Culvert Company.....	\$860	51
	F. H. Marshall .....	464	80
1911.	Berger Manufacturing Company.....	28	80
	E. R. Keene (6 covers to drop inlets) .....	24	00
		<hr/>	
		\$1,378	11

BITUMINOUS BINDER.

Paid for binder in the year 1910 .....	\$4,874	25	
Paid for binder in the year 1911 .....	5,089	34	
		<hr/>	
		\$9,963	59

## PAYMENT ON CONTRACT.

1910.	Coleman Bros. ....	\$19,676 06	
1911.	Coleman Bros. ....	24,267 94	
			<u>\$43,944 00</u>

## ENGINEERING.

1909.	F. H. Marshall .....	\$205 15	
			<u>\$205 15</u>
1910.	Ralph W. Buzzell .....	\$96 55	
	E. R. Keene .....	122 25	
	F. H. Marshall .....	782 54	
	A. G. Norcross .....	7 75	
			<u>1,009 09</u>
1911.	E. R. Keene .....	\$358 75	
	H. D. Keene .....	48 95	
			<u>407 70</u>
			<u>\$1,621 94</u>

## SOUTH PORTLAND, CONTRACT "D".

Repairs on gravel road constructed in 1910.

This section of road is on the trunk line between Kittery and Portland, beginning at the Standard Oil Company's plant near Vaughn's Bridge and extending westerly to Cash's Corner.

This road was resurfaced with gravel and a surface treatment of Asphaltilene applied.

Length of road resurfaced, 2825 lineal feet; area, 6278 square yards; quantity of gravel used, 437 cubic yards; amount of Asphaltilene used, 3543.62 gallons or 0.564 gallons per square yard; cost per square yard, \$0.220.

John W. Gulliver of Portland agreed to furnish labor and gravel at the following rates:

Labor, \$2.35 per day.

Foreman, \$4.50 per day.

Double teams, \$5.00 per day.

Gravel, \$0.25 per cubic yard.

The city of Portland furnished a steam roller, Asphaltilene and labor not furnished by Mr. Gulliver.

FINANCIAL STATEMENT.

John W. Gulliver:		
Labor, teams, etc.....	\$840 36	
Gravel .....	109 25	
	<hr/>	\$949 61
City of Portland:		
Steam roller, including fuel .....	\$37 38	
Labor, teams, etc.....	118 87	
Asphaltoilene, 3543.62 gallons ...	279 34	
	<hr/>	435 59
		<hr/>
Total cost of work .....		\$1,385 20
John W. Gulliver, bills not approved		
Credit city of Portland .....	\$131 75	
	160 59	
	<hr/>	292 34
		<hr/>
Net cost of work .....		\$1,092 86
Unexpended balance from 1910 .....		
Apportioned from trunk line fund in	\$867 92	
1911 .....	275 00	
	<hr/>	
Amount available .....		\$1,142 92
Net cost of work .....		1,092 86
		<hr/>
		\$50 06
Photographs of road, 1910 .....		3 00
		<hr/>
Unexpended balance state apportionment...		\$47 06
Unexpended balance from 1910 subscription fund		15 20

TOPSHAM.

Work completed in 1910; state aid approved in 1911.

This section of trunk line road is a continuation of the state road built by the town of Topsham in 1910. This work was not accepted and the state aid was not approved in 1910.

It was agreed, however, to pay the state aid in 1911, provided the road should prove satisfactory.

The work was performed under the direction of Mr. A. O. Ripley, road commissioner; nature of improvement, grading and bituminous macadam surface; length 235 feet; width 33 feet; area 862 square yards; cost per square yard, \$0.584.

An apportionment of \$200.00 from the trunk line fund was made for this work in 1910.

Cost of work .....	\$504 14
Cost to town .....	304 14
	<hr/>
State aid approved .....	\$200 00

### YORK.

1910 work completed in 1911.

Contract "G". Contractor, American Truck Company; W. A. Grover, engineer; A. J. Wiggin, inspector.

Nature of improvement, drainage, grading and gravel surface; area, 8927 square yards; cost per square yard, all costs included, \$0.803.

Work begun September 30th, 1910; final estimate received January 30th, 1911.

Length 5356 feet; width of gravel surface 15 feet.

The joint fund for 1910, amounting to \$1,575.75, was expended on the contract and an apportionment of \$8000.00 from the trunk line fund was made in 1910.

Final estimate of work done:

5356 lineal feet of road graded @ \$0.67 .....	\$3,588 52
200 lineal feet of "V" drain @ \$0.70 .....	140 00
650 lineal feet of stone base @ \$0.35 .....	227 50
130 lineal feet of 12-inch metal culvert @ \$.25 ....	32 50
260 lineal feet of fencing repaired @ \$.25 .....	65 00
8927 square yards of gravel surface @ \$0.30 .....	2,678 10
Repairs on retaining wall .....	25 00
	<hr/>
Total .....	\$6,756 62

FINANCIAL STATEMENT.

Lump sum amount of contract .....		\$6,756 62
Payments on contract by State in		
1910 .....	\$3,135 73	
Payments on contract by town of		
York in 1910 .....	1,172 83	
Payments on contract by State in		
1911 .....	2,045 14	
Payments on contract by town of		
York in 1911 .....	402 92	
		<hr/>
Amount of contract .....		\$6,756 62
Items not included in contract,		
paid by State of Maine:		
Advertising in 1910 .....	\$23 84	
Engineering and inspection in 1910	195 74	
Engineering and inspection in 1911	93 83	
Metal culverts in 1910 .....	98 80	
		<hr/>
		412 21
		<hr/>
Total cost of work .....		\$7,168 83
State of Maine, trunk line account:		
Apportioned from trunk line fund in 1910 ...	\$8,000 00	
Total payments in 1910 .....	\$3,454 11	
Total payments in 1911 .....	2,138 97	
		<hr/>
Total payments from trunk line fund .....		\$5,593 08
		<hr/>
Unexpended balance from trunk line fund..		\$2,406 92

STATE ROAD ACCOUNT.

Joint fund .....		\$1,575 75
Paid by town of York in 1910 .....	\$1,172 83	
Paid by town of York in 1911 .....	402 92	
		<hr/>
Joint fund .....		\$1,575 75
Town's part of joint fund .....		900 00
		<hr/>
Total state aid approved .....		\$675 75

## TRUNK LINE WORK 1910-1911.

## Construction.

LOCATION.		LENGTH.	AREA.	Apportioned from trunk line fund.	Subscriptions and joint funds available.	Total cost of work.	Paid from trunk line fund.	Unexpended balance trunk line fund.	Subscriptions and joint funds paid.	Unpaid subscriptions.	Cost per square yard.
Casco .....	E	5,300	12,367	\$750 00	\$509 06	\$1,259 06	\$750 00	-	**\$509 06	-	\$ 10
Kennebunk .....	G	5,200	10,400	6,500 00	-	3,399 25	3,399 25	\$3,100 75	-	-	33
Kittery, Section I. ....	M	8,084	13,474	17,000 00	959 75	17,522 43	16,562 68	437 32	959 75	-	1 29
Kittery, Section II. ....	G	7,144	11,907	10,000 00	-	7,851 86	7,851 86	2,148 14	-	-	66
Poland .....	E	5,362	12,511	750 00	762 63	1,512 63	750 00	-	762 63	-	12
Rockland-Rockport. ....	B.M	28,228	45,244	36,557 78	20,538 38	57,070 16	36,531 78	26 00	20,538 38	-	1 26
Scarboro .....	-	-	-	8,000 00	-	-	-	8,000 00	-	-	-
So. Portland .....	G	2,825	7,534	3,000 00	3,115 20	5,232 08	2,132 08	867 92	3,100 00	\$15 20	69
Topsham .....	B.M	235	862	200 00	304 14	504 14	200 00	-	304 14	-	58
Wells .....	G	1,800	3,600	1,800 00	-	954 54	954 54	845 46	-	-	27
York .....	G	5,356	8,927	8,000 00	1,575 75	7,168 83	5,593 08	2,406 92	1,575 75	-	80
Totals .....	*	69,534	126,826	\$92,557 78	\$27,764 91	\$102,474 98	\$74,725 27	\$17,832 51	\$27,749 71	\$15 20	-

\* Total length does not include 4,496 feet built in Kennebunk in 1910, at a cost of \$2,435.71. This was included in the report of the mileage and costs of State roads built in 1910.

\*\* "Subscriptions and joint funds paid" includes joint funds amounting to \$2,535.50, of which the State aid amounts to \$1,185.50:

Earth .....	2.0193	miles.
Macadam .....	1.5310	"
Gravel .....	4.2282	"
Bituminous Macadam .....	5.3900	"

Total .....

13.1685

"

### Maintenance.

LOCATION.	LENGTH.	AREA.	Apportioned from trunk line fund.	Transferred from unexpended balances from table.	Subscriptions and credits.	Total cost of work.	Cost per square yard.
Kittery, Section I.....	8,084	13,474	-	\$996 51	-	\$996 51	0.74
South Portland.....	2,825	6,278	\$275 00	820 86	\$292 34	1,388 20	0.220
	10,909	19,752	\$275 00	\$1,817 37	\$292 34	\$2,384 71	-

From the above tables it will be seen that the total cost of trunk line construction in 1910-1911 has been \$102,474.98, and the cost of maintenance has been \$2,384.71, or a total spent on trunk lines amounting to \$104,859.69.

The total apportionments for trunk lines have amounted to \$92,832.78; payments from the trunk lines apportionments have amounted to \$76,817.64, leaving an unexpended balance of \$16,015.14.

In addition to \$76,817.64 paid from the trunk line apportionment, the State has paid \$1,185.50, State aid apportioned to the towns of Kittery and York; therefore, the total payments by the State on trunk lines amount to \$78,003.14.

The amount of \$1,185.50 has been reported elsewhere as State aid approved.

The unexpended balance of \$437.32 from the Kittery No. 1 account together with a transfer of \$559.19 from the Kittery No. 2 unexpended balance, or a total of \$996.51 was expended in giving surface treatment of Tarvia "B" to Kittery Section I.

\$820.86 from the So. Portland unexpended balance of 1910, together with an apportionment of \$275.00, or a total of \$1,095.86, was expended in resurfacing the So. Portland road with gravel and also a treatment of asphaltolene. Unexpended balance from So. Portland subscription, \$15.20 (interest).

Unexpended balances from trunk line apportionments:

York .....	\$2,406 92	Rockland-Rockport .....	\$26 00
Wells .....	845 46	South Portland .....	47 06
Scarboro ..	8,000 00	Kennebunk .....	3,100 75
		Kittery, Section II.	1,588 95



## WORK DONE UNDER SPECIAL LEGISLATIVE ACTS.

Following are reports of work done by the department, or otherwise, under Resolves of 1911.

## RESOLVE IN FAVOR OF CHICK HILL ROAD, IN PENOBSCOT AND HANCOCK COUNTIES. RESOLVES 1911, CHAPTER 185.

This resolve carried with it an appropriation of one hundred dollars for a preliminary survey of road around said hill, and the survey was made at a total expense of seventy dollars and seventy-seven cents; leaving an unexpended balance of twenty-nine dollars and twenty-three cents.

Plans and profiles have been made at the highway department showing a route around the north side of the hill, beginning on the Bangor and Aurora road in the town of Amherst about 1,000 feet east of A. D. Archer's house and terminating near the house of Ernest Parks in the town of Clifton, making a total distance of three and thirty-nine one-hundredths miles, about equally divided between the towns of Amherst and Clifton.

## RESOLVE IN FAVOR OF ROADS IN INDIAN TOWNSHIP. RESOLVES 1911, CHAPTER 169.

The work done on the Indian Township during the year 1911 was directly under the supervision of the state highway department, with Chaplain T. Greene of Princeton, Maine, in charge of the work.

Following is a summary of expenses incurred in the performance of this work:

Appropriation for 1911 .....		\$1,000 00
Labor from June 1st to June 30th.....	\$259 00	
Labor from July 1st to July 31st.....	346 50	
Labor from August 1st to Sept. 1st....	297 50	
	<hr/>	
Expended for labor .....	\$903 00	
Materials purchased .....	37 28	
	<hr/>	
		\$940 28
Unexpended balance .....	59 72	
	<hr/>	
		\$1,000 00

RESOLVE IN FAVOR OF REPAIRING THE ROAD KNOWN AS THE LAKE ROAD IN TOWNSHIP C AND C SURPLUS, IN OXFORD COUNTY. RESOLVES 1911, CHAPTER 163.

The appropriation for repair of this road was expended by the county commissioners of Oxford county and the following is a summary of the expenditures:

Supplies .....	\$95 78
Dynamite .....	12 00
Labor .....	392 22
<hr/>	
Total appropriation .....	\$500 00

RESOLVE IN FAVOR OF REPAIRING MATTAWAMKEAG BRIDGE. RESOLVES 1911, CHAPTER 174.

This resolve carried with it an appropriation of six hundred fifty dollars and the work was performed by Frank Prouty, agent, appointed by the county commissioners of Penobscot county.

The following is a summary of expenditures made by said agent:

Labor .....	\$149 45
Material purchased .....	460 70
Expenses .....	41 17
<hr/>	
Total expenditure .....	\$651 32

Mr Prouty presented a bill for the amount which the resolve carried, viz: six hundred fifty dollars and has been reimbursed by the State for said amount.

SOLON AND EMBDEN BRIDGE.

(It will be noted that the work on the Solon and Embden bridge was commenced in 1910 and was completed in 1911.)

Following is a copy of the resolve as passed by the Legislature of 1909:

“Resolved, that the sum of twenty thousand dollars be and hereby is appropriated for the erection of a bridge between the towns of Solon and Embden in Somerset county, the same to be expended under the direction of the selectmen of said towns of

Solon and Embden, and the county commissioners of said county; provided the county of Somerset contributes five thousand dollars."

The resolve as passed by the Legislature of 1911 is as follows:

RESOLVE IN FAVOR OF THE TOWNS OF SOLON AND EMBDEN IN SOMERSET COUNTY. RESOLVES 1911, CHAPTER 115.

In order that a clear understanding may be had concerning this resolve I am quoting from the statement of facts which accompanied it, as follows:

"By a resolve approved March twenty-fourth, 1909, the State appropriated twenty thousand dollars for said bridge.

"Pursuant to that resolve August second, 1910, two contracts were made by the county commissioners of Somerset county and the selectmen of the towns of Solon and Embden: one with J. L. Parkin and Son for the masonry and one with the Penn Bridge Company for the bridge.

"These contracts were approved by the state highway commissioner and bonds executed to the State of Maine as required by law.

"Under their contract Parkin and Son have completed the masonry and have been paid from the state treasury nine thousand seven hundred fifty-two dollars and fifty-three cents in full.

"The Penn Bridge Company have delivered the iron for the bridge, have one span erected and expect to finish it in about four weeks, when a total amount of fifteen thousand one hundred and thirty dollars will be due them.

"Five thousand dollars was paid into the state treasury by the county of Somerset, making, with the twenty thousand dollars appropriated by the State, twenty-five thousand dollars in the state treasury on account of this bridge.

"Besides the payment to Parkin and Son there has been paid by the State one thousand six hundred two dollars and twenty-five cents, making a total of eleven thousand three hundred fifty-four dollars and seventy-eight cents, leaving a balance in the state treasury of thirteen thousand six hundred forty-five dollars and twenty-two cents belonging to the Solon and Embden bridge fund."

The following is a statement of expenses connected with this bridge:

ADVERTISING.

Portland Publishing Company .....	\$2 00
Independent Reporter, Skowhegan .....	3 00
Engineering Record, New York .....	16 00
Burleigh & Flynt, Augusta .....	7 25
Fairfield Publishing Company .....	1 60
Waterville Sentinel .....	8 80
	<hr/>
	\$38 65

SUB-STRUCTURE.

J. L. Parkin & Son .....	\$9,498 00
J. L. Parkin & Son, extras .....	254 93
	<hr/>
	\$9,752 93

SUPERSTRUCTURE.

Penn Bridge Company .....	\$13,645 22
	<hr/>
	\$13,645 22
Paid Penn Bridge Co. by towns.....	1,484 78
	<hr/>

Amount of contract .....	\$15,130 00
Advertising .....	38 65
M. P. Pollard, work on east approach .....	130 90
M. P. Pollard, services and expenses .....	54 95
Various parties, work on approach .....	467 35
E. E. Greenwood, engineering .....	910 00
	<hr/>
	\$25,000 00

Paid by town of Solon .....	\$1,317 83
Paid by town of Embden .....	878 55
	<hr/>
	2,196 38
	<hr/>

Total cost .....	\$27,196 38
Appropriation by State .....	\$20,000 00
County of Somerset .....	5,000 00
Solon & Embden .....	2,196 38
	<hr/>
	\$27,196 38

RESOLVE IN FAVOR OF A HIGHWAY BRIDGE OVER ST. JOHN RIVER,  
BETWEEN VAN BUREN, MAINE AND ST.  
LEONARDS, NEW BRUNSWICK.

Under a resolve of the Legislature of 1909, thirty-seven thousand five hundred dollars was appropriated to meet one-half of the expense of constructing a highway bridge between the towns of Van Buren, Maine, and St. Leonards, New Brunswick.

As per report of 1910 the contract for the sub-structure was made with Powers & Brewer of Grand Falls, N. B., and for the steel work with The Penn Bridge Company of Beaver Falls, Pennsylvania.

Of this appropriation sixteen thousand eight hundred sixty-one dollars and fifty-four cents was expended in 1910 as appears by the itemized expenditures; the balance of the appropriation lapsed January 1, 1911, so that it became necessary for the Legislature of 1911 to make a second appropriation. The report of 1910 recommended twenty-five thousand six hundred thirty-eight dollars and forty-six cents for the completion of the work. Under a resolve, chapter 106, twenty-three thousand six hundred thirty-eight dollars and forty-six cents was appropriated, making a total appropriation of forty thousand five hundred dollars.

This proved to be inadequate and at the completion of the steel work we still had a bill to make estimated to cost about eight hundred dollars for the State's part before the bridge could be opened to travel. Accordingly the citizens of Van Buren raised the eight hundred dollars and placed it to the credit of the highway commissioner and the contract was let and the bridge opened to traffic October 24, 1911.

It will be understood that the expenditures are only the State's part or one-half of the total cost of the bridge.

The Dominion Government was represented by S. J. Chap-leau, District Engineer, Department of Public Works.

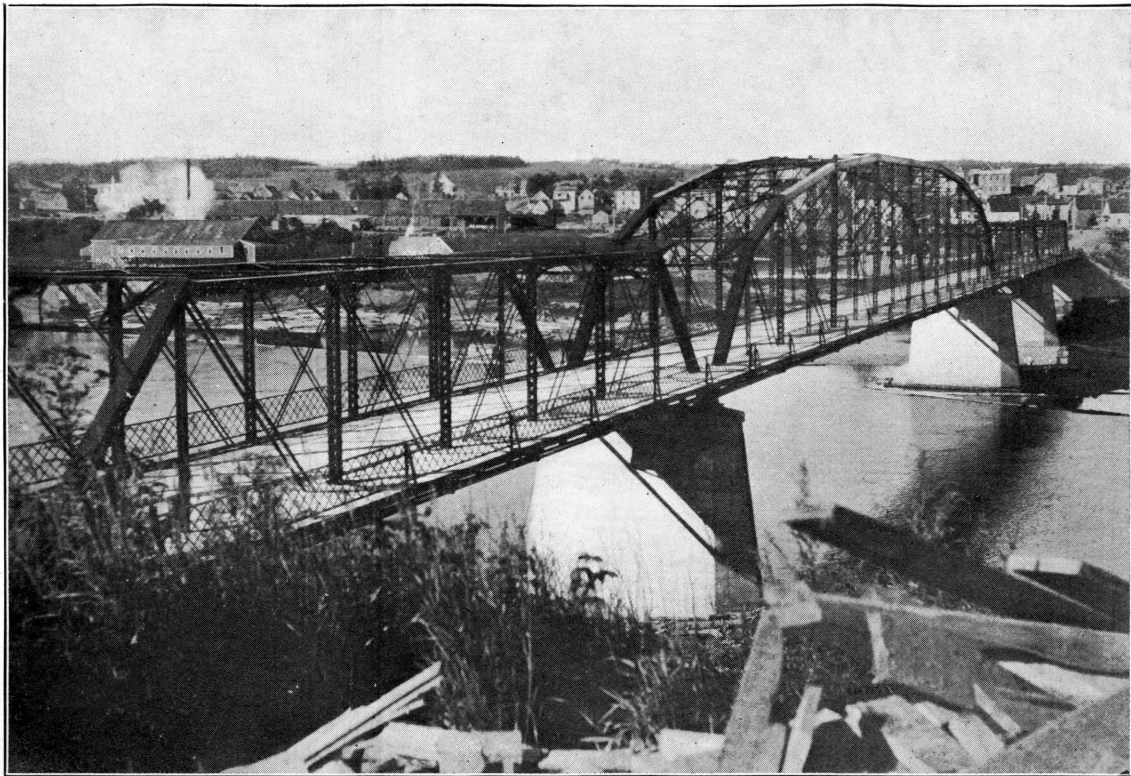
E. E. Greenwood of Skowhegan, Maine, was chief engineer.

The itemized statement shows the expenditures together with the deficiency to be provided by appropriation.





International Bridge between Van Buren, Maine and St. Leonards, New Brunswick. In process of erection. June, 1911.



International Bridge between Van Buren, Maine and St. Leonards, New Brunswick. Bridge completed 1911.





ADVERTISING.

1910.		
Oct. 12.	Portland Publishing Company .....	\$2 50
Oct. 12.	Engineering News .....	12 60
Oct. 12.	The Times Publishing Company .....	1 25
Oct. 12.	Bangor Publishing Company .....	2 87
Oct. 12.	The Star Herald .....	25
Oct. 12.	The Times Printing Company .....	7 50
Oct. 12.	La Patrie Publishing Company .....	8 40
Oct. 12.	The Herald Company .....	9 00
Oct. 12.	La Compagnie De Publishing Company .....	12 37
Oct. 12.	Witness Publishing Company .....	5 50
Oct. 12.	Globe Printing Company .....	14 40
Oct. 12.	The Evening Times .....	6 00
Oct. 12.	The Telegraph Company .....	6 00
Oct. 12.	La Presse Publishing Company .....	15 75
Oct. 12.	The Toronto Daily Star .....	9 00
1911.		
Feb. 21.	Kennebec Journal .....	4 46
	Total .....	<u>\$117 85</u>

INSPECTION ON CEMENT.

1910.		
Dec. 20.	Robert W. Hunt .....	\$42 00
	Total .....	<u>\$42 00</u>

INSPECTION OF STEEL.

Canadian Inspection Company .....	\$389 91
(This amount is still due.)	

SUPERSTRUCTURE.

Penn Bridge Company .....	10,247 75
American Bridge Company .....	37 00
The Old National Bank (Penn Bridge Co.) .....	9,679 31
Due Penn Bridge Company .....	250 00
Due Penn Bridge Company .....	568 44
Total .....	<u>\$20,782 50</u>

## COMMISSIONER OF HIGHWAYS.

## SUBSTRUCTURE.

Powers & Brewer .....	\$15,588 06
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## MAKING APPROACH FILLS.

1910.		
June 6.	Bank of Montreal, (Powers & Brewer) ..	2,906 94
	C. F Swain .....	80 00
	Chas. L. Cyr .....	*785 00
	Total .....	<u>\$3,771 94</u>

## RAILINGS, ETC.

C. F. Swain .....	47 02
Total .....	<u>\$47 02</u>

## CARE OF LIGHTS.

Remi Parent .....	*15 00
Paid E. LeBrun on bridge sign .....	1 33

## ENGINEERING.

H. H. Charles .....	\$289 31
E. E. Greenwood .....	1,080 00
E. E. Greenwood, still due .....	75 00
P. L. Hardison, 1910 .....	129 37
A. J. Mehan .....	82 41

	<u>\$1,656 09</u>
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Appropriation, 1909 .....	<u>\$37,500 00</u>
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Part of appropriation ex-

pended in 1910 .....	\$16,861 54
Appropriation in 1911.....	23,638 46

Total appropriation .....	<u>\$40,500 00</u>
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Council order .....	127 02
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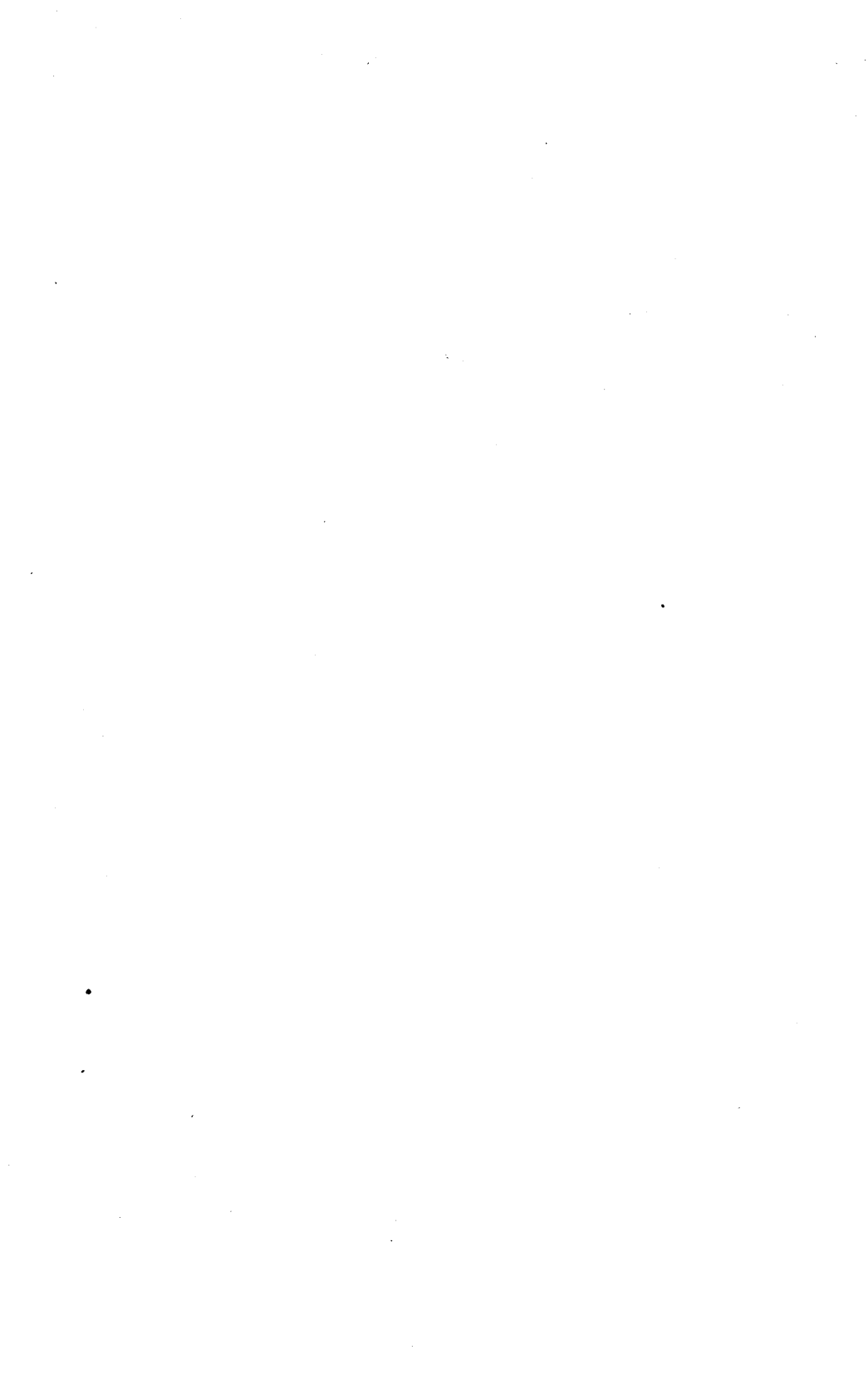
Citizens of Van Buren .....	800 00
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Interest on \$800.00 (expended on sign) .....	1 33
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Available .....	\$41,428 35	<u>\$41,428 35</u>
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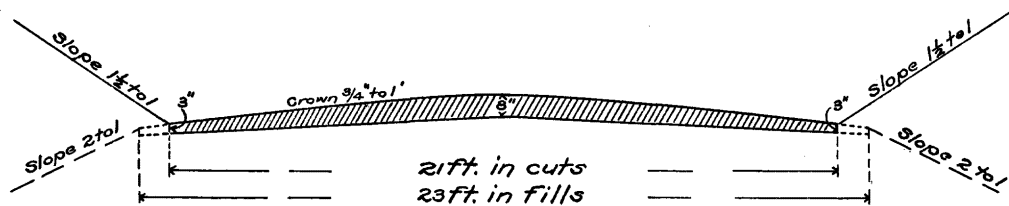
DUE PENN BRIDGE COMPANY.

On contract .....	\$568 44	
In settlement per clause in contract extra steel .....	250 00	\$818 44
<hr/>		
Due Canadian Inspection Company .....		389 91
Due E. E. Greenwood.....		75 00
Due citizens of Van Buren expended in 1910.....		132 90
		<hr/>
	\$1,416 25	1,416 25
<hr/>		
Total cost .....		\$42,844 60
Due citizens of Van Buren for 1911 .....	800 00	
<hr/>		
Total deficiency .....		\$2,216 25
1910. Paid to Van Buren Lumber Co. for moving barn .....		\$300 00
Interest paid by town of Van Buren .....	\$130 90	
Citizens of Van Buren paid, by error of Powers & Brewer...	2 00	
<hr/>		
Total paid by citizens of Van Buren .....	\$132 90	
Total cost to State .....		\$42,843 27
Sign .....		1 33
		<hr/>
		\$42,844 46
1911. *Money raised by citizens of Van Buren ...		\$800 00
Total cost, both Governments, less interest \$130.90 .....		\$85,558 30



# ROAD SECTION

## A



### Specification:-

Thickness of courses after rolling is completed.

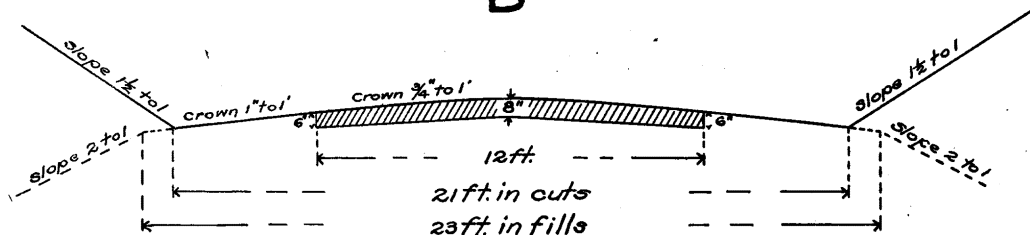
For macadam surface placed in two courses, bottom course 5 inches at center gradually diminishing in thickness to the sides, top course 3 inches, screenings or binder as called for.

For gravel surface placed in two courses, same as for macadam.



# ROAD SECTION

## B



### Specifications:-

Thickness of courses after rolling is completed.

For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch, screenings or binder as called for.

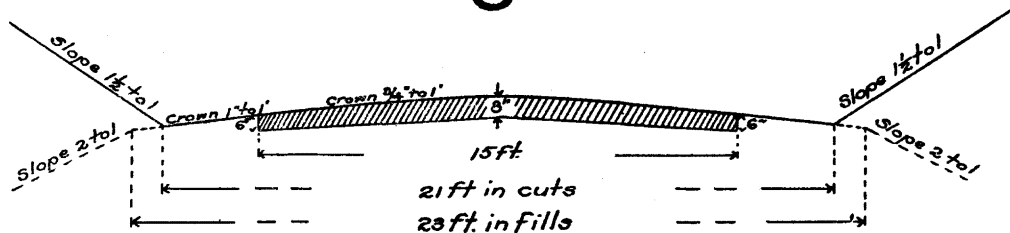
For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.





# ROAD SECTION

C



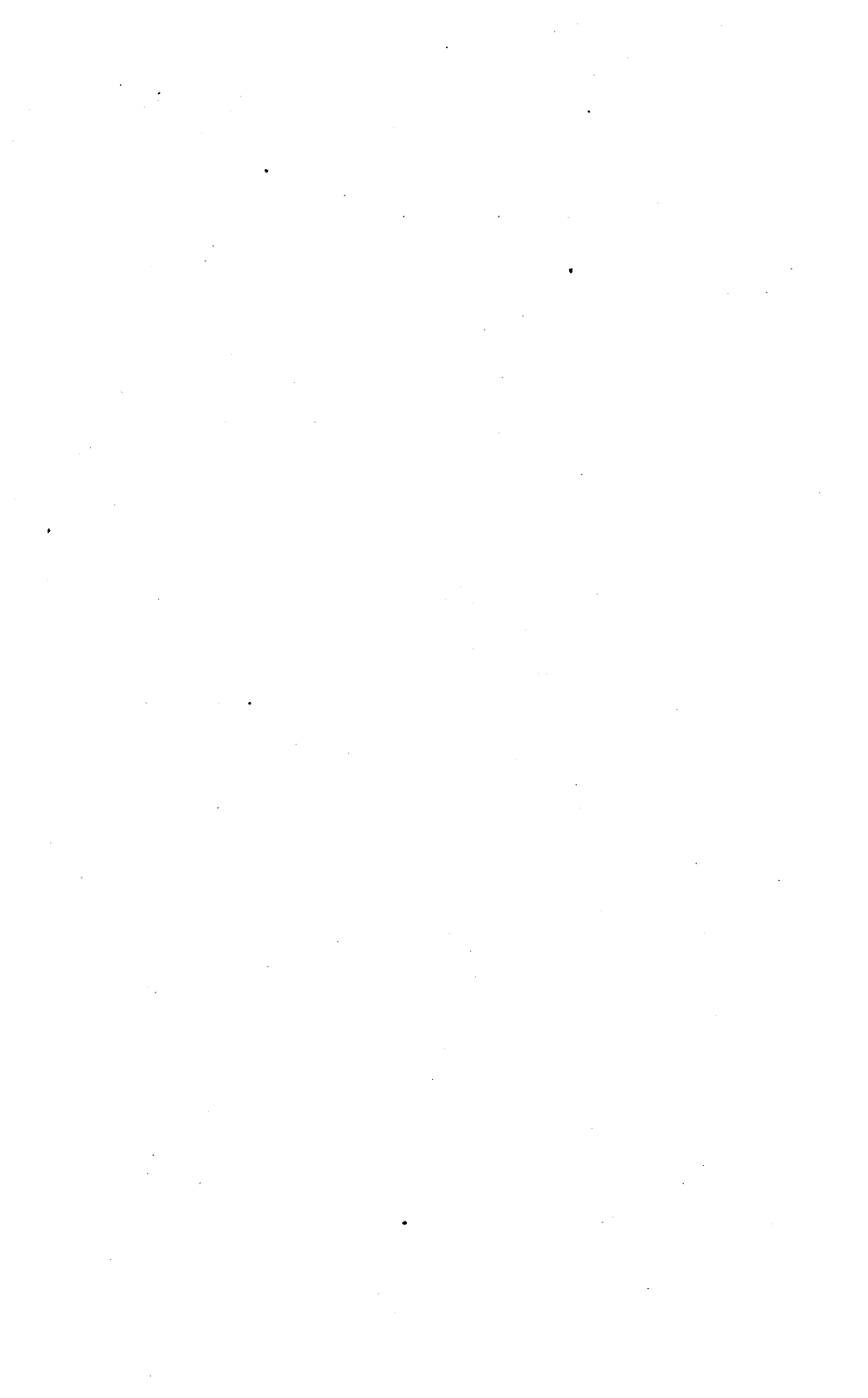
## Specifications:-

Thickness of courses after rolling is completed

For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

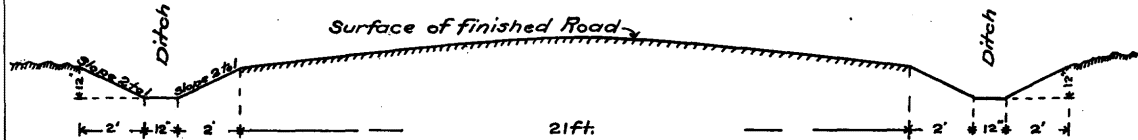
For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch, Screenings or binder as called for.

For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.



# ROAD SECTION

## D



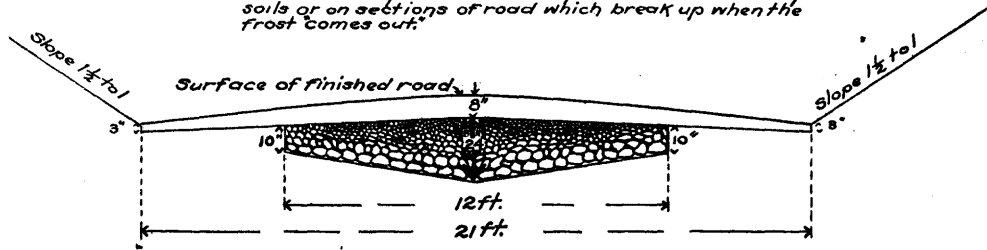
### Note:-

Where side ditches are needed the above cross-section may be taken as a standard, but should be varied to meet local conditions  
In wet, soggy soil, or where the drainage area of the ditches is large, the ditches should be made larger.  
In sandy soil or on steep grades little ditching is necessary.



## "V" DRAIN FOUNDATION

To be used only where road lays over wet and heavy soils or on sections of road which break up when the frost comes out.



### Specification:-

Excavate center of road to the depth, width and form shown above.

Stones not exceeding eight inches in diameter shall be placed in the bottom of the trench, over these shall be placed stones gradually diminishing in size until at the top small pebbles and gravel shall be used

The surface of this foundation shall be finished with a crown and thoroughly compacted

Side outlets shall be provided about every 200 feet.



Following is a copy of the Act passed at the last Legislature relating to appropriation for state highways.

**STATE ROAD LAW.**

PUBLIC LAWS OF 1907,

CHAPTER 112,

AS AMENDED BY CHAPTER 69, P. L. 1909, ALSO CHAPTER 21, P. L. 1911, AND CHAPTER 183, P. L. 1911.

An Act to provide for State Aid, and for the expenditure of other public moneys, in the permanent improvement of main highways or State Roads.

*Be it enacted by the Senate and House of Representatives in Legislature assembled, as follows:*

Section 1. The objects of this act are to obtain a more uniform system for the permanent improvement of main highways or state roads throughout the State, to secure the co-operation of the municipalities and the State in providing means therefor, and to provide for more efficient and economical expenditure of moneys appropriated for highway construction and repairs.

Section 2. The following described roads shall be considered main highways or state roads within the meaning of this act; in towns which have already availed themselves of the provisions of sections ninety-nine to one hundred and five of chapter twenty-three, revised statutes, nineteen hundred and three, and acts amendatory thereof and additional thereto, such roads as have heretofore been designated state roads by the county commissioners; in towns which have not heretofore availed themselves of said provisions, but which vote to accept the provisions of this act, such roads as may hereafter be designated as state roads. When notified by the state commissioner of highways that any town has voted to accept the provisions of this act, it

Objects of this act.

What roads shall be considered main highways or state roads.

—duty of county commissioners.



shall be the duty of the county commissioners of the county in which such town is located, on or before June first of the year of such notification to determine the main traveled thoroughfare of said town and to designate the same as the state road. Said county commissioners shall forthwith return to the state commissioner of highways a record of their proceedings in each town and an accurate, minute, and careful description of each road so designated.

Upon petition to state commissioner of highways and hearing thereon, location of state road by county commissioners may be changed.

—board to hear petition and parties, how constituted.

—pay of county commissioners.

Provided, however, that upon petition of a majority of the legal voters in any town or a majority of the municipal officers of any city presented to the state commissioner of highways stating that in the judgment of the petitioners the road as designated by the county commissioners is not the main traveled thoroughfare in that town and that public convenience would be better served by the designation of some other road as the state road, which other road must be described in the petition, it shall be the duty of the state commissioner of highways, after such notice as he may order, to give a public hearing upon said petition at some convenient place where all parties interested may be heard. The state commissioner of highways, the mayor, or street commissioner or city engineer, if designated by the mayor to act in his stead, in the case of cities; the chairman of the selectmen or one member of the board whom the chairman shall designate, in the case of towns; the chairman of the board of assessors, or one member of the board of assessors who shall be designated by the chairman, in the case of plantations; and a county commissioner from an adjoining county to be chosen jointly by the state commissioner and the representative of the city, town or plantation as provided herein, shall constitute a board to hear said petitions and parties interested and designate the state road, which designation shall be final. County commissioners when hearing said petitions shall receive three dollars per day and

expenses, to be paid together with advertising and incidental expenses from the treasury of the county in which the town is located. In case the decision is against the petitioners said board shall order in their decision that the petitioners repay to the county within a fixed time all said costs in connection with the hearing of the petition. In case such payment shall not be made within the time so fixed then the treasurer of the county within which the petition was heard shall commence an action of debt against said petitioners or any of them in the name of the county for the recovery of said costs and expenses:

Provided, further, that when the state road in any town has been reconstructed in a permanent manner within the meaning of this act it shall be the duty of the county commissioners to designate the next important main thoroughfare as state road. Municipal officers may notify the state commissioner of highways when in their opinion the state road is entirely reconstructed as above, but such notification must be made immediately upon the completion of the road. It shall then be the duty of the state commissioner of highways, together with the county commissioners of the county in which the road is located to make an inspection of the road and to determine whether or not it is complete. If they find the road to be not complete they shall specify to the municipal officers in what particulars, and the municipal officers shall, in their next proposal for expenditure of joint funds, specify that it is desired to use said joint funds in completing said road according to said specifications returned by the state commissioner of highways and the county commissioners. If the road is complete the county commissioners shall designate another state road as provided in this section.

Section 3. To carry out the provisions of this act there is hereby created and established a state highway department whose chief officer shall be

County commissioners to designate next important main thoroughfare.

—inspection of road.

State highway department.

—appointment of commissioner.

—term of office.

—salary

—expenses.

—may appoint one assistant.

—salary of assistant.

—may appoint clerk.

—stenographer.

May employ necessary help.

Salaries and expenses, how charged.

Town shall provide for permanent improvement of highways.

called the state commissioner of highways. Said commissioner shall be a civil engineer and shall be appointed by the governor with the advice and consent of the council, within ten days after this act takes effect. The term of office of said commissioner shall be four years and until his successor is appointed and qualified. He shall receive an annual salary of two thousand five hundred dollars, and in addition thereto such actual expenses, not exceeding fifteen hundred dollars annually, as he may personally incur in the execution of the duties of his office, the same to be approved by the governor and council. Said commissioner shall be furnished with suitable offices at the seat of government properly provided with all necessary furniture, equipment and stationery, and he shall personally superintend the work of the department. Said commissioner may appoint, if the work of the department requires it, subject to the approval of the governor and council, one assistant commissioner who shall be a civil engineer and experienced in road building. Said assistant commissioner shall receive an annual salary not to exceed fifteen hundred dollars and actual expenses incurred when on official business within the State, the same to be approved by the governor and council. He may also appoint one clerk and bookkeeper at a salary not to exceed thirteen hundred dollars and one stenographer at such salary as may be determined upon and approved by the governor and council.

He may also employ such other help as the execution of this act shall make necessary upon terms to be approved by the governor and council.

All salaries and expenses called for in this section shall be charged against administration except as hereinafter provided.

Section 4. If any city or town or organized plantation or the county commissioners for any unincorporated township desire state aid as contemplated by this act, for the permanent improvement of its

state road, such city or town or organized plantation may raise and appropriate in addition to the amounts regularly raised and appropriated for the care of ways, highways and bridges, the following amounts, on account of which aid shall be paid.

Towns having a valuation of two hundred thousand dollars or less may appropriate any amount not exceeding two hundred dollars; towns having a valuation over two hundred thousand dollars and not over eight hundred thousand dollars may appropriate any amount not exceeding four hundred dollars; towns having a valuation over eight hundred thousand dollars and less than one million dollars may appropriate any amount not exceeding four hundred fifty dollars; and towns having a valuation over one million dollars and not exceeding three million dollars may appropriate an additional fifty dollars for each two hundred thousand dollars additional valuation or fraction thereof; towns having a valuation of three million dollars and less than four million dollars, may appropriate one thousand dollars; and towns having a valuation over four million dollars may appropriate an additional one hundred dollars for each one million dollars additional valuation or fraction thereof.

And the commissioners of each county within which are located unincorporated townships, if they desire state aid for the permanent improvement of the main thoroughfare or state road of any of said townships, shall raise and appropriate in addition to the amounts regularly raised and appropriated for the care of highways and bridges, in each of said townships, fifty cents for each thousand of valuation of each of said townships for which state aid is desired.

And it shall be lawful for any city government to make appropriation in order to secure state aid at any meeting of said city government held between the date of its inauguration and April fifteenth.

Amount  
towns may  
appropriate.

County  
commissioners shall  
set apart  
funds in  
unincorporated  
townships.

—application for state aid.

Section 5. Application for such state aid in any year, and notice of the raising and appropriation of such additional amount called for in the preceding section by any city, town or organized plantation or by the commissioners of such counties as have unincorporated townships entitled to state aid, shall on or before April fifteenth of such year, be made and given to the state commissioner of highways by the clerks of such cities, towns, plantations or boards of county commissioners; except that in the case of cities the time may be extended to June fifteenth. Otherwise they shall not be entitled to such aid for such year.

—notice to commissioner of highways.

Duty of selectmen.

It shall be the duty of the selectmen of each town to insert in the warrant for each annual town meeting an article calling upon the voters to vote 'yes' or 'no' on the adoption of the provisions of this act relating to the appropriation of money necessary to entitle the town to state aid for highways, for the year in which such meeting is to be held.

Cities may make appropriation at any meeting.

Commissioner of highways shall apportion money

Section 6. The state commissioner of highways shall apportion from the amount appropriated under the provisions of this act, to each city, town and organized plantation which has applied for state aid and has appropriated the additional amount provided for in section four, for each dollar so appropriated the following amounts: To towns having a valuation of two hundred thousand dollars or less, two dollars for each dollar appropriated by said town; to towns having a valuation over two hundred thousand dollars and less than one million dollars, one dollar for each dollar appropriated by said town; to towns having a valuation of one million dollars and less than one million two hundred thousand dollars, ninety-two cents; to towns having a valuation of one million two hundred thousand dollars and not exceeding one million four hundred thousand dollars, eighty-five cents; to towns having a valuation of one million four hundred thousand dollars and not exceeding one million six hundred

Apportionment.

thousand dollars, eighty cents; and to towns having a valuation of one million six hundred thousand dollars and over, seventy-five cents for each dollar so appropriated under section four. And to unincorporated townships for which the county commissioners have applied and have appropriated the additional amount provided for in section four, there shall be apportioned one dollar for each dollar so appropriated.

Section 7. The amount of money appropriated by such city, town, organized plantation, or for such incorporated township as applies for state aid, as provided for in section four with the amount apportioned by the state commissioner of highways, as provided for in section six, shall constitute a joint fund for the permanent improvement of the state road in each of said cities, towns, organized plantations or unincorporated townships. And on or before May fifteenth of each year it shall be the duty of the officers having jurisdiction over highways in said cities, towns, organized plantations and unincorporated townships to file with the state commissioner of highways a proposal setting forth the location on the state road and nature of the permanent improvements desired to be made; except that in the case of cities the time may be extended to July fifteenth. The state commissioner of highways shall upon receipt of this proposal notify the said officers whether or not the proposed location and the proposed work meets with his approval, and if not, his reasons therefor. No work shall be commenced or prosecuted until the state commissioner of highways has approved the same and issued specifications by which the work must be done. No state aid shall be paid until all work undertaken has been constructed to his satisfaction.

Joint fund for improvement of state road.

—duty of officers having charge of highways.

—shall file proposal with commissioner of highways.

—approval of proposal.

He may also, upon request of the officers of any city not employing a city engineer, or town or organized plantation or unincorporated township, furnish

—may furnish service of engineer

or inspector  
to towns,  
free of  
charge.

—special  
expenses,  
how  
charged.

—officers  
shall file  
statement  
with com-  
missioner  
of high-  
ways.

Survey  
notes shall  
be filed.

Expenditure  
of joint  
fund.

Commis-  
sioner of  
highways  
to make  
surveys,  
plans and  
estimates.

to such city, town, organized plantation or unincorporated township, free of charge, the services of any engineer or inspector in the employ of the State under this act for the purpose of consultation and advice concerning the construction, improvement and repair of the highways in such city, town, organized plantation or unincorporated township. And any special expenses incurred in providing such engineers or inspectors shall be charged against administration and shall be paid for out of the general appropriation made under this act. A certificate of the cost of every road constructed under the provisions of this act not upon a contract shall be filed with the state commissioner of highways, by the selectmen or authorized authority over the work of the town in which such road shall have been constructed, on or before November first. Survey notes, copies of all plans and contracts together with all other records pertaining to the expenditure of any State moneys under this act or any subsequent act for the improvement of highways shall be filed and remain of record in the office of the state commissioner of highways.

Any part of said joint fund not expended during the year for which it is set apart and apportioned, may be expended during the succeeding year. If, in the opinion of the state commissioner of highways, said joint fund or any part thereof, for any year cannot be advantageously expended, the same may be expended the succeeding year.

Section 8. As soon as the location and general character of the proposed work has been determined upon in towns where one thousand dollars or more of joint fund is to be expended under the provisions of this act, it shall be the duty of the state commissioner of highways to make surveys, plans, estimates and specifications for the proposed improvement. These plans and specifications shall conform substantially to the proposal filed under the preceding section and agreed upon between the state commis-

sioner of highways and the selectmen or other officers having jurisdiction over highways. Changes of grade and alignment may be made when the road will be benefited thereby and authority is hereby given to make such changes. Said plans and specifications shall, upon completion, be forwarded to the selectmen or other officers having jurisdiction over highways in the said town in which the particular work is located, whose duty it shall be to immediately advertise for bids for doing said work according to said plans and specifications in two or more public newspapers, printed or circulated in the county, for three weeks successively, at least once in each week. This advertisement shall state the place where bidders may examine said plans and specifications, and the time and place where the bids for said work will be received by the board of selectmen or other local officers having jurisdiction. Each bidder must accompany his bid with a certified check payable to the treasurer of the city, town, plantation or county as the case may be, for ten per cent of the amount of his bid as a guarantee that if the work is awarded to him, he will enter into a contract with said board for the same. All bids so submitted shall be immediately and publicly read at the time for opening the same, as stated in said advertisement, and referred to the state commissioner of highways for his approval. The selectmen or other local officers having jurisdiction and the state commissioner of highways shall have the right to reject any or all bids, if in their opinion good cause exists therefor, but otherwise they shall award the contract to the lowest responsible bidder. The successful bidder shall give satisfactory evidence of his ability to perform the contract, and shall within fifteen days from the awarding of the contract also furnish bonds in the penal sum of at least one-half of the amount of the contract with two or more sureties, owners of real estate in the county, or a surety or trust company, authorized to transact business within the State to be

—changes  
of grade.

—selectmen  
shall adver-  
tise for  
bids.

—guarantee  
of bidder.

—all bids  
made public.

—right to  
reject all  
bids.

Bond shall  
be fur-  
nished.



—contract shall be in triplicate.

—bids in behalf of towns.

Bids in behalf of towns, when to be opened.

—contract shall go to town, if lowest bidder.

approved by both the board receiving the bids and by the state commissioner of highways, conditional for the faithful performance of said work in strict conformity with the contract, plans and specifications for the same. The contract, plans and specifications shall be executed in triplicate, one copy going to the contractor, one to the local board of officers having jurisdiction and one to the state commissioner of highways. Whenever the mayor and city council or such other board as has jurisdiction over highways in a city, or the selectmen of any town, or the assessors of any organized plantation, or the county commissioners for unincorporated townships, shall desire in behalf of such city, town, plantation or unincorporated township to bid upon work located within said city, town, plantation or unincorporated township, they shall submit their bids to the state commissioner of highways at least one day prior to the time specified for the opening of the other bids as stated in the advertisement for bids, and all bids submitted in behalf of town shall be subject to the requirements made and provided for in this section, except that no certified check or bond shall be required of any town or city making bids or accepting contracts for construction.

No bids in behalf of towns shall be opened by the state commissioner of highways until after the other bids for the same work shall have been publicly opened and read by the board receiving them, as required by this section, and forwarded to the state commissioner of highways. If the state commissioner of highways shall find from the bids so submitted that the bid in behalf of the town is the lowest, the state commissioner of highways shall thereupon award the contract to such town, whereupon the board of local officers having jurisdiction over highways in such town shall forthwith execute a contract in behalf of such town with the state commissioner of highways in behalf of the State, to fulfil all the requirements and terms of the specifi-

cations and plans for said work, under which their bid was submitted, provided, however, that the municipal officers of any city or town may enter into a contract with the state commissioner of highways for the construction of the section of state road within said city or town immediately upon completion of plans and specifications at the estimated cost of construction made by said state commissioner of highways. The state commissioner of highways, on all work executed by contract, shall make such inspection from time to time as he may deem necessary and all material furnished and labor performed shall be to his satisfaction.

Commissioner of highways may appoint inspectors.

The state commissioner of highways may appoint inspectors if he deems it necessary to supervise the construction of all roads built by contract under the provisions of this act. He shall prescribe their salaries, which shall be satisfactory to the governor and council; said salaries, however, and any special expense incurred in making surveys, plans and layouts for contract work shall be charged against the joint fund for the particular work in question.

Specifications to be strictly adhered to.

The inspector shall require all provisions of the contract and specifications to be strictly adhered to by the contractors and immediately after the completion of each contract and before final payment is made the inspector shall make oath that all work has been completed according to contract, plans and specifications.

—certificate of cost and completion to be filed.

Section 9. When the municipal officers of any city, town or plantation or the county commissioners for any unincorporated township, which has complied with the foregoing sections shall certify under oath to the state commissioner of highways that the section of state road in said town has been completed it shall be the duty of the state commissioner of highways, either personally or by his agent to inspect said road and to determine the amount of aid due thereon. The amount of aid found to be due shall be certified to the state auditor, who if he finds

Payments  
for contract  
work not  
done by  
towns.

said amount correct will certify the same to the governor and council for payment. Work performed by individuals or corporations, not towns, under contract shall be paid for as follows: At or near the end of each calendar month during the progress of the work the state commissioner of highways shall certify to the selectmen of each town in which such contract work is being performed, the amount and value of the work done on such contract during the month, together with a statement of eighty-five per cent of the value of such work, which shall be the amount due the contractor and payable to him by the town treasurer not later than the fifteenth of the month succeeding the month in which the work was done; provided, however, that thirty days after the state commissioner of highways shall certify to the selectmen that all work in connection with any such contract has been completed, inspected and accepted, the full unpaid balance of said contract as shown in said certificate shall be payable to the contractor by the town and not before.

Highways  
to be main-  
tained satis-  
factory to  
commis-  
sioner of  
highways.

Section 10. Any highway within any city or town improved by the expenditure of said joint fund shall thereafter be maintained, as are other highways, within the city, town, plantation or township within which it is located, and to the satisfaction of the state commissioner of highways.

State not  
liable for  
damages.

—damages,  
how  
assessed.

Section 11. The State shall not be liable to any person or corporation for damages arising from the construction, rebuilding, improvement or maintenance of any highway under this act. In case any person or persons or corporation shall sustain damage by any change in grade or by taking of land to alter the location of any highway which may be improved under this act the person or persons or corporation injured thereby shall be entitled to compensation to be assessed by the officers having jurisdiction where the road lies, said damage to be assessed and paid according to provisions of statute. In case the award of damages is not satisfactory,

—right of  
appeal.

parties aggrieved shall have the same right of appeal as is provided by law in the case of damages for altering highways.

Section 12. To provide funds for the purposes of this act there shall be appropriated out of any funds in the state treasury not otherwise appropriated the sum of two hundred and fifty thousand dollars annually for the exclusive use and purposes set forth in this act. Any unexpended balance at the end of any year shall be added to the fund for the next year. From this fund shall be paid all state aid for road improvement as provided for under this act.

Amount available for expenditure.

Section 13. After providing for the payment of state aid applied for, the balance of the fund or any part thereof may be expended by the state commissioner of highways in rebuilding and improving the main thoroughfares of through travel in the State, with the object of establishing a complete system of continuous main highways throughout the State. The location of roads to be improved under this section and the apportionment of funds for the same shall be determined by the state commissioner of highways subject to the approval of the governor and council. The same general provisions made for the construction and maintenance of other state roads under this act shall apply to roads constructed under authority of this section, except that the whole cost of construction may be paid by the State, and the state commissioner of highways is authorized and directed to sign contracts on behalf of the State for the construction of roads under this section. He may, if bids received for work regularly advertised are in his judgment too high, or if no bids are received, perform said work by any method which the governor and council may approve.

Proviso.

Section 14. The fiscal year for the purposes of this act shall end December thirty-one. Wherever the word 'valuation' is used in this act it shall mean the valuation last made by the state board of assess-

Fiscal year.  
—definition of the word valuation.

ors. Wherever the word city, town or organized plantation or unincorporated township is used singly in this act and the phrase or clause in which it is used could as well apply to all four classes of political subdivisions or to any other one class it shall be understood to so apply.

Shall compile statistics.

Section 15. In connection with the foregoing duties the state commissioner of highways, having first regard for the performance of those duties, shall also compile statistics relating to the public ways in the cities and towns of the State, and make such investigation relating thereto as he shall deem expedient, in order to secure better and more improved highways in the State. He shall also by means of maps, charts, cuts, drawings, prints, publications, printed or written articles, lectures or otherwise, disseminate knowledge throughout the State concerning the best known economical methods for the building and maintaining of highways, including bridges in the cities and towns of the State, and particularly to impart such information, in manner as aforesaid, to the county commissioners of counties, the street commissioners of cities, the selectmen of towns and other municipal officers whose duties it may be to have the care and management of the expenditure of money and the building and keeping in repair of the highways in the State. Said commissioner shall hold each year under the auspices of the county commissioners, a meeting in each county for the open discussion of questions relating to the building and maintaining of public ways, of which due notice shall be given to the towns and cities in each county by the said county commissioners.

—disseminate knowledge.

—hold meetings.

Shall make an annual report.

Section 16. The state commissioner of highways shall make an annual report to the governor and council of the operations of the state highway department. This report shall show the number of miles, cost and character of the roads built under its direction, together with a statement of expenses

of the department and such other information concerning the condition of public roads of the State and the progress of their improvement as may be proper. He shall also make recommendations for any legislation which to him seem expedient and necessary.

His report shall be transmitted to the secretary of state as soon after the first Wednesday of January of each year as possible.

Report shall be transmitted to secretary of state.

Section 17. County commissioners and city and town officers having the care of and authority over public ways and bridges throughout the State shall, on request, furnish said commissioner any information which they may possess and required by him, concerning ways and bridges within their jurisdiction.

County commissioners and town officers shall furnish information.

Section 18. Sections ninety-nine to one hundred and five inclusive of chapter twenty-three, revised statutes of nineteen hundred and three and acts amendatory thereof, and chapter one hundred and forty-six of the public laws of nineteen hundred and five are hereby repealed when this act takes effect.

Sections 99 to 105, inclusive, chapter 23, R. S., and chapter 146, public laws 1905, repealed.

Section 19. This act shall take effect January first, nineteen hundred and eight.

When act takes effect.



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