

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

REPORTS

OF THE VARIOUS

PUBLIC OFFICERS, DEPARTMENTS
AND INSTITUTIONS

FOR THE YEAR 1914

VOLUME III.



Federal Aid Road. Bituminous macadam surface, showing two loads of hay on a width of 16 feet.

SECOND ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

FROM JANUARY 1, 1914 TO
DECEMBER 31, 1914.



WATERVILLE
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1915

STATE OF MAINE.

OFFICE OF STATE HIGHWAY COMMISSION,

AUGUSTA, April 15, 1915.

To His Excellency, Oakley C. Curtis, Governor, and the Honorable Council:

We have the honor to present the second annual report of the State Highway Commission from January 1, 1914, to December 31, 1914.

LYMAN H. NELSON,
PHILIP J. DEERING,
WILLIAM M. AYER.

REPORT OF STATE HIGHWAY COMMISSION FOR THE FISCAL YEAR ENDED DECEMBER 31, 1914.

To the Honorable, The Governor and Council:

In accordance with Section 34, Chapter 130, P. L. 1913, the state highway commission herewith respectfully makes annual report to the Governor and Council of its doings and the expenditures of its office for the fiscal year ended December 31, 1914.

PERSONNEL OF THE COMMISSION.

The personnel of the commission remains as originally organized. William M. Ayer of Oakland, whose original term of office expired July 19, 1913, was re-appointed by His Excellency, Hon. William T. Haines, Governor, and formally confirmed by the Honorable Council, said appointment being for three years from July 19, 1914.

OFFICE ORGANIZATION.

The organization of the office at Augusta remains practically the same as in force during 1913, except that it has been augmented by the addition of several clerks and stenographers required by the large increase in the work of the commission. See Organization Chart on page 5.

During the year a new department has been created, namely: that of Maintenance under the charge of A. J. Wiggin, as superintendent.

STATE HIGHWAY SYSTEM.

The report of 1913 contains a general layout of the State Highway System, which remains in general unchanged, the only exception being that of State Highway K, Bangor to Fort Kent, a part of which has been formally re-located be-

tween Mattawamkeag and Sherman Mills, and now lies through Molunkus Plantation proceeding via what is popularly known as the Silver Ridge Route to Sherman Mills.

The definite location of State Highway C between Brunswick and Bath, which was held in abeyance for some time due to various complications, has now been formally determined by the commission to run via Cook's Corner and Ham's Hill.

The commission have endeavored in the determining of the location of state highways to constantly bear in mind that these routes shall serve the largest number of people possible, and at the same time develop the farming, manufacturing and summer resort resources of the State. The commission further realizes that there are two distinct classes of interests to serve, namely: The local inhabitant and the interstate traveler and have constantly kept these different interests in mind in its system of roads.

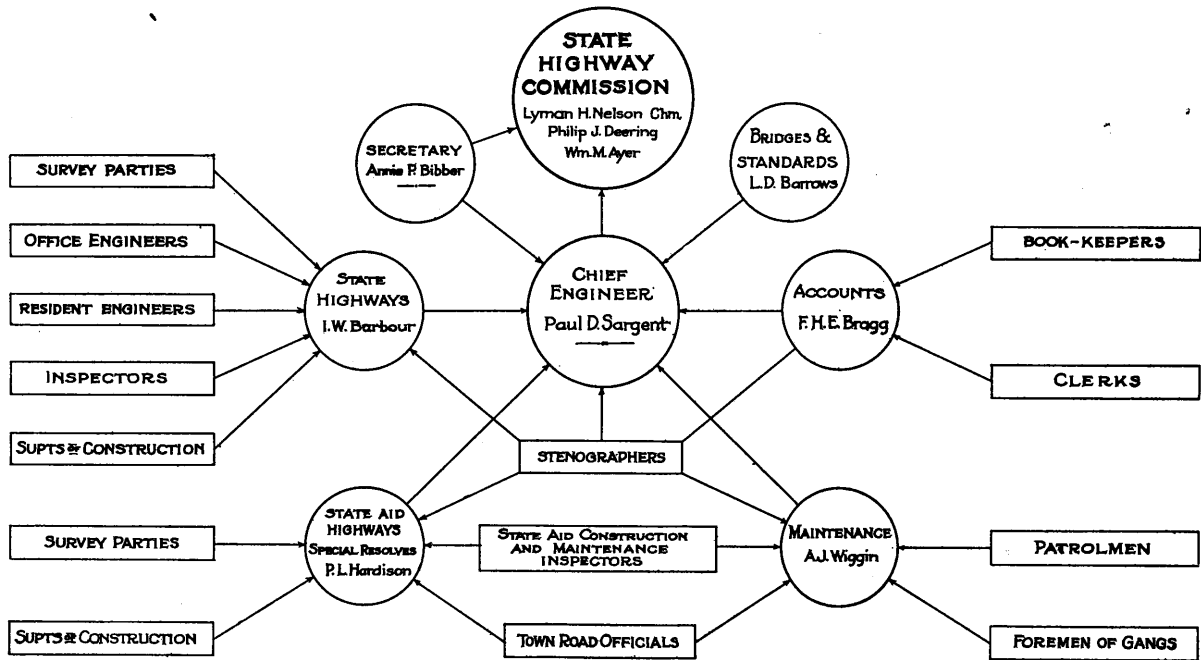
During the year the commission made personal inspection by automobile of practically the entire State Highway System. These inspection tours revealed the fact that in some cases the route, as now planned, lacks sufficient material of the right kind for road construction, and it is not impossible that some of the routes may later on be changed to take advantage of other locations where material is more abundant. A case in mind is that of State Highway K between Old Town and Lincoln, where it developed that the route via Alton, Lagrange and Howland showed large deposits of gravel that are not available on the direct route through Milford, Greenbush and Passadumkeag.

The commission has not yet definitely decided to make this change, but uses it here as an illustration.

STATE AID SYSTEM.

Much attention has been paid, and a large amount of detail work done during the year in the development of the State Aid Highway System, which is designed to serve the local community and to act, so far as practicable, as feeders to the State Highway System. In this connection, it is interesting to know that many towns throughout the State are voluntarily asking for new locations that lead toward the Trunk Lines. The people as a whole are taking much greater interest than ever

ORGANIZATION CHART



before in the development of a real system of roads, and while local, personal, selfish interest is still in evidence to some degree, it is a fact that the general tendency is in favor of a system of roads that will serve all the people rather than a few individuals.

GOOD ROADS ATTRACT TRAFFIC.

It is a well-established principle that the improvement of roads attracts increased traffic which has its effect upon the system of highways in the minds of the local community. A notable instance of this is in the town of York where the completion during 1914 of the bituminous macadam improvement throughout the entire town, via what is known as the Beach Route, has attracted such an enormous traffic, running as high at the height of the season as 3,000 vehicles passing a given point in ten hours, that it has lead that town to see the need of improving a direct line from Cape Neddick to York Corner. This is desired in order to relieve the congestion of traffic via the Beach Route, and is gradually being done as part of the State Aid System.

INTER-STATE THOROUGHFARES.

Substantial improvement during 1914 has been made in the two great thoroughfares into Maine from the West.

The Kittery-Portland road is now improved throughout its entire length from Kittery to Biddeford, and in 1915 will be carried to Portland, thus making a continuous improved road from Kittery to Brunswick; and the Fryeburg road for about ten miles from the New Hampshire line toward Bridgton.

KITTERY-PORTSMOUTH BRIDGE.

There has recently been considerable agitation both in New Hampshire and Maine regarding the rebuilding of the Kittery-Portsmouth Bridge. This bridge is in poor condition. Vehicles using it are obliged to cross the Boston & Maine Railroad several times at grade, and the tolls demanded by the present owners of the bridge are objectionable. The Chairman of the commission attended a hearing during the summer of 1914 at Portsmouth where the matter was being jointly considered by the County Commissioners of York and Rockingham Coun-

ties. It is probable that the Legislature of 1915 in both Maine and New Hampshire will be asked to make appropriations for a survey for a new bridge in a new location. The commission believe that it is of the utmost importance that this chief entrance into Maine should be made attractive, safe and free from tolls.

INCREASE IN AUTOMOBILE LICENSE FEES.

With the exception of the special appropriation by the State of \$50,000 for maintenance and administration and of \$300,000 directly applicable to state aid to towns, the entire Highway Department is financed by the fees received from automobile registrations. Under the law, these fees are used: 1st, for the payment of interest on outstanding highway bonds; 2d, for the payment of sinking fund on such bonds; and 3d, for administration and maintenance.

It is a matter of general interest that the plan of financing under this method has proved entirely successful, and it is not likely, although the expenses of the department will greatly increase during 1915 and 1916 because of maintenance requirements, that any additional appropriation will be required from the 77th Legislature. In this connection it is interesting to note the increase in the receipts from these fees as follows:

1911	\$ 12,462.01
1912	98,339.84
1913	138,665.75
1914	192,542.14

and conservative estimates indicate a moderate increase for the years 1915 and 1916.

State Highway bonds to the amount of \$800,000 have already been sold, and additional issues will undoubtedly be made of \$500,000 in 1915 and \$500,000 in 1916. The additional funds required for interest and sinking fund on all these issues has been carefully figured, and as stated above, the income from automobile fees will properly take care of these charges and leave sufficient funds for the thorough maintenance of all state highways to be completed prior to Jan 1, 1917, and all state aid highways built since 1908, as well as those to be improved in the next two years. The vital thing in this connection is

that the commission feels that all highways now under construction will be thoroughly maintained, and thus the State's investment of bond money and state aid appropriation properly secured.

PROTECTION OF SPECIAL RESOLVE APPROPRIATIONS.

It has been the policy of the State for several years at each session of the legislature to appropriate substantial sums of money by special resolve for the improving of particular pieces of road in various parts of the State, usually somewhat isolated. Up to the present time no provision has been made for the protection of the State's investment made by these special resolve appropriations in the way of maintenance. The commission, therefore, will propose that all such resolves carrying appropriations for road building to be granted by the 77th Legislature shall have attached to them the following rider:

This resolve shall be void and of no effect unless said town in accepting this appropriation thereby and in consideration thereof shall undertake that all road material, including clay, gravel, sand and rock, necessary for the improvement contemplated by this resolve shall be furnished without expense to the State, and that said town shall assume and pay all damages whatsoever arising from the taking of land or from the change of grade, drainage or alignment deemed by the State Highway commission as necessary for said improvement. Said way when so improved shall be thereafter continually maintained under the direction and control of said commission at the joint expense of the State and said town; the charge against said town for maintenance of said way shall not exceed fifty per centum of the actual cost of such maintenance nor an average of thirty dollars per mile per annum, and the payment by said town of its said share of said maintenance shall be enforced in the same manner as provided in sections ten and twenty-five of chapter one hundred thirty of the Public Laws of Nineteen Hundred and Thirteen. The share of the State in said maintenance shall be paid out of the fund for administration and maintenance created by virtue of section thirty-three of said chapter one hundred and thirty.

If the above plan is approved by the legislature, every dollar the State appropriations for such purposes will be expended in

actual road construction, and not used for the payment of excessive prices sometimes demanded for road material or for damages arising from change of grade, drainage or alignment. The commission contend that any town asking for a special appropriation for road building should see to it that these materials and damages are adjusted by themselves locally and without expense to the State before the money appropriated by the resolve becomes available.

GRADE CROSSINGS.

In its study of the highway system the commission has had occasion to note the large number of dangerous crossings of railroad and highway. Because of the great increase in highway travel, due primarily to the growing use of the motor vehicle, these grade crossings are becoming each year more and more dangerous. The legislature of 1913 enacted a law looking to the gradual abolishment of these crossings, and laid down specific rules for accomplishing this result. The mode of procedure under that law, chapter 147, requires an initial petition on the part of the municipal officers of a town to the Public Utilities Commission, but the State Highway Commission has found that some towns, although appreciating the needs of the case, are reluctant to make such a petition because of fear of legal complications. The commission will, therefore, ask the next legislature to so amend the present law that the right of petition be extended to it. This right, if granted, will greatly facilitate the activities of the commission more particularly in the development of the state highway system, as it feels that large expenditures of bond money should not be made in certain localities for highway improvement until dangerous crossings with steam railroads are abolished.

ENGINEERING CHARGES.

By virtue of the powers given the commission to make rules governing its activities where such matters are not specifically covered by statute, the commission early decided that engineering, surveys, highway plans and inspection during progress are all legitimate parts of cost of construction.

While this policy has been subject to criticism by the municipal officers of several towns in the State, the commission still adhere to the belief that this is an equitable and business-like principle of procedure. In the case of state highways all expenses enumerated above are charged to the State Highway Bond Account, in the case of state aid highways are charged to the joint fund, and in the case of special resolves passed by the legislature are charged to the fund created by the resolve. This method clearly eliminates from the Administration Account costs which are distinctly chargeable to and part of each individual piece of road construction, and it clearly separates these items from what is more properly the overhead expense of the department. We believe that in the end the justice of this position will appeal to all, and prevent further criticism in this respect.

BRIDGES ON STATE HIGHWAYS.

Because of the peculiar contour of Maine, and the unusually large number of streams running through it the question of building and maintaining bridges is one of serious consequence.

The commission believes that it is not the intent of any of the laws under which it operates that the funds at its disposal from bond issue shall be used in bridge work, but rather that this money should be devoted for the building of the highway proper exclusive of bridges. It is, of course, necessary that the highway itself shall be properly and thoroughly drained involving the construction of many culverts to carry the water beneath the road, and the commission early found that it was necessary to determine a line of demarcation between culverts and bridges. They, therefore, established the rule that money derived from bond issues should not be used for the building of any bridges over 12 ft. in length, but that all bridges of greater length should remain in their present status as to liability for repair. As stated elsewhere in this report it is a clearly established principle that improved roads attract increasing traffic, and it is therefore, necessary where the highway is improved that the bridge shall also be rendered safe for such increased traffic. The commission, therefore, will urge so far as practicable that the towns improve and properly maintain all bridges lying along the path of the State Highway System,

and it will be the commission's policy not to improve the state highway through any particular town until a satisfactory arrangement is made with such town in respect to its bridges. The commission will also advocate at the next session of the legislature a general bridge bill, under which the State, county and town will jointly undertake a general policy for construction and improvement of bridges on main thoroughfares throughout the State.

DAMAGES FOR LAND TAKEN AND GRADE CHANGED.

Now that the state has started upon a comprehensive system of state highway improvement the questions of damages for land taken, for change of location and for damages due to change of grade or alignment or drainage are beginning to assume proportions.

Under the present law it is necessary that hearings be held whenever alterations, widening or change of grade are contemplated and the commission have so far as practicable endeavored to obey the law in this respect. Practically no road improvement can be made without making one or more of these changes of unimproved conditions and it is clearly a physical impossibility for the commission to strictly obey the letter of the law. State highways are being constructed in every county of the State and state aid highways in practically every one of more than 500 towns. The commission will, therefore, recommend to the next legislature that the law be amended so as to permit these changes to be made without specific hearing, but that damages incurred may be paid after such changes are made, and all rights of individual owners protected.

Appended hereto will be found the separate report of the Chief Engineer dealing with mileage of roads, cost of construction, maintenance and engineering technicalities.

Respectfully submitted,

LYMAN H. NELSON, Chairman,
PHILIP J. DEERING,
WILLIAM M. AYER,

State Highway Commission.

REPORT OF CHIEF ENGINEER.

To the State Highway Commission:

Financially and in the amount of work accomplished the year 1914 far surpasses any other year since the beginning of state aid or the creation of the state highway department. The expenditures on state highways, state aid highways and for maintenance have totaled in round numbers \$1,500,000.00.

The work accomplished amounts to practically 250 miles of road reconstructed and the maintenance under the supervision of the highway department of 760 miles of state and state aid highway constructed since 1908.

STATE HIGHWAYS.

Thirty-six separate jobs were undertaken during the year, totaling 131.92 miles; nineteen of these jobs aggregating 52.79 miles, were completed; four more, representing 11.91 miles, are practically complete and the others are in various stages of progress.

The locations of these sections, the length of each in miles and the percentage of each section completed is shown herewith.

COUNTY.	TOWN.	Length.		Percentage completed.
Androscoggin....	Greene*.....	2.277		100
Androscoggin....	Leeds.....	1.447		100
Aroostook.....	New Limerick†.....	6.688		70
Aroostook.....	Houlton†.....	2.718		57
Cumberland.....	Falmouth	20.909	(Federal Aid Highway)	58
Cumberland.....	Cumberland			
Cumberland.....	Yarmouth			
Cumberland.....	Freeport			
Cumberland.....	Brunswick			
Franklin.....	Farmington.....	3.618		64

COUNTY.	TOWN.	Length.	Percentage completed.
Franklin.....	Strong.....	3.438	96
Hancock.....	Trenton No. 1.....	2.008	100
Hancock.....	Trenton No. 2.....	1.989	100
Hancock.....	Trenton No. 3.....	2.020	98
Kennebec.....	Monmouth.....	4.879	55
Kennebec.....	Winthrop*.....	1.854	23
Knox.....	Warren No. 1.....	3.087	57
Knox.....	Warren No. 2.....	2.770	98
Lincoln.....	Wiscasset No. 1.....	2.352	100
Lincoln.....	Wiscasset No. 2.....	1.591	55
Lincoln.....	Waldoboro No. 1.....	3.993	100
Lincoln.....	Waldoboro No. 2.....	3.093	100
Oxford.....	Fryeburg.....	7.407	100
Penobscot.....	Newport.....	1.590	100
Penobscot.....	Etna.....	3.077	85
Penobscot.....	Carmel No. 1.....	2.424	100
Penobscot.....	Carmel No. 2.....	2.501	60
Piscataquis.....	Dover.....	6.721	60
Sagadahoc.....	Woolwich No. 1.....	2.992	100
Sagadahoc.....	Woolwich No. 2.....	2.661	100
Somerset.....	Norridgewock.....	5.614	37
Somerset.....	Madison.....	1.078	100
Waldo.....	Northport No. 1†.....	3.683	93
Waldo.....	Northport No. 2†.....	3.965	40
Washington.....	Whiting.....	9.223	100
York.....	York "G".....	3.471	100
York.....	York "I".....	0.678	100
York.....	Wells "H".....	2.079	100
York.....	Kennebunkport*.....	0.833	100
York.....	Biddeford*.....	1.195	100
	Total.....	131.921	

* Force account.

† Cost plus fixed sum.

The first bids for work were opened on May 14, and the last on September 3, with several lettings on intermediate dates. The work on twenty-four sections was awarded by the commission to the lowest bidders and has been performed by contract. On seven jobs the commission rejected bids as being too high and the work has been performed on four of these by force account and on three others on a cost plus fixed sum basis; four other jobs were performed by force account or day labor work each under the direction of a superintendent appointed by the commission, and one on a cost plus fixed sum basis.

CONTRACT WORK.

The records disclose that just one-half of the contracts were let to contractors from outside the State and one-half were let to Maine contractors. Generally speaking, contractors from out the State were more familiar with this class of work, were better equipped for carrying it on and handled the work more satisfactorily than Maine contractors, and consequently required less supervision and instruction. It should be noted in this connection, however, that one contractor from out the State failed to prosecute his work promptly and satisfactorily. Several Maine contractors have now become acquainted with the requirements of the work and it is hoped that more of this work will be undertaken by local contractors in succeeding years.

On the whole the contract work has been well performed. Few disputes or differences of opinion have arisen between contractors and engineers. Such questions as have come up have all pertained to payment for work which was extra or irregular and have been satisfactorily settled. It may almost be stated as an axiom that the more experience a contractor has the better work he will do and the fewer questions he will raise about payment for regular or extra work.

COST PLUS FIXED SUM WORK.

Four separate jobs were undertaken on this basis. The contractor furnishes all small tools and equipment for a stated sum and the commission meets the actual payroll cost twice a

month. A detailed statement of time for laborers and teams, checked by the commission's engineer, is returned to the office every day and a bill is rendered on the 16th and the 1st days of the month for all labor performed since the preceding settlement. Under this arrangement the commission can have as much or as little of any kind or character of work done as they may order. The whole work may be closed down at any date. By this method of performing work the commission is enabled to determine the actual cost and to compare the same with the cost of doing work by contract and by their own forces. One decided advantage has attached to this method during 1914. That is the prompt and regular payment of the laborers. The contractor has attended to this whether the State has settled with him or not. The chief engineer is not satisfied with results obtained during the year under this method of doing work.

FORCE ACCOUNT WORK.

Eight jobs were undertaken on this basis. The commission hired superintendents and placed them in charge of the work with full authority to organize working forces to handle each job. Payrolls covering the actual cost of labor and team hire are returned to the office once a week. The commission furnishes what equipment is necessary, excepting teams. The work accomplished by this method was highly satisfactory, due to the fact that the commission was fortunate in securing competent superintendents.

The principal difficulty experienced on account of this work has been in the matter of payment of labor. In 1913 the legislature passed a law directing that employers of labor, including the State should make weekly payment of all mechanics and laborers. Under the State Constitution the only way to legally pay money out of the treasury is on warrant of the Governor and Council and they ordinarily meet but once a month. Arrangements were made, however, for advance payment of pay-rolls and letting the authority issue at the next meeting of the Governor and Council. It was impossible to arrange for any regular day and generally pay for two weeks preceding a council meeting was held up to be passed in the reg-

ular warrant. This led to a lot of dissatisfaction among the laborers and on one job where Italians were employed there were two strikes, one accompanied by a small riot.

It is impossible for superintendents or foremen to get the best work out of laborers when pay is from one to three weeks behind. The men do not take the interest or work with the snap and vigor that is characteristic of a laboring force when everything connected with the work, including pay is handled in a systematic and regular way.

Under present arrangements, the only way a superintendent can discharge an incompetent laborer or an unsatisfactory team is to pay the laborer or team from his own funds, take a receipt and wait from one to three weeks to be reimbursed. This is not right. The State should not require or expect or allow superintendents or other individuals to finance their work; provided such financing were done in emergency cases the State should have some arrangement for promptly reimbursing those who make such advances.

Probably the most satisfactory arrangement of all would be some provision whereby the highway department would have its own disbursing office, if such an arrangement could be legally effected. Superintendents or foremen could then be placed under bonds and furnished with sufficient funds to meet ordinary needs in connection with the work upon which they were engaged. Contractors handle their work in this manner and if the State is to undertake this work successfully the highway commission must have authority to handle its work according to the best methods.

DAY LABOR VS. CONTRACT WORK.

This question has been discussed from time immemorial by engineers having supervision of construction work. The question of the most economical and efficient way or method of handling construction work when shorn of every other consideration always resolves itself into a question of competent supervision. If states and municipalities would employ as competent superintendents and foremen as contractors do, and pay them as liberally, they could do work on the day labor basis as economically as a contractor can and save the profit which the contractor has to make in order to meet his charges

for equipment and over-head expenses. Good superintendents command anywhere from five to eight or ten dollars per day and on larger jobs higher wages than this are often paid. Foremen are paid in proportion. When work is done by contract it is done under the supervision of a class of men commanding salaries like the above. These men save for their employers many times their salaries by properly balancing construction forces so that work is efficiently and economically done. If the state highway commission should want to pay a superintendent two hundred dollars a month and expenses and keep him on half salary during idle time, the same as many contractors carry superintendents and foremen, it is my impression there would at once be a great commotion among the voters of the State. It has been the experience of several states and the Federal Government as well that the moment a man has been developed showing particular fitness in any special line his services have been secured by some contractor or private corporation who would pay from fifty to one hundred per cent more than the public felt they could afford to pay for his services. These are the facts of the case and sooner or later the public must realize these facts.

ENGINEERING WORK ON STATE HIGHWAYS.

The engineering work on state highways has been carried out in general as follows:

After a section of road is designated by the commission for improvement a survey and plan of the section is made showing the road as it exists. Cross-sections are taken every one hundred feet, or oftener, if necessary, and where there is apt to be a change of alignment or grade the sections are extended far enough on either side to cover the probable change. A location and grade line is then worked out in the office and an estimate of the quantities is prepared, based on the projected alignment and grade and the showing of the cross-sections. These plans are taken on the ground during the early spring, when the road is at its worst; and a careful study is then made of grade and alignment, as well as of special features of construction, like under-drainage, culverts, etc. Specifications are then prepared for the improvement of

the section, estimates are completed and the work is ready for advertising.

Experience during 1914 has shown that in the majority of cases preliminary estimates of the cost of work have been too small; in other words: The cost of most of the completed work has been in excess of the preliminary estimate. This has been due to several causes. In many cases the excavation has very materially over-run that estimated in making up the preliminary estimates, rock excavation was figured only where ledge showed on the surface; as construction progressed, ledge was found in many other places and it seemed best while the work was in progress to improve to the grade lines originally laid, although no hard and fast rule of this kind was established. Each resident engineer was given general authority to make changes of alignment and grade wherever the cost of the work could be reduced or the final results be improved. Again, as grading progressed many places were found which demanded special drainage, or foundation treatment, and in each case as it came up instructions were issued to give the place proper treatment to cure it; that is to say: An effort was made to have all foundation and drainage work properly done, the thought being that it would be cheaper to do the work when the road was open and forces were at hand than to surface doubtful places and have them fail sooner or later and then have to remove the surface and re-construct the places in order to have them give satisfaction.

Each job has been under the direct supervision of a resident engineer with necessary assistants to properly lay out, supervise and measure the work. The organization and supervision of the field engineering force was no small undertaking; particularly as it was necessary in most cases to break in engineers without much experience in this particular line of work. Several of the contractors had never done work of this kind and that imposed an extra burden by way of supervision.

On the whole the engineering work has been well in hand and it is believed that the experience gained during 1914 by field engineers and contractors, as well, will make the work of succeeding years a little easier.

There is one difficulty in connection with the engineering work, however, and it is this: During the active construction

season more engineers are needed than during the winter months when plans are being prepared for the next season's work. It is necessary, therefore, at the end of the construction season to release a number of field men and there is no guarantee that we shall be able to secure the services of these experienced men during the next and successive seasons.

In a few instances available engineers did not possess experience in highway construction and in these cases a thoroughly qualified construction man was put in charge of the work as an inspector. This was not entirely satisfactory, principally on account of expense, as it necessitated the payment of two salaries to secure services which ordinarily are performed by one man. The method of supervision whereby an engineer has worked with an experienced inspector has resulted in teaching the engineers the construction side of the work and it must be admitted that some advantage has been gained in this way.

On the other hand this was far more satisfactory than one experience in putting a trained and seasoned engineer, whose experience was principally in railroad work, in charge of work and having him take such liberties by way of exercising his own judgment that quantities were largely increased over those called for in the original estimate, thus materially increasing the cost of the work.

STATE AID, AUTOMOBILE FUND AND SPECIAL
RESOLVES.

During the year 1914, a total expenditure of \$410,781.28 was made from the state aid fund, from the automobile fund and under special resolves, as the State's share in a total cost of work amounting to \$748,796.76.

This may be summarized as follows:

ITEM.	Cost of work.	State Aid.
1914 State aid highway	\$580,349 11	\$283,561 21
1913 State aid highways, completed or reported in 1914	29,184 33	12,552 18
Previous State aid work satisfactorily completed	168 04	168 04
1914 automobile fund work	10,391 55	9,358 97
1913 automobile fund work	8,531 49	8,289 88
1912 automobile fund work	364 38	364 38
Work under special resolves	119,807 86	96,486 62
Totals	\$748,796 76	\$410,781 28

The number of miles constructed was 158.64; 142.05 miles of 1914 state aid highway, 6.32 miles of 1913 state aid highway, completed or reported in 1914, 1.02 miles of road built under special resolves, and 9.25 miles of automobile fund work.

About 7 miles of road have been repaired under special resolves and automobile fund apportionments.

A total of 498 applications for 1914 state aid were received, as follows:

Cities	20
Towns and organized plantations	454
Unorganized plantations and townships ...	24
Total	498

For the first time applications for state aid were sufficient to more than exhaust the State's appropriation. This was due to the fact that 25 towns increased their appropriations under section 22 of the law and these towns alone applied for \$44,473.07.

It was found after making apportionments to towns filing regular applications, that funds remaining were sufficient to meet the increased appropriations on a basis of only 62%, and they were scaled to this percentage.

Of the above 498 towns, 12 have been permitted to lay over their joint funds, 3 have not completed their work and no returns have been received from 3 plantations, leaving 480 towns completing the 1914 state aid work.

Six towns have completed the work to be done but their accounts have not been settled.

Thirty towns have completed or reported their 1913 work at costs and with state aid shown in summary.

During 1914 unexpended balances from previous years amounting to \$24,686.62 have been paid, and four towns have forfeited apportionments amounting to \$859.04.

There stand to the credit of towns unexpended balances of state aid amounting to \$33,956.59, which is available for 1915 work and completed 1914 work.

Tabular statements showing construction, detailed expenditures and balances, will be found in another part of this report.

Apportionments from the money received from the registration and licensing of motor vehicles, prior to July 12, 1913, known as the automobile fund, were made to 30 towns during 1914. Four of these towns have had their apportionments laid over and eight towns expended the money with the 1914 state aid joint fund.

Twenty-four towns expended money under 1913 automobile fund apportionments, and four towns expended money under 1912 apportionments.

There remain unexpended balances of the automobile fund amounting to \$8,308.85, available for future work.

Detailed statements of automobile fund work will be found in another part of this report.

Work under special legislative resolves during 1914 was principally building and repairing bridges, detailed statements of which are given in that section of this report. Although the greater part of the balances lapsed Dec. 31, 1914, there still remains state money to the amount of \$17,120.71 available for future work.

METHOD OF HANDLING STATE AID WORK.

The routine work in connection with state aid and special resolves has been handled practically as in other years, with the exception that surveys have been made by order of the

commission, where \$500.00 or more of joint fund was available. The various steps in connection with a state aid job are as follows:

Selectmen file suggestions for location of work,

Commission approves or orders new location,

Selectmen file proposal outlining conditions and needed improvements.

Inspector and engineer make survey and examination of road and set grade stakes for later use; engineer files plan and copy of survey notes and suggests changes of grade and alignment; inspector reports recommendations for improvement.

Plan is examined, grade and alignment established and specifications prepared by assistant engineer in charge of state aid division of work.

Inspector marks grades on stakes set by engineer when survey was made, and instructs foremen who will have charge of work, leaving copy of plan and specifications and grade table with him.

Inspector visits work from time to time, calling attention to and correcting any mistakes he discovers, and assisting the foreman in any way which he can. The inspector makes a progress report to the assistant engineer in charge of state aid of each visit to each job.

Where work is reported complete, the inspector makes final inspection and accepts work or directs what more shall be done to make work conform to specifications and be satisfactory.

Certificates of completion and costs, supported by receipted payrolls and bills for material, are filed by selectmen after approval by the inspector.

State aid is paid.

The above is an outline of the method of handling about three-quarters of the state aid jobs. The other quarter were supervised in the same general way, except the towns were requisitioned for their shares of the joint fund, (see section 25, chapter 130, P. L. 1913) and the commission ordered, upon requisition from the town such material as was needed in the construction of the road, and paid for the same. These towns also sent to the state highway department weekly pay-rolls for labor and these were paid by state treasurer's checks drawn

to each individual shown upon the roll. Work was started under this system and an honest effort was made to adhere strictly to the same. It was discovered, however, by the time eighty to one hundred towns were working, that the necessary accounting and clerical force to handle details incident to ordering supplies, auditing and preparing for payment payrolls and material bills could not be accommodated in the quarters assigned to the department. A force of six clerks under an experienced accountant could not begin to keep the work up. Payrolls were soon two to three weeks behind and great dissatisfaction on account of delayed pay was heard on every side. The commission then very wisely passed a regulation requiring towns which would subsequently do work to purchase material and supplies and to pay all labor bills in connection with the state aid work and to return one account, properly supported by vouchers as a basis for their claim for state aid. This is the system which was in vogue from 1908 to 1913, inclusive, and it is the judgment of your chief engineer that it is the only practical method for handling the details of payment for labor and material in connection with state aid work. Any selectman, road commissioner or town treasurer will readily understand the futility of attempting to concentrate in the state highway department all financial transactions in connection with 500 state aid jobs when he thinks for a few moments what it would mean to multiply by 500 his own work in connection with the state aid road in his own town.

INSPECTION AND ENGINEERING.

At the meeting of July 31, 1913, the commission passed the following vote:

“Voted that in regard to all jobs of state aid or automobile fund aid in excess of three hundred dollars, the acting chief engineer be authorized to proceed on same as rapidly as engineering reports can be obtained from each location.”

At the meeting of January 5, 1914, the commission passed the following vote:

“Voted that it shall be the policy of the commission that in the future in the case of all special resolves by the legislature for highway and bridge work and all joint funds arising under

the state aid system that fifteen percent of the total amount of said resolve or joint fund shall be set aside before the specifications are drawn or the work is authorized or commenced, as a contingent fund, the purpose being that this amount may be used for engineering and inspection and other incidental expenses which it may be impossible to accurately estimate."

At the meeting of April 24, 1914, the commission passed the following vote:

"Voted that in the matter of surveys for state aid jobs for 1914 the chief engineer will not be required to have surveys made of jobs over five hundred dollars joint fund expenditure if, in his judgment, such surveys are unnecessary, but that all jobs exceeding that amount in joint fund shall be carefully surveyed as heretofore."

In accordance with the above votes of the highway commission an attempt was made to have all state aid jobs where the joint fund was in excess of five hundred dollars properly surveyed before any construction work was undertaken. The expenses of such engineering and the expenses of all inspection work in connection with all jobs having been charged as a part of the cost of the job.

This has caused a lot of dissatisfaction among selectmen and frequent requests have been received from town officials that the towns be relieved of this charge. Town officials will agree that inspection is necessary and helpful and produces better results than would otherwise pertain. Inspection was always welcomed and frequently asked for when the State bore the whole expense. Local officials now feel that every call from the road inspector means just so much less money for expenditure on their state aid road. The chief engineer will not recede from the position he has always maintained that good supervision will always more than pay for itself and will produce more or better work for the same expenditure. In the case of the supervision of state aid work he believes it would be wise for the State to grant sufficient funds so that the entire cost of supervision could be borne as a State charge.



Fryeburg. Patrolman with single horse drag, filling ruts and dragging the loose material from the shoulders toward the center of the road.

PLANS AND SURVEYS.

Difficulty was experienced in arranging satisfactorily for state aid surveys. The more experienced engineers did not care to bother with the work and while some of them furnished parties for surveys, the work, not being under their personal supervision, was not always found to be accurate and consequently was far from satisfactory. Discrepancies could not be discovered until grades and new alignment were marked by the inspector and the engineer was not then at hand to correct errors. This resulted in delays and additional expense. If this work is to be continued it would be far more satisfactory to have all surveys made by regular employees of the commission, especially trained and experienced in this work.

It is the belief of the chief engineer that some of the less difficult state aid jobs could be handled in a satisfactory manner without the expense of an engineer's survey. If the inspector's report indicated that the job was a difficult one a survey should by all means be ordered.

MAINTENANCE.

During 1914 the first attempt at organized maintenance under State supervision was made. In attempting to work this problem out more or less difficulties were encountered. We have been building state roads with state aid since 1901 and during the early years, that is, from 1901 until 1907, inclusive, the work was done under the supervision of sixteen boards of county commissioners with no particular unanimity of plan and purpose existing among the various boards. Many of these early roads were not properly constructed; many of them today need entire re-construction to make them as good as roads which have been built since. After carefully considering all of these matters it seemed unwise to make any attempt to maintain roads built with state aid prior to 1908; consequently, it was decided to take the roads built from 1908 to 1913, inclusive, for joint maintenance.

The records in the office of the state highway commission disclose that during that period there have been constructed 760 miles of state and state aid road. These roads were broadly divided into two classes: Gravel and macadam.

Classed as gravel were all roads which had been thoroughly underdrained, surface-drained, provided with good culverts and properly graded, whether surfaced with gravel or not, and of this class there were found to be approximately 724 miles. Under the head of macadam were all types of construction which would be equal to or better than a macadam surface in point of cost and character. Of this class there were found to be 36 miles. Included in these two classes there were maintained 38.56 miles of state highway constructed from the residue of the state aid appropriations between the years 1910 and 1913.

It was estimated that \$70,000.00 would be available during 1914 from sources provided by law for maintenance, and after careful consideration of all matters bearing on the question it was decided to apportion for the work practically sixty thousand dollars and reserve the remainder for the payment of inspection and other incidental expenses. The basis of apportionment finally decided upon was \$0.017 per linear foot, or \$89.76 per mile for gravel roads and \$0.03 per linear foot, or \$158.40 per mile for macadam roads.

The actual work of maintenance has been performed by the local road commissioner in each town or some person designated by the selectmen as suitable to have charge of the work. Each section of road has been examined and studied by a state road inspector and he has given instructions to the local man as to just what maintenance work should be done and has filed with the state highway department a full report covering this.

At the same time the inspector provided the foreman with a carefully prepared set of instructions for doing all kinds of maintenance work, with blank pay rolls, blanks for reporting material purchased, for making out final report of work done and in fact, a complete set of all forms and papers necessary for carrying on the work and making reports upon the same. It was the intention to have maintenance payrolls forwarded to the state highway department each week, just as contemplated by the state highway law, and to have checks sent to the laborers each week. For reasons discussed under the heading of "State Highways" and "State Aid Highways" with respect to payments it was found impractical to carry out this system



Fryeburg. Gravel road after dragging.

of payments, on account of delays in getting money to the laborers and without any request or instruction on the part of the state highway commission the towns themselves paid the laborers in many cases and then were reimbursed.

It will be observed by reading the instructions for maintenance which are printed in full herewith that they are concise, comprehensive and in simple language and it is believed if they are interpreted with ordinary judgment a vast improvement in the state aid roads will be the result.

One serious difficulty has been to have work done when it most needed to be done. In this respect maintenance work has been a good deal like the ordinary town road work; it is believed that this work will not be satisfactorily attended to until a patrolman is put upon the various sections of improved roads, whose business it will be to work continuously, doing every day the work which most needs to be done at that time. It is self-evident that a patrolman cannot be worked economically on a small mileage of improved road, especially when the sections are disconnected, as is the case with respect to state aid roads in many towns. Furthermore, a tendency has been observed in many towns since the new law has come into effect and the state highway commission have designated state highways, which in a majority of towns are identical in location with the original state aid highways, for the towns to neglect entirely the maintenance of these main thoroughfares, with the exception of the portions previously improved by state aid.

To overcome this difficulty and to get improved sections under the patrol system the superintendent of maintenance appointed by the state highway commission has devised a plan, of which the following is a rough outline:

The town and the State should join in employing a patrolman who will have charge of the maintenance of the sections of state aid highway previously improved, together with remaining unimproved sections, if any, of the originally designated state aid highway. In most towns this will be the main thoroughfare and will comprehend at least six miles of road; in some towns the mileage will be less and it seems reasonable to suppose that a patrolman could take care of some eight to ten miles of road; consequently, the town should be authorized to add enough mileage to make in connection with the main thoroughfare from eight to ten miles.

The town should be required to pay toward the salary of the patrolman an amount per mile of unimproved road equal to the average amount per mile raised by the town for the care of roads. This sum should be at least at the rate of thirty dollars per mile.

This amount would be added to the joint maintenance fund provided by law and it is believed would be sufficient to pay a patrolman for continuous service for six or seven months—say from April 15 to November 15 inclusive. This would immediately bring all of our main thoroughfares—improved and unimproved—under patrol maintenance.

In undertaking an arrangement of this kind provision should be made that the patrolman would at all times be under the jurisdiction of the state highway commission and that maintenance work should be done according to standards furnished by the commission.

INSTRUCTIONS FOR THE MAINTENANCE OF STATE HIGHWAYS AND STATE AID ROADS.

For the guidance of those in charge of maintenance work.

The cost of the work done on state highways should be kept separate from the cost on state aid highways.

GRAVEL ROADS.

The roadway should be shaped so that it will be 21 feet wide through cuts or where the ground on each side is higher than the gutters, and 23 feet wide in fills, or where the land on either side is lower than the shoulder of the road. The surface should have a crown or slope each way from the center line of 3-4 of an inch to one foot; for example, at a point 8 feet on one side of the center line, the fall should be 6 inches and at 10 1-2 feet to one side of the center line the fall should be about 8 inches. This will allow teams to use a width of 21 feet and in no place should the width be less than 21 feet. The work to be done includes cleaning out side ditches, culverts and outlet ditches, repairing culverts, end walls, guard rails and bridges up to a span of 12 feet. The principal item will probably be reshaping the surface and adding surface material where necessary. The material removed from ditches with



Road Drag used by patrolmen on maintenance of gravel roads.

the road machine or by hand, such as leaves, sods, grass, loam, stone, sand or vegetable matter should not be put upon the traveled way under any circumstances. Bushes should be cut to the outside line of ditches and at all curves they should be cut back until the line of sight will be clear for at least 200 feet.

RESHAPING OF TRAVELED WAY.

The traveled way may be reshaped with a road machine, a split log drag or similar device. Preference should be given the drag wherever it will accomplish the desired results. The crown should be made about $\frac{3}{4}$ of an inch to the foot and the roadway should be 21 feet wide in a cut and 23 feet wide on a fill. The slopes should not begin either in a cut or a fill until these widths of traveled way have been secured. The gravel used for repairing should have good wearing qualities and be placed along the center line of the road. After the road machine or the drag has been used and it is found that more material is needed to finish the surface to the required crown, the best material which can be obtained within a reasonable hauling distance should be used and no stone larger than 1 1-2 inch shall be used within 2 inches of the finished surface. This size will be the maximum allowable in the finishing of all work.

DRAGGING.

The split log drag is especially adapted to smooth out and fill ruts and holes and is much more economical for this purpose than the road machine. The road machine is practicable where larger quantities of material are to be moved. Use the drag wherever possible.

MAINTENANCE OF STATE HIGHWAYS.

Kittery-Biddeford section. The first section of this road, 8,000 ft. in length, beginning at the Kittery bridge, consists of native stone water-bound macadam, built in 1910.

In June, 1911, this section was surfaced with Tarvin "B" and sand, using one-third of a gallon to a square yard. The tar was applied from a gravity distributor wagon. Occa-

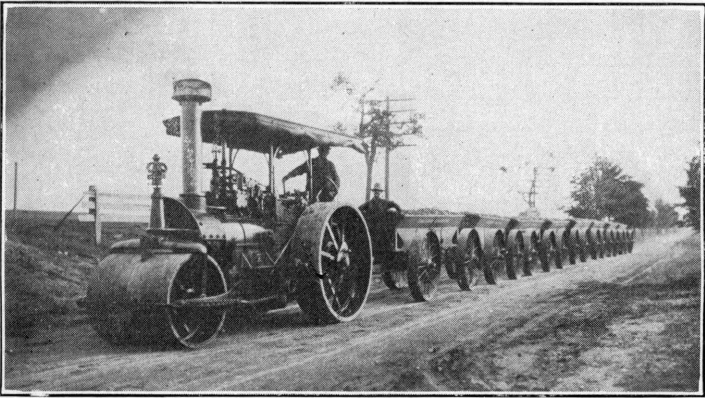
sional patching was done during the season to maintain this surface. In June, 1912, another application of Tarvin "B" and sand, about one-fourth of a gallon per square yard, was given to this section. The tar was applied under pressure. Light patching was necessary to maintain the surface during the remainder of the season. In June, 1913, a similar treatment was given, using about one-fifth of a gallon of tar per square yard. In 1914 a similar treatment was given, using about one-seventh of a gallon of tar per square yard.

Following are detailed statements with respect to each section of state highway undertaken; a table of contract prices; a tabular statement of state aid work performed; a statement showing cost of maintenance work done with charges against the towns for same; and details with respect to work performed under special resolves.

All of which is respectfully submitted.

PAUL D. SARGENT,

Chief Engineer.



Steam Roller Tractor outfit with bottom dump wagons.



Whiting. Gravel road; old road shown on left.

STATE HIGHWAYS.

Following is a brief description of each section of state highway undertaken during 1914, giving location, length, type of construction, name of contractor or superintendent, cost of work to February 28, 1915, and percentage of work done.

STATE HIGHWAY "A".

York. The first section of road built on state highway "A," called contract "G," begins at the easterly end of work done in 1913, near Prebble Brook, and extends easterly along York Beach through the village of York Beach and connects with the work done in 1913 near Cape Neddick village. This work was done by a force employed by the commission under the superintendence of J. A. McLean. The length is 3.471 miles; the width, including shoulders, is twenty-one feet, of which sixteen feet is built of bituminous macadam five inches in thickness. The total expenditures to February 28, 1915, were \$35,806.76, of which the cost of labor and material was \$35,056.78; surveys, \$95.11; engineering during construction, \$361.72; advertising, \$25.03, and the cost of plans and computations \$268.12. The work was completed.

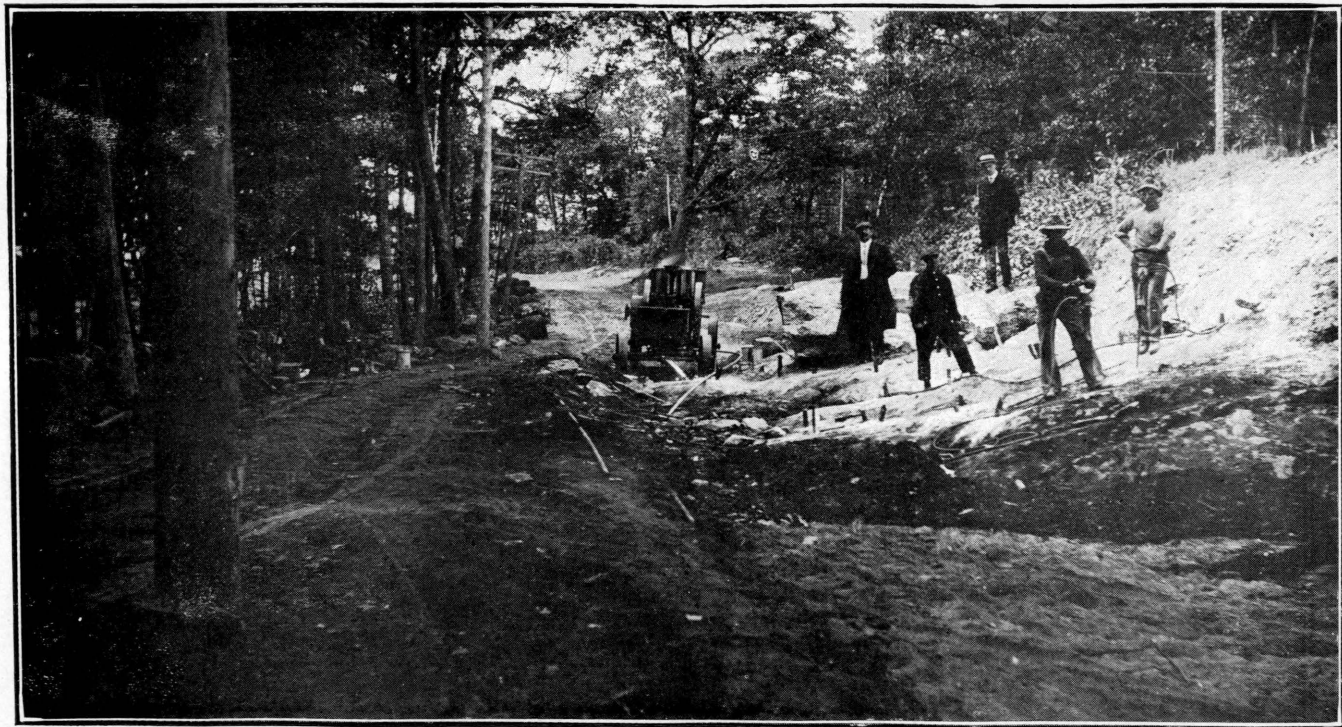
Another section of road built on state highway "A," called contract "I," begins at York Village and extends easterly to York Harbor, connecting with a section of road improved by the town of York in 1911. This work was done by a force employed by the commission under the superintendence of Charles R. McCormick. The length is .68 miles. The width, including shoulders, is twenty-one feet of which sixteen feet is built of bituminous macadam five inches in thickness. The total expenditures to February 28, 1915, were \$6,026.11, of which the cost of labor and material was \$5,896.16; surveys and engineering during construction \$117.75, and the cost of plans and computations \$12.20. The work was completed.

On two other sections of road called contract "E" and contract "F" \$3,137.36 was expended in completing unfinished work of previous years. The total expenditure on state highway "A" in the town of York amounts to \$44,970.23.

Wells. A section of road was built in the town of Wells beginning at the easterly end of the McDonough contract and extending easterly to the Boston & Maine Railroad overhead crossing called Section "H". This work was done by a force employed by the commission under the superintendence of J. A. Carians. The length is 2.08 miles; the width, including shoulders, is 21 feet of which 16 feet is built of bituminous macadam 5 inches in thickness. The total expenditures to February 28, 1915, were \$19,712.76, of which the cost of labor and material was \$19,477.49; surveys, \$11.44; engineering during construction \$162.60, and the cost of plans and computations \$61.23. Other expenditures on sections "B", "C", and "J", amounting to \$371.46 make the total expenditures in Wells \$20,084.22.

Kennebunkport. A section of road was built in the town of Kennebunkport beginning at the easterly end of the Willey contract and extending to the Biddeford line. This work was done by a force employed by the commission under the superintendence of Vinton R. Ray. The length is .83 miles, the width 21 feet of gravel. The thickness is about 8 inches. The total expenditures to February 28, 1915, were \$7,845.89, of which the cost of labor and material was \$7,805.65; engineering \$30.56, and the cost of plans \$9.68. Other work in Kennebunkport cost \$5,477.21, making the total expenditures \$13,323.10.

Biddeford. A similar section of road was built in Biddeford beginning at the Kennebunkport line and extending easterly to the westerly end of a state aid section. This work was done by a force employed by the commission under the superintendence of Vinton R. Ray, and was paid for by the state aid joint fund. The length is 1.20 miles. The only charge against this section from the state highway loan fund was \$43.02. The cost of the work will be shown under report of state aid roads, and in a table of state highways.



Federal Aid Road showing ledge cut and change of alignment.

STATE HIGHWAY "B".

Fryeburg. A section of road was built in Fryeburg beginning 3,475 feet from the New Hampshire line and extending through the villages of Fryeburg and East Fryeburg to the Bridgton town line. This work was done by contract with James H. Kerr of Rumford, Maine, the details of which will be shown in tabular form. The length is 7.41 miles, the width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$40,886.79, of which the cost of labor and materials was \$38,393.71; surveys, \$369.04; engineering during construction, \$1,721.94; advertising, \$67.10; and the cost of plans and computations, \$335. The contract was completed.

STATE HIGHWAY "C".

The Federal Aid Road begins at the Portland line at Martin's Point Bridge and extends easterly through Falmouth, Cumberland, Yarmouth, Freeport and into Brunswick to connect with the Brunswick state aid work previously done. The Federal Government apportioned \$65,000.00 toward this work to obtain which the State must expend two dollars for one. The work was let in one contract to Richmond F. Hudson, Melrose, Mass. The total length is 20.91 miles. The width is 23 feet of which 16 feet is bituminous macadam 6 inches in thickness. The work is 56% complete. The total expenditures to February 28, 1915, as charged to the several towns are as follows: Falmouth, \$26,190.00, of which \$24,768.04 was for labor and material; \$183.94 for surveys; \$912.30 for engineering during construction; \$22.32 for advertising and \$303.40 for plans and computations.

In Cumberland the total expenditures to February 28, 1915, were \$26,037.03, of which labor and material were \$24,676.07; surveys \$72.25; engineering during construction \$955.50; advertising \$22.32; plans and computations \$310.89.

In Yarmouth the total expenditures to February 28, 1915, were \$21,133.50, of which labor and material were \$20,078.05; surveys \$122.53; engineering during construction \$677.85; advertising \$22.33, and the cost of plans and computations \$232.74.

In Freeport the total expenditures to February 28, 1915, were \$57,158.27, of which the cost of labor and material was \$54,934.83; surveys, \$216.58; engineering during construction, \$1,582.29; advertising, \$26.31, and the cost of plans and computations \$298.26.

In Brunswick the total expenditures to February 28, 1915, were \$1,909.37, of which labor and material were \$1,072.64; surveys, \$305.62; engineering during construction, \$175.44; advertising, \$5.51 and the cost of plans and computations, \$351.16.

These figures illustrate proportionally the amount of work done in each town.

STATE HIGHWAY "D".

Woolwich. A section of road was built in Woolwich beginning at the Kennebec River and extending easterly to the Wiscasset line. The work was done in two contracts, one with the Ahern Construction Co., Willimantic, Conn., and the other with Fred E. Ellis of Melrose, Mass. Both contracts were practically completed. The total length is 5.65 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total payments to February 28, 1915, on both contracts were \$42,555.50, of which labor and material cost \$40,060.06; surveys, \$387.49; engineering during construction, \$1,687.19; advertising, \$29.13; plans and computations, \$391.63.

Wiscasset. A section of road was built in Wiscasset beginning at the Woolwich line and extending to the village of Wiscasset. This work was let in two contracts, one to J. G. Fleming, of Lincoln, Maine, and the other to F. H. Marshall, South Portland, Maine. The length is 3.94 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. Work on the first section was completed and on the second section 55% completed. The total payments on both sections to February 28, 1915, were \$18,766.54, of which the cost of labor and material was \$17,029.44; surveys, \$292.81; engineering during construction, \$1,057.37; advertising, \$28.44; plans and computations, \$358.48.

Waldoboro. A section of road was built in Waldoboro beginning at the Nobleboro town line and extending through the village of Waldoboro to the Warren town line. This work was let in two contracts, one to the Ahern Construction Co., Willi-

mantic, Conn., and the other to A. D. Bridges' Sons, Hazardville, Conn. The total length is 7.9 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total payments to February 28, 1915, on both contracts were \$52,144.91, of which the cost of labor and material was \$49,583.71; surveys, \$685.03; engineering during construction \$1,615.69; advertising, \$10.65, and plans and computations \$249.83. Both contracts were practically completed.

Warren. A section of road was built in Warren beginning at the Waldoboro town line and extending to the Thomaston town line near Thomaston village. The work was let in two sections, one to A. D. Bridges' Sons of Hazardville, Conn., and the other to F. H. Marshall, South Portland, Maine. The total length is 5.86 miles; the width 21 feet, of which 16 feet is gravel about 8 inches in thickness. The payments to February 28, 1915, were \$27,323.87 of which the cost of labor and material was \$25,674.56; surveys, \$397.07; engineering during construction, \$1,064.38; advertising, \$9.11, and plans and computations, \$178.75. The first section is 98% and the second 57% completed.

Northport. A section of road was built in Northport beginning at the Lincolnville line and extending northerly to the village of Saturday Cove, thence westerly on the back road toward Belfast. This work was done by force account on the cost plus fixed sum basis. The International Construction Co. of Boston, Mass., furnished the men and small tools. The total length under construction, comprising two sections, was 7.65 miles; the width 21 feet of which 16 feet is gravel about 4 inches in thickness. Section 1 was 93% completed and section 2, 42% completed. The total expenditures to February 28, 1915, were \$45,087.76, of which the cost of labor and material was \$42,590.40; surveys, \$561.38; engineering during construction, \$1,273.41; advertising, \$6.33, and the cost of plans and computations \$656.24.

STATE HIGHWAY "E".

Greene. A section of road was built in the town of Greene beginning about half a mile north of Greene Depot and extending northerly to the town line of Leeds. This work was done by a force employed by the commission under the superintend-

ence of W. D. Smith. The length is 2.28 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The work was completed. The total expenditures to February 28, 1915, were \$12,816.36, of which labor and material, were \$11,799.93; surveys, \$118.37; engineering during construction, \$123.92; advertising \$13.10, and the cost of plans and computations \$761.04.

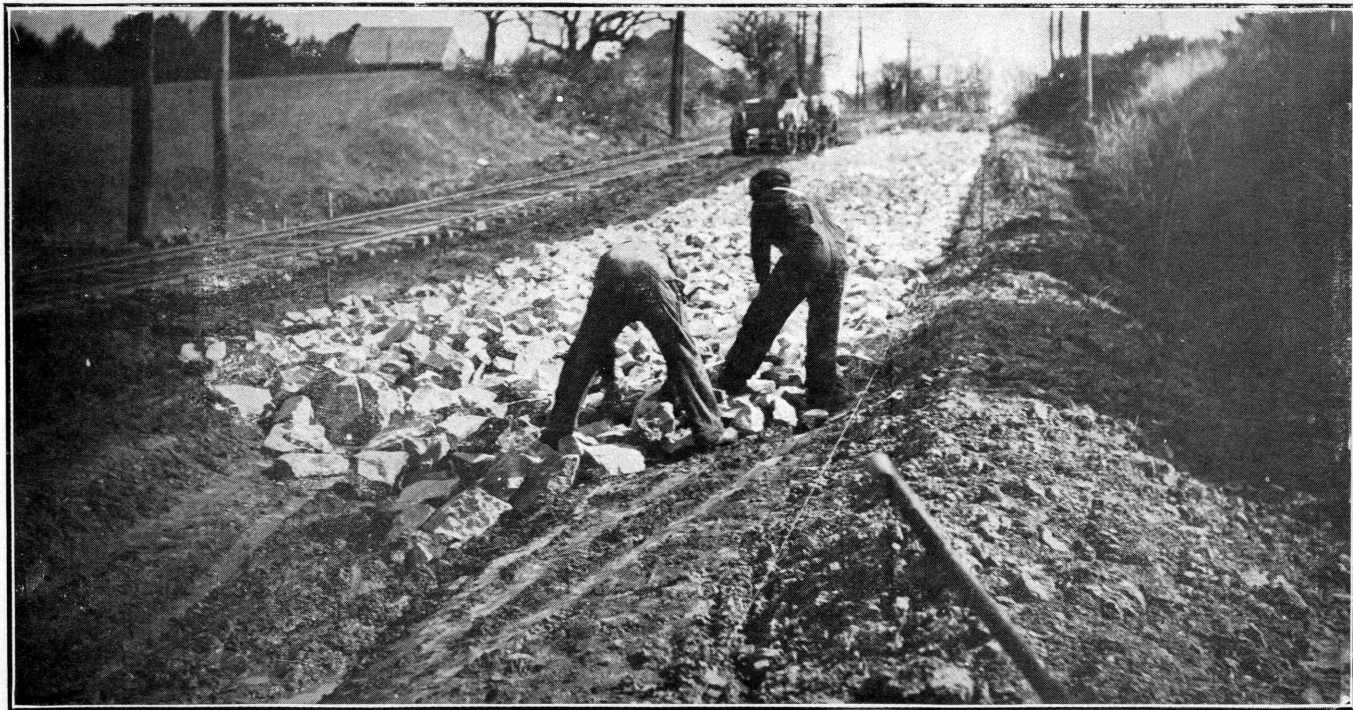
Leeds. A section of road was built in the town of Leeds beginning at the town line of Greene and extending northerly. This work was done by force account under the superintendence of W. D. Smith. The length is 1.45 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$9,021.80, of which the cost of labor and material was \$8,711.07; surveys, \$42.19; engineering during construction, \$158.27; advertising, \$10.63, and the cost of plans and computations \$99.64. The work was completed.

Monmouth. A section of road was built in the town of Monmouth beginning at the town line of Leeds and extending northerly. The work was let to R. G. Miller Contracting Co., of Hartford, Conn. The length is 4.88 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$18,991.42, of which the cost of labor and material was \$17,533.17; surveys, \$493.28; engineering during construction, \$736.28; advertising, \$10.63, and the cost of plans and computations \$218.06. The work was 55% completed.

Winthrop. A section of road was started in Winthrop beginning at the town line of Monmouth and extending northerly. This work was done by a force employed by the commission under the superintendence of W. D. Smith. The length is 1.85 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$4,605.18, of which the cost of labor and material was \$3,946.55; surveys, \$257.73; engineering during construction, \$130.37; advertising \$10.64, and the cost of plans and computations \$259.89. The work was 22% completed.

STATE HIGHWAY "F".

Farmington. A section of road was built in Farmington beginning at Fairbanks Village and extending northerly to the



Federal Aid Road. Showing "V" drain construction.

town line of Strong. This work was let to Forgione & Romano Co. of Portland, Maine. The length is 3.62 miles; the width is 21 feet, of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$15,285.92, of which the cost of labor and material was \$14,107.40; surveys, \$223.15; engineering during construction, \$755.32; plans and computations, \$193.13, and advertising, \$6.92. The work was 64% completed.

Strong. A section of road built in the town of Strong beginning at the town line of Farmington and extending northerly. This contract was let to Forgione & Romano Co. of Portland, Maine. The length is 3.44 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$20,317.11, of which the cost of labor and material was \$19,216.50; surveys, \$261.76; engineering during construction, \$681.20; advertising, \$6.31, and the cost of plans and computations \$151.34. The work was 96% completed.

STATE HIGHWAY "H".

Norridgewock. A section of road was built in the town of Norridgewock beginning near the northerly end of the covered bridge and extending northerly to the Madison line. This work was let to the R. G. Miller Contracting Co., Hartford, Conn. The length is 5.61 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$14,301.14, of which the cost of labor and material was \$12,839.68; surveys, \$209.32; engineering during construction, \$967.75; advertising, \$6.33, and the cost of plans and computations \$278.06. The work was 37% completed.

Madison. A section of road was built in the town of Madison beginning at the town line of Norridgewock extending northerly. The work was let to the R. G. Miller Contracting Co. of Hartford, Conn. The length is 1.08 miles; the width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$5,676.32, of which the cost of labor and material was \$4,919.80; surveys, \$140.97; engineering during construction, \$499.30; advertising, \$6.32, and the cost of plans and computations \$109.93. The work was completed.

STATE HIGHWAY "I".

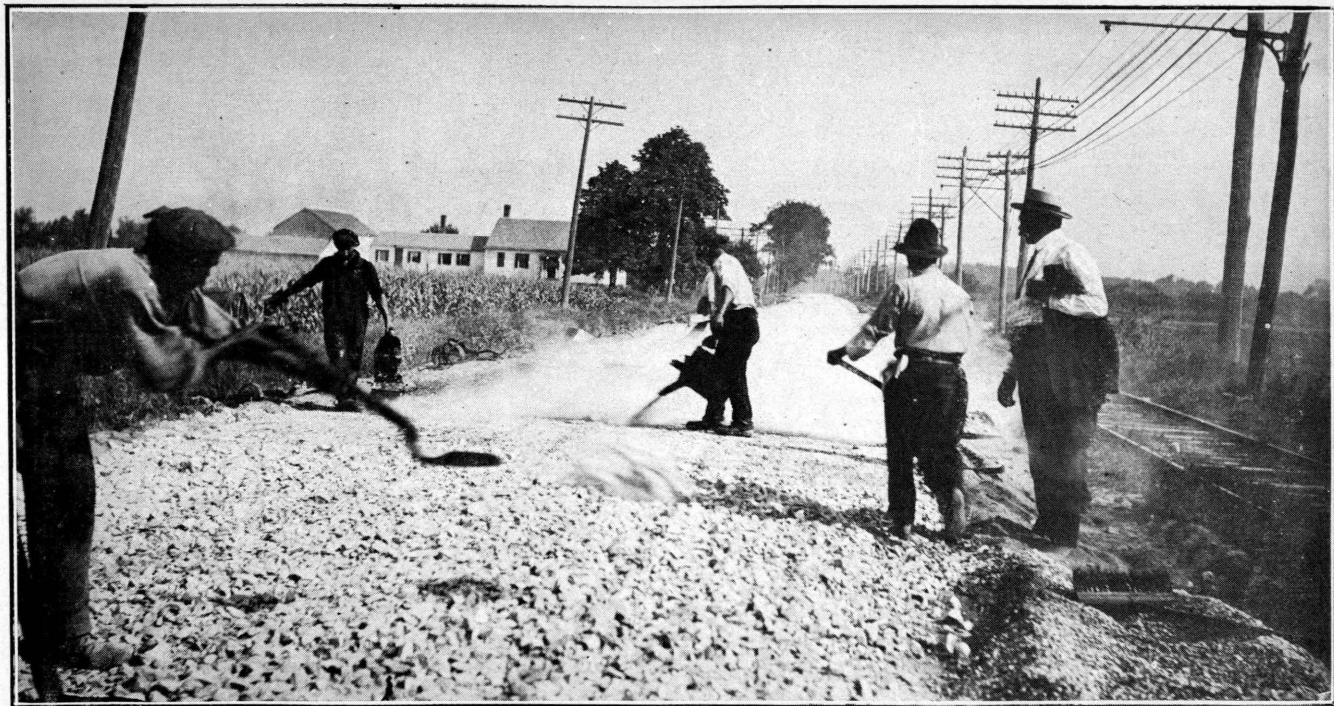
Newport. A section of road was built in the town of Newport beginning at the easterly end of a state aid section and extending easterly to the Etna town line. The work was let to Thompson & Shannon, Kingman, Maine. The length is 1.59 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$14,246.19, of which the cost of labor and material was \$13,519.68; surveys, \$109.03; engineering during construction, \$470.07; advertising, \$6.32, and the cost of plans and computations \$141.09. The work was completed.

Etna. A section of road was built in the town of Etna beginning at the Newport line and extending to the Carmel line. The work was let to John G. Fleming, Lincoln, Maine. The length is 3.08 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$13,319.06, of which the cost of labor and material was \$12,186.63; surveys, \$184.01; engineering during construction, \$595.32; advertising, \$6.32; plans and computations, \$346.78. The work was 85% completed.

Carmel. The work in Carmel begins at the Etna town line and extends easterly to the Hermon town line. It was let in two sections to Mullen & Hughes, Bangor, Maine. The first section of 2.42 miles was completed. The second section of 2.5 miles was 60% completed. The total length is 4.93 miles. The width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures on both sections to February 28, 1915, were \$21,665.46, of which the cost of labor and material was \$20,255.78; surveys, \$248.70; engineering during construction, \$802.35; advertising, \$6.12; plans and computations, \$352.51.

STATE HIGHWAY "J".

Dover. A section of road was built in Dover beginning at the village and extending southerly to the town line of Garland. The work was let to Manzie Rogers, Bangor, Maine. The length is 6.72 miles; the width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$23,073.42, of which the cost of labor and material was \$21,221.83; surveys, \$365; engineering during con-



Federal Aid Road. Showing first application of 1 1-2 gallons of hot asphaltic oil on crushed stone. Clean stone chips are then spread as shown; oil penetrates and fills voids in stone to a depth of two inches or more. Rolling with ten ton roller follows this application.

struction, \$701.66; advertising, \$9.12; plans and computations, \$775.81. The work was 60% completed.

STATE HIGHWAY "K".

Houlton. A section of road was built in Houlton beginning about one mile west of the town and extending westerly to the town line of New Limerick. The work was done by the commission on a cost plus fixed sum basis. The International Construction Co., Boston, Mass., furnished labor and small tools. The length is 2.72 miles; the width 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$21,575.15, of which the cost of labor and material was \$20,618.98; surveys, \$379.02; engineering during construction, \$408.67; advertising, \$9.11; plans and computations, \$159.37. The work was 57% completed.

New Limerick. A section of road was built in New Limerick beginning at the westerly town line of Houlton and extending westerly to the town line of Smyrna. The work was done in connection with that of Houlton with the same forces. The length is 6.69 miles; the width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$47,828.87, of which the cost of labor and material was \$46,351.68; surveys, \$226.43; engineering during construction, \$912.39; advertising, \$9.12; plans and computations, \$329.25. The work was 70% completed.

STATE HIGHWAY "M".

Trenton. A section of road was built in the town of Trenton under three contracts with A. Williams Co., Boston, Mass. The length of each contract was about two miles. The first and second sections were 100% completed and the third section 98%. The total length is 6.02 miles. The width is 21 feet of which 16 feet is gravel 8 inches in thickness. The total expenditures to February 28, 1915, were \$34,343.83, of which the cost of labor and material was \$32,043.50; surveys, \$333.62; engineering during construction, \$1,644.83; advertising, \$17.94; plans and computations, \$303.94.

STATE HIGHWAY "N".

Whiting. A section of road was built in the town of Whiting beginning at the town line of East Machias and extending easterly towards Edmunds. The work was let to Wiseman & McPhail, Smyrna Mills, Maine, for grading, culverts and all incidental work except gravel. The gravel surface was placed by forces employed by the commission under the superintendence of A. J. Wiggin. The length is 9.23 miles; the width is 21 feet of which 16 feet is gravel 6 inches in thickness. The total expenditures to February 28, 1915, were \$53,767.53, of which the cost of labor and material was \$50,749.06; surveys, \$678.72; engineering during construction, \$1,665.31; advertising, \$6.34; plans and computations, \$668.10. The work was completed.

CONTRACT PRICES AND COSTS OF WORK.

Herewith are tabular statements of each section of state highway let to contract showing estimated quantities, bid prices, and estimated cost of contract, also actual quantities and actual cost of work done.



Federal Aid Road. Showing second application, one-half gallon of hot asphaltic oil completely filling voids; immediately followed by a covering of stone screenings and then rolled.

FRYEBURG 7.407 MILES.

CONTRACTOR, JAMES A. KERR, RUMFORD, MAINE.

Contract completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Earth excavation.... 14,188 C. Y.	\$0 65	\$9,222 20	16,102 C. Y.	\$10,466 30
2	Rock excavation.... 440 C. Y.	2 00	880 00	1,031.20 C. Y.	2,062 40
3	Borrow..... 596 C. Y.	0 50	298 00	2,137 C. Y.	1,068 50
4	Stone V-drain..... 977 C. Y.	1 15	1,123 55	1,438.10 C. Y.	1,453 82
5	Gravel V-drain.....	95	-	-	-
6	Stone base..... 357 C. Y.	1 00	357 00	384.10 C. Y.	384 10
7	Class A concrete.... 18 C. Y.	11 00	198 00	16.85 C. Y.	185 35
8	Class B concrete.... 28 C. Y.	10 00	280 00	27.47 C. Y.	274 70
9	Class C concrete....	10 00	-	-	-
10	Cement St. Masonry 310 C. Y.	5 00	1,550 00	197.30 C. Y.	986 50
11	12 in. metal culvert 156 L. F.	25	39 00	188 C. Y.	47 00
12	16 in. metal culvert 26 L. F.	25	6 50	26 C. Y.	6 50
13	18 in. metal culvert 104 L. F.	25	26 00	106 C. Y.	26 50
14	24 in. metal culvert	50	-	-	-
15	Side underdrain.... 5600 L. F.	65	3,640 00	5,599 C. Y.	3,639 35
16	Wood guard rail.... 890 L. F.	33	293 70	3,083 C. Y.	1,017 39
17	Gravel surface.... 14,225 C. Y.	1 15	16,358 75	14,162.40 C. Y.	16,286 76
	Overhaul $\frac{1}{2}$ per c. y. per 100 feet over 2,000 feet.....	-	-	-	68 40
	Totals.....		\$34,272 70		\$38,173 57

FEDERAL AID ROAD 20.909 MILES.

CONTRACTOR, RICHMOND F. HUDSON, MELROSE, MASS.

Contract 56% completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Earth excavation.... 34,597 C. Y.	\$0 60	\$20,758 20	22,989 C. Y.	\$13,793 40
2	Rock excavation.... 1,160 C. Y.	2 00	2,320 00	982	1,984 00
3	Borrow..... 2,868 C. Y.	60	1,720 80	6,685	4,011 00
4	Stone V-drain..... 6,018 C. Y.	1 25	7,522 50	4,215	5,268 75
5	Gravel V-drain..... 5,637 C. Y.	1 25	7,046 25	4,288	5,360 00
6	Stone base..... 6,002 C. Y.	1 25	8,002 50	3,996	4,995 00
7	Class A concrete.... 127 C. Y.	12 00	1,524 00	6.06	72 72
8	Class B concrete.... 221 C. Y.	11 00	2,431 00	161.23	1,773 53
9	Class C concrete.... 75 C. Y.	10 00	750 00	-	-
10	Cem. St. Masonry.... 417 C. Y.	5 00	2,085 00	304.9	1,524 50
11	12 in. metal culvert 3,148 L. F.	30	944 40	2,968 L. F.	890 40
12	16 in. metal culvert 498 L. F.	40	199 20	274 L. F.	109 60
13	18 in. metal culvert 350 L. F.	50	175 00	228 L. F.	114 00
14	24 in. metal culvert 158 L. F.	1 00	158 00	132 L. F.	132 00
15	Side drain..... 2,450 L. F.	1 00	2,450 00	-	-
16	Wood guard rail.... 7,135 L. F.	30	2,140 50	-	-
17	Gravel surface....	1 00	-	-	-
18	Macadam surface.... 196,302 S. Y.	55	107,966 10	99,917 S. Y.	54,954 35
19	Bitumen..... 392,604 Gal.	04	15,704 16	199,834 Gal.	7,993 36
20	Gravel base..... 7,871 C. Y.	1 25	9,838 75	4,835 C. Y.	6,043 75
21	Cobble gutter..... 1,500 S. Y.	1 00	1,500 00	-	-
	Overhaul.....	-	-	-	302 87
	Totals.....		\$195,236 36		\$109,303 25

CULVERTS.

Contractor, Penn. Metal Co., Boston, Mass.

ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
12 in. metal culvert.. 3,148 L. F.	\$0 59	\$1,857 32	2,442 L. F.	-
16 in. metal culvert.. 498 L. F.	0 73	363 54	490 L. F.	-
18 in. metal culvert.. 350 L. F.	0 84	294 00	350 L. F.	-
24 in. metal culvert.. 158 L. F.	1 18	186 44	158 L. F.	-
Totals		\$2,701 30		\$2,073 67

BITUMINOUS BINDER-ASPHALT OIL.

Contractor, Standard Oil Co., New York.

Oil asphalt, 392,604 gals.....	\$0.0795	\$31,212 02	235,799 gals.	\$18,982 10
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DROP INLET GRATINGS.

Sessions Foundry Co., Bristol, Conn.

Gratings	62	\$3 00	\$186 00	62	\$186 00
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WOOLWICH SECT. NO. I. 2.992 MILES.

CONTRACTOR, AHERN CONSTR. CO., WILLIMANTIC, CONN.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	5,653 C. Y.	\$0 40	\$2,261 20	5,328 C. Y.	\$2,131 20
2	Rock excavation	598 C. Y.	3 00	1,794 00	1,256 C. Y.	3,768 00
3	Borrow	-	1 00	-	2,294 C. Y.	2,294 00
4	Stone V drain	208 C. Y.	1 25	260 00	346 C. Y.	432 00
5	Gravel V drain	-	2 00	-	-	-
6	Stone base	855 C. Y.	1 50	1,282 50	956 C. Y.	1,434 00
7	"A" concrete	11 C. Y.	12 00	132 00	-	-
8	"B" concrete	46 C. Y.	10 00	460 00	36.4 C. Y.	364 00
9	"C" concrete	-	8 00	-	-	-
10	Cement stone	-	6 00	-	1 C. Y.	6 00
11	12 in. metal culvert..	220 L. F.	40	88 00	234 L. F.	93 60
12	16 in. metal culvert..	54 L. F.	40	21 60	52 L. F.	20 80
13	18 in. metal culvert..	84 L. F.	40	33 60	110 L. F.	44 00
14	24 in. metal culvert..	-	50	-	-	-
15	Side drains	-	50	-	-	-
16	Wood guard rail	495 L. F.	30	148 50	1,359 L. F.	407 70
17	Gravel surface	5,405 C. Y.	1 75	9,458 75	5,783 L. F.	10,120 25
	Totals		\$15,940 15			\$21,116 05

WOOLWICH SECT. NO. 2. 2.661 MILES.

CONTRACTOR, FRED E. ELLIS, MELROSE, MASS.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	5,331 C. Y.	\$0 60	\$3,198 60	5,359 C. Y.	\$3,215 40
2	Rock excavation	798 C. Y.	2 00	1,596 00	833 C. Y.	1,666 00
3	Borrow	429 C. Y.	0 60	257 40	1,593 C. Y.	955 80
4	Stone V drain	815 C. Y.	1 50	1,222 50	963 C. Y.	1,444 50
5	Gravel V drain	-	1 50	-	-	-
6	Stone base	79 C. Y.	2 00	158 00	285 C. Y.	570 00
7	"A" concrete	17 C. Y.	14 00	238 00	33.9 C. Y.	474 60
8	"B" concrete	65 C. Y.	11 00	715 00	91.3 C. Y.	1,004 30
9	"C" concrete	-	11 00	-	-	-
10	Cement stone	10 C. Y.	10 00	100 00	0.5 C. Y.	5 00
11	12 inch metal culvert	294 L. F.	0 90	264 60	310 L. F.	279 00
12	16 inch metal culvert	26 L. F.	1 00	26 00	-	-
13	18 inch metal culvert	156 L. F.	1 20	187 20	192 L. F.	230 40
14	24 inch metal culvert	26 L. F.	1 35	35 10	26 L. F.	35 10
15	Side drain	1,600 L. F.	0 75	1,200 00	2,049 L. F.	1,536 75
16	Wood guard rail	800 L. F.	0 30	240 00	696 L. F.	208 80
17	Gravel surface	4,545 C. Y.	1 26	5,726 70	5,038 C. Y.	6,347 88
	Overhaul $\frac{1}{4}$ ¢ per C. Y. per 100 feet over 2000 feet	-	-	-	-	137 31
	Total		\$15,165 10			\$18,110 84

WISCASSET SECT. NO. 1, 2.352 MILES.

CONTRACTOR, JOHN G. FLEMING, LINCOLN, MAINE.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	4,252 C. Y.	\$0 70	\$2,976 40	4,680 C. Y.	\$3,276 00
2	Rock excavation	147 C. Y.	2 70	396 90	501 C. Y.	1,352 70
3	Borrow	1,873 C. Y.	70	1,311 10	1,355 C. Y.	948 50
4	Stone V drain	1,007 C. Y.	1 50	1,510 50	1,223 C. Y.	1,834 50
5	Gravel V drain	-	1 50	-	-	-
6	Stone base	158 C. Y.	1 50	237 00	236 C. Y.	354 00
7	"A" concrete	5 C. Y.	10 00	50 00	10.4 C. Y.	104 00
8	"B" concrete	28 C. Y.	8 00	224 00	35.6 C. Y.	284 80
9	"C" concrete	-	7 00	-	-	-
10	Cement stone	-	6 00	-	-	-
11	12 inch metal culvert	182 L. F.	2 00	364 00	184 L. F.	368 00
12	16 inch metal culvert	-	2 00	-	54 L. F.	108 00
13	18 inch metal culvert	26 L. F.	2 00	52 00	26 L. F.	52 00
14	24 inch metal culvert	30 L. F.	2 00	60 00	30 L. F.	60 00
15	Side drains	50 L. F.	2 00	100 00	-	-
16	Wood guard rails	352 L. F.	08	28 16	486 L. F.	38 88
17	Gravel surface	3,861 C. Y.	1 55	5,984 55	4,404 C. Y.	6,826 20
	Stone drains	-	70	-	1,880 L. F.	1,316 00
	Removing metal culv.	-	-	-	-	5 00
	Total		\$13,294 61			\$16,928 58

WISCASSET SECT. NO. 2, 1.591 MILES.

CONTRACTOR F. H. MARSHALL, SO. PORTLAND, MAINE.

Contract 55% Completed.

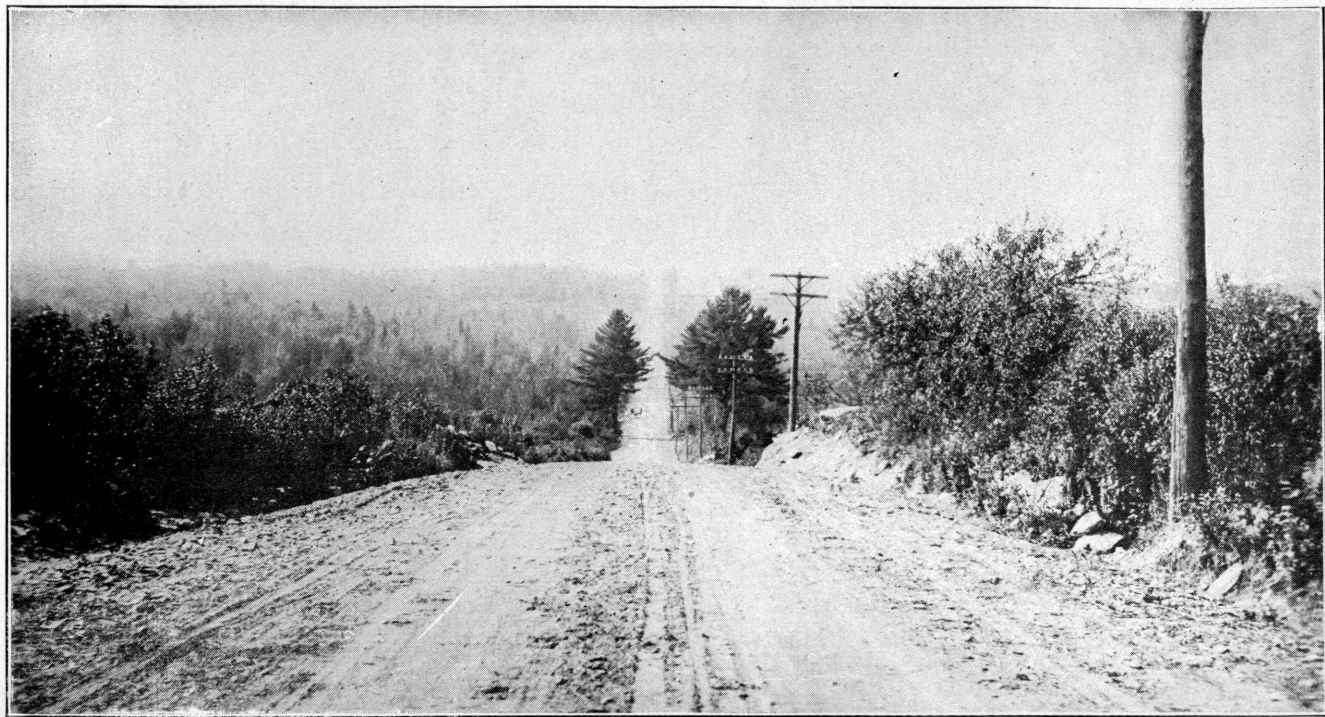
Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Excavation..... 3,244 C. Y.	\$0 55	\$1,784 20	1,502 C. Y.	\$826 10
2	Rock excavation.... 487 C. Y.	2 00	934 00	294.2 C. Y.	588 40
3	Borrow..... 1,022 C. Y.	0 60	613 20	498 C. Y.	298 80
4	Stone V drain..... -	1 40	-	-	-
5	Gravel V drain..... -	-	-	-	-
6	Stone base..... 688 C. Y.	1 40	963 20	359 C. Y.	502 60
7	"A" concrete..... 5 C. Y.	15 00	75 00	15.8 C. Y.	237 00
8	"B" concrete..... 36 C. Y.	13 00	468 00	26.5 C. Y.	344 50
9	"C" concrete..... -	10 00	-	-	-
10	Cement stone..... -	6 00	-	-	-
11	12 inch pipe..... 153 L. F.	0.40	61 20	58 L. F.	23 20
12	16 inch pipe..... 52 L. F.	0.45	23 40	52 L. F.	23 40
13	18 inch pipe..... -	0.50	-	-	-
14	24 inch pipe..... 25 L. F.	0.65	16 25	26 L. F.	16 90
15	Side drain..... 450 L. F.	0.60	270 00	-	-
16	Guard rail..... 264 L. F.	0.30	79 20	-	-
	Total.....		\$5,287 65		\$2,860 90

WALDOBORO SECT. NO. 1, 3.993 MILES.

CONTRACTOR, A. D. BRIDGES' SONS, HAZARDVILLE, CONN.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Excavation..... 6,040 C. Y.	\$0 50	\$3,020 00	9,449 C. Y.	\$4,724 50
2	Rock excavation.... 54 C. Y.	2 00	108 00	205.8 C. Y.	411 60
3	Borrow..... 3,325 C. Y.	0 60	1,995 00	2,465 C. Y.	1,479 00
4	Stone V drain..... 652 C. Y.	1 25	815 00	450.7 C. Y.	563 37
5	Gravel V drain..... -	1 75	-	-	-
6	Stone base..... 40 C. Y.	1 50	150 00	464.2 C. Y.	696 30
7	"A" concrete..... -	14 00	-	10.03 C. Y.	140 42
8	"B" concrete..... 10 C. Y.	12 00	120 00	22.30 C. Y.	267 60
9	"C" concrete..... -	10 00	-	43.61 C. Y.	436 10
10	Cement stone..... 114 C. Y.	7 00	798 00	80.40 C. Y.	562 80
11	12 inch metal culvert -	52 L. F.	20 80	52 L. F.	20 80
12	16 inch metal culvert -	0.45	-	-	-
13	18 inch metal culvert -	0.50	26 00	180 L. F.	90 00
14	24 inch metal culvert -	0.75	-	-	-
15	Side drains..... 4,240 L. F.	0 50	2,120 00	5,293 L. F.	2,646 50
16	Wood guard rail..... 312 L. F.	0 30	93 60	1,280 L. F.	384 00
17	Gravel surface..... 8,143 C. Y.	1 57	12,784 51	7,687.8 C. Y.	12,069 85
	Totals.....		\$21,960 91		\$24,492 84



Dover. Gravel road.

WALDOBORO SECT. NO. 2, 3.093 MILES.

CONTRACTOR, AHERN CONSTRUCTION CO., WILLIMANTIC, CONN.
Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	4,064 C. Y.	\$0 55	\$2,235 20	6,165 C. Y.	\$3,390 75
2	Rock excavation	1,257 C. Y.	1 75	2,199 75	1,284.5 C. Y.	2,247 87
3	Borrow	5,258 C. Y.	0 60	3,154 80	4,913 C. Y.	2,947 80
4	Stone V drain	311 C. Y.	1 25	388 75	1,085.9 C. Y.	1,357 38
5	Gravel V drain	-	1 75	-	-	-
6	Stone base	1,400 C. Y.	1 50	2,100 00	1,509.1 C. Y.	2,263 65
7	"A" concrete	37.3 C. Y.	12 00	447 60	26.76 C. Y.	321 12
8	"B" concrete	62 C. Y.	10 00	620 00	51.70 C. Y.	517 00
9	"C" concrete	-	8 00	-	29.90 C. Y.	239 20
10	Cement stone	122 C. Y.	6 00	732 00	170.65 C. Y.	1,023 90
11	12 inch metal culvert	54 L. F.	0 40	21 60	26 L. F.	10 40
12	16 inch metal culvert	-	0 45	-	-	-
13	18 inch metal culvert	320 L. F.	0 50	160 00	294 L. F.	147 00
14	24 inch metal culvert	-	1 00	-	-	-
15	Side drains	-	0 50	-	155 L. F.	77 50
16	Wood guard rail	32 L. F.	0 30	9 60	458 L. F.	137 40
17	Gravel surface	6,451 C. Y.	1 65	10,844 15	5,921.4 C. Y.	9,770 31
20	Cobble gutter	59 S. Y.	0 60	35 40	153 S. Y.	91 80
	Totals			\$22,748 85		\$24,543 08

WARREN SECT. NO. 1, 3.087 MILES.

CONTRACTOR, FRANK H. MARSHALL & SON, SO. PORTLAND, ME.
Contract 57% Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	7,032 C. Y.	\$0 49	\$3,445 68	4,554 C. Y.	\$2,231 46
2	Rock excavation	328 C. Y.	1 65	541 20	582 C. Y.	960 30
3	Borrow	764 C. Y.	0 60	458 40	544 C. Y.	326 40
4	Stone V drain	-	1 35	-	-	-
5	Gravel V drain	-	1 45	-	-	-
6	Stone base	-	1 35	-	261 C. Y.	352 35
7	"A" concrete	-	12 00	-	-	-
8	"B" concrete	25 C. Y.	10 00	250 00	35.9 C. Y.	350 00
9	"C" concrete	-	8 00	-	-	-
10	Cement stone	161 C. Y.	6 00	966 00	60.6	363 60
11	12 inch metal culvert	80 L. F.	0 40	32 00	28 L. F.	11 20
12	16 inch metal culvert	182 L. F.	0 45	81 90	218 L. F.	98 10
13	18 inch metal culvert	-	0 50	-	-	-
14	24 inch metal culvert	-	1 00	-	-	-
15	Side drains	-	1 25	-	-	-
16	Wood guard rails	200 L. F.	0 30	60 00	-	-
17	Gravel surface	6,821 C. Y.	1 45	9,890 45	3,310 C. Y.	4,799 50
	Gravel for maintenance	-	1 45	-	85 C. Y.	123 25
	Lowering water pipe at Sta. 382+75 (extra work)	-	-	-	-	7 35
	Lowering water pipe at sta. 426+90 (extra work)	-	-	-	-	11 98
	Totals			\$15,725 63		\$9,644 49

WARREN SECT. NO. 2, 2.770 MILES.

CONTRACTOR, A. D. BRIDGES' SONS, HAZARDVILLE, CONN.

Contract 98% Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation.....	6,173 C. Y.	\$0 54	\$3,333 42	7,257 C. Y.	\$3,918 78
2	Rock excavation....	100 C. Y.	1 43	143 00	10 C. Y.	14 30
3	Borrow.....	100 C. Y.	0 62	62 00	125 C. Y.	77 50
4	Stone V drain.....	1,880 C. Y.	1 32	2,481 60	1,062.5 C. Y.	1,402 50
5	Gravel V drain.....	-	1 00	-	-	-
6	Stone base.....	850 C. Y.	1 34	1,139 00	771 C. Y.	1,033 14
7	"A" concrete.....	15 C. Y.	12 29	184 35	26.2 C. Y.	322 00
8	"B" concrete.....	46 C. Y.	9 46	435 16	64.4 C. Y.	609 22
9	"C" concrete.....	-	9 00	-	11.8 C. Y.	106 20
10	Cement stone.....	99 C. Y.	6 63	656 37	36 C. Y.	238 68
11	12 inch pipe.....	108 L. F.	0 38	41 04	134 L. F.	50 92
12	16 inch pipe.....	56 L. F.	0 47	26 32	56 L. F.	26 32
13	18 inch pipe.....	30 L. F.	0 58	17 40	30 L. F.	17 40
14	24 inch pipe.....	30 L. F.	0 71	21 30	30 L. F.	21 30
15	Side drains.....	400 L. F.	0 52	208 00	430 L. F.	223 60
16	Guard rail.....	216 L. F.	0 28	60 48	568 L. F.	159 04
17	Gravel surface.....	5,787 C. Y.	1 37	7,928 19	6,181.4 C. Y.	8,468 52
	Iron guard rail.....	-	-	-	46 L. F.	38 89
	Totals.....			\$16,737 63		\$16,728 31

MONMOUTH 4.879 MILES.

CONTRACTOR, R. G. MILLER CONTRACTING Co., HARTFORD, CONN.

Contract 55% Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation.....	9,238 C. Y.	\$0 60	\$5,547 80	6,910 C. Y.	\$4,146 00
2	Rock excavation....	200 C. Y.	2 00	400 00	23.5 C. Y.	47 00
3	Borrow.....	-	0 70	-	-	-
4	Stone V drain.....	2,104 C. Y.	0 70	1,472 80	2,352.8 C. Y.	1,646 96
5	Gravel V drain.....	-	1 50	-	-	-
6	Stone base.....	3,308 C. Y.	1 00	3,308 00	2,314.6 C. Y.	2,314 60
7	"A" concrete.....	6.24 C. Y.	15 00	93 60	29.25 C. Y.	438 75
8	"B" concrete.....	63.25 C. Y.	10 00	632 50	59.95 C. Y.	599 50
9	"C" concrete.....	-	8 00	-	17.82 C. Y.	142 56
10	Stone masonry.....	-	6 00	-	3.5 C. Y.	21 00
11	12 inch metal culvert	368 L. F.	0 40	147 20	135 L. F.	54 00
12	16 inch metal culvert	202 L. F.	0 50	101 00	150 L. F.	75 00
13	18 inch metal culvert	82 L. F.	0 50	41 00	52 L. F.	26 00
14	24 inch metal culvert	28 L. F.	0 50	14 00	28 L. F.	14 00
15	Side drains.....	1,965 L. F.	0 70	1,375 50	2,058 L. F.	1,440 60
16	Guard rail.....	590 L. F.	0 50	295 00	-	-
17	Gravel surface.....	10,174 C. Y.	1 50	15,261 00	4,336 C. Y.	6,504 00
	Totals.....			\$28,684 40		\$17,469 97



Newport. Gravel road.

FARMINGTON 3.618 MILES.

CONTRACTOR, FORGIONE & ROMANO Co., PORTLAND, ME.

Contract 64% Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Amount	
1	Excavation	6,310 C. Y.	\$0 59	\$3,722 90	6,079.7 C. Y.	\$3,587 02
2	Rock excavation	-	3 45	-	241.15 C. Y.	831 97
3	Borrow	-	1 00	-	-	-
4	Stone V drain	942 C. Y.	1 25	1,177 50	1,476.6 C. Y.	1,845 75
5	Gravel V drain	-	1 65	-	-	-
6	Stone base	95 C. Y.	1 30	123 50	471.7 C. Y.	613 21
7	"A" concrete	187 C. Y.	15 00	280 50	14.65 C. Y.	219 75
8	"B" concrete	42 C. Y.	12 00	504 00	45.09 C. Y.	541 08
9	"C" concrete	-	12 00	-	-	-
10	Stone masonry	115 C. Y.	6 00	690 00	82.1 C. Y.	492 60
11	12 inch metal culvert	78 L. F.	0 50	39 00	130 L. F.	65 00
12	16 inch metal culvert	156 L. F.	0 59	92 04	168 L. F.	99 12
13	18 inch metal culvert	26 L. F.	0 69	17 94	56 L. F.	38 64
14	24 inch metal culvert	-	1 00	-	-	-
15	Side drains	-	0 49	-	240 L. F.	117 60
16	Guard rail	330 L. F.	0 40	132 00	-	-
17	Gravel surface	7,467 C. Y.	1 49	11,125 83	3,053.6 C. Y.	4,549 87
20	Stone masonry	45 C. Y.	4 00	180 00	402.9 C. Y.	1,611 60
	8 inch metal pipe	-	-	-	38 L. F.	19 00
	36 inch metal pipe	-	-	-	32 L. F.	32 00
	Gravel surface	-	1 49	-	-	500 00
	Painting dry stone masonry sta. 2060	-	-	-	-	69 05
	Totals			\$18,085 21		\$15,233 26

STRONG 3.438 MILES.

CONTRACTOR, FORGIONE & ROMANO Co., PORTLAND, MAINE.

Contract 96% Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Amount	
1	Excavation	5,901 C. Y.	\$0 65	\$3,835 65	5,748.3 C. Y.	\$3,736 40
2	Rock excavation	304 C. Y.	3 45	1,048 80	792.3 C. Y.	2,733 44
3	Borrow	-	1 00	-	-	-
4	Stone V drain	-	1 65	-	86.4 C. Y.	142 56
5	Gravel V drain	-	1 65	-	-	-
6	Stone base	182 C. Y.	1 41	256 62	863.92 C. Y.	1,218 13
7	"A" concrete	83 C. Y.	15 00	495 00	25.66 C. Y.	384 90
8	"B" concrete	40 C. Y.	12 00	480 00	74.39 C. Y.	892 68
9	"C" concrete	-	12 00	-	-	-
10	Stone masonry	297 C. Y.	5 00	1,485 00	265.79 C. Y.	1,328 95
11	12 inch metal culvert	164 L. F.	0 50	82 00	184 C. Y.	92 00
12	16 inch metal culvert	212 L. F.	0 59	125 08	212 C. Y.	125 08
13	18 inch metal culvert	52 L. F.	0 69	35 88	52 C. Y.	35 88
14	24 inch metal culvert	-	1 00	-	-	-
15	Side drains	-	0 49	-	-	-
16	Guard rail	230 L. F.	0 40	92 00	-	-
17	Gravel surface	7,111 C. Y.	1 59	11,306 49	6,103.1 C. Y.	9,703 93
20	2 inch iron pipe	70 L. F.	0 60	42 00	-	-
	Stone masonry	-	-	-	144.24 C. Y.	576 96
	Totals			\$19,284 52		\$20,970 91

NORRIDGEWOCK 5.614 MILES.

CONTRACTOR, R. G. MILLER CONT'G CO., HARTFORD, CONN.

Contract 37% Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Excavation..... 10,641 C. Y.	\$0 65	\$6,916 65	6,680 C. Y.	\$4,342 00
2	Rock excavation.... 406 C. Y.	2 00	812 00	235 C. Y.	470 00
3	Borrow..... 1,362 C. Y.	0 70	953 40	-	-
4	Stone V drain..... 415 C. Y.	1 25	518 75	489 C. Y.	611 25
5	Gravel V drain..... -	1 75	-	-	-
6	Stone base..... 624 C. Y.	1 25	780 00	662 C. Y.	827 50
7	"A" concrete..... 75 C. Y.	15 00	1,125 00	8 C. Y.	120 00
8	"B" concrete..... 105 C. Y.	12 00	1,260 00	15 C. Y.	180 00
9	"C" concrete..... -	10 00	-	56 C. Y.	560 00
10	Cement St. Mas..... 152 C. Y.	7 00	1,064 00	81 C. Y.	567 00
11	12 inch metal culvert 156 L. F.	0 50	78 00	130 L. F.	65 00
12	16 inch metal culvert -	0 60	-	-	-
13	18 inch metal culvert 234 L. F.	0 70	163 80	182 L. F.	127.40
14	24 inch metal culvert -	0 75	-	-	-
15	Side drains..... 776 L. F.	0 80	620 80	442 L. F.	353 60
16	Wood guard rail..... 608 L. F.	0 50	304 00	-	-
17	Gravel surface..... 10,222 C. Y.	1 55	15,844 10	3,658 C. Y.	5,669 90
	Totals.....		\$30,440 50		
20	Sand-clay surface. 14,524 C. Y.	1 40	30,333 60		-
	Totals.....		\$34,930 00		\$13,893 65

MADISON 1.078 MILES.

CONTRACTOR, R. G. MILLER CONT'G. CO., HARTFORD, CONN.

Contract Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Actual Quantities	Amount
1	Excavation..... 1,891 C. Y.	\$0 60	\$1,134 60	1,875 C. Y.	\$1,125.00
2	Rock excavation..... -	2 50	-	2 C. Y.	5.00
3	Borrow..... -	0 75	-	-	-
4	Stone V drain..... -	2 00	-	-	-
5	Gravel V drain..... -	1 75	-	-	-
6	Stone base..... -	2 25	-	-	-
7	"A" concrete..... -	15 00	-	-	-
8	"B" concrete..... -	12 00	72 00	-	-
9	"C" concrete..... 6 C. Y.	10 00	-	6.29 C. Y.	62 90
10	Stone masonry..... -	8 00	-	-	-
11	12 inch metal culvert 52 L. F.	0 40	20 80	52 L. F.	20 80
12	16 inch metal culvert -	0 50	-	-	-
13	18 inch metal culvert -	0 60	-	-	-
14	24 inch metal culvert -	1 00	-	-	-
15	Side drains..... 550 L. F.	0 60	330 00	537 L. F.	322 20
16	Wood guard rail..... -	0 35	-	656 L. F.	229 60
17	Gravel surface..... 1,956 C. Y.	1 60	3,129 60	1,962.4 C. Y.	3,139 84
			\$4,687 00		
20	Sand-clay surface.... 2,786 C. Y.	1 50	4,179 00		
	Totals.....		\$5,736 40		\$4,905 34

NEWPORT 1.590 MILES.

CONTRACTORS, C. N. THOMPSON, CHARLES A. SHANNON, JOHN
R. SHANNON, KINGMAN, MAINE.

Contract Completed.

Item.	ESTIMATED QUANTITIES.		Price	Amount	Actual		Amount
			Bid		Quantities		
1	Excavation	2,357 C. Y.	\$1 00	\$2,357 00	2,087	C. Y.	\$2,087 00
2	Rock excavation	211 C. Y.	4 00	844 00	553	C. Y.	2,212 00
3	Borrow	663 C. Y.	0 60	397 80	2,992	C. Y.	1,795 20
4	Stone V drain	-	2 00	-	-	-	-
5	Gravel V drain	-	2 50	-	-	-	-
6	Stone base	1,560 C. Y.	1 00	1,560 00	1,939	C. Y.	1,939 00
7	"A" concrete	15 C. Y.	8 00	120 00	7.82	C. Y.	62 56
8	"B" concrete	26 C. Y.	7 00	182 00	22.80	C. Y.	159 60
9	"C" concrete	-	7 00	-	-	-	-
10	Stone masonry	-	6 00	-	-	-	-
11	12 inch metal culvert	104 L. F.	0 30	31 20	112	L. F.	33 60
12	16 inch metal culvert	-	0 35	-	-	-	-
13	18 inch metal culvert	26 L. F.	0 35	9 10	52	L. F.	18 20
14	10 inch metal culvert	12 L. F.	0 25	3 00	30	L. F.	7 50
15	Side drains	-	0 85	-	-	-	-
16	Guard rail	48 L. F.	0 25	12 00	1,202	L. F.	300 50
17	Gravel surface	3,318 L. F.	1 35	4,479 30	3,354	C. Y.	4,527 90
	Gravel for maintenance	-	1 35	-	85	C. Y.	114 75
	Overhaul	-	-	-	-	-	133 11
	Totals			\$9,995 40			\$13,390 92

ETNA 3.077 MILES.

CONTRACTOR, J. G. FLEMING, LINCOLN, MAINE.

Contract 85% Completed.

Item.	ESTIMATED QUANTITIES		Price	Amount	Actual		Actual Cost
			Bid		Quantities		
1	Excavation	3,270 C. Y.	\$0 70	\$2,289 00	4,100	C. Y.	\$2,870 00
2	Rock excavation	371 C. Y.	2 70	1,001 70	420	C. Y.	1,134 00
3	Borrow	2,033 C. Y.	0 70	1,423 10	1,200	C. Y.	840 00
4	Stone V drain	142 C. Y.	1 50	213 00	-	-	-
5	Gravel V drain	-	1 50	-	-	-	-
6	Stone base	707 C. Y.	1 50	1,060 50	955	C. Y.	1,432 50
7	Class A concrete	46 C. Y.	10 00	460 00	51.54	C. Y.	515 40
8	Class B concrete	70 C. Y.	8 00	560 00	56.96	-	455 68
9	Class C concrete	-	7 00	-	-	-	-
10	Stone masonry	14 C. Y.	6 00	84 00	-	-	-
11	12 inch pipe	78 L. F.	2 00	156 00	156	L. F.	312 00
12	16 inch pipe	-	2 00	-	40	L. F.	80 00
13	18 inch pipe	52 L. F.	2 00	104 00	78	L. F.	156 00
14	24 inch pipe	-	2 00	-	-	-	-
15	Underdrains	-	2 00	-	-	-	-
16	Guard rail	104 L. F.	0 30	31 20	600	L. F.	180 00
17	Gravel surface	5,629 C. Y.	1 55	8,724 95	3,500	C. Y.	5,425 00
	Totals			\$16,107 45			\$13,400 58

CARMEL SECT. NO. 1, 2.424 MILES.

CONTRACTORS, MULLEN & HUGHES, BANGOR, MAINE.

Contract Completed.

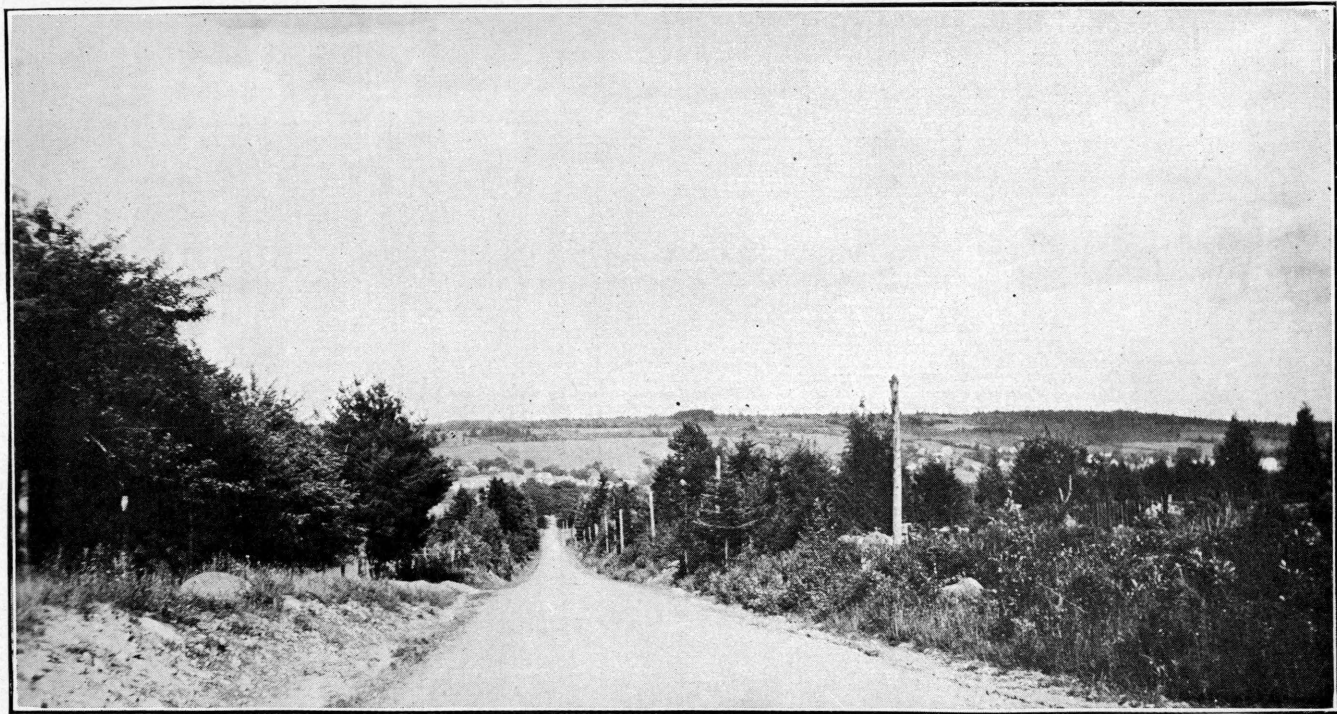
Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Amount	
1	Excavation.....	4,224 C. Y.	\$0 58	\$2,449 92	5,494 C. Y.	\$3,186 52
2	Rock.....	-	3 00	-	8 C. Y.	24 00
3	Borrow.....	120 C. Y.	0 55	66 00	55 C. Y.	30 25
4	Stone V drain.....	-	1 20	-	-	-
5	Gravel V drain.....	-	1 20	-	-	-
6	Stone base.....	1,266 C. Y.	1 00	1,266 00	1,076.66 C. Y.	1,076 66
7	Class A.....	46 C. Y.	12 00	552 00	22.2 C. Y.	266 40
8	Class B.....	156 C. Y.	11 00	1,716 00	75.3 C. Y.	828 30
9	Class C.....	-	9 00	-	-	-
10	Stone masonry.....	107 C. Y.	5 00	535 00	68.23 C. Y.	341 15
11	12 inch pipe.....	160 L. F.	0 50	80 00	212 L. F.	106 00
12	16 inch pipe.....	52 L. F.	0 50	26 00	104 L. F.	52 00
13	18 inch pipe.....	108 L. F.	0 60	64 80	160 L. F.	96 00
14	24 inch pipe.....	-	0 60	-	-	-
15	Underdrains.....	-	0 65	-	-	-
16	Guard rails.....	310 L. F.	0 50	155 00	624 L. F.	312 00
17	Gravel surface.....	5,084 C. Y.	1 15	5,846 60	5,045.6 C. Y.	5,802 44
18	Retaining walls Force Account.....	-	-	-	-	98 81
	Cleaning out ditches Force Account.....	-	-	-	-	112 24
	Gravel for maintenance.....	-	-	-	120 C. Y.	138 00
	Repairing St. Aid Sect. Account.....	-	-	-	-	12 86
	Totals.....			\$12,757 32		\$12,483 63

CARMEL SECT. NO. 2, 2.501 MILES.

CONTRACTORS, MULLEN & HUGHES, BANGOR, ME.

Contract 60% Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation.....	4,355 C. Y.	\$0 58	\$2,525 90	4,258.37 C. Y.	\$2,469 86
2	Rock excavation.....	447 C. Y.	3 00	1,341 00	532.3 C. Y.	1,596 90
3	Borrow.....	181 C. Y.	0 55	99 55	252 C. Y.	138 60
4	Stone V drain.....	101 C. Y.	1 20	121 20	-	-
5	Gravel V drain.....	-	1 20	-	-	-
6	Stone base.....	879 C. Y.	1 00	879 00	577.49 C. Y.	577 49
7	Class A.....	5 C. Y.	12 00	60 00	7.1 C. Y.	85 20
8	Class B.....	27 C. Y.	12 00	324 00	4.08 C. Y.	48 96
9	Class C.....	-	9 00	-	-	-
10	Stone masonry.....	69 C. Y.	5 00	345 00	28.3 C. Y.	141 50
11	12 inch pipe.....	26 L. F.	0 50	13 00	52 L. F.	26 00
12	16 inch pipe.....	26 L. F.	0 50	13 00	-	-
13	18 inch pipe.....	200 L. F.	0 60	120 00	56 L. F.	33 60
14	24 inch pipe.....	30 L. F.	0 60	18 00	28 L. F.	16 80
15	Underdrains.....	-	0 65	-	-	-
16	Guard rail.....	302 L. F.	0 50	151 00	-	-
17	Gravel surface.....	6,034 C. Y.	1 15	6,939 10	2,353.57 C. Y.	2,706 60
	Cleaning out ditches.....	-	-	-	-	31 37
	Paving culvert.....	-	-	-	-	12 78
	Totals.....			\$12,949 75		\$7,885 66



Waldoboro. Gravel road, looking east toward village.

DOVER 6.721 MILES.

CONTRACTOR, MANZIE ROGERS, BANGOR, ME.

Contract 60% Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	16,286 C. Y.	\$0 45	\$7,328 70	14,160.4 C. Y.	\$6,372 18
2	Rock excavation	2,243 C. Y.	2 65	5,943 95	1,437.3 C. Y.	3,808 85
3	Borrow	100 C. Y.	0 50	50 00	-	-
4	Stone V drain	629 C. Y.	1 20	754 80	237 C. Y.	284 40
5	Gravel V drain	-	1 20	-	64 C. Y.	76 80
6	Stone base	2,758 C. Y.	0 90	2,482 20	2,455.7 C. Y.	2,210 13
7	"A" concrete	46 C. Y.	9 00	414 00	52.45 C. Y.	472 05
8	"B" concrete	49 C. Y.	9 00	441 00	25.16 C. Y.	226 44
9	"C" concrete	-	9 00	-	-	-
10	Stone masonry	263 C. Y.	4 50	1,183 50	114.74 C. Y.	516 33
11	12 inch metal culvert	185 L. F.	0 35	64 75	286 L. F.	100 10
12	16 inch metal culvert	284 L. F.	0 37	105 08	312 L. F.	115 44
13	18 inch metal culvert	-	0 40	-	-	-
14	24 inch metal culvert	-	0 43	-	-	-
15	Side drains	-	0 50	-	-	-
16	Guard rail	76 L. F.	0 25	19 00	-	-
17	Gravel surface	14,019 C. Y.	1 20	16,822 80	7,367.5 C. Y.	8,841 00
	Totals			\$35,609 78		\$23,023 72

TRENTON SECT. NO. I, 2.008 MILES.

CONTRACTOR, A. WILLIAMS & Co., BOSTON, MASS.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost	
1	Excavation	2,100 C. Y.	\$0 54	\$1,134 00	3,695.3 C. Y.	\$1,995 46
2	Rock excavation	20 C. Y.	1 95	39 00	3 C. Y.	5 85
3	Borrow	-	0 60	-	200 C. Y.	120 00
4	Stone V drain	550 C. Y.	1 40	770 00	224.93 C. Y.	314 90
5	Gravel V drain	-	1 60	-	-	-
6	Stone base	1,170 C. Y.	1 75	2,047 50	401.46 C. Y.	702 56
7	"A" concrete	12 C. Y.	11 00	132 00	12.48 C. Y.	137 28
8	"B" concrete	39 C. Y.	10 00	390 00	34.49 C. Y.	344 90
9	"C" concrete	-	9 00	-	-	-
10	Stone masonry	-	5 75	-	2 C. Y.	11 50
11	12 inch metal culvert	12 L. F.	0 40	4 80	56 L. F.	22 40
12	16 inch metal culvert	30 L. F.	0 50	15 00	30 L. F.	15 00
13	10 inch metal culvert	6 L. F.	0 60	3 60	54 L. F.	32 40
14	24 inch metal culvert	26 L. F.	0 80	20 80	26 L. F.	20 80
15	Side drains	167 L. F.	0 60	100 60	-	-
16	Guard rail	100 L. F.	0 28	28 00	-	-
17	Gravel surface	4,187 C. Y.	1 40	5,861 80	4,399.77 C. Y.	6,159 68
	Totals			\$10,546 70		\$9,882 73

TRENTON SECT. NO. 2, 1.989 MILES.

CONTRACTOR, A. WILLIAMS & Co., BOSTON, MASS.

Contract Completed.

Item.	ESTIMATED QUANTITIES.	Price Bid	Amount	Actual Quantities	Actual Cost
1	Excavation..... 5,042 C. Y.	\$0 54	\$2,722 68	5,882.51 C. Y.	\$3,176 55
2	Rock..... 50 C. Y.	1 95	97 50	87.84 C. Y.	171 29
3	Borrow..... 857 C. Y.	0 60	514 20	1,610 C. Y.	966 00
4	Stone V drain..... 534 C. Y.	1 40	747 60	296.25 C. Y.	414 75
5	Gravel V drain..... -	1 60	-	-	-
6	Stone base..... 1,363 C. Y.	1 75	2,385 25	1,043.59 C. Y.	1,826 28
7	"A" concrete..... 37 C. Y.	11 00	407 00	30.84 C. Y.	339 24
8	"B" concrete..... 79 C. Y.	10 00	790 00	62 06	620 60
9	"C" concrete..... -	9 00	-	-	-
10	Stone masonry..... 24 C. Y.	5 75	138 00	49.64 C. Y.	285 43
11	12 inch metal culvert..... 6 L. F.	0 40	2 40	27 L. F.	10 80
12	16 inch metal culvert..... 30 L. F.	0 50	15 00	15 L. F.	7 50
13	10 inch metal culvert..... 12 L. F.	0 60	7 20	52 L. F.	31 30
14	24 inch metal culvert..... 26 L. F.	0 80	20 80	26 L. F.	20 80
15	Side drains..... -	0 60	-	-	-
16	Guard rail..... 550 L. F.	0 28	154 00	-	-
17	Gravel surface..... 4,148 C. Y.	1 40	5,807 20	4,411.50 C. Y.	6,176 10
20	Broken stone gravel surface..... -	2 25	-	-	-
	Overhaul..... 2,184 C. Y.	.005	-	-	10 92
	30 inch pipe..... 26 L. F.	1 00	-	-	26 00
	Totals.....		\$13,294 63		\$14,083 46

TRENTON SECT. NO. 3, 2.02 MILES.

CONTRACTOR, A. WILLIAMS & Co., BOSTON, MASS.

Contract 98% Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Actual Quantities	Actual Cost
1	Excavation..... 3,308 C. Y.	\$0 54	\$1,786 32	5,298.20 C. Y.	\$2,861 03
2	Rock..... 50 C. Y.	1 95	97 50	-	-
3	Borrow..... 857 C. Y.	0 60	514 20	-	-
4	Stone V drain..... -	1 40	-	-	-
5	Gravel V drain..... -	1 60	-	-	-
6	Stone base..... 1,137 C. Y.	1 75	1,989 75	1,381.10 C. Y.	2,416 93
7	"A" concrete..... -	11 00	-	-	-
8	"B" concrete..... 16 C. Y.	10 00	160 00	25.08 C. Y.	250 80
9	"C" concrete..... -	9 00	-	-	-
10	Stone masonry..... -	5 75	-	-	-
11	12 inch metal culvert..... L. F.	0 40	-	6 L. F.	2 40
12	16 inch metal culvert..... L. F.	0 50	-	8 L. F.	4 00
13	18 inch metal culvert..... L. F.	0 60	-	2 L. F.	1 20
14	24 inch metal culvert..... L. F.	0 80	-	-	-
15	Side drains..... 100 L. F.	0 60	60 00	-	-
16	Guard rail..... L. F.	0 28	-	-	-
17	Gravel surface..... 4,213 C. Y.	1 40	5,898 20	4,000 C. Y.	5,600 00
	30 inch pipe..... 26 L. F.	1 00	-	-	26 00
	Totals.....		\$10,505 97		\$11,162 36



Farmington. Gravel road.

WHITING 9.223 MILES.

CONTRACTOR, WISEMAN & MCPHAIL, SMYRNA MILLS, MAINE.

Contract Completed.

Item.	ESTIMATED QUANTITIES	Price Bid	Amount	Estimated Quantities	Actual Cost
1	Excavation 10,073 C. Y.	\$0 50	\$5,036 50	14,565 C. Y.	\$7,283 50
2	Rock excavation 7,291 C. Y.	2 00	14,582 00	9,366.4 C. Y.	18,732 80
3	Borrow 16,320 C. Y.	0 50	8,160 00	24,287 C. Y.	12,143 50
4	Stone V drain 296 C. Y.	0 90	266 40	-	-
5	Gravel V drain C. Y.	2 00	-	-	-
6	Stone base	2 00	-	266 C. Y.	532 00
7	"A" concrete 72 C. Y.	13 00	936 00	93.4 C. Y.	1,214 20
8	"B" concrete 113 C. Y.	12 00	1,356 00	270.8 C. Y.	3,249 60
9	"C" concrete	11 50	-	-	-
10	Stone masonry	14 00	-	-	-
11	12 inch culvert 1,124 L. F.	0 10	122 40	1,296 L. F.	129 60
12	16 inch culvert 26 L. F.	0 10	2 60	26 L. F.	2 60
13	18 inch culvert 80 L. F.	0 11	8 50	80 L. F.	8 80
14	24 inch culvert 82 L. F.	0.125	10 25	82 L. F.	10 25
15	Side drains	2 00	-	-	-
16	Guard rail 200 L. F.	0 25	50 00	4,696 L. F.	1,174 00
20	30 inch metal culvert 32 L. F.	0 15	4 80	32 L. F.	4 80
	Pipe guard rails	-	-	-	57 25
	Totals		\$30,535 75		\$44,541 90
	Deducted by mutual agreement		-		454 19
					\$44,087 71

TABLE I.—STATE HIGHWAYS.

EXPENDITURES FROM STATE HIGHWAY LOAN FUNDS TO FEBRUARY 28, 1915, ON CONTRACTS AND FORCE ACCOUNT WORK.

Highway.	Town.	Type of surface.	Surveys.	Plans and Computations.	Advertising.	Engineering on construction.	Labor and material.	Total.	Miles.	Cost per mile.
"A"	York ("G")	Bit. Mac.	\$95 11	\$268 12	\$25 03	\$361 72	\$35,056 78	\$35,806 76	3.47	\$10,318 95
"A"	York ("I")	Bit. Mac.	-	12 20	-	117 75	5,896 16	6,026 11	0.68	8,861 93
"A"	Wells ("H")	Bit. Mac.	11 44	61 23	-	162 60	19,477 49	19,712 76	2.08	9,477 29
"A"	Kennebunkport	Gravel	-	9 68	-	30 56	7,805 65	7,845 89	0.83	5,723 23
"A"	Biddeford	Gravel	-	38 97	-	53 98	3,679 32	*3,772 27	1.20	5,517 78
"B"	Fryeburg	Gravel	369 04	335 00	67 10	1,721 94	38,393 71	40,886 79	7.41	
"C"	Falmouth	Bit. Mac.	183 94	303 40	22 32	912 30	24,768 04	26,190 00	-	-
"C"	Cumberland	Bit. Mac.	72 25	310 89	22 32	955 50	24,676 07	26,037 03	-	-
"C"	Yarmouth	Bit. Mac.	122 53	232 74	22 33	677 85	20,078 05	21,133 50	-	-
"C"	Freeport	Bit. Mac.	216 58	298 26	26 31	1,582 29	54,934 83	57,158 27	-	-
"C"	Brunswick	Bit. Mac.	305 62	351 16	5 51	174 44	1,072 64	1,909 37	-	-
"D"	Woolwich No. 1	Gravel	387 49	391 63	29 13	1,687 19	40,060 06	42,555 50	5.65	7,531 94
"D"	Woolwich No. 2	Gravel	292 81	358 48	28 44	1,057 37	17,029 44	18,766 54	-	-
"D"	Wiscasset No. 1									
"D"	Wiscasset No. 2	Gravel	685 03	249 83	10 65	1,615 69	49,583 71	52,144 91	7.09	7,354 71
"D"	Waldoboro No. 1									
"D"	Waldoboro No. 2	Gravel	397 07	178 75	9 11	1,064 38	25,674 56	27,323 87	-	-
"D"	Warren No. 1									
"D"	Warren No. 2	Gravel	561 38	656 24	6 33	1,273 41	42,590 40	45,087 76	-	-
"D"	Northport No. 1									
"D"	Northport No. 2									

TABLE I—Concluded.

Highway.	Town.	Type of surface.	Surveys.	Plans and Computation.	Advertising.	Engineering on construction.	Labor and material.	Total.	Miles.	Cost per mile.
"E"	Greene.....	Gravel....	118 37	117 60	13 10	123 92	12,401 77	12,816 36	2.28	5,621 21
"E"	Leeds.....	Gravel....	42 19	99 64	10 63	158 27	8,711 07	9,021 80	1.45	6,221 93
"E"	Monmouth.....	Gravel....	493 28	218 06	10 63	736 28	17,533 17	18,991 42	-	-
"E"	Winthrop.....	Gravel....	257 73	259 89	10 64	130 37	3,946 55	4,605 18	-	-
"F"	Farmington.....	Gravel....	223 15	193 13	6 92	755 32	14,107 40	15,285 92	-	-
"F"	Strong.....	Gravel....	261 76	151 34	6 31	681 20	19,216 50	20,317 11	-	-
"H"	Norridgewock.....	Gravel....	209 32	278 06	6 33	967 75	12,839 68	14,301 14	-	-
"H"	Madison.....	Gravel....	140 97	109 93	6 32	499 30	4,919 80	5,676 32	1.08	5,255 85
"I"	Newport.....	Gravel....	109 03	141 09	6 32	470 07	13,470 68	14,197 19	1.59	8,929 05
"I"	Etna.....	Gravel....	184 01	346 78	6 32	595 32	12,186 63	13,319 06	-	-
"I"	Carmel No. 1 } Carmel No. 2 }	Gravel....	248 70	352 51	6 12	802 35	20,255 78	21,665 46	-	-
"J"	Dover.....	Gravel....	365 00	775 81	9 12	701 66	21,221 83	23,073 42	-	-
"K"	Houlton.....	Gravel....	379 02	159 37	9 11	408 67	20,618 98	21,575 15	-	-
"K"	New Limerick.....	Gravel....	226 43	329 25	9 12	912 39	46,351 68	47,828 87	-	-
"M"	Trenton No. 1 } Trenton No. 2 } Trenton No. 3 }	Gravel....	333 62	303 94	17 94	1,644 83	32,043 50	34,343 83	6.02	5,704 95
"N"	Whiting.....	Gravel....	678 72	668 10	6 34	1,665 31	50,749 06	53,767 53	9.23	5,825 30
			\$7,979 59	\$8,561 08	\$415 85	\$24,701 98	\$721,350 99	\$763,143 09		

*Of this amount only \$43.02 was paid from State Highway Loan Funds.

TABLE II.
SUMMARY OF 1914 STATE AID ROAD WORK.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length feet.	*Cost of work.	†1914 State aid approved.	Aid from previous years approved.	Total aid approved.	Length miles.	‡Cost per mile.	Cost per sq. yd.
431	Gravel.....	-	676,088.0	\$454,654.03	\$221,190.13	\$10,446.82	\$231,636.95	128.06	\$3,550.32	-
17	Earth.....	-	24,365.0	14,112.96	7,122.87	443.36	7,566.23	4.61	3,061.38	-
17	Macadam.....	51,980.71	20,776.5	33,185.63	13,970.06	-	13,970.06	3.94	8,422.74	\$0.64
8	Bit. macadam.....	31,243.30	12,283.0	35,996.46	12,391.43	30.62	12,422.05	2.32	15,515.70	1.15
4	Concrete.....	18,856.66	8,093.9	31,951.08	13,439.12	545.60	13,984.72	1.53	20,883.05	1.70
2	Sand and clay.....	-	8,270.0	4,794.35	1,692.40	400.00	2,092.40	1.56	3,073.30	-
1	Granite block.....	386.66	190.0	889.32	393.45	-	393.45	.03	29,644.00	2.30
4	Culverts and bridges.....	-	-	4,698.28	1,495.35	-	1,495.35	-	-	-
1	Clearing R. of W.....	-	-	67.00	-	-	-	-	-	-
485			750,066.4	\$580,349.11	\$271,694.81	\$11,866.40	\$283,561.21	142.05	Av. \$4,085.53	

5 Towns building two kinds of construction.

480

18 Not completed or laid over.

498 Number of towns receiving 1914 State Aid Apportionments.

* Includes approximate cost of work in towns of Grand Lake Stream, Hersey, Saco, Springfield, Stacyville and Yarmouth, amounting to \$7,104.98.

† Includes approximate state aid due or paid to above towns, where the account is not settled, amounting to \$2,835.46.

‡ Includes culvert costs, except where towns did no other work.

TABLE III.
SUMMARY OF 1913 STATE AID ROAD WORK COMPLETED IN 1914.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length feet.	Cost of work.	1913 State aid approved.	Aid from previous years approved.	Total aid approved.	Length miles.	*Cost per mile.	Cost per sq. yd.
25	Gravel.....	-	28,259	\$20,990 26	\$9,282 38	\$509 23	\$9,791 61	5.35	\$3,923 41	-
4	Earth.....	-	3,810	2,873 27	1,298 57	-	1,298 57	.72	3,990 65	-
1	Bituminous.....	4,087	1,349	5,320 80	1,462 00	-	1,462 00	.25	21,283 20	\$1 30
30			33,418	\$29,184 33	\$12,042 95	\$509 23	\$12,552 18	6.32	\$4,617 74 Av.	

*Includes cost of culverts.

STATE AID TABLE.

NOTE:—In column showing material with which road is bituminous macadam, ° indicates concrete pavement, indicate gravel surface.

Town.	County.	Total length—feet	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
A. R. 2. Twp.....	Aroostook.....				
A. R. 7. Twp.....	Penobscot.....				
Abbot.....	Piscataquis.....				
Acton ¹	York.....	Uncomple	ted.		
Addison.....	Washington.....	1,020	21	-	1,020
Albany.....	Oxford.....	1,320	23	-	1,320
Albion.....	Kennebec.....	1,900	24	-	1,900
Alexander.....	Washington.....	750	23	-	750
Alfred.....	York.....	1,050	23	500	1,050
Allagash Pl.....	Aroostook.....				
Alna.....	Lincoln.....	1,690	22	-	1,690
Alton ²	Penobscot.....	800	23	80	800
Amherst.....	Hancock.....	675	21	-	675
Amity.....	Aroostook.....	1,100	23	900	1,100
Andover.....	Oxford.....	1,150	23	-	1,150
Andover W. S. Twp.....	Oxford.....				
Andover No. S. Twp.....	Oxford.....	550	20	-	550
Anson.....	Somerset.....	1,350	28	-	1,350
Appleton.....	Knox.....	1,000	24	1,000	1,000
Argyle.....	Penobscot.....	950	24	-	950
Arrowsic.....	Sagadahoc.....	1,700	21	-	1,700
Ashland.....	Aroostook.....	1,000	24	1,000	1,000
Athens.....	Somerset.....	665	22	345	665
Atkinson.....	Piscataquis.....	1,100	21	510	1,100
Auburn ³	Androscoggin.....	6,350	21	5,650	6,350
Augusta ⁴	Kennebec.....	2,300	21	1,700	2,300
Aurora.....	Hancock.....	320	23	-	320
Avon.....	Franklin.....	Voted no.			
Baileyville.....	Washington.....	1,900	28	-	1,900
Bald Mt. Twp. 2, R. 3.	Somerset.....	300	18	-	300

¹Acton: Work begun but not completed.

²Alton: Reinforced concrete slab bridge—stone abutments—span 12', height 6'—84"; width of roadway, 22'. Cost of bridge not included in cost per lineal foot.

³Auburn: 1913 automobile fund of \$1,700, and the 1914 automobile fund of \$500, expended with the 1914 State aid joint fund.

⁴Augusta: \$206.99 balance from 1912 apportionment, city must furnish \$275.98 to receive same.

STATE AID TABLE.

surfaced * indicates macadam, † indicates earth, ‡ indicates || indicates granite block pavement. Figures with no index

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Metal.....	14	30	-	-	-	-	-	-	-
Metal.....	30	26	120 00	625 41	600 00	300 00	-	\$25 41	\$ 61
2-Metal....	12	26	-	-	-	-	-	-	-
Stone.....	48 x 36	26	116 67	889 82	900 00	589 82	\$10 18	-	65
Concrete..	60 x 48	26	391 09	1135 40	1066 00	533 00	-	69 40	60
2-Stone...	24 x 24	26	79 50	1002 03	1066 00	400 00	63 97	43 92	86
Metal.....	12	28	121 08	-	-	-	-	-	-
2-Metal....	12	26	-	881 92	900 00	581 92	18 08	-	52
Bridge.....	-	-	480 00	-	-	-	-	-	-
Metal.....	16	26	38 35	1070 98	900 00	600 00	-	170 98	1 34
2-Metal....	14	26	53 20	901 79	900 00	600 00	-	1 79	1 34
Stone.....	36 x 36	26	-	945 01	900 00	600 00	-	45 01	86
Metal.....	12	26	111 00	1173 81	1066 00	533 00	-	107 81	1 02
.....	-	-	-	957 00	900 00	600 00	-	57 96	1 74
.....	-	-	-	1013 04	1200 00	438 04	161 96	-	77
Metal.....	12	26	33 75	820 64	800 00	400 00	-	20 64	82
Concrete..	36 x 36	26	218 97	763 28	900 00	463 28	136 72	-	80
2-Metal....	12	26	57 00	920 44	900 00	600 00	-	20 44	54
Metal.....	18	26	54 56	1135 31	1066 00	533 00	-	69 31	1 13
Concrete..	54 x 48	12	17 05	305 94	400 00	105 94	94 06	-	46
Metal.....	16	30	-	-	-	-	-	-	-
Metal.....	10	26	77 52	819 50	900 00	519 50	80 50	-	74
Metal.....	12	20	-	-	-	-	-	-	-
Metal.....	10	18	-	-	-	-	-	-	-
Metal.....	3-10	60	-	-	-	-	-	-	-
Metal.....	12	36	-	-	-	-	-	-	-
Metal.....	3-12	28	-	-	-	-	-	-	-
Metal.....	24	28	238 57	3964 00	3962 00	1698 00	-	2 00	97
Stone.....	30 x 36	39	114 98	4129 62	3496 50	1498 50	-	633 12	1 79
Stone (repaired)	36 x 36	-	32 20	689 11	630 00	420 00	-	59 11	2 15
.....	-	-	-	1658 20	1436 40	638 40	-	221 80	87
.....	-	-	-	157 50	214 50	86 00	57 00	-	53

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Baldwin.....	Cumberland.....	2,600	21	-	2,600
Bancroft.....	Aroostook.....	1,000	21	1,000	1,000
Bangor ¹	Penobscot.....	1,859	21	-	*1,859
Baring.....	Washington.....	1,500	23	-	1,500
Barnard Pl.....	Piscataquis.....				
Bath ²	Sagadahoc.....	1,600	21	-	*1,600
Beddington.....	Washington.....	Laid over.			
Belfast.....	Waldo.....	1,200	21	-	*1,200
Belgrade.....	Kennebec.....	4,000	15	-	4,000
Belmont.....	Waldo.....	2,200	23	2,200	2,200
Benedicta.....	Aroostook.....	1,400	21	1,100	1,400
Benton.....	Kennebec.....	1,300	22	-	1,300
Berwick.....	York.....	1,250	18	-	*1,250
Bethel.....	Oxford.....	1,561	23	-	1,561
Biddeford.....	York.....	6,260	21	2,485	6,260
Bigelow Pl.....	Somerset.....	300	22	-	300
Bingham.....	Somerset.....	950	26	-	950
Blaine ³	Aroostook.....	2,000	22	1,600	2,000
Blanchard.....	Piscataquis.....	1,100	21	293	1,100
Bluehill.....	Hancock.....	6,450	21	-	6,450
Boothbay.....	Lincoln.....	1,020	21	-	1,020
Boothbay Harbor.....	Lincoln.....	567	32	567	567
Bowdoin ⁴	Sagadahoc.....	1,000	21	-	1,000
Bowdoinham.....	Sagadahoc.....	800	34	-	800
Bowerbank.....	Piscataquis.....	1,600	21	450	1,600
Bradford.....	Penobscot.....	2,900	24	1,050	2,900
Bradley.....	Penobscot.....	1,200	25	-	1,200
Bremen.....	Lincoln.....	1,250	22	560	1,250
Brewer.....	Penobscot.....	1,250	21	-	*1,250
Bridgewater ⁵	Aroostook.....	1,700	22	550	1,700
Bridgton.....	Cumberland.....	4,000	21	150	4,000
Brighton Pl.....	Somerset.....	No applica	tion.		

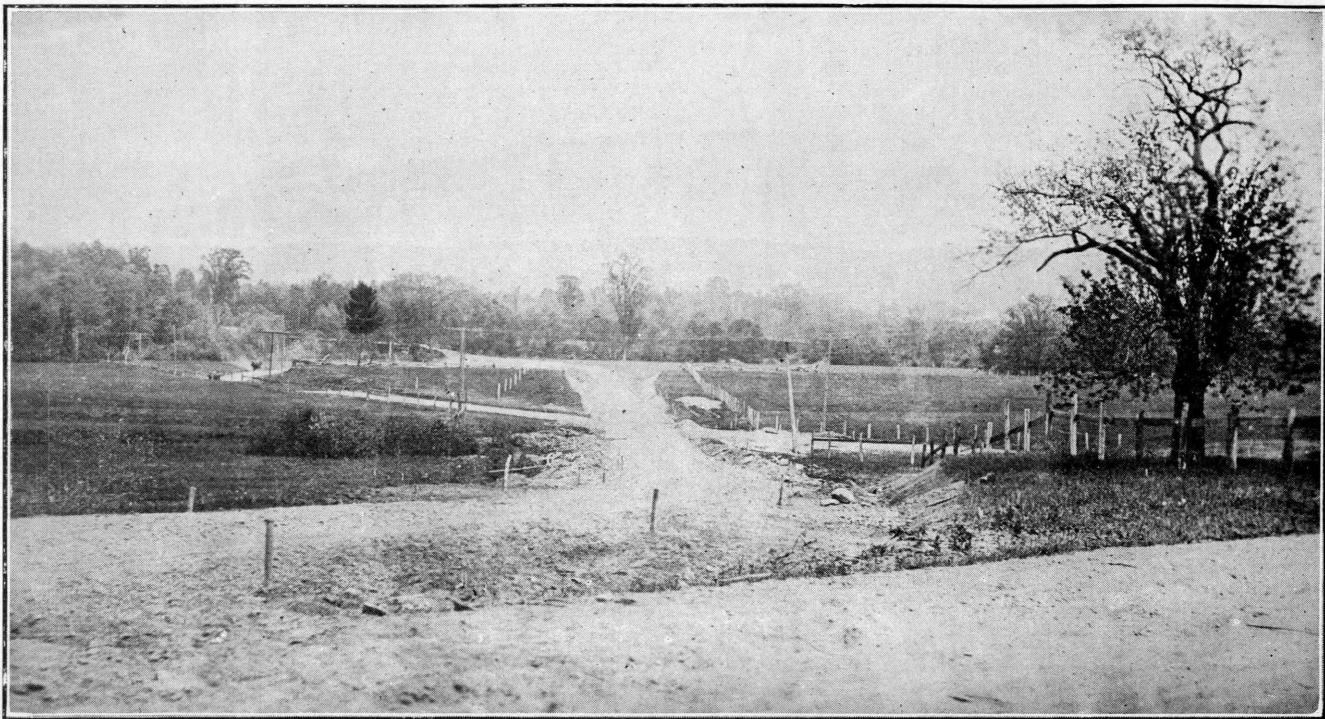
¹Bangor: \$650.65 held back on contract of Small & Ingalls—to be paid after bituminous top is completed.

²Bath: 1913 automobile balance of \$1,012.43 expended with 1914 State aid money.

³Blaine: 1913 and 1914 joint fund expended together.

⁴Bowdoin: Concrete bridge 10' span, 23' roadway, 7' abutments. Cost of bridge not included in cost per foot.

⁵Bridgewater: Culvert bill amounting to \$16.80 not yet received; balance of \$12.72 should be held for payment of same.



Farmington. Showing change of alignment.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size— inches.	Length— feet.	Cost.						
.....	-	-	-	847 13	800 00	400 00	-	47 13	32
Metal.....	16	26	-	815 63	900 00	515 63	84 37	-	82
.....	16	26	51 20	7211 32	7220 50	3085 32	9 18	-	8 88
.....	-	-	-	759 61	900 00	459 39	140 61	-	51
Metal.....	12	28	-	-	-	-	-	-	-
.....	10	30	38 65	2994 26	2450 00	1050 00	-	544 26	1 88
Concrete..	24 x 24	26	158 38	2050 29	2332 75	717 29	282 46	-	1 72
.....	-	-	-	1029 10	1066 00	496 10	36 90	-	26
Stone.....	24 x 20	26	222 00	-	-	-	-	-	-
.....	30 x 24	26	-	904 84	900 00	600 00	-	4 84	41
.....	-	-	-	975 70	900 00	600 00	-	75 70	69
Metal.....	14	28	-	-	-	-	-	-	-
2-Metal...	14	26	114 50	1104 35	1066 00	533 00	-	38 35	85
.....	-	-	-	1725 64	1723 94	850 86	-	1 70	1 38
Metal.....	12	151	239 40	1340 29	1278 72	612 72	-	61 57	86
Metal.....	12	28	-	-	-	-	-	-	-
Metal.....	18	32	-	-	-	-	-	-	-
Metal.....	12	36	-	-	-	-	-	-	-
Stone.....	12 x 12	31	-	3729 25	3729 35	1598 25	-	-	59
.....	-	-	-	79 61	117 00	40 61	37 39	-	26
Metal.....	12	36	-	-	-	-	-	-	-
Metal.....	12	26	75 35	1098 04	1066 00	533 00	-	32 04	1 16
Metal.....	24	26	-	-	-	-	-	-	-
2-Metal...	12	26	132 50	1692 62	1466 00	533 00	-	226 62	84
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	10	26	101 56	849 32	900 00	548 76	51 24	-	77
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	18	26	286 50	3856 33	4040 14	1937 47	247 83	-	60
.....	-	-	-	1082 91	1066 00	533 00	-	16 91	1 06
.....	-	-	-	893 82	925 00	340 04	84 96	-	1 57
Bridge....	-	-	-	-	-	-	-	-	-
(Concrete)	-	-	218 56	-	-	-	-	-	-
2-Metal...	14	26	75 11	897 52	800 00	400 00	-	97 52	68
Metal.....	10	32	20 23	878 11	800 00	400 00	-	78 11	1 10
2-Metal...	12	26	-	-	-	-	-	-	-
Metal.....	14	26	115 90	861 11	900 00	531 41	68 59	-	54
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	16	41	63 33	1124 88	1066 00	533 00	-	58 88	38
Concrete..	36 x 24	26	39 60	612 29	800 00	210 83	189 17	-	51
Metal.....	30	28	-	-	-	-	-	-	-
Metal.....	24	26	27 40	900 00	900 00	600 00	-	-	72
.....	-	-	-	2522 19	1974 00	846 00	-	548 19	2 02
Metal.....	10	24	32 80	1070 08	1066 00	520 28	12 72	-	63
Metal.....	16	28	27 37	1879 17	1512 00	648 00	-	367 17	47

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet	V drain or stone base.	Macadam, gravel or earth surface—feet.
Bristol.....	Lincoln.....	1,000	21	-	1,000
Brooklin.....	Hancock.....	2,550	21	150	2,550
Brooks.....	Waldo.....	1,725	23	-	1,725
Brooksville.....	Hancock.....	2,000	23	-	2,000
Brookton.....	Washington....	625	21-23	300	625
Brownfield.....	Oxford.....	1,200	21	-	1,200
Brownville ¹	Piscataquis....				
Brunswick.....	Cumberland....	3,000	21	-	3,000
Buckfield.....	Oxford.....	2,200	30	688	2,200
Bucksport.....	Hancock.....	757	26	-	*757
Burlington.....	Penobscot.....	1,120	24	1,120	1,120
Burnham ²	Waldo.....				
Buxton.....	York.....	1,200	23	400	1,200
Byron.....	Oxford.....	1,100	23	-	1,100
C Twp.....	Oxford.....	350	20	-	350
Calais.....	Washington....	1,500	22	-	*1,500
Cambridge.....	Somerset.....	1,500	21	250	†1,500
Camden.....	Knox.....	2,700	26	550	2,700
Canaan.....	Somerset.....	1,800	28	220	1,800
Canton.....	Oxford.....	1,060	28	-	1,060
Cape Elizabeth.....	Cumberland....	1,400	23	1,200	1,400
Caribou ³	Aroostook.....	1,875	23	650	1,875
Carmel.....	Penobscot.....	1,020	21	-	1,020
Caratunk Pl.....	Somerset.....	300	21	-	300
Carroll.....	Penobscot.....	1,300	21	500	1,300
Carrying Place Twp...	Somerset.....	495	22	-	495

¹Brownville: Money expended in building abutments, wing walls and reinforced concrete floor. Cost of culvert, \$1,475—\$329.19 used to make fill. Balance of money to be used to complete work in 1915. Joint funds of 1912, 1913-1914 expended together.

²Burnham: Cost of bridge is not given as it is not entirely completed. Additional money was furnished from the bond issue. Size of bridge: span 12', height of abutments 12', width of roadway 22'.

³Caribou: Reinforced concrete bridge 24-foot roadway, 6-foot span, abutments 10' 7" high. Cost of bridge not included in cost per lineal foot.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Stone.....	24 x 24	28	59 52	1042 91	960 00	460 00	-	82 91	1 04
3-Metal...	12	-	-	-	-	-	-	-	-
2-Metal...	-	-	-	1070 85	1066 00	533 00	-	4 85	42
2-Concrete	24 x 24	26	-	-	-	-	-	-	-
Metal.....	12	26	119 96	1167 66	1066 00	533 00	-	101 66	67
2-Metal...	14	26	-	-	-	-	-	-	-
Metal....	24	26	180 00	744 04	800 00	344 04	55 96	-	37
Metal.....	24	38	68 37	923 01	900 00	600 00	-	23 01	1 48
.....	-	-	-	1015 80	1066 00	482 80	50 20	-	85
Culvert...	144x156	23-64	1475 00	1804 19	2271 05	329 35	203 65	-	-
2-Metal...	12	26	56 34	2565 50	2565 50	1099 50	-	-	86
Metal.....	24	32	-	-	-	-	-	-	-
Metal.....	16	30	-	-	-	-	-	-	-
Metal.....	12	32	-	-	-	-	-	-	-
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	12	16	212 09	1053 62	1066 00	520 62	12 38	-	48
Stone and	-	-	-	1179 46	1200 00	579 46	20 54	-	1 56
Cement	18 x 24	-	19 38	857 98	900 00	520 05	79 95	-	77
Bridge....	-	-	-	602 17	600 00	300 00	-	2 17	-
.....	-	-	-	962 79	960 00	460 00	-	2 79	80
2-Metal...	10	26	75 00	914 55	900 00	600 00	-	14 55	83
Concrete..	36 x 36	24	119 72	1354 94	1066 00	533 00	-	288 94	3 87
.....	-	-	-	1759 66	1575 00	605 32	69 68	184 66	1 17
Metal.....	48	28	226 64	884 77	900 00	584 77	15 23	-	59
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	18	52	76 25	2123 64	2089 50	895 50	-	34 15	78
Metal.....	16	22	-	-	-	-	-	-	-
Metal.....	14	32	-	-	-	-	-	-	-
Metal.....	16	30	-	-	-	-	-	-	-
Stone.....	18 x 18	26	190 63	1218 88	1066 00	533 00	-	152 88	68
Metal.....	16	24	26 85	445 24	400 00	200 00	-	45 24	42
Culvert &									
retaining									
walls re-									
built....	-	-	30 00	1544 44	1512 00	648 00	-	32 44	1 10
Bridge....	-	-	609 00	-	-	-	-	-	-
Metal.....	30	28	77 88	2291 48	2205 00	945 00	-	86 48	89
.....	-	-	-	483 32	600 00	183 32	116 68	-	47
Metal.....	30	56	117 29	885 30	900 00	585 30	14 70	-	2 95
Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	18	42	-	-	-	-	-	-	-
Metal.....	20	28	235 93	946 49	900 00	600 00	-	46 49	73
.....	-	-	-	122 00	183 00	61 00	61 00	-	25

STATE AID TABLE—Continued.

Town.	County.	Total length—feet	Finished width—feet.	V drain or stone base.	Macedam, gravel or earth surface—feet.
Carthage	Franklin.....	1,700	21-23	-	1,700
Cary Pl.	Aroostook	800	22	760	800
Casco	Cumberland	2,240	21-23	125	2,240
Castine	Hancock	3,200	23	-	3,200
Castle Hill	Aroostook	1,400	21	1,250	1,400
Caswell Pl.	Aroostook	1,630	21-23	890	1,630
Centerville	Washington.....	620	21	-	620
Chapman Pl.	Aroostook	800	21	800	800
Charleston.....	Penobscot	1,900	28	-	1,900
Charlotte.....	Washington.....	1,750	23	-	1,750
Chelsea	Kennebec.....	300	21	-	300
Cherryfield	Washington.....	900	26	-	900
Chester	Penobscot	1,300	24	-	1,300
Chesterville.....	Franklin.....	1,975	21	-	1,975
China	Kennebec.....	1,750	21	-	1,750
Clifton	Penobscot	1,000	28	125	1,000
Clinton.....	Kennebec.....	2,000	27	150	2,000
Codyville Pl.	Washington.....				
Columbia.....	Washington.....	1,062	21	-	1,062
Columbia Falls..	Washington.....	575	21	-	575
Concord.....	Somerset	900	26	350	900
Connor Pl.	Aroostook	1,450	21	1,320	1,100
Cooper	Washington.....	1,400	21	-	1,400
Coplin Pl.	Franklin.....	3,100	22	-	3,100
Corinna	Penobscot	1,000	21	1,000	1,000
Corinth	Penobscot	2,000	23	-	2,000
Cornish	York.....	830	21	-	830
Cornville	Somerset	750	21	750	750
Cranberry Isles	Hancock	Voted no.			
Crawford	Washington.....	2,350	21	730	2,350
Criehaven Pl.	Knox				
Crockertown Twp.4,R.2	Franklin.....	330	21	-	330
Crystal	Aroostook	1,108	21	1,108	1,108
C, Surplus Twp.	Oxford				
Cumberland	Cumberland	1,400	23	1,250	1,400

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—-inches.	Length—feet.	Cost.						
Metal.....	10	26	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Stone.....	36 x 60	26	144 47	929 84	900 00	600 00	-	29 84	55
Metal.....	24	26	-	-	-	-	-	-	-
2-Metal...	16	26	67 60	664 88	900 00	364 88	235 12	-	83
2-Stone...	20 x 20	25	-	-	-	-	-	-	-
Stone...	20 x 20	26	83 95	1030 84	1066 00	497 84	35 16	-	46
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	18	26	189 83	1057 83	1066 00	524 83	8 17	-	33
Concrete...	36 x 24	26	132 19	1025 52	900 00	600 00	-	125 52	85
.....	-	-	-	971 94	900 00	600 00	-	71 94	59
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	24	26	144 52	898 36	900 00	598 36	1 64	-	1 45
2-Metal...	30	28	164 24	885 96	900 00	585 96	14 04	-	1 10
Metal.....	20	28	30 00	1198 44	1066 00	533 00	-	132 44	63
Metal.....	16	26	33 50	901 35	900 00	600 00	-	1 35	52
Stone.....	30 x 24	40	187 87	387 51	400 00	187 51	12 49	-	1 29
Vitrified pipe.....	12	90	-	-	-	-	-	-	-
Stone (repaired)	48 x 48	42	15 62	869 92	800 00	400 00	-	69 92	97
3-Metal...	16	26	138 61	719 07	900 00	413 01	186 99	-	55
2-Metal...	12	26	-	-	-	-	-	-	-
Metal.....	12	38	-	-	-	-	-	-	-
Stone.....	18 x 18	24	121 39	999 07	1066 00	466 07	66 93	-	51
Metal.....	10	28	-	-	-	-	-	-	-
Metal.....	12	26	84 42	1188 94	1066 00	533 00	-	112 94	67
Metal.....	12	28	22 73	914 76	900 00	600 00	-	14 76	91
3-Metal...	12	26	108 00	1058 24	1066 00	525 24	7 76	-	53
.....	-	-	-	844 14	900 00	544 14	55 86	-	79
.....	-	-	-	360 34	900 00	44 02	555 98	-	63
2-Metal...	16	26	79 24	806 33	900 00	506 33	93 67	-	90
2-Metal...	16	26	-	-	-	-	-	-	-
.....	24	30	115 00	822 74	900 00	522 74	77 26	-	57
.....	-	-	-	891 23	900 00	591 23	8 77	-	63
Concrete...	24 x 24	26	83 43	612 65	600 00	400 00	-	12 65	20
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	24	26	168 38	892 06	1066 00	320 63	212 37	-	89
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	20	26	114 08	1114 43	1066 00	533 00	-	48 43	56
Metal.....	12	28	52 67	798 35	800 00	398 35	1 65	-	1 04
2-Metal...	16	26	81 56	534 97	500 00	250 00	-	34 97	71
Metal.....	16	23	28 00	865 80	900 00	565 80	34 20	-	36
.....	-	-	-	167 50	150 00	100 00	-	17 50	51
Metal.....	16	26	21 00	1108 88	900 00	600 00	-	208 88	1 01
Metal.....	18	26	57 52	1224 30	1278 72	558 30	54 42	-	87

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Cushing.....	Knox.....	625	23	-	625
Cutler ¹	Washington....	950	21	-	950
Cyr Pl.....	Aroostook.....	2,050	21	-	2,050
Dallas Pl.....	Franklin.....	2,900	21	-	2,900
Damariscotta.....	Lincoln.....	950	23	-	950
Danforth.....	Washington....	1,650	24	250	1,650
Dayton.....	York.....	2,000	23	-	2,000
Dead River Pl.....	Somerset.....	600	24	-	600
Deblois.....	Washington....	1,600	21	-	1,600
Dedham.....	Hancock.....	1,000	23	580	1,000
Deer Isle.....	Hancock.....	1,450	21	-	1,450
Denmark.....	Oxford.....	2,060	21	-	2,060
Dennistown Pl ²	Somerset.....	115	22	-	†115
Dennysville.....	Washington....	1,600	23	-	1,600
Detroit.....	Somerset.....	1,475	30	500	†1,475
Dexter.....	Penobscot.....	Laid over.			
Dixfield ³	Oxford.....	2,400	23	-	2,400
Dixmont.....	Penobscot.....	639	23	-	639
Dover.....	Piscataquis....	600	21-42	50	*600
Dresden.....	Lincoln.....	2,200	21	-	2,200
Drew Pl.....	Penobscot.....	2,050	21	-	2,050
Durham ⁴	Androscoggin..	826	24	-	826
Dyer Brook.....	Aroostook.....	1,300	26	900	1,300
E Pl.....	Aroostook.....				
Eagle Lake Pl.....	Aroostook.....	1,240	21-23	320	1,240
Eastbrook.....	Hancock.....	2,637	21	-	2,637
East Livermore.....	Androscoggin..	2,950	26	-	2,950
East Machias.....	Washington....	1,000	23	-	1,000
East Millinocket.....	Penobscot.....	1,750	23	100	1,750

¹Cutler: 1910-1911-1912-1913-1914 joint funds expended together. The town sent to the State Treasurer its part of 1910-1911-1912-1913 fund, but no part of the town's part of the 1914 fund has been expended. The total fund available in 1915 is \$884.34, cost of concrete bridge not included in cost per foot.

²Dennistown Pl.: 1913 and 1914 joint fund expended together.

³Dixfield: 1913 and 1914 joint fund expended together.

⁴Durham: \$200 automobile fund and 1914 joint fund expended together.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size—-inches.	Length—feet.	Cost.						
Metal.....	12	34	-	-	-	-	-	-	-
Metal.....	30	32	161 50	652 03	600 00	400 00	-	52 03	1 04
Concrete.....	24 x 24	24	150 00	-	-	-	-	-	-
Bridge.....	144 x 71	16	1000 00	1815 66	2700 00	15 66	584 34	-	78
2-Metal.....	18	26	52 75	870 82	900 00	570 82	29 18	-	42
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	12	24	-	-	-	-	-	-	-
2-Metal.....	10	24	100 20	769 02	900 00	469 02	130 98	-	27
.....	-	-	-	1107 22	1066 00	533 00	-	41 22	1 16
2-Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	24	32	108 53	1106 41	1066 00	533 00	-	40 41	66
Metal.....	12	26	39 97	1058 27	1066 00	525 27	7 73	-	53
Concrete.....	84 x 84	26	858 76	1223 43	900 00	600 00	-	323 43	1 50
.....	-	-	-	579 99	600 00	379 99	20 01	-	36
Metal.....	12	26	89 50	655 49	600 00	400 00	-	55 49	66
Stone.....	20 x 30	-	-	-	-	-	-	-	-
Stone.....	20 x 30	-	-	-	-	-	-	-	-
Stone.....	20 x 30	-	75 00	1047 91	1066 00	514 04	18 96	-	72
.....	-	-	-	1065 41	1066 00	532 41	59	-	51
.....	-	-	-	264 15	330 00	66 15	65 85	-	2 29
Metal.....	30	28	138 56	622 29	600 00	400 00	-	62 29	42
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	18	26	90 50	813 37	900 00	513 37	86 63	-	55
Lengthened:									
1-Metal.....	30	24	-	-	-	-	-	-	-
1-Metal.....	24	26	-	-	-	-	-	-	-
Metal.....	36	26	211 96	2023 76	1866 00	533 00	-	157 76	84
Metal.....	18	26	57 52	366 52	200 00	100 00	-	61 62	-
Metal.....	6	16	12 10	1203 01	1278 72	537 01	75 71	-	2 00
Metal.....	20	28	-	-	-	-	-	-	-
Metal.....	20	28	81 46	1062 10	1066 00	518 92	14 08	-	48
Metal.....	12	26	35 08	805 65	900 00	505 65	94 35	-	41
Metal.....	16	30	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	12	26	105 85	649 09	600 00	300 00	-	49 09	79
Concrete.....	36 x 24	26	-	-	-	-	-	-	-
Concrete.....	24 x 24	26	103 13	906 65	900 00	600 00	-	6 65	69
Metal.....	16	32	52 00	1121 02	1066 00	533 00	-	55 02	90
Metal.....	12	26	120 00	852 81	900 00	552 81	47 19	-	32
Metal.....	12	36	71 48	1619 85	1512 00	648 00	-	107 85	55
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	10	27	-	-	-	-	-	-	-
Metal.....	16	26	68 80	830 39	800 00	400 00	-	30 39	76
Metal.....	12	26	3 755	1034 36	1066 00	501 36	31 64	-	59

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Easton.....	Aroostook.....	6,900	22	765	765
Eastport.....	Washington.....	1,900	-	-	\$6,135
Eddington.....	Penobscot.....	1,000	21	-	1,900
					*1,000
Eden.....	Hancock.....	6,300	21	-	\$6,300
Edgecomb.....	Lincoln.....	250	23	-	250
Edinburg.....	Penobscot.....	1,200	24	-	1,200
Edmunds.....	Washington.....	800	23	-	800
Eliot.....	York.....	3,500	21	-	3,500
Elliottsville Pl.....	Piscataquis.....				
Ellsworth.....	Hancock.....	2,600	21	-	2,600
Embden.....	Somerset.....	800	26	600	800
Enfield.....	Penobscot.....	1,631	23	-	1,631
Etna.....	Penobscot.....	760	21	-	760
Eustis.....	Franklin.....	2,000	23	-	2,000
Exeter.....	Penobscot.....	1,070	21	670	1,070
Fairfield.....	Somerset.....	1,700	-	715	1,700
Falmouth.....	Cumberland.....	1,300	23	1,100	1,300
Farmingdale.....	Kennebec.....	800	23	350	800
Farmington.....	Franklin.....	2,200	21	475	2,200
Fayette.....	Kennebec.....	1,700	23	300	1,700
Flagstaff Pl.....	Somerset.....	200	22	-	200
Forest City.....	Washington.....	1,000	21	-	1,000
Forkstown.....	Aroostook.....				
Fort Fairfield.....	Aroostook.....	1,400	23-32	1,100	1,400
Fort Kent.....	Aroostook.....	1,822	21-23	300	1,822
Foxcroft.....	Piscataquis.....	875	21	300	*875
Frankfort.....	Waldo.....	1,800	24	600	1,800
Franklin.....	Hancock.....	800	21	284	800
Freedom.....	Waldo.....	1,500	26	400	1,500
Freeman.....	Franklin.....	3,100	22	-	3,100
Freeport.....	Cumberland.....	1,950	23	-	1,950
Frenchville.....	Aroostook.....	1,400	21	1,240	1,400
Friendship.....	Knox.....	845	21	-	845
Fryeburg.....	Oxford.....	3,000	21	-	3,000
Fryeburg Acad. Grant Twp.....	Oxford.....				
Gardiner ¹	Kennebec.....	1,200	18	-	\$1,200

¹Gardiner: 1914 automobile fund of \$250 and 1914 State aid joint fund expended together resurfacing 1909 section.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—inches.	Length—feet.	Cost.						
Metal.....	16	26	-	-	-	-	-	-	-
4-Metal...	12	24	94 16	837 07	800 00	400 00	-	37 07	12 60
.....	-	-	-	1140 99	1137 50	423 79	63 71	-	-
.....	-	-	-	1603 14	1551 00	1065 00	-	52 14	1 60
Metal.....	18	104	-	16894 75	12225 07	5734 87	-	4669 68	2 68
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	82 00	1115 29	1066 00	533 00	-	49 29	4 46
2-Metal...	12	26	-	-	-	-	-	-	-
Metal...	16	26	79 80	858 73	900 00	509 25	90 75	-	72
Metal.....	16	24	50 00	668 19	600 00	400 00	-	68 19	86
Metal.....	12	42	34 06	1512 28	1436 40	638 40	-	75 88	43
Stone.....	-	-	112 70	1360 30	1743 00	364 30	382 70	-	52
Metal.....	16	26	60 60	451 68	400 00	200 00	-	51 68	56
Stone.....	24 x 36	26	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	176 45	954 16	1066 00	421 16	111 84	-	58
Metal.....	18	26	41 37	536 37	600 00	307 27	92 73	-	70
Metal.....	12	26	-	-	-	-	-	-	-
Concrete..	48 x 60	26	230 18	921 65	1066 00	388 65	144 35	-	46
Metal.....	16	26	62 35	663 87	800 00	228 34	171 66	-	62
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	20	26	139 44	1828 77	1627 50	697 50	-	201 27	1 07
.....	-	-	-	1140 26	1137 50	487 50	-	2 76	87
.....	-	-	-	1008 68	1066 00	475 68	57 32	-	1 26
3-Metal...	12	26	-	-	-	-	-	-	-
Metal...	18	26	157 85	2178 01	1743 00	747 00	-	435 01	99
Metal...	12	38	-	-	-	-	-	-	-
Metal...	36	26	125 63	603 69	600 00	300 00	-	3 69	36
.....	-	-	-	100 00	135 00	55 00	35 00	-	50
.....	-	-	-	165 96	180 00	92 09	27 91	-	17
Metal.....	24	30	-	-	-	-	-	-	-
Metal.....	24	26	108 18	2294 55	2332 75	900 86	98 89	-	1 64
2-Metal...	12	26	72 34	1097 91	1066 00	533 00	-	31 91	60
Metal.....	12	44	45 20	1305 50	1278 72	612 72	-	26 78	1 49
Stone.....	48 x 84	26	-	-	-	-	-	-	-
Stone.....	24 x 24	26	250 25	1127 92	1066 00	533 00	-	61 92	63
Metal.....	-	-	-	865 83	800 00	400 00	-	65 88	1 08
5-Metal...	18	26	71 85	839 92	900 00	539 92	60 08	-	56
Metal...	12	26	-	-	-	-	-	-	-
Metal...	24	26	151 21	818 70	900 00	518 70	81 30	-	26
.....	-	-	-	996 06	990 00	440 00	-	6 06	51
.....	-	-	-	810 48	900 00	510 18	89 82	-	58
Pipe: Cor- rugated Metal...	12	26	17 68	1200 61	1066 00	533 00	-	134 61	1 42
.....	-	-	-	1199 18	1200 00	599 18	82	-	40
.....	-	-	-	1870 79	1750 00	750 00	-	120 79	1 56

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam gravel or earth surface—feet.
Garfield Pl.	Aroostook				
Garland	Penobscot	1,325	21	800	1,325
Georgetown.....	Sagadahoc.....	Voted no.			
Gilead ¹	Oxford.....	1,000	21	-	1,000
Glenburn.....	Penobscot.....	1,900	28	600	1,900
Glenwood Pl.	Aroostook	300	25	300	300
Gorham.....	Cumberland... ..	2,800	23	160	2,800
Gouldsboro.....	Hancock.....	850	21	-	†850
Grafton.....	Oxford.....	1,000	21-23	-	1,000
Grand Falls Pl.	Penobscot.....				
Grand Isle.....	Aroostook.....	1,300	23	933	1,300
Grand Lake Stream Pl. ²	Washington....	1,825	25	100	†1,825
Gray.....	Cumberland... ..	1,935	21	-	1,935
Greenbush.....	Penobscot.....	2,300	23	-	2,300
Greene.....	Androscoggin..	850	23	-	850
Greenfield.....	Penobscot.....	1,380	24	500	1,380
Greenville.....	Piscataquis ..	Voted no.			
Greenwood ³	Oxford.....	847	21	-	847
Guilford.....	Piscataquis ..	2,300	23	450	2,300
Hallowell ⁴	Kennebec.....	Laid over.			
Hamlin Pl.	Aroostook.....	Laid over.			
Hammond Pl.	Aroostook.....	600	21	465	600
Hampden.....	Penobscot.....	1,250	23	-	1,250
Hancock.....	Hancock.....	1,100	21	640	1,100
Hanover ⁵	Oxford.....	800	23	-	800
Harmony ⁶	Somerset.....	2,000	28	461	2,000
Harpswell.....	Cumberland... ..	2,300	26	-	2,300
Harrington.....	Washington....	1,120	21	120	1,120
Harrison.....	Cumberland... ..	2,330	21	-	2,330
Hartford.....	Oxford.....	695	21	-	695
Hartland.....	Somerset.....	1,600	26	-	*1,600
Haynesville.....	Aroostook.....	Voted no.			
Hebron.....	Oxford.....	300	23	-	300
Hermion.....	Penobscot.....	2,000	38	-	2,000
Hersey ⁷	Aroostook.....	1,300	23	850	1,300

¹Gilead: 1914 joint fund used in grading and building retaining wall. Work to be completed with 1915 joint fund.

²Grand Lake Stream: Road completed, but account is not settled.

³Greenwood: \$250 automobile fund expended with 1914 State aid joint fund.

⁴Hallowell: Laid over—\$33.17 expended for engineering and inspection. Balance of joint fund available in 1915.

⁵Hanover, bridge: 22-foot roadway, 12-foot span; reinforced concrete slab; 4-foot stone abutments. Cost of bridge not included in cost per lineal foot.

⁶Harmony: 1913 and 1914 joint fund expended together.

⁷Hersey: Road completed, but account is not settled.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	16	30	-	-	-	-	-	-	-
Metal.....	12	26	108 04	861 94	800 00	400 00	-	61 94	65
Metal.....	12	24	33 87	749 99	900 00	449 99	150 01	-	74
Metal.....	18	38	119 53	970 36	900 00	600 00	-	70 36	51
Metal.....	-	18	-	270 35	300 00	170 35	29 65	-	90
Metal.....	-	26	117 62	1778 19	1743 00	747 00	-	35 19	63
Metal.....	-	-	-	971 82	1066 00	438 82	94 18	-	1 14
Metal.....	36	24	-	-	-	-	-	-	-
Metal.....	24	24	129 95	896 08	900 00	596 08	3 92	-	89
Metal.....	24	40	75 50	736 15	900 00	436 15	163 85	-	56
Metal.....	-	-	-	-	-	-	-	-	-
2-Metal..	12	26	51 90	877 97	800 00	400 00	-	77 97	47
Metal.....	-	-	-	801 76	900 00	478 86	121 14	-	36
Stone.....	24 x 36	24	35 87	1080 53	1066 00	533 00	-	14 53	1 27
Stone.....	-	-	-	589 76	600 00	389 76	10 24	-	43
Stone.....	20 x 18	29	-	-	-	-	-	-	-
Stone.....	24 x 24	27	74 85	644 00	600 00	300 00	-	44 00	74
Metal.....	12	28	-	-	-	-	-	-	-
Stone.....	48 x 66	26	314 61	1113 43	1066 00	533 00	-	47 43	48
Metal.....	-	-	-	219 25	198 00	132 00	-	21 25	36
Metal.....	14	38	-	-	-	-	-	-	-
Metal.....	14	40	-	-	-	-	-	-	-
Metal.....	16	40	108 71	903 00	900 00	450 00	-	3 00	72
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	24	26	157 74	724 99	700 00	350 00	-	24 99	66
Bridge.....	-	-	509 73	975 85	900 00	600 00	-	75 85	58
Metal.....	12	26	39 20	1614 36	1866 00	210 56	322 44	-	81
2-Metal...	12	26	-	-	-	-	-	-	-
Metal.....	12	34	-	-	-	-	-	-	-
2-Metal...	14	26	170 20	1309 69	1200 00	600 00	-	109 69	56
Stone.....	39 x 54	26	100 00	1127 50	1066 00	517 10	15 90	61 50	1 01
Stone.....	20 x 24	L'gnd.	20 00	1072 60	1066 00	533 00	-	6 60	46
2-Metal...	12	26	90 45	1112 15	1066 00	533 00	-	46 15	1 60
Metal.....	10	10	6 50	2100 48	1856 96	972 42	-	243 52	1 31
Metal.....	12	26	21 20	218 56	200 00	100 00	-	18 56	73
Metal.....	-	-	-	995 71	1066 00	462 71	70 29	-	49
Metal.....	30	26	108 81	-	-	-	-	-	-

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Highland Pl.	Somerset	1,000	27	650	1,000
Hiram	Oxford	740	21	-	740
Hodgdon	Aroostook	1,800	22	1,045	1,800
Holden	Penobscot	1,275	21	230	1,275
Hollis	York	1,650	23	1,500	1,650
Hope ¹	Knox	600	23	590	600
Houlton	Aroostook	2,200	22	1,430	*2,200
Howland	Penobscot	1,025	21	-	1,025
Hudson	Penobscot	1,114	26	724	1,114
Hurricane Isle	Knox				
Industry	Franklin	3,200	21	-	3,200
Island Falls	Aroostook	800	24	1,000	800
Isle au Haut	Hancock	700	21	225	700
Islesboro	Waldo	1,600	23	897	1,600
Jackman Pl.	Somerset	885	26	340	885
Jackson	Waldo	1,000	30	978	†1,000
Jay	Franklin	2,250	21	-	2,250
Jefferson	Lincoln	1,765	21	-	1,765
Jerusalem Twp. ²	Franklin	2,244	21	-	2,244
Johnson Mt. Twp.	Somerset	100	18	-	100
Jonesboro	Washington	1,675	21	-	1,675
Jonesport	Washington	880	21	410	880
Kenduskeag	Penobscot	1,820	21	-	1,820
Kennebunk	York	900	12-21	-	†900
Kennebunkport	York	Laid over.			
Kingfield	Franklin	1,835	21	-	1,835
Kingman	Penobscot	1,300	21	175	1,300
Kingsbury Pl.	Piscataquis	700	23	50	700
Kittery	York	670	18	-	*670
Knox	Waldo	1,900	21	-	1,900
Kossuth Twp	Washington				
Lagrange ³	Penobscot	500	24	420	500

¹Hope: 1913 and 1914 joint funds expended together.²Jerusalem Twp.: 1913 and 1914 joint funds expended together.³Lagrange: Concrete bridge—span 20', width of roadway 20'. Cost not included in cost per lineal foot.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	12	26	125 05	604 15	600 00	400 00	-	4 15	60
Metal.....	24	28	49 00	515 00	500 00	250 00	-	15 00	69
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	116 20	1057 25	1066 00	524 25	8 75	-	59
.....	-	-	-	554 28	600 00	354 28	45 72	-	45
2-Metal...	12	12	49 89	1229 71	1200 00	600 00	-	29 71	74
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	18	26	120 00	807 21	830 76	88 96	23 55	-	1 34
.....	12	42	-	-	-	-	-	-	-
Metal.....	16	60	93 60	2817 40	2332 75	999 75	-	484 65	1 27
.....	-	-	-	933 92	1066 00	400 92	132 08	-	92
Metal.....	12	24	48 40	629 85	900 00	329 85	270 15	-	56
2-Stone...	16 x 20	26	-	-	-	-	-	-	-
2-Stone...	18 x 20	26	-	-	-	-	-	-	-
Stone...	15 x 20	26	228 50	878 82	900 00	578 82	21 18	-	27
.....	-	-	-	1155 26	1066 00	533 00	-	89 26	1 44
Concrete..	36 x 36	24	-	-	-	-	-	-	-
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	12	26	264 34	1071 28	900 00	600 00	-	171 28	1 53
4-Metal...	12	26	-	-	-	-	-	-	-
Metal...	10	22	118 48	1386 43	1200 00	600 00	-	186 43	86
Tile and Catch Basin...	8	200	76 75	892 88	1000 00	392 88	107 12	-	1 01
Concrete..	36 x 24	26	255 29	906 53	900 00	600 00	-	6 53	90
Stone.....	12 x 18	6	45 00	1736 37	1743 00	740 37	6 63	-	77
2-Metal...	10	28	-	-	-	-	-	-	-
Metal...	12	26	-	-	-	-	-	-	-
Metal...	14	28	101 57	1153 01	1066 00	533 00	-	87 01	66
3-Metal...	-	21	42 84	263 84	386 00	77 84	122 16	-	11
.....	-	-	-	107 25	120 00	67 25	12 75	-	1 07
.....	-	-	-	922 27	900 00	593 89	6 11	22 27	55
.....	-	-	-	972 99	1000 00	465 77	34 23	-	1 11
Concrete..	36 x 36	50	298 02	964 47	900 00	589 24	10 76	-	53
.....	-	-	-	1974 00	1974 00	846 00	-	-	2 19
Metal.....	10	26	88 19	1772 64	1624 00	843 00	-	148 64	97
2-Metal...	12	26	-	896 65	900 00	596 95	3 35	-	69
Metal.....	12	24	29 60	185 05	144 00	96 00	-	41 05	26
Metal.....	12	26	22 10	1664 31	1278 72	612 72	-	385 59	2 48
Metal.....	12	26	42 00	901 72	900 00	600 00	-	1 72	48
Bridge....	-	-	919 88	-	-	-	-	-	-
Stone.....	48 x 72	12	-	-	-	-	-	-	-
Metal.....	24	26	51 99	1854 12	1763 50	920 50	-	90 62	1 87

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Lake View Pl.	Piscataquis	900	23	825	900
Lakeville Pl.	Penobscot				
Lambert Lake Twp.	Washington				
Lamoine.	Hancock	1,750	21	-	1,750
Lang Pl.	Franklin.	3,040	23	-	3,040
Lebanon.	York.	885	21	400	*885
Lee.	Penobscot	1,700	24	1,200	1,700
Leeds.	Androscoggin.	Voted no.			
Letter E Twp.	Franklin.	No returns.			
Levant.	Penobscot	1,800	23	-	1,800
Lewiston.	Androscoggin.	913	32	-	913
Lexington Pl.	Somerset	700	28	-	700
Liberty.	Waldo.	Voted no.			
Lily Bay Twp.	Piscataquis				
Limerick.	York.	1,400	21	525	1,400
Limestone.	Aroostook	1,800	21-23	1,670	1,800
Limington.	York.	1,100	21	-	1,100
Lincoln.	Penobscot	1,460	21	420	1,460
Lincoln Pl.	Oxford.	1,110	23	-	1,110
Lincolntonville.	Waldo.	1,600	23	300	1,600
Linneus.	Aroostook	1,500	22	1,025	1,500
Lisbon.	Androscoggin.	663	33-38	-	663
Litchfield.	Kennebec.	4,300	21	1,150	4,300
Littleton.	Aroostook	2,075	22	995	2,075
Livermore.	Androscoggin.	850	23	-	850
Long Pond.	Hancock.	1,460	20	-	1,460
Lovell.	Oxford.	1,985	21	1,425	1,985
Lowell.	Penobscot	600	24	600	600
Lubec.	Washington.	6,050	23	-	6,050

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—-inches.	Length—feet.	Cost.						
Metal....	14	30	30 00	805 60	900 00	505 56	94 44	-	89
2-Metal...	16	26	85 08	1125 29	900 00	600 00	-	225 29	64
2-Metal...	24	22	-	-	-	-	-	-	-
3-Metal...	10	22	-	-	-	-	-	-	-
Metal...	16	22	138 60	864 85	900 00	564 85	35 15	-	25
.....	-	-	-	1100 92	1066 00	533 00	-	34 92	1 24
.....	-	-	-	812 47	900 00	512 47	87 53	-	42
Concrete..	48 x 36	26	214 50	1047 02	1066 00	508 85	24 15	-	58
Metal....	2 x 12	26	16 75	4043 81	4025 00	1725 00	-	18 81	4 43
.....	-	-	-	315 53	300 00	200 00	-	15 53	45
Metal....	12	26	43 55	346 76	800 00	400 00	-	46 76	60
Metal....	36	26	-	-	-	-	-	-	-
3-Metal...	14	26	237 95	1125 44	1200 00	514 79	85 21	-	64
Concrete..	42 x 66	24	-	-	-	-	-	-	-
Metal....	12	30	314 43	795 36	800 00	394 85	5 15	-	72
2-Metal...	16	30	-	-	-	-	-	-	-
Metal....	12	30	-	-	-	-	-	-	-
Metal...	10	20	-	-	-	-	-	-	-
Metal...	10	14	204 91	1199 84	1200 00	599 84	16	-	82
3-Metal...	12	26	-	-	-	-	-	-	-
Metal...	24	26	210 94	1139 37	1066 00	533 00	-	73 37	1 02
Metal...	12	26	-	-	-	-	-	-	-
Metal...	10	26	-	-	-	-	-	-	-
Metal...	8	14	61 52	862 38	800 00	373 32	26 68	-	53
2-Metal...	12	24	78 00	1083 40	1066 00	533 00	-	17 40	72
.....	-	-	-	3580 44	3523 79	1589 51	-	56 65	5 40
Metal....	30	28	-	-	-	-	-	-	-
2-Metal...	16	30-26	-	-	-	-	-	-	-
Metal...	18	26	222 04	3319 27	3112 46	1669 92	-	206 81	77
Metal....	16	30	36 65	1066 00	1066 00	533 00	-	-	51
.....	-	-	-	793 48	800 00	393 48	6 52	-	93
Metal....	12	22	-	-	-	-	-	-	-
Metal....	16	22	-	-	-	-	-	-	-
Metal....	18	22	-	-	-	-	-	-	-
Metal....	24	22	232 09	933 99	900 00	600 00	-	33 99	64
Metal....	16	26	-	-	-	-	-	-	-
Metal....	18	32	63 70	1066 45	1066 00	532 81	19	-	54
.....	-	-	-	878 84	900 00	578 84	21 16	-	1 47
2-Metal...	36	26	-	-	-	-	-	-	-
3-Metal...	16	26	-	-	-	-	-	-	-
Metal...	20	26	-	-	-	-	-	-	-
Metal...	12	26	-	-	-	-	-	-	-
Metal...	24	26	478 00	4538 68	4548 00	2450 52	9 48	-	75

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Ludlow.....	Aroostook.....	1,120	21	1,100	1,120
Lyman.....	York.....	1,400	23	600	1,400
Machias ¹	Washington....	Laid over.			
Machiasport.....	Washington....	1,700	21	-	1,700
Macwahoc Pl.....	Aroostook.....	1,550	21	300	1,550
Madawaska ²	Aroostook.....	Uncompleted.			
Madison.....	Somerset.....	2,050	30	200	†2,050
Madrid.....	Franklin.....	2,500	21	-	2,500
Magalloway Pl.....	Oxford.....	1,300	21	-	1,300
Manchester.....	Kennebec.....	1,000	23	1,000	1,000
Mapleton ³	Aroostook.....	700	24	-	700
Mariaville.....	Hancock.....	1,100	23	220	1,100
Marion.....	Washington....	600	23	-	600
Marshfield.....	Washington....	Voted no.			
Mars Hill.....	Aroostook.....	2,400	25	350	2,400
Masardis.....	Aroostook.....	420	24	200	420
Mason.....	Oxford.....	850	27	-	850
Matineus Isle Pl.....	Knox.....				
Mattamiscontis Twp.....	Penobscot.....				
Mattawamkeag.....	Penobscot.....	272	23	-	272
Maxfield.....	Penobscot.....	2,000	23	-	2,000
Mayfield Pl.....	Somerset.....	250	22	-	250
Mechanic Falls.....	Androscoggin..	2,200	21	-	2,200
Meddybemps.....	Washington....	1,400	22	-	1,400
Medford.....	Piscataquis....	1,810	21	315	1,810
Medway.....	Penobscot.....	1,200	24	-	1,200
Mercer ⁴	Somerset.....	1,660	28	1,660	1,660
Merrill Pl.....	Aroostook.....	1,300	21	480	1,300
Mexico ⁵	Oxford.....				

¹Machias: \$45.76 of the State's part of the 1914 joint fund expended on the 1913 State aid road.

²Madawaska: Work not completed.

³Mapleton: Reinforced concrete slab bridge, concrete abutments; span 8 feet, height 8 feet, 4 inches; width of roadway 22 feet. Cost of bridge not included in cost per lineal foot.

⁴Mercer: 1913 and 1914 joint funds expended together.

⁵Mexico: Work consisted of building concrete culvert and making fill over same

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	20	30	-	-	-	-	-	-	-
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	30	26	103 71	891 87	900 00	591 87	8 13	-	79
L'ngth'nd. Drain Pipe18x18	6	30	38 00	831 66	800 00	400 00	-	31 66	59
Metal.....	16	23	-	-	-	-	-	-	-
Metal.....	20	23	-	-	-	-	-	-	-
Metal.....	20	21	-	-	-	-	-	-	-
Metal.....	12	20	186 35	867 59	900 00	567 59	32 41	-	51
Metal.....	16	26	37 62	846 67	900 00	546 67	53 33	-	55
2-Metal...	12	24	-	-	-	-	-	-	-
Metal...	24	40	166 56	1389 58	1858 50	327 58	468 92	-	68
2-Stone...	24 x 24	26	84 78	1823 68	900 00	600 00	-	923 68	73
Metal.....	12	26	38 45	1074 09	1066 00	533 00	-	8 09	83
.....	-	-	-	935 77	900 00	450 00	-	35 77	94
Bridge.....	-	-	443 97	902 96	1066 00	369 96	163 04	-	1 29
.....	-	-	-	565 83	600 00	365 83	34 17	-	51
.....	-	-	-	310 89	299 91	199 94	-	10 98	51
2-Metal...	24	26	107 95	1192 14	1066 00	533 00	-	126 14	49
Metal.....	16	22	20 00	417 90	400 00	200 00	-	17 90	1 00
2-Stone...	12 x 18	24	40 00	830 94	900 00	530 42	69 58	-	98
Wing Wall	-	-	26 13	970 59	900 00	600 00	-	70 59	36
Metal.....	12	26	28 16	832 64	900 00	482 74	117 26	-	42
.....	-	-	-	108 25	157 50	55 75	49 25	-	43
Metal.....	16	26	113 75	1353 42	1200 00	600 00	-	153 42	62
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	24	24	93 64	632 84	600 00	400 00	-	32 84	45
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	10	26	84 03	794 97	900 00	494 97	105 03	-	44
Metal.....	18	8	-	-	-	-	-	-	-
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	14	26	76 70	639 43	600 00	400 00	-	39 43	53
Metal.....	24	36	-	-	-	-	-	-	-
L'ngth'nd:									
{ Stone...	18 x 36	8	-	-	-	-	-	-	-
{ Stone...	36 x 48	10	89 19	1528 74	1500 00	600 00	-	28 74	92
Metal.....	12	26	40 00	877 33	900 00	577 33	22 67	-	67
Concrete. Culvert.	60 x 48	40	1045 25	1212 75	1066 00	533 00	-	46 75	-

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Milbridge.....	Washington....	1,700	21	-	1,700
Milford.....	Penobscot.....	1,660	24	-	1,660
Millinocket.....	Penobscot.....	700	30	325	†700
Milo.....	Piscataquis....	2,000	21	-	2,000
Milton Pl.....	Oxford.....	380	21	150	380
Minot.....	Androscoggin..	Voted no.			
Molunkus Twp. A, R. 5	Aroostook.....				
Monhegan Pl.....	Lincoln.....				
Monmouth ¹	Kennebec.....	340	23	340	340
Monroe.....	Waldo.....	1,550	24	500	1,550
Monson.....	Piscataquis....	1,150	21	360	1,150
Monticello.....	Aroostook.....	2,025	21	1,125	2,025
Montville.....	Waldo.....	1,426	23	-	1,426
Moose River Pl.....	Somerset.....	1,000	26	-	1,000
Moro Pl.....	Aroostook.....	810	23	640	†310 500
Morrill.....	Waldo.....	1,085	23	1,085	1,085
Moscow.....	Somerset.....	Laid over.			
Mt. Chase.....	Penobscot.....	900	27	625	900
Mt. Desert.....	Hancock.....	5,299	21	450	*1,804 3,495
Mt. Vernon ²	Kennebec.....	1,900	24	-	1,900
Moxie Gore.....	Knox.....	1,300	22	-	1,300
Naples.....	Cumberland....	600	21	-	600
Nashville Pl.....	Aroostook.....				
Newburg.....	Penobscot.....	5,560	21	1,725	5,560
New Canada Pl.....	Aroostook.....	Voted no.			
Newcastle.....	Lincoln.....	1,500	21	-	1,500
Newfield.....	York.....	1,000	23	-	1,000
New Gloucester.....	Cumberland....	Voted no.			
New Limerick.....	Aroostook.....	1,375	21	1,225	1,375

¹Monmouth: Town's part of the joint fund to the amount of \$104.50 remains unexpended, and should be expended before receiving balance of State aid amounting to \$475.08

²Mt. Vernon: Unexpended balance brought over to 1914 but not paid; amount \$3.43.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size—-inches.	Length—feet.	Cost.						
2-Metal...	12	26	-	-	-	-	-	-	-
2-Metal...	18	26	225 11	1097 03	1000 00	500 00	-	97 03	65
Metal.....	16	22	45 09	971 04	1066 00	438 04	94 96	-	59
.....	-	-	-	1424 39	1436 40	626 39	12 01	-	2 03
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	12	26	131 87	1161 79	1354 20	429 79	192 41	-	58
.....	-	-	-	234 13	225 00	150 00	-	9 13	62
Metal.....	16	26	28 10	487 00	1066 00	57 92	475 08	-	1 44
Concrete..	24 x 24	26	-	-	-	-	-	-	-
Concrete..	48 x 60	24	500 00	1194 48	1066 00	533 00	-	128 48	77
Stone.....	30 x 30	28	-	-	-	-	-	-	-
Metal.....	12	26	113 88	1061 84	1066 00	470 15	62 85	-	92
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	12	28	-	-	-	-	-	-	-
Metal.....	14	20	85 87	1251 38	1066 00	533 00	-	185 38	61
Metal.....	16	26	55 20	1033 29	1066 00	500 29	32 71	185 38	72
Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	16	26	116 85	503 72	450 00	300 00	-	53 72	50
Metal.....	10	24	-	-	-	-	-	-	-
Metal.....	12	24	59 45	622 94	600 00	400 00	-	22 94	77
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	12	26	87 67	937 88	900 00	600 00	-	37 88	86
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	12	30	67 85	898 52	900 00	598 52	1 48	-	1 00
3-Stone...	24 x 24	26	-	-	-	-	-	-	-
Stone...	18 x 18	35	-	-	-	-	-	-	-
Stone...	24 x 24	40	-	-	-	-	-	-	-
2-Stone...	18 x 18	26	-	-	-	-	-	-	-
Stone...	18 x 30	26	-	-	-	-	-	-	-
Metal...	16	26	941 27	8143 61	6961 41	3265 65	-	1182 20	1 54
Metal.....	24	28	30 94	588 28	600 00	288 28	11 72	-	31
.....	-	-	-	232 00	232 00	115 50	50	-	18
Stone.....	18 x 24	24	40 12	205 62	200 00	100 00	-	5 62	34
Metal.....	18	4	-	-	-	-	-	-	-
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Stone.....	24 x 24	20	-	1717 46	1717 46	894 92	-	-	31
2-Metal...	12	26	-	-	-	-	-	-	-
1-Metal...	12	32	-	-	-	-	-	-	-
2-Metal...	8	26	70 04	1109 56	1066 00	533 00	-	43 56	74
Stone.....	18 x 18	26	-	-	-	-	-	-	-
Stone.....	48 x 48	26	56 00	865 06	800 00	400 00	-	65 06	87
2-Metal...	12	24	58 40	1117 02	900 00	600 00	-	217 02	83

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam gravel or earth surface—feet.
Newport	Penobscot	562	41	-	562
New Portland	Somerset	1,700	21	100	1,700
Newry	Oxford	1,500	21	-	1,500
New Sharon	Franklin	1,275	26	-	1,275
New Sweden	Aroostook	2,200	21-23	1,850	2,200
New Vineyard	Franklin	1,300	21	242	1,300
Nobleboro	Lincoln	1,400	21	-	1,400
Norridgewock ¹	Somerset	1,100	30	520	1,100
North Berwick	York	1,700	23	1,190	1,700
Northfield	Washington	1,500	23	-	1,500
North Haven	Knox	1,300	22	272	1,300
Northport	Waldo	1,600	23	-	1,600
North Yarmouth	Cumberland	1,822	21	-	1,822
Norway	Oxford	1,700	21-23	-	1,700
No. 1, R. 4	Aroostook	-	-	-	-
No. 11, R. 4	Aroostook	-	-	-	-
No. 16, R. 4	Aroostook	-	-	-	-
No. 17, R. 4	Aroostook	-	-	-	-
No. 1, R. 5	Aroostook	-	-	-	-
No. 7, R. 5	Aroostook	-	-	-	-
No. 8, R. 5	Aroostook	-	-	-	-
No. 9, R. 5	Aroostook	-	-	-	-
No. 17, R. 5	Aroostook	-	-	-	-
No. 14, R. 6	Aroostook	-	-	-	-
No. 15, R. 6	Aroostook	-	-	-	-
No. 6, No. of Weld	Franklin	512	20	-	512
No. 7, So. Div	Hancock	-	-	-	-
No. 8, Pl.	Hancock	-	-	-	-
No. 9, So. Div	Hancock	-	-	-	-
No. 10, So. Div	Hancock	-	-	-	-
No. 21, Pl.	Hancock	1,100	21	-	1,100
No. 22, M. Div	Hancock	-	-	-	-
No. 28, M. Div	Hancock	-	-	-	-
No. 33, Pl.	Hancock	400	24	300	400
No. 2, R. 6	Penobscot	-	-	-	-
No. 1, R. 7	Penobscot	-	-	-	-
No. 2, R. 7	Penobscot	-	-	-	-
No. 14, Pl.	Washington	-	-	-	-

¹Norridgewock: 1913 and 1914 joint funds expended together.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size— inches.	Length— feet.	Cost.						
.....	-	-	-	\$3951 03	\$2037 00	\$979 03	\$85 97	\$1914 03	\$7 03
Metal.....	24	38	-	1101 10	1066 00	533 00	-	35 10	65
Metal.....	12	78	\$134 40	1137 24	1066 00	533 00	-	71 24	76
Metal.....	12	26	-	-	-	-	-	-	-
Stone.....	48 x 60	26	277 22	1183 91	1066 00	533 00	-	117 91	93
.....	-	-	-	1443 32	1066 00	533 00	-	377 32	66
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	24	26	160 50	854 45	800 00	400 00	-	54 45	66
Metal.....	10	26	-	-	-	-	-	-	-
Metal.....	12	26	91 43	909 95	800 00	400 00	-	109 95	65
Metal.....	18	42	-	-	-	-	-	-	-
Metal.....	24	36	161 60	1932 84	1866 00	533 00	-	66 84	1 76
Metal.....	12	24	40 00	1268 55	1200 00	600 00	-	68 55	75
3-Metal...	3-12	26	104 20	916 18	900 00	600 00	-	16 18	61
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	24	26	84 95	1078 97	1066 00	533 00	-	12 97	83
Metal.....	16	26	49 90	844 66	800 00	400 00	-	44 66	53
Stone.....	18	24	32 50	778 72	800 00	378 72	21 28	-	43
Stone.....	24 x 24	26	-	-	-	-	-	-	-
Stone.....	24 x 24	25	57 00	1520 93	1436 40	638 40	-	84 53	89
.....	-	-	-	81 90	60 00	40 00	-	21 90	16
2-Metal...	12	26	88 30	639 82	600 00	400 00	-	39 82	58
Stone.....	36 x 36	26	86 02	595 63	600 00	379 98	20 02	-	1 49

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
No. 21, Pl.	Washington....	-	-	-	-
No. 18, Ea. Div.	Washington....	-	-	-	-
No. 19, Ea. Div.	Washington....	-	-	-	-
No. 26, Ea. Div.	Washington....	-	-	-	-
No. 27, Ea. Div.	Washington....	-	-	-	-
No. 24, Mid. Div.	Washington....	-	-	-	-
No. 29, Mid. Div.	Washington....	-	-	-	-
No. 30, Mid. Div.	Washington....	-	-	-	-
No. 31, Md. Div.	Washington....	-	-	-	-
No. 8 R. 3.	Washington....	-	-	-	-
No. 10, R. 3.	Washington....	-	-	-	-
No. 8, R. 4.	Washington....	-	-	-	-
Oakfield.	Aroostook.	900	24	200	900
Oakland ¹	Kennebec.	6,200	18	2,000	6,200
Old Orchard ²	York.	5,029	21	-	5,029
Old Town.	Penobscot.	1,088	23	300	*1,088
Orient.	Aroostook.	1,050	26	-	1,050
Orland.	Hancock.	1,188	21	-	1,188
Orneville.	Piscataquis.	940	21	370	940
Orono.	Penobscot.	Voted no.			
Orrington.	Penobscot.	946	21	280	946
Otis.	Hancock.	1,500	21	-	1,500
Otisfield.	Cumberland.	2,100	25	-	2,100
Oxbow Pl.	Aroostook.	524	21	120	524
Oxford ³	Oxford.	3,070	21-23	-	Sand & clay 3,070
Palermo.	Waldo.	650	23	-	650
Palmyra.	Somerset.	1,470	24 to 26	800	1,470
Paris ⁴	Oxford.	2,556	21	-	2,556
Parkman.	Piscataquis.	1,000	23	975	1,000
Parlin Pond, T'p No. 3, R. 7.	Somerset.	110	21	-	110
Parsonsfield.	York.	1,400	21-23	265	1,400
Passadumkeag.	Penobscot.	1,712	24	-	1,712
Patten. ⁵	Penobscot.	1,600	24	900	*1,600

¹Oakland: 1913 and 1914 joint funds expended together. Right-of-way cleared 8,300 lineal feet. 6,200 lineal feet equals the amount computed by using amount expended and fund necessary to complete the 8,300 lineal feet.

²Old Orchard: 5,029 feet surfaced with crushed gravel. 671 feet of road additional has received first course of gravel.

³Oxford: 1913 and 1914 joint funds expended together. Sand and clay surface.

⁴Paris: 1914 automobile fund and 1914 State aid joint fund expended together.

⁵Patten: Concrete bridge reinforced construction, 9 feet span, 22 feet roadway. Cost of bridge not included in cost per foot.

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Pembroke	Washington....	1,300	23	-	1,300
Penobscot	Hancock	2,200	21	- 250	2,200
Ferham	Aroostook	1,375	21	-	1,375
Perkins.....	Sagadahoc.....				
Perkins Twp.....	Franklin.....	1,526	23	-	1,526
Perry ¹	Washington....	1,750	21	-	1,750
Peru ²	Oxford	1,000	23	-	1,000
Phillips.....	Franklin.....	2,150	21	-	2,150
Phippsburg.....	Sagadahoc.....	2,400	21	400	2,400
Pittsfield	Somerset	1,650	24	800	1,650
Pittston	Kennebec.....	1,571	21	-	1,571
Pleasant Ridge Pl.....	Somerset.....	330	22	-	330
Plymouth	Penobscot.....	1,500	21	-	1,500
Poland	Androscoggin..	3,600	21	-	3,600
Portage Lake Pl.....	Aroostook.....	1,150	21	1,040	1,150
Porter.....	Oxford	700	21	-	700
Portland	Cumberland...	2,388.9	21	-	2,388.9
Pownal ²	Cumberland...	1,530	21	-	1,530
Prentiss	Penobscot.....	925	21	300	925
Presque Isle	Aroostook.....	2,320	25	2,160	2,320
Princeton.....	Washington....	Laid over.			
Prospect.....	Waldo	2,625	21	-	2,625
Randolph.....	Kennebec.....	1,235	21	-	1,235
Rangeley.....	Franklin.....	2,000	26	538	2,000
Rangeley Pl ³	Franklin.....	1,100	16	-	1,100
Raymond.....	Cumberland...	1,317	21	300	1,317
Readfield.....	Kennebec.....	2,000	21	470	2,000
Reed Pl.....	Aroostook.....	720	28	720	720
Richmond.....	Sagadahoc.....	Voted no.			

¹Perry: \$200 automobile fund and State aid fund expended together.²Peru: 1913 and 1914 joint funds expended together.³Rangeley Pl.: Cost of culverts not given.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Metal.....	36	30	-	-	-	-	-	-	-
Metal.....	12	26	163 85	1002 03	1000 00	486 65	13 35	-	77
.....	-	-	-	787 45	800 00	382 36	17 64	-	36
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	64 80	1283 25	1066 00	533 00	-	217 25	94
Metal.....	12	132	129 60	1562 57	300 00	200 00	-	1262 57	1 02
Metal.....	14	26	-	-	-	-	-	-	-
2-Metal...	20	40	220 00	670 00	800 00	270 00	130 00	-	38
Metal.....	12	26	25 98	1588 77	1466 00	533 00	-	122 77	1 59
Metal.....	10	26	-	-	-	-	-	-	-
Stone.....	24 x 36	26	37 66	957 16	1066 00	423 39	109 61	-	45
1-Metal...	12	26	-	-	-	-	-	-	-
3-Metal...	14	26	77 35	3502 60	4040 14	1647 76	537 54	-	1 46
.....	Rebuilt.	-	-	-	-	-	-	-	-
Stone.....	36 x 24	24	13 63	1473 41	1512 00	527 41	120 59	-	89
Metal.....	10	16	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	14	50	-	-	-	-	-	-	-
Metal.....	16	36	158 99	1007 21	1066 00	474 21	58 79	-	64
.....	-	-	-	94 96	79 50	53 00	-	15 46	29
Metal.....	12	26	86 51	586 15	900 00	71 70	378 30	-	39
Stone.....	18 x 24	28	-	-	-	-	-	-	-
Stone.....	12 x 12	27	-	-	-	-	-	-	-
Stone.....	15 x 15	27	-	-	-	-	-	-	-
Stone.....	12 x 15	26	142 00	1405 40	1278 72	612 72	-	126 68	39
3-Metal...	14	26	63 99	885 39	900 00	585 39	14 61	-	77
.....	-	-	-	714 45	600 00	300 00	-	114 45	1 02
.....	-	-	-	12637 65	12341 00	5040 05	248 95	-	5 29
Concrete..	15 x 15	24	-	-	-	-	-	-	-
Concrete..	30 x 30	24	61 38	401 49	400 00	200 00	-	1 49	26
2-Metal...	12	26	64 36	856 71	900 00	556 71	43 29	-	93
Metal.....	12	36	30 60	2388 20	2089 50	895 50	-	298 70	1 03
.....	-	-	-	910 66	900 00	600 00	-	10 66	35
2-Metal...	12	16	-	-	-	-	-	-	-
Metal...	12	20	111 07	1096 40	1066 00	533 00	-	30 40	89
Stone.....	24 x 24	28	-	-	-	-	-	-	-
Metal.....	10	26	171 54	1190 86	1278 72	524 87	87 85	-	60
Concrete..	60 x 72	30	-	-	-	-	-	-	-
Concrete..	20 x 14	26	-	1215 08	1066 00	533 00	-	149 08	1 10
.....	-	-	-	1062 22	1066 00	529 22	3 78	-	81
Metal.....	8	16	-	-	-	-	-	-	-
Metal.....	16	30	-	-	-	-	-	-	-
Metal.....	16	36	74 72	1165 97	1066 00	533 00	-	99 97	58
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	10	16	56 57	1269 36	900 00	600 00	-	369 36	1 76

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Riley Twp.	Oxford				
Ripley ¹	Somerset	2,700	21	2,700	‡2,700
Robbinston	Washington	1,100	23	-	1,100
Rockland	Knox	Laid over			
Rockport	Knox	1,100	23	650	1,100
Rome	Kennebec	1,500	21	-	†1,500
Roque Bluffs	Washington	2,300	23	-	2,300
Roxbury	Oxford	1,821	23	-	1,821
Rumford ²	Oxford	3,200	20	-	3,200
Saco ³	York	770	21	-	‡770
St. Agatha	Aroostook	1,230	21	1,230	1,230
St. Albans	Somerset	700	30	475	700
St. Francis Pl.	Aroostook	1,250	21	50	1,250
St. George ⁴	Knox	9,200	21	2,308	9,200
St. John Pl. ⁵	Aroostook	2,900	21	-	2,900
Salem	Franklin	3,000	20	400	3,000
Sandy River Pl. ⁶	Franklin	4,700	21	-	4,700
Sandy Bay Twp. 5, R. 3	Somerset	Laid over.			
Sanford	York	2,250	23	250	2,250
Sangerville	Piscataquis	1,000	21	-	1,000
Scarborough	Cumberland	5,500	23	-	5,500
Searsmont	Waldo	1,100	23	925	1,100
Searsport	Waldo	1,475	23	1,475	1,475

¹Ripley: 1913 and 1914 joint funds expended together.

²Rumford: Concrete bridge, 13-foot span, 4' 9" high, 23 feet width of roadway. Cost \$219.50; not included in cost per lineal foot.

³Saco: Road completed, but account not settled

⁴St. George: \$316.27 to be held back to complete work in 1915. Total cost of \$5,078.25 includes 1914 State aid road inspection cost, amounting to \$85.42, also engineering cost for survey and plan of 44,900 lineal feet of road. In obtaining the cost per lineal foot estimated the cost of engineering for 9,200 lineal feet of road as amounting to \$102.88. Actual cost of 1914 State aid road, \$4,679.29.

Balance of engineering cost should be considered in cost per lineal foot of future State aid road contained in the above 44,900 lineal feet.

⁵St. John Pl.: Unexpended balance to be used to complete 1914 State aid sections.

⁶Sandy River: Expended 1912-1913 and 1914 joint funds together.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—inches.	Length—feet.	Cost.						
Metal.....	24	24	-	-	-	-	-	-	-
Metal.....	16	36	-	-	-	-	-	-	-
2-Metal...	12	20-24	162 24	1219 91	1500 00	276 55	323 45	-	45
Metal.....	26	22	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Stone.....	30 x 30	-	201 40	770 91	900 00	470 91	129 09	-	70
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	28	30	207 41	1246 56	1354 20	514 56	107 64	-	1 13
Metal.....	30	28	-	-	-	-	-	-	-
Metal.....	14	26	89 08	713 71	600 00	400 00	-	113 71	48
.....	-	-	-	867 36	900 00	567 36	32 64	-	38
Metal.....	24	26	-	-	-	-	-	-	-
Metal.....	16	6	56 31	939 71	900 00	600 00	-	39 71	51
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	12	26	53 04	2786 54	2565 50	1099 50	-	221 04	81
Metal.....	12	65	64 39	-	-	-	-	-	-
2-Metal...	16	26	52 00	831 34	900 00	531 34	68 66	-	68
Metal.....	10	30	34 30	782 05	720 00	360 00	-	62 05	1 12
.....	-	-	-	939 74	800 00	340 68	59 32	-	75
5-Metal...	12	26	-	-	-	-	-	-	-
Metal.....	18	26	-	-	-	-	-	-	-
Stone.....	18 x 18	26	142 60	5875 25	4040 14	1869 03	316 27	1038 11	51
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	10	24	60 00	843 43	1117 00	481 43	273 57	-	20
Metal.....	10	26	-	-	-	-	-	-	-
Metal.....	12	26	71 60	480 53	450 00	300 00	-	30 58	16
Metal.....	8	26	-	-	-	-	-	-	-
Stone.....	24 x 24	26	-	-	-	-	-	-	-
2-Stone...	18 x 18	26	-	-	-	-	-	-	-
Stone.....	66 x 84	26	390 15	2051 90	2100 00	551 90	48 10	-	44
2-Metal...	12	26	46 57	1986 50	1925 00	825 00	-	61 50	88
Metal...	16	28	-	-	-	-	-	-	-
Metal...	12	26	98 08	1060 06	1066 00	527 06	5 94	-	1 06
Concrete..	12 x 20	24	35 30	2677 67	2713 25	1193 67	35 58	-	48
.....	-	-	-	628 64	600 00	300 00	-	28 64	57
Metal.....	16	20	27 20	901 79	800 00	400 00	-	101 79	61

STATE AID TABLE—Continued.

Town.	County.	Total length—feet	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Sebago.....	Cumberland...	1,500	21	-	1,500
Sebec.....	Piscataquis....	820	21	400	820
Setoeis Pl.....	Penobscot.....	1,200	24	-	1,200
Sedgwick.....	Hancock.....	3,000	26	-	3,000
Shapleigh.....	York.....	1,500	21	150	1,500
Sherman.....	Aroostook.....	1,150	21	1,150	1,150
Shirley.....	Piscataquis....	900	21	900	900
Sidney.....	Kennebec.....	1,500	21	550	1,500
Silver Ridge Pl.....	Aroostook.....	900	21	900	900
Skowhegan ¹	Somerset.....	5,200	28	325	Sand & clay 5,200
Smithfield.....	Somerset.....	1,310	26	1,310	1,310
Smyrna.....	Aroostook.....	1,010	21	1,010	1,010
Solon.....	Somerset.....	600	26	600	600
Somerville.....	Lincoln.....	3,100	21	-	3,100
Sorrento.....	Hancock.....	800	21	-	800
South Berwick.....	York.....	585½	24½	-	*585½
Southport.....	Lincoln.....	1,200	21	-	1,200
South Portland ²	Cumberland.....	3,436	20	-	*190 *3,246
South Thomaston.....	Knox.....	1,225	23	925	1,225
Southwest Harbor.....	Hancock.....	650	21	-	650
Springfield ³	Penobscot.....	820	28	750	820
Stacyville Pl ⁴	Penobscot.....	825	21	825	825
Standish.....	Cumberland.....	1,660	21	-	1,660
Starks.....	Somerset.....	475	21	-	475
Stetson.....	Penobscot.....	1,550	21	200	1,550
Steuben.....	Washington.....	585	21	-	585
Stockholm Pl.....	Aroostook.....	2,050	21-23	1,300	2,050
Stockton Springs.....	Waldo.....	1,775	23	430	1,775
Stoneham.....	Oxford.....	1,400	21	-	†1,400
Stonington.....	Hancock.....	500	23	-	500
Stow.....	Oxford.....	2,500	24	-	2,500
Strong.....	Franklin.....	3,350	21	-	3,350

¹Skowhegan: Sand and clay surfacing.

²South Portland: 190 lineal feet of granite block pavement grouted with Portland cement mortar.

³Springfield: Road completed, but account not settled.

⁴Stacyville Pl.: Road completed but account not settled.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—Inches.	Length—feet.	Cost.						
L'ngth'nd:									
4—Stone	18 x 18	26	-	-	-	-	-	-	-
Stone	12 x 12	30	-	-	-	-	-	-	-
Stone	18 x 18	32	131 30	817 05	800 00	400 00	-	17 05	54
Stone	24 x 18	30	40 00	425 74	400 00	200 00	-	25 74	52
.....	-	-	-	307 49	300 00	200 00	-	7 49	26
Metal.....	16	26	-	-	-	-	-	-	-
Stone.....	24 x 46	31	-	-	-	-	-	-	-
Stone.....	20 x 36	28	180 00	1044 88	1066 00	511 66	21 34	30 00	35
Metal.....	18	28	32 38	830 00	800 00	400 00	-	-	55
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	24	26	122 90	1396 00	1066 00	533 00	-	330 08	1 21
.....	-	-	-	705 55	900 00	339 33	260 67	-	78
Metal.....	12	26	25 85	1084 02	1066 00	533 00	-	18 02	72
.....	-	-	-	860 02	900 00	560 02	39 98	-	95
Metal.....	16	32	38 20	2923 00	3142 10	1159 40	219 10	-	56
Metal.....	14	26	33 63	932 91	900 00	600 00	-	52 91	73
2—Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	12	24	117 11	947 43	900 00	600 00	-	47 43	93
Metal.....	16	26	36 55	675 38	600 00	300 00	-	75 38	1 13
Metal.....	8	24	-	-	-	-	-	-	-
Metal.....	16	26	50 94	944 99	900 00	600 00	-	44 99	86
Metal.....	18	35	72 37	972 32	900 00	600 00	-	72 32	1 22
.....	-	-	-	1351 68	1278 72	612 72	-	72 96	23
Metal.....	12	26	41 37	1054 91	1066 00	521 91	11 09	-	88
Metal.....	14	28	37 62	10192 03	9609 63	4507 95	-	582 40	2 97
2—Metal.....	12	30	67 21	1063 95	1066 00	530 95	2 05	-	87
Metal.....	12	26	44 50	1084 50	1066 00	533 00	-	18 50	1 67
2—Metal.....	12	28	52 40	-	-	-	-	-	-
.....	-	-	-	-	-	-	-	-	-
Metal.....	16	30	78 66	1496 28	1354 20	622 20	-	142 08	90
Metal.....	14	26	23 40	582 95	600 00	382 95	17 05	-	1 23
Metal.....	12	26	35 00	944 32	900 00	600 00	-	44 32	61
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	12	28	80 05	440 62	400 00	200 00	-	40 62	75
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	24	26	100 50	936 96	900 00	600 00	-	39 96	46
Metal.....	18	28	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	18	26	167 00	1064 79	1066 00	479 55	53 45	-	59
3—Metal.....	12	26	70 43	874 34	900 00	574 34	25 66	-	62
.....	-	-	-	1192 94	1066 00	533 00	-	126 94	2 39
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	12	26	53 19	913 73	900 00	600 00	-	13 73	36
2—Metal.....	10	26	36 40	987 20	1066 00	454 20	78 80	-	29

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Sullivan.....	Hancock.....	255	21	-	255
Summit Twp. 1, N. D.	Penobscot.....	-	-	-	-
Sumner.....	Oxford.....	780	26	-	780
Surry.....	Hancock.....	2,950	23	143	2,950
Swan's Island.....	Hancock.....	750	23	120	750
Swanville.....	Waldo.....	1,900	23	420	1,900
Sweden.....	Oxford.....	1,200	23	-	1,200
Talmadge.....	Washington....	1,288	25	275	1,288
Temple.....	Franklin.....	1,300	23	1,000	1,300
The Forks Pl.....	Somerset.....	130	22	-	130
Thomaston.....	Knox.....	1,765	23	125	1,765
Thorndike.....	Waldo.....	2,343	21-28	-	2,343
Topsfield.....	Washington....	1,600	21	725	1,600
Topsham.....	Sagadahoc.....	4,100	21	300	4,100
Tremont.....	Hancock.....	585	23	-	585
Trenton.....	Hancock.....	600	21	-	600
Trescott.....	Washington....	675	21	-	675
Troy.....	Waldo.....	2,000	21	-	2,000
Turner.....	Androscoggin..	2,050	21	-	2,050
Union.....	Knox.....	1,950	23	-	1,950
Unity.....	Waldo.....	1,200	26	-	1,200
Unity Pl.....	Kennebec.....	575	23	-	575
Upton.....	Kennebec.....	675	21	-	675
Van Buren.....	Aroostook.....	1,250	32	1,250	1,250
Vanceboro.....	Washington....	2,572	21	-	2,572
Vassalboro.....	Kennebec.....	1,500	21	-	1,500
Veazie.....	Penobscot.....	Voted no.	-	-	-
Verona.....	Hancock.....	2,000	23	137	2,000
Vienna.....	Kennebec.....	1,600	21	-	1,600
Vinalhaven.....	Knox.....	600	22	291	600

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—inches.	Length—feet.	Cost.						
Stone.....	24 x 24	30	160 58	407 77	400 00	200 00	-	7 77	1 59
Stone.....	84 x 48	24	218 34	1091 19	1066 00	533 00	-	25 19	1 40
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	14	24	145 77	1348 01	1334 00	910 00	-	14 01	. 46
Metal.....	14	28	-	-	-	-	-	-	-
Metal.....	14	26	96 19	960 96	900 00	600 00	-	55 79	1 28
Stone.....	48 x 48	27	-	-	-	-	-	-	-
3-Metal..	12	26	206 61	841 20	900 00	541 17	58 83	-	. 44
Stone.....	18 x 18	26	-	-	-	-	-	-	-
Stone.....	18 x 18	28	50 00	1221 66	600 00	400 00	-	484 18	1 02
Metal.....	12	26	27 15	804 87	900 00	504 82	95 18	-	. 63
Stone.....	18 x 24	26	-	-	-	-	-	-	-
Stone.....	24 x 36	26	89 50	966 22	900 00	550 07	49 93	-	. 66
.....	-	-	-	93 00	148 50	43 50	55 50	-	. 72
Metal.....	18	26	-	-	-	-	-	-	-
Metal.....	12	12	-	-	-	-	-	-	-
Metal.....	8	18	55 85	1243 82	1278 72	577 82	34 90	-	. 70
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	-	-	-	-	-	-	-
Metal.....	16	28	-	-	-	-	-	-	-
Metal.....	24	26	181 55	1034 94	1066 00	501 94	31 06	-	. 44
Metal.....	14	26	42 00	746 10	900 00	446 10	153 90	-	. 47
Metal.....	12	26	104 00	1448 82	1436 40	638 40	-	12 42	. 35
Metal.....	16	28	-	-	-	-	-	-	-
2-Metal..	20	28	204 92	1534 66	1066 00	533 00	-	468 66	2 64
Concrete..	30 x 42	26	255 00	891 68	900 00	591 68	8 32	-	1 49
2-Metal..	16	23	33 00	315 99	300 00	200 00	-	15 99	. 47
2-Metal..	16	26	87 00	1188 15	1066 00	533 00	-	122 15	. 59
1-Metal..	8	28	-	-	-	-	-	-	-
2-Metal..	12	28	-	-	-	-	-	-	-
3-Metal..	16	40-10-28	220 30	1143 08	1200 00	543 08	56 92	-	. 56
Concrete..	36 x 24	26	-	-	-	-	-	-	-
Metal.....	10	26	-	-	-	-	-	-	-
Metal.....	12	26	235 88	1129 82	1066 00	533 00	-	63 82	. 58
Metal.....	12	44	-	-	-	-	-	-	-
Metal.....	8	40	66 77	926 30	1066 00	393 30	139 70	-	. 77
.....	-	-	-	212 60	225 00	137 60	12 40	-	. 37
.....	-	-	-	871 32	900 00	564 59	35 41	-	1 29
Metal.....	16	42	62 00	1195 64	1200 00	595 64	4 36	-	. 96
Stone.....	36 x 24	26	25 00	830 75	1117 00	468 75	286 25	-	. 32
Iron pipe..	-	69	58 50	1295 03	1278 72	612 72	-	16 31	. 68
Metal.....	12	82	-	-	-	-	-	-	-
Metal.....	16	30	140 00	1051 80	900 00	600 00	-	151 80	. 53
Metal.....	16	34	-	-	-	-	-	-	-
Metal.....	18	34	-	-	-	-	-	-	-
Metal.....	12	26	159 59	602 00	600 00	400 00	-	1 53	. 38
Metal.....	18	26	42 44	1182 16	1200 00	582 16	17 84	-	1 97

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Wade Pl ¹	Aroostook.....	1,350	21	680	1,350
Waite.....	Washington.....	625	26	600	625
Waldo.....	Waldo.....	2,550	23	1,360	2,550
Waldoboro.....	Lincoln.....	1,165	23	-	1,165
Wales.....	Androscoggin..	2,000	22	-	2,000
Wallgrass Pl.....	Aroostook.....	1,160	21-23	200	1,160
Waltham.....	Hancock.....	1,700	23	-	1,700
Warren.....	Knox.....	1,800	23	-	1,800
Washburn.....	Aroostook.....	1,750	21-23	1,650	1,750
Washington.....	Knox.....	Voted no.			
Washington Twp.....	Franklin.....	No returns.			
Waterboro.....	York.....	1,800	23	1,400	1,800
Waterford.....	Oxford.....	1,600	23	-	1,600
Waterville.....	Kennebec.....	1,900	21	575	1,900
Wayne.....	Kennebec.....	1,375	21	775	1,375
Webster.....	Androscoggin..	Voted no.			
Webster Pl.....	Penobscot.....	750	21	-	750
Weld.....	Franklin.....	4,775	21	-	4,775
Wellington.....	Piscataquis....	1,100	21	528	1,100
Wells.....	York.....	2,900	21	300	2,900
Wesley.....	Washington.....	2,000	23	-	2,000
West Bath.....	Sagadahoc.....	971	21	400	971
Westbrook.....	Cumberland....	600	25-44	-	900
Westfield Pl.....	Aroostook.....	1,050	21	760	1,050
West Forks Pl. ²	Somerset.....				
West Gardiner.....	Kennebec.....	1,305	21	-	1,305

¹Wade Pl: \$60 reserved to complete work.

²West Forks: One mile of right-of-way cleared.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State aid road.	Joint fund 1914 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1914 joint fund.	Cost per linear foot.
	Size—inches.	Length—feet.	Cost.						
2-Metal...	16	26	-	-	-	-	-	-	-
Concrete...	48 x 48	28	104 00	822 50	900 00	522 50	77 50	-	61
2-Metal...	24	40	206 69	841 63	900 00	541 63	58 37	-	1 34
2-Metal...	12	26	-	-	-	-	-	-	-
2-Metal...	12	28	-	-	-	-	-	-	-
2-Metal...	24	26	-	-	-	-	-	-	-
Stone.....	24 x 24	26	191 80	1058 94	900 00	600 00	-	158 94	42
Stone.....	42 x 36	34	-	-	-	-	-	-	-
Stone.....	30 x 24	26 1/2	-	-	-	-	-	-	-
Stone.....	24 x 24	40	-	-	-	-	-	-	-
Stone.....	24 x 24	15	-	-	-	-	-	-	-
Stone.....	42 x 24	36	-	-	-	-	-	-	-
Stone.....	90 x 18	34	-	-	-	-	-	-	-
Stone.....	30 x 24	29	421 19	1193 94	1278 72	527 94	84 78	-	1 03
Metal.....	30	30	-	-	-	-	-	-	-
Metal.....	16	28	-	-	-	-	-	-	-
Metal.....	12	28	114 94	1083 90	1066 00	533 00	-	17 90	54
Metal.....	12	26	26 00	888 95	900 00	562 22	37 78	-	77
Metal.....	36 x 36	-	179 22	992 59	900 00	600 00	-	82 20	58
2-Metal...	24	30	-	-	-	-	-	-	-
Metal.....	24	26	-	-	-	-	-	-	-
Metal.....	18	26	195 54	1082 48	1000 00	500 00	-	82 48	60
Metal.....	20	30	55 90	1116 48	1066 00	533 00	-	50 48	64
Stone.....	15 x 20	26	-	-	-	-	-	-	-
Stone.....	20 x 20	26	55 00	1098 53	1066 00	533 00	-	32 53	61
Metal.....	12	26	-	-	-	-	-	-	-
5-Stone...	12 x 18	26	129 00	1099 83	1066 00	533 00	-	33 83	69
Metal.....	16	28	-	5252 52	3263 75	1398 75	-	1988 77	2 76
Metal.....	18	26	26 52	1050 45	1000 00	500 00	-	50 45	76
.....	-	-	-	538 71	600 00	338 71	61 29	-	72
Metal.....	20	26	-	-	-	-	-	-	-
Metal.....	10	24	-	-	-	-	-	-	-
Metal.....	12	32	84 33	719 18	800 00	319 18	80 82	-	15
Metal.....	12	26	-	-	-	-	-	-	-
Metal.....	16	26	89 72	899 41	900 00	599 41	59	-	82
Metal.....	24	26	-	-	-	-	-	-	-
Metal.....	8	26	85 00	1228 11	1354 20	476 59	145 61	-	42
2-Metal...	12	26	83 89	852 38	900 00	552 38	47 62	-	42
2-Metal...	8	26	55 96	695 79	600 00	300 00	-	95 79	72
.....	-	-	-	2799 40	2798 25	1199 25	-	1 15	4 67
Metal.....	30	26	-	-	-	-	-	-	-
Metal.....	16	26	113 80	1162 77	1066 00	533 00	-	96 77	1 11
.....	-	-	-	67 00	201 00	-	134 00	-	-
Metal.....	20	26	93 73	1035 57	1066 00	502 57	30 43	78 97	79

STATE AID TABLE—Concluded.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base	Macadam, gravel or earth surface—feet.
Westmanland Pl.....	Aroostook.....				
Weston.....	Aroostook.....	775	26	250	775
Westport.....	Lincoln.....	900	23	-	900
Whitefield.....	Lincoln.....	Laid over. 1,700	23	750	1,700
Whiting.....	Washington.....	426	23	-	426
Whitneyville ¹	Washington.....				
Williamsburg ²	Piscataquis.....	2,050	21	480	2,050
Willimantic.....	Piscataquis.....	1,720	21	400	1,720
Wilton.....	Franklin.....	2,790	23	-	2,790
Windham.....	Cumberland.....	2,300	26	-	2,300
Windsor.....	Kennebec.....	2,350	21	600	2,350
Winn.....	Penobscot.....	555	30	300	555
Winslow.....	Kennebec.....	Laid over.			
Winter Harbor ³	Hancock.....				
Winterport.....	Waldo.....	3,100	23	1,000	3,100
Winterville Pl.....	Aroostook.....	-	-	-	-
Winthrop.....	Kennebec.....	2,100	21	-	2,100
Wiscasset.....	Lincoln.....	1,600	21-23	-	1,600
Woodland.....	Aroostook.....	2,200	21	1,655	2,200
Woodstock.....	Oxford.....	1,100	23	1,400	1,100
Woodville.....	Penobscot.....	1,300	24	660	1,300
Woolwich ⁴	Sagadahoc.....	675	21	300	675
Wyman Twp. No. 4, R. 3	Franklin.....			No returns.	
Yarmouth ⁵	Cumberland.....	975	21	-	975
York ⁶	York.....	Not completed			
Totals.....		750,066.4	-	156,230	-

¹Whitneyville: \$200 automobile fund and 1914 State aid joint fund expended together.

²Williamsburg: \$400 of the above joint fund was apportioned to the town to apply to the 1913 State aid work.

³Winter Harbor: \$200 held back to complete work.

⁴Woolwich: \$175 reserved to complete work.

⁵Yarmouth: \$1,325, automobile fund and 1914 State aid joint fund used together. Road completed but account not settled.

TABLE
Tabular Statement of 1913 State Aid

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Belfast ¹	Waldo.....	1,349	27	-	‡1,349
Bowdoinham.....	Sagadahoc.....	610	34	-	610
Charleston.....	Penobscot.....	1,040	30	300	1,040
Georgetown.....	Sagadahoc.....	100	21	-	100
Medway.....	Penobscot.....	1,608	21	200	1,608
Somerville.....	Lincoln.....	1,000	21	-	1,000
Webster ²	Androscoggin..	1,250	21	-	1,250
York ³	York.....	2,500	21	-	2,500
Totals.....	-	9,457	-	500	-

Towns completing work and receiving State aid withheld.

Bethel ⁴	Oxford.....	-	-	-	-
Brighton Pl. ⁵	Somerset.....	-	-	-	-

¹Belfast: 415 feet of road completed on Bridge St.; 934 feet completed on High St. 1912 and 1913 joint funds expended together.

²Brighton Pl.: 1912 work completed and \$50 held back paid.

Brighton Pl.: 1913 work completed at a cost of \$298.35. \$100 reserved plus un-

expended balance of \$18.04 paid to town.

³Bethel: 1913 work completed and \$76.83 held back paid.

⁴Webster: Cost of bridge not included in cost per foot.

⁵York: Cost of bridge not included in cost per foot.

V.

Road Work Not Reported in 1913.

CULVERTS.				Cost of State aid road.	Joint fund 1913 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1913 joint fund.	Cost per linear foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	12	150	-	-	-	-	-	-	-
Metal.....	12	62	-	-	-	-	-	-	-
Metal.....	10	105	243 10	5320 80	3662 00	1462 00	-	\$1658 80	\$3 95
.....	-	-	-	1003 05	800 00	400 00	-	203 05	1 64
.....	-	-	-	832 22	800 00	400 00	-	32 22	80
Metal.....	12	24	19 25	447 00	400 00	200 00	-	47 00	4 47
Metal.....	12	22	17 60	804 19	600 00	400 00	-	204 19	50
.....	-	-	-	613 79	600 00	400 00	-	13 79	61
Bridge.....	-	-	1116 19	2907 44	800 00	400 00	-	-	1 46
Bridge.....	96 x 120	23	500 00	1981 22	1750 00	750 00	-	231 22	59
.....	-	-	\$1896 14	\$13909 71	\$9412 00	\$4412 00	-	-	-

TABLE
Tabular Statement of 1913 State

Town	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Albany ¹	Oxford.....	1,200	21	-	1,200
Athens.....	Somerset.....	480	24	165	480
Arrowsic.....	Sagadahoc.....	1,100	21	-	1,100
Bristol.....	Lincoln.....	644	21	200	644
Charlotte.....	Washington....	900	21	-	900
Corinna.....	Penobscot.....	1,200	21	1,200	1,200
Crystal.....	Aroostook.....	607	24	607	607
Damariscotta.....	Lincoln.....	850	23	-	850
Franklin.....	Hancock.....	500	21	-	500
Kingsbury Pl.....	Piscataquis....	400	24	-	†400
Machias.....	Washington....	1,700	23	-	1,700
Marshfield.....	Washington....	1,600	23	-	1,600
Monson.....	Piscataquis....	1,350	21	175	1,350
Mt. Vernon.....	Kennebec.....	2,400	24	-	†2,400
Oakfield.....	Aroostook.....	1,370	23	450	1,370
Orland.....	Hancock.....	1,500	21	-	1,500
Pittsfield ²	Somerset.....	350	21	338	†350
Rome.....	Kennebec.....	1,900	21	150	1,900
Sangerville.....	Piscataquis....	660	21	100	†660
Sebec.....	Piscataquis....	600	21-23	335	600
Shirley.....	Piscataquis....	1,100	21	1,100	1,100
Woodland.....	Aroostook.....	1,550	21	600	1,550
Totals.....	23,961	-	5,420	-

¹Albany: Bridge—24 feet roadway, 10 feet span, 4 feet abutments. Cost of bridge not included in cost per lineal foot.

²Pittsfield: Concrete bridge—length 23 feet, span 15 feet, height 8 feet. Cost of bridge not included in cost per lineal foot. \$124 of funds was used on the 1913 automobile road.

VI.

Aid Work Completed in 1914.

CULVERTS.				Cost of State aid road.	Joint fund 1913 State aid road.	Amount of State aid approved.	Unexpended balance.	Expended in excess 1913 joint fund.	Cost per linear foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	12	26	\$35 80	-	-	-	-	-	-
Bridge.....	-	-	172 65	600 00	600 00	400 00	-	-	\$ 50
Metal.....	12	24	33 78	739 26	400 00	200 00	-	339 26	1 54
Metal.....	10	23	31 30	690 31	600 00	400 00	-	90 31	63
Stone.....	36 x 36	26	-	-	-	-	-	-	-
Stone.....	18 x 24	22	-	-	-	-	-	-	-
Stone.....	12 x 18	22	86 00	896 05	864 00	414 00	-	32 05	1 39
Metal.....	16	23	-	-	-	-	-	-	-
Metal.....	12	23	48 29	600 04	600 00	400 00	-	04	66
Metal.....	8	26	-	-	-	-	-	-	-
Metal.....	8	32	87 50	863 73	800 00	361 57	38 43	163 73	72
Metal.....	12	28	-	599 62	600 00	399 62	38	-	99
Metal.....	10	28	-	-	-	-	-	-	-
Metal.....	10	30	-	-	-	-	-	-	-
2-Metal.....	12	26	94 14	800 14	800 00	400 00	-	14	94
Stone.....	24 x 24	26	-	-	-	-	-	-	-
Metal.....	10	28	84 66	479 07	400 00	200 00	-	79 07	95
Metal.....	12	24	20 50	199 62	144 00	96 00	-	55 62	-
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	16	36	-	-	-	-	-	-	-
Metal.....	30	24	150 50	900 00	900 00	450 00	-	-	52
Metal.....	20	30	-	-	-	-	-	-	-
Metal.....	24	23	-	-	-	-	-	-	-
Metal.....	24	26	290 39	676 01	600 00	381 00	19 00	-	42
Metal.....	12	30	-	-	-	-	-	-	-
Metal.....	16	36	-	-	-	-	-	-	-
Metal.....	12	32	154 76	788 37	800 00	341 31	58 69	-	51
.....	-	-	-	796 57	800 00	396 57	3 43	-	33
.....	-	-	-	574 32	600 00	373 48	25 68	-	42
.....	-	-	-	577 62	600 00	277 62	22 38	-	38
Bridge.....	-	-	710 00	1056 00	1138 00	406 00	82 00	-	3 02
4-Metal...	14	26	-	-	-	-	-	-	-
Metal...	14	30	-	-	-	-	-	-	-
Metal...	12	16	160 00	764 86	600 00	400 00	-	164 86	40
Metal.....	16	24	48 00	821 08	800 00	400 00	-	21 08	1 24
.....	-	-	-	411 88	400 00	200 00	-	11 88	69
.....	-	-	-	639 07	600 00	333 78	66 22	-	-
Metal.....	16	24	24 00	801 00	800 00	400 00	-	1 00	52
.....	-	-	2232 27	15274 62	14446 00	7630 95	-	-	-

TABLE VIII.

State Aid Maintenance.

NOTE: "M" after figures for lineal feet denotes macadam; all other figures show gravel.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Abbot	Piscataquis	8,093	\$137 58	\$45 97	\$183 55	\$154 82
Acton	York	5,400	91 80	30 67	122 47	86 41
Addison	Washington	9,160	155 72	52 03	207 75	173 92
Albany	Oxford	5,228	88 88	30 00	118 88	97 64
Albion	Kennebec	11,528	195 98	198 93	394 91	394 91
Alexander	Washington	5,136	87 31	29 17	116 48	116 00
Alfred	York	6,571	111 70	100 00	211 70	154 28
Alna	Lincoln	5,504	93 57	31 26	124 83	78 60
Alton	Penobscot	7,623	129 59	50 00	179 59	97 29
Amherst	Hancock	5,580	94 86	31 69	126 55	117 97
Amity	Aroostook	3,185	75 00	25 00	100 00	93 75
Andover	Oxford	8,904	151 37	50 57	201 94	192 75
Andover No. S. Twp.	Oxford	1,260	21 43	9 37	30 80	18 73
Anson	Somerset	8,150	138 55	75 00	213 55	136 18
Appleton	Knox	4,995	84 92	28 37	113 29	108 85
Argyle	Penobscot	4,056	75 00	30 00	105 00	65 56
Arrowsic	Sagadahoc	3,783	75 00	33 61	168 61	168 61
Ashland	Aroostook	19,261	327 44	169 40	436 84	167 80
Athens	Somerset	5,954	101 22	83 81	135 03	16 00
Atkinson	Piscataquis	4,884	83 03	30 00	113 03	55 78
Auburn	Androscoggin	22,500	993 47	300 00	1,293 47	1,288 05
		1,800	M.			
Augusta	Kennebec	20,162	396 75	124 74	521 49	521 49
Aurora	Hancock	4,890	83 13	35 00	118 13	103 76
Avon	Franklin	8,930	151 81	50 72	202 53	100 75
Baileyville	Washington	9,777	166 21	100 00	266 21	175 76
Bald Mt. Twp. 2, R. 3.	Somerset	3,705	-	-	-	No work.
Baldwin	Cumberland	6,765	115 01	38 43	153 44	150 59
Bancroft	Aroostook	3,395	75 00	19 28	94 28	45 62
Bangor	Penobscot	3,085	52 45	17 52	69 97	69 97
Baring	Washington	7,993	135 88	51 27	187 15	187 15
Bath	Sagadahoc	2,650	M. 75 00	13 35	88 35	88 35
Beddington	Washington	6,100	103 70	34 64	138 34	89 80
Belfast	Waldo					Compact
Belgrade	Kennebec	8,562	145 55	48 63	194 18	194 18
Belmont	Waldo	9,205	156 49	52 28	208 77	99 15
Benedicta	Aroostook	5,045	85 77	35 00	120 77	97 15
Benton	Kennebec	17,340	294 78	100 00	394 78	261 20
Berwick	York	6,114	M. 183 42	100 00	283 42	99 89
Bethel	Oxford	10,829	184 09	150 00	334 09	242 75
Biddeford	York			State Highway	"A"	
Bigelow Pl.	Somerset	1,755	-	-	-	No work.
Bingham	Somerset	5,292	89 96	100 00	189 96	170 37
Blaine	Aroostook	2,743	75 00	60 00	135 00	118 00
Blanchard	Piscataquis	2,589	75 00	14 70	89 70	23 76
Bluehill	Hancock	9,050	153 85	100 00	253 85	167 24
Boothbay	Lincoln	7,275	123 68	146 68	270 36	208 26
		410	M.			
Boothbay Harbor	Lincoln	4,225	84 13	41 98	126 11	126 11
Bowdoin	Sagadahoc	8,890	151 13	68 37	219 50	219 50
Bowdoinham	Sagadahoc	7,520	127 84	75 00	202 84	161 50
Bowerbank	Piscataquis	2,685	75 00	15 25	90 25	41 50
Bradford	Penobscot	8,342	141 81	75 00	216 81	216 79
Bradley	Penobscot	8,278	140 73	47 01	187 74	167 13
Bremen	Lincoln	4,682	79 59	50 00	129 59	89 20
		4,590	M.			

TABLE VIII.
State Aid Maintenance.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Brewer	Penobscot	638	148 55	800 00	948 55	948 55
Bridgewater	Aroostook	5,430	92 31	66 00	152 31	144 50
Bridgton	Cumberland	23,524	399 91	270 00	669 91	300 42
Brighton Pl.	Somerset	3,415	75 00	19 39	94 39	52 70
Bristol	Lincoln	5,935	100 90	100 00	200 90	107 15
Brooklin	Hancock	5,578	94 83	75 00	169 83	111 34
Brooks	Waldo	12,422	211 17	120 00	331 17	326 61
Brooksville	Hancock	10,300	175 10	150 00	325 10	310 05
Brookton	Washington	3,825	75 00	21 72	96 72	69 50
Brownfield	Oxford	10,503	178 55	60 00	238 55	238 53
Brownville	Piscataquis	3,351	75 00	25 00	100 00	38 15
Brunswick	Cumberland	5,150M.	215 70	49 70	265 40	257 05
Buckfield	Oxford	7,316	124 37	77 63	202 00	202 00
Bucksport	Hancock	5,022	111 23	112 15	223 38	223 38
Burlington	Penobscot	4,142	75 00	40 00	115 00	83 03
Burnham	Waldo	10,967	186 44	62 29	248 73	145 41
Buxton	York	5,458	92 78	31 00	123 78	123 45
Byron	Oxford	7,980	135 66	46 33	181 99	181 20
C Twp.	Oxford	1,372	23 32	10 74	34 06	21 48
Calais	Washington	8,000M.	274 00	56 80	330 80	193 10
Cambridge	Somerset	2,000	75 00	50 00	125 00	124 67
Camden	All compact.	4,256	-	-	-	-
Canaan	Knox	6,684	113 63	40 00	153 63	67 98
Canton	Somerset	6,878	116 93	50 00	166 93	166 93
Cape Elizabeth	Oxford	2,888	75 00	60 00	135 00	76 75
Caribou	Cumberland	2,844M.	75 00	60 00	135 00	76 75
Carmel	Aroostook	2,050	120 17	120 00	240 17	185 08
Caratunk Pl.	Penobscot	10,621	180 56	100 00	280 56	154 51
Carroll	Somerset	240	-	-	-	No work.
Carroll	Penobscot	8,278	140 73	47 01	187 74	112 01
Carrying Place Twp.	Somerset	1,225	-	-	-	No work.
Carthage	Franklin	8,946	152 08	75 00	227 08	160 16
Cary Pl.	Aroostook	6,691	113 75	38 00	151 75	54 10
Casco	Cumberland	19,311	328 29	109 69	437 98	419 99
Castine	Hancock	9,550	162 35	60 00	222 35	222 31
Castle Hill	Aroostook	4,540	77 18	25 78	102 96	98 00
Caswell Pl.	Aroostook	7,386	125 56	41 95	167 51	96 02
Centerville	Washington	13,366	227 22	75 91	303 13	135 50
Chapman Pl.	Aroostook	6,752	114 78	75 00	189 78	164 95
Charleston	Penobscot	3,945	75 00	22 40	97 40	97 25
Charlotte	Washington	5,444	92 55	30 92	123 47	70 75
Chelsea	Kennebec	5,800	98 60	32 94	131 54	94 44
Cherryfield	Washington	6,180	105 06	100 00	205 06	187 73
Chester	Penobscot	6,844	116 35	50 00	166 35	124 47
Chesterville	Franklin	6,410	108 97	108 97	217 94	212 56
China	Kennebec	16,285	276 85	240 65	517 50	517 50
Clifton	Penobscot	3,860	75 00	30 00	105 00	104 99
Clinton	Kennebec	10,947	186 10	75 00	261 10	261 10
Columbia	Washington	11,768	200 06	66 84	266 90	89 49
Columbia Falls	Washington	9,547	162 30	60 11	222 41	222 41
Concord	Somerset	4,487	76 28	25 48	101 76	51 00
Connor Pl.	Aroostook	11,314	192 34	75 00	267 34	202 87
Cooper	Washington	5,739	97 56	35 00	132 56	118 00
Coplin Pl.	Franklin	7,969	135 47	50 00	185 47	134 60
Corinna	Penobscot	6,321	107 46	75 00	182 46	123 00
Corinth	Penobscot	5,996	101 93	95 19	197 12	197 12
Cornish	York	6,900	117 30	45 00	162 30	160 80

TABLE VIII.
State Aid Maintenance.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Cornville.....	Somerset.....	3,333	56 66	50 00	106 66	611.85
Crawford.....	Washington.....	3,740	63 58	21 24	84 82	84 16
Crystal.....	Aroostook.....	8,083	137 41	45 91	183 32	1049.75
Cumberland.....	Cumberland.....	9,088	154 50	150 00	304 50	281 63
Cushing.....	Knox.....	4,710	80 07	350 00	430 07	1084.58
Cutler.....	Washington.....	187	3 18	1 06	4 24	No work.
Cyr Pl.....	Aroostook.....	7,750	131 75	54 17	185 92	185 92
Dallas Pl.....	Franklin.....	5,519	93 82	31 34	125 16	84 55
		686M.				
Damariscotta.....	Lincoln.....	1,660	75 00	180 00	255 00	225 37
Danforth.....	Washington.....	6,995	118 92	60 00	178 92	110 50
Dayton.....	York.....	7,304	124 17	42 00	166 17	165 99
Dead River Pl.....	Somerset.....	5,509	93 65	31 29	124 94	124 94
Deblois.....	Washington.....	600	75 00	10 00	85 00	69 14
Dedham.....	Hancock.....	4,311	75 00	24 48	99 48	80 84
Deer Isle.....	Hancock.....	8,900	151 30	60 00	211 30	193 70
Denmark.....	Oxford.....	8,030	136 51	47 61	184 12	184 12
Dennistown Pl.....	Somerset.....	8,500	-	-	-	No work.
Dennysville.....	Washington.....	8,252	140 28	46 87	187 15	24 88
Detroit.....	Somerset.....	10,675	181 47	90 00	271 47	161 64
		3,887M.				
Dexter.....	Penobscot.....	1,895	148 83	32 84	181 67	115 75
Dixfield.....	Oxford.....	5,595	95 12	35 00	130 12	125 33
Dixmont.....	Penobscot.....	7,262	123 45	50 00	173 45	No work.
		1,619M.				
Dover.....	Piscataquis.....	2,996	99 50	26 21	125 71	104 67
Dresden.....	Lincoln.....	8,575	145 78	60 00	205 78	136 00
Drew Pl.....	Penobscot.....	4,425	75 23	50 00	125 23	76 86
Durham.....	Androscoggin.....	6,160	104 72	35 00	139 72	98 47
Dyer Brook.....	Aroostook.....	5,721	97 26	32 49	129 75	55 88
Eagle Lake Pl.....	Aroostook.....	7,720	131 24	43 84	175 08	143 25
Eastbrook.....	Hancock.....	3,968	75 00	22 53	97 53	84 25
East Livermore.....	All compact.					
East Machias.....	Washington.....	4,956	84 25	28 15	112 40	112 40
East Millinocket.....	Penobscot.....	10,219	173 72	58 04	231 76	188 10
Eastport.....	Aroostook.....	12,124	206 11	100 00	306 11	280 49
	Washington.....	11,494	195 40	250 00	445 40	147 50
		7,322M.				
Eddington.....	Penobscot.....	1,132	238 90	50 32	289 22	289 22
Eden.....	Hancock.....	4,630	78 71	30 00	108 71	87 47
Edgecomb.....	Lincoln.....	15,432	262 34	87 65	349 99	24 69
Edinburg.....	Penobscot.....	4,325	75 00	24 56	99 56	14 42
Edmunds.....	Washington.....	10,305	175 19	203 21	378 40	378 40
Eliot.....	York.....	2,750M.				
Ellsworth.....	Hancock.....	8,000	218 50	150 00	368 50	283 63
Emden.....	Somerset.....	2,120	75 00	50 00	125 00	113 75
Enfield.....	Penobscot.....	4,090	75 00	50 00	125 00	124 48
Etna.....	Penobscot.....	7,737	131 53	43 94	175 47	159 64
Eustis.....	Franklin.....	8,790	149 43	70 00	219 43	68 83
Exeter.....	Penobscot.....	6,735	114 50	50 00	164 50	97 76
Fairfield.....	Somerset.....	5,765	98 01	36 29	134 30	134 30
Falmouth.....	Cumberland.....	8,122	138 07	146 93	285 00	285 00
Farmingdale.....	Kennebec.....	4,654	79 12	50 00	129 12	128 52
Farmington.....	Franklin.....	8,650	147 05	49 13	196 18	196 18
Fayette.....	Kennebec.....	6,600	112 20	50 28	162 48	162 48
Flagstaff Pl.....	Somerset.....	260	-	-	-	No work.
Forest City.....	Washington.....	4,630	78 71	26 29	105 00	72 57
		2,232M.				
Fort Fairfield.....	Aroostook.....	7,150	188 51	53 28	241 79	241 79
Fort Kent.....	Aroostook.....	10,112	171 90	57 43	229 33	213 76

TABLE VIII.
State Aid Maintenance—Continued.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Foxcroft	Piscataquis	4,562M	136 86	35 75	172 61	71 50
Frankfort	Waldo	7,855	133 54	85 36	218 90	218 90
Franklin	Hancock	3,969	75 00	50 00	125 00	102 47
Freedom	Waldo	4,685	79 64	30 00	109 64	82 26
Freeman	Franklin	5,028	85 48	50 00	135 48	50 00
Freeport	Cumberland		Covered	by Federaid.		
Frenchville	Aroostook	2,600	75 00	72 00	147 00	144 30
Friendship	Knox	3,946	75 00	30 00	105 00	105 00
Fryeburg	Oxford	16,946	288 08	96 25	384 33	333 83
Gardiner	Kennebec		All com pact			
Garland	Penobscot	3,852	75 00	25 00	100 00	32 93
Georgetown	Sagadahoc	1,876	75 00	30 00	105 00	57 50
Gilead	Oxford	4,227	75 00	51 51	126 51	126 51
Glenburn	Penobscot	4,718	80 21	40 00	120 21	82 60
Gorham	Cumberland	7,825	133 03	44 45	177 48	148 95
Gouldsboro	Hancock	3,541	75 00	25 00	100 00	94 11
Grafton	Oxford	6,207	105 52	100 00	205 52	184 25
Grand Falls Pl.	Penobscot	438	7 45	2 48	9 93	No work.
Grand Isle	Aroostook	5,268	85 56	60 00	145 56	78 70
Grand Lake Stream Pl.	Washington	2,000	34 00	35 00	69 00	66 00
Gray	Cumberland	15,385	261 55	87 39	348 94	342 52
Greenbush	Penobscot	8,683	147 61	49 31	196 92	172 02
Greene	Androscoggin	9,488	161 30	91 15	252 45	252 43
Greenfield	Penobscot	9,600	163 20	54 52	217 72	86 05
Greenville	Piscataquis	4,328	75 00	24 58	99 58	54 13
Greenwood	Oxford	5,106	86 80	29 00	115 80	107 75
Guilford	Piscataquis	8,339	141 76	50 00	191 76	106 50
Hallowell	Kennebec	1,010M.	30 30	5 73	36 03	36 03
Hamlin Pl.	Aroostook	2,680	45 56	15 22	60 78	No work.
Hammond Pl.	Aroostook	1,475	25 08	8 37	33 45	No work.
Hampden	Penobscot	13,747.5	233 71	150 00	383 71	380 31
Hancock	Hancock	5,652	96 08	50 00	146 08	132 25
Hanover	Oxford	3,866	75 00	35 00	110 00	27 00
Harmony	Somerset	3,866	75 00	93 40	168 40	168 40
Harpswell	Cumberland	10,260	174 42	100 00	274 42	228 35
Harrington	Washington	3,880	65 96	22 03	87 99	70 75
Harrison	Cumberland	13,639	231 86	90 00	321 86	287 25
Hartford	Oxford	7,902	134 33	100 00	234 33	207 75
Hartland	Somerset	1,419M.	5,064	128 66	100 00	228 66
Haynesville	Aroostook	6,763	114 97	38 41	153 38	130 33
Hebron	Oxford	2,020	75 00	11 47	86 47	53 97
Hermon	Penobscot	13,740	233 58	78 04	311 62	119 04
Hersey	Aroostook	9,243	157 13	52 50	209 63	158 38
Highland Pl.	Somerset	2,516	75 00	75 00	150 00	149 85
Hiram	Oxford	4,550	77 35	75 94	153 29	138 93
Hodgdon	Aroostook	6,349	107 93	75 51	183 44	183 44
Holden	Penobscot	10,357	276 42	58 83	335 25	335 25
Hollis	York	5,060	86 02	50 00	136 02	128 74
Hope	Knox	2,970	75 00	100 00	175 00	157 60
Houlton	Aroostook	1,787	285 38	100 00	385 38	288 00
Howland	Penobscot	7,895	134 22	75 00	209 22	98 50
Hudson	Penobscot	3,195	54 32	40 00	94 32	53 00
Hurricane Isle	Knox		No roads			
Industry	Franklin	10,750	182 75	61 06	243 81	128 85
Island Falls	Aroostook	9,285	157 85	52 73	210 58	206 28
Isle au Haut	Hancock	22 90	75 00	25 00	100 00	92 75
Isleboro	Waldo	4,578	77 83	90 00	167 83	155 79
Jackman Pl.	Somerset	10,280	174 76	58 39	233 15	No work.

TABLE VIII.
State Aid Maintenance—Continued.

TOWN.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Jackson.....	Waldo.....	3,539	75 00	30 00	105 00	33 65
Jay.....	Franklin.....	5,800	200 60	52 25	252 85	151 67
Jefferson.....	Lincoln.....	15,880	269 96	90 19	360 15	209 72
Jerusalem Twp.....	Franklin.....	420	-	-	-	No work.
Johnson Mt. Twp.....	Somerset.....	1,550	-	-	-	No work.
Jonesboro.....	Washington.....	9,000	153 00	51 12	204 12	154 23
Jonesport.....	Washington.....	6,415	109 06	36 43	145 49	Payrolls not recd.
Kenduskeag.....	Penobscot.....	7,636	129 81	75 00	204 81	165 37
Kennebunk.....	York.....	-	-	State Highway "A",	-	-
Kennebunkport.....	York.....	-	-	State Highway "A",	-	-
Kingfield.....	Franklin.....	12,320	209 44	75 00	284 44	150 51
Kingman.....	Penobscot.....	5,920	100 64	50 00	150 64	131 97
Kingsbury Pl.....	Piscataquis.....	450	7 65	2 55	10 20	No work.
Kittery.....	York.....	1,050M.	31 50	5 96	37 46	37 46
Knox.....	Waldo.....	12,677	215 51	73 99	289 50	289 50
Lagrange.....	Penobscot.....	7,534	128 08	50 00	178 08	125 72
Lakeville Pl.....	Penobscot.....	4,704	79 97	26 71	106 68	97 00
Lamoine.....	Hancock.....	6,637	112 83	75 00	187 83	117 90
Lang Pl.....	Franklin.....	7,637	129 83	43 37	173 20	73 75
Lebanon.....	York.....	6,240	106 08	35 44	141 52	128 66
Lee.....	Penobscot.....	11,243	191 13	180 00	371 13	256 81
Leeds.....	Androscoggin.....	9,286	157 86	52 74	210 60	180 00
Letter E Twp.....	Franklin.....	495	-	-	-	No work.
Levant.....	Penobscot.....	9,378	159 43	100 00	259 43	144 85
Lewiston.....	Androscoggin.....	2,162	36 75	12 28	49 03	49 00
Lexington Pl.....	Somerset.....	3,858	75 00	21 91	96 91	55 88
Liberty.....	Waldo.....	5,939	100 96	33 73	134 69	101 05
Limerick.....	York.....	6,450	109 65	45 00	154 65	150 00
Limestone.....	Aroostook.....	8,050	136 85	45 72	182 57	101 00
Limington.....	York.....	4,807	81 72	27 30	109 02	81 00
Lincoln.....	Penobscot.....	36,270	616 59	300 00	916 59	905 14
Lincoln Pl.....	Oxford.....	6,757	114 97	75 00	189 97	133 13
Lincolnville.....	Waldo.....	7,195	122 32	60 00	182 32	91 56
Linneus.....	Aroostook.....	5,529	93 99	50 00	143 99	143 49
Lisbon.....	Androscoggin.....	9,500	161 50	200 88	362 38	362 38
Litchfield.....	Kennebec.....	7,609	129 35	50 00	179 35	178 88
Littleton.....	Aroostook.....	200M. 5,850	105 45	100 00	205 45	194 13
Livermore.....	Androscoggin.....	6,955	129 04	60 00	189 04	169 00
Lovell.....	Oxford.....	7,891	134 15	90 00	224 15	224 00
Lowell.....	Penobscot.....	3,633	75 00	20 63	95 63	86 55
Lubec.....	Washington.....	14,976	254 59	240 00	494 59	478 05
Ludlow.....	Aroostook.....	4,988	84 80	75 00	159 80	153 37
Lyman.....	York.....	5,791	98 45	32 89	131 34	131 34
Machias.....	Washington.....	11,046	187 78	191 55	379 33	379 33
Machiasport.....	Washington.....	8,330	141 61	59 04	200 65	200 65
Macwahoc Pl.....	Aroostook.....	12,600	214 20	71 56	285 76	208 74
Madawaska.....	Aroostook.....	4,250	75 00	24 14	99 14	80 75
Madison.....	Somerset.....	1,050	75 00	75 00	150 00	Payrolls not recd.
Madrid.....	Franklin.....	9,015	153 26	75 00	228 26	142 23
Magalloway Pl.....	Oxford.....	5,035	85 60	75 00	160 60	130 37
Manchester.....	Kennebec.....	5,925	100 73	35 15	135 88	135 88
Mapleton.....	Aroostook.....	3,762	75 00	60 00	135 00	124 42
Marisville.....	Hancock.....	2,270	75 00	12 89	87 89	84 40
Marion.....	Washington.....	2,227	75 00	13 00	88 00	88 00
Marshfield.....	Washington.....	4,285	75 00	75 00	150 00	134 64
Mars Hill.....	Aroostook.....	7,725	131 33	60 00	191 33	124 50

TABLE VIII.
State Aid Maintenance—Continued.

Town.	County.	Grave—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Masardis.....	Aroostook.....	2,045	75 00	75 00	150 00	99 50
Mason.....	Oxford.....	2,792	75 00	15 86	90 86	78 00
Mattamiscontis Twp.	Penobscot.....	500	-	-	-	-
Mattawamkeag.....	Penobscot.....	8,877	150 91	50 42	201 33	70 87
Maxfield.....	Penobscot.....	11,029	187 49	62 64	250 13	161 24
Mayfield Pl.....	Somerset.....	60	-	-	-	No work.
Mechanic Falls.....	Androscoggin.....	8,778	149 23	62 67	211 90	211 90
Meddybemps.....	Washington.....	8,900	151 30	50 55	201 85	148 92
Medford.....	Piscataquis.....	3,798	75 00	21 57	96 57	38 69
Medway.....	Penobscot.....	6,847	116 40	38 89	155 29	96 25
Mercer.....	Somerset.....	4,060	75 00	30 00	105 00	75 84
Merrill.....	Aroostook.....	3,862	75 00	46 00	121 00	121 00
Mexico.....	Oxford.....	7,275	123 68	49 32	173 00	173 00
Milbridge.....	Washington.....	8,917	151 59	150 00	301 59	301 59
Milford.....	Penobscot.....	5,310	90 27	75 00	165 27	No work.
Millinocket.....	Penobscot.....	-	-	All compact.	-	-
Milo.....	Piscataquis.....	8,070	137 19	45 83	183 02	162 03
Milton Pl.....	Oxford.....	1,687	75 00	25 00	100 00	97 26
Minot.....	Androscoggin.....	4,183	75 00	25 00	100 00	96 50
		1,685M.				
Monmouth.....	Kennebec.....	3,320	106 99	100 00	206 99	180 25
Monroe.....	Waldo.....	8,037	136 63	50 00	186 63	134 30
Monson.....	Piscataquis.....	7,840	133 28	45 00	178 28	105 25
		600M.				
Monticello.....	Aroostook.....	4,170	88 89	75 00	163 89	119 75
Montville.....	Waldo.....	7,150	121 55	61 00	182 55	137 20
Moose River Pl.....	Somerset.....	8,159	138 70	75 00	213 70	138 45
Moro Pl.....	Aroostook.....	5,556	94 45	31 55	126 00	124 00
Morrill.....	Waldo.....	5,940	100 98	60 00	160 98	67 03
Moscov.....	Somerset.....	350	75 00	50 00	125 00	111 13
Mt. Chase.....	Penobscot.....	4,562	77 55	30 00	107 55	89 00
		1,000M.				
Mt. Desert.....	Hancock.....	5,829	129 09	63 73	192 82	192 82
Mt. Vernon.....	Kennebec.....	10,102	171 73	125 00	296 73	156 46
Moxie Gore.....	Somerset.....	2,550	-	-	-	No work.
Naples.....	Cumberland.....	13,197	224 35	160 00	324 35	321 85
Newburg.....	Penobscot.....	15,579 5	264 85	75 00	339 85	134 97
Newcastle.....	Lincoln.....	5,750	97 75	50 00	147 75	No work.
Newfield.....	York.....	3,500	75 00	30 00	105 00	89 45
New Gloucester.....	Cumberland.....	17,170	291 89	97 53	389 42	247 33
New Limerick.....	Aroostook.....	4,480	76 16	30 00	106 16	106 00
Newport.....	Penobscot.....	9,366	159 22	100 00	259 22	200 65
New Portland.....	Somerset.....	14,370	244 29	81 62	325 91	No work.
Newry.....	Oxford.....	7,088	120 50	40 26	160 76	127 36
New Sharon.....	Franklin.....	9,090	154 53	80 00	234 53	154 15
New Sweden.....	Aroostook.....	9,748	165 72	100 00	265 72	102 00
New Vineyard.....	Franklin.....	4,980	84 66	28 28	112 94	No work.
Nobleboro.....	Lincoln.....	9,779	166 24	60 00	226 24	225 10
		1,286M.				
Norridgewock.....	Somerset.....	3,627	100 24	75 00	175 24	152 90
North Berwick.....	York.....	4,421M.	132 63	65 00	197 63	197 63
Northfield.....	Washington.....	5,680	96 56	37 50	134 06	127 80
North Haven.....	Knox.....	3,699	75 00	85 00	160 00	134 11
Northport.....	Waldo.....	12,060	205 02	68 50	273 52	127 51
North Yarmouth.....	Cumberland.....	7,170	121 89	50 00	171 89	171 66
Norway.....	Oxford.....	7,865	133 71	44 67	178 38	178 38
No. 6, No. of Weld.....	Franklin.....	1,251	21 27	7 11	28 38	28 07
No. 7, So. Div.....	Hancock.....	1,555	-	-	-	No work.
No. 8 Pl.....	Hancock.....	116	1 97	65	2 62	No work.
No. 9, So. Div.....	Hancock.....	375	-	-	-	No work.
No. 10, So. Div.....	Hancock.....	75	-	-	-	No work.

TABLE VIII.
State Aid Maintenance—Continued.

TOWN.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
No. 21 Pl.	Hancock	4,483	76 21	30 00	106 21	105 88
No. 22, M. Div.	Hancock	575	-	-	-	No work.
No. 28, M. Div.	Hancock	770	-	-	-	No work.
No. 33 Pl.	Hancock	2,450	41 65	13 91	55 56	37 80
No. 14 Pl.	Washington	612	-	-	-	No work.
No. 18, Ea. Div.	Washington	212	-	-	-	No work.
No. 19, Ea. Div.	Washington	750	-	-	-	No work.
No. 24, Mid. Div.	Washington	775	-	-	-	No work.
No. 29, Mid. Div.	Washington	500	-	-	-	No work.
No. 30, Mid. Div.	Washington	865	-	-	-	No work.
No. 31, Mid. Div.	Washington	2,550	-	-	-	No work.
Oakfield	Aroostook	10,209	173 55	60 00	233 55	213 20
Oakland	Kennebec	5,158	87 69	29 29	116 98	82 85
Old Orchard.	York	6,327	107 56	113 85	221 41	221 41
Old Town.	Penobscot	2,570M.	77 10	14 59	91 69	79 23
Orient	Aroostook	5,391	91 65	50 00	141 65	84 37
Orland.	Hancock	15,623	265 59	200 00	465 59	197 25
Orneville.	Piscataquis	4,990	84 83	30 00	114 83	93 22
Orono	Penobscot	4,045	75 00	22 97	97 97	97 24
Orrington.	Penobscot	2,700	75 00	30 05	105 05	105 05
Otis.	Hancock	4,263	75 00	30 00	105 00	105 00
Otisfield	Cumberland	11,891	202 15	90 00	292 15	290 63
Oxford.	Oxford.	9,975	169 58	100 00	269 58	227 84
Palermo	Waldo	3,998	75 00	22 70	97 70	63 80
Palmyra	Somerset	6,797	115 55	38 60	154 15	53 10
Paris	Oxford.	10,565	179 61	200 00	379 61	379 52
Farman.	Piscataquis	2,118	75 00	12 03	87 03	74 95
Parlin Pond, T p. No.3,						
R. 7.	Somerset	2,950	-	-	-	No work.
Parsonsfield	York	8,333	141 66	50 00	191 66	190 94
Passadumkeag.	Penobscot	6,676	113 49	37 91	151 40	74 50
		6,721M.				
Patten.	Penobscot	733	214 09	50 00	264 09	259 70
Pembroke.	Washington	5,038	85 65	30 00	115 65	115 65
Penobscot.	Hancock	8,980	152 66	60 00	212 66	189 37
Perham.	Aroostook	7,750	131 75	50 00	181 75	134 00
Perkins.	Sagadahoc	-	-	-	-	No r'ds.
Perkins Twp.	Franklin	3,650	62 05	20 73	82 78	Payrolls not recd.
Perry.	Washington	9,340	158 78	53 05	211 83	158 70
Peru.	Oxford.	2,535	75 00	60 00	135 00	123 67
Phillips.	Franklin	15,589	265 01	200 00	465 01	271 25
Phippsburg.	Sagadahoc.	3,700	75 00	30 00	105 00	94 69
Pittsfield.	Somerset	8,466	143 92	99 69	243 61	199 38
Pittston.	Kennebec	8,990	152 83	51 06	203 89	150 00
Pleasant Ridge Pl.	Somerset	340	-	-	-	No work.
Plymouth.	Penobscot	5,399	91 78	100 00	191 78	148 59
Poland.	Androscoggin	20,150	342 55	240 00	582 55	426 63
Portage Lake Pl.	Aroostook	5,700	96 90	32 37	129 27	126 25
Porter.	Oxford	4,930	83 81	30 00	113 81	113 62
Portland.	Cumberland	-	-	-	-	All com pact port ion.
Pownal.	Cumberland	7,250	123 25	41 18	164 43	133 44
Prentiss.	Penobscot	7,290	123 93	41 40	165 33	73 87
Presque Isle.	Aroostook	6,815	115 86	102 04	217 90	217 90
Princeton.	Washington	6,261	106 44	35 56	142 00	101 57
Prospect.	Waldo	11,000	187 00	100 00	287 00	283 55
		128M.				
Randolph.	Kennebec	4,274	76 50	50 00	126 50	101 75
Rangeley.	Franklin	3,696	75 00	106 13	181 13	181 13
Rangeley Pl.	Franklin	5,621	95 56	150 00	245 56	245 56
Raymond.	Cumberland	12,490	212 33	70 94	283 27	194 46

TABLE VIII.
State Aid Maintenance—Continued.

Town.	County	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Readfield	Kennebec	9,193	156 28	104 55	260 83	260 83
Reed Pl.	Aroostook	3,115 800M.	52 96	30 00	82 96	82 94
Richmond	Sagadahoc	7,720	155 24	100 00	255 24	255 24
Ripley	Somerset	2,401	75 00	50 00	125 00	115 73
Robbinston	Washington	9,295	158 02	60 00	218 02	148 75
Rockland	Knox	6,958	118 29	39 52	157 81	112 04
Rockport	Knox	3,081	52 38	17 50	69 88	7 50
Rome	Kennebec	8,831	150 13	50 16	200 29	77 88
Roque Bluffs	Washington	9,325	158 53	52 96	211 49	83 48
Roxbury	Oxford	4,780	81 26	27 15	108 41	108 41
Rumford	Oxford			State Highway	"O"	
Saco	York			State Highway	"A"	compact.
St. Agatha	Aroostook	2,500	42 50	30 00	72 50	67 75
St. Albans	Somerset	6,731	114 43	60 00	174 43	130 70
St. Francis Pl.	Aroostook	9,255	157 34	52 56	209 90	25 00
St. George	Knox	8,442	163 53	90 00	253 53	252 98
St. John Pl.	Aroostook	8,029	136 49	45 60	182 09	182 00
Salem	Franklin	3,250	75 00	18 46	93 46	31 00
Sandy River Pl.	Franklin	4,850	82 45	51 42	133 87	133 87
Sandy Bay Twp. 5, R. 3	Somerset	4,400				No work.
		3,675M.				
Sanford	York	9,100	264 95	500 00	764 95	654 61
Sangerville	Piscataquis	2,590	75 00	50 00	125 00	49 68
Scarborough	Cumberland			State Highway	"A"	
Searsmont	Waldo	7,882	133 99	50 00	183 99	127 74
Searsport	Waldo	10,323	175 49	100 00	275 49	255 34
Sebago	Cumberland	1,615	75 00	20 00	95 00	94 63
Sebec	Piscataquis	2,800	75 00	35 00	110 00	71 84
Sebouis Pl.	Penobscot	6,501				No work.
Sedgwick	Hancock	10,164	172 79	100 00	272 79	272 00
Shapleigh	York	8,238 668M.	140 05	120 00	260 05	200 85
Sherman	Aroostook	5,080	106 40	77 90	184 36	184 30
Shirley	Piscataquis	6,930	117 81	39 36	157 17	87 88
Sidney	Kennebec	4,408	75 00	30 00	105 00	72 76
Silver Ridge Pl.	Aroostook	4,348	75 00	24 69	99 69	84 80
		2,800M.				
Skowhegan	Somerset	9,400	243 80	480 00	723 80	86 12
Smithfield	Somerset	9,603	163 25	60 00	223 25	223 25
Smyrna	Aroostook	8,965	152 40	100 00	252 40	117 05
Solon	Somerset	5,450	92 65	30 95	123 60	102 12
Somerville	Lincoln	7,446	126 58	42 29	168 87	63 75
Sorrento	Hancock	3,781	75 00	25 00	100 00	100 00
South Berwick	York			All compact.		
Southport	Lincoln	6,415	109 06	36 44	145 50	108 77
South Portland	Cumberland	1,165M.	34 95	6 62	41 57	No work.
South Thomaston	Knox	7,631	129 73	43 34	173 07	83 40
Southwest Harbor	Hancock	4,000	75 00	30 00	105 11	105 11
Springfield	Penobscot	4,474	76 06	75 00	151 06	Payrolls not recd.
Stacyville Pl.	Penobscot	2,752	75 00	102 00	177 00	177 00
		3,700M.				
Standish	Cumberland	4,590	189 03	60 00	249 03	249 03
Starks	Somerset	4,861	82 64	75 00	157 64	88 05
Stetson	Penobscot	7,342	124 81	41 70	166 51	48 25
Steuben	Washington	8,020	136 34	45 55	181 89	156 23
Stockholm Pl.	Aroostook	850	14 45	4 82	19 27	19 27
Stockton Springs	Waldo	9,445	160 57	100 00	260 57	92 50
Stoneham	Oxford	4,816	81 87	34 45	116 32	94 66
Stonington	Hancock	4,294	75 00	60 00	135 00	128 02

TABLE VIII.
State Aid Maintenance—Continued.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Stow	Oxford	13,500	229 50	90 00	319 50	100 75
Strong	Franklin	4,451	75 67	25 28	100 95	80 97
Sullivan	Hancock	4,189	75 00	75 00	150 00	122 84
Sumner	Oxford	8,310	141 27	100 00	241 27	241 27
Surry	Hancock	12,785	217 35	75 00	292 35	215 56
Swan's Island	Hancock	3,906	75 00	25 00	100 00	100 00
Swanville	Waldo	13,005	221 09	73 87	294 96	226 80
Sweden	Oxford	13,475	229 08	76 54	305 62	214 74
Talmadge	Washington	2,831	48 13	16 08	64 21	12 75
Temple	Franklin	4,742	80 61	60 00	140 61	133 70
The Forks Pl.	Somerset	1,030	-	-	-	No work.
Thomaston	Knox	4,172	90 81	150 00	240 81	239 25
Thordike	Waldo	10,976	186 59	175 00	361 59	347 74
Topsfield	Washington	6,304	107 17	35 80	142 97	135 00
		4,772M.				
Topsham	Sagadahoc	7,655	273 30	70 58	343 88	186 90
Tremont	Hancock	2,750	75 00	100 00	175 00	127 25
Trenton	Hancock	3,640	Covered by State Highway			"M"
Trescott	Washington	4,405	75 00	25 02	100 02	90 20
Troy	Waldo	6,564	111 59	100 00	211 59	53 64
Turner	Androscoggin	13,738	233 54	75 00	308 54	308 54
Union	Knox	4,475	76 08	60 42	136 50	136 50
Unity	Waldo	6,590	112 03	50 00	162 03	161 00
Unity Pl.	Kennebec	1,283	21 81	25 00	46 81	No work.
Upton	Oxford	3,888	75 00	50 00	125 00	84 00
Van Buren	Aroostook	5,762	97 95	50 00	147 95	139 95
Vanceboro	Washington	14,380	244 46	81 67	326 13	244 00
Vassalboro	Kennebec	11,005	187 09	68 85	255 94	255 94
Veazie	Penobscot	-	-	-	-	No road.
Verona	Hancock	8,150	138 55	46 29	184 84	184 84
Vienna	Kennebec	16,704	283 97	94 88	378 85	224 69
Vinalhaven	Knox	3,058	75 00	45 00	120 00	108 40
Wade Pl.	Aroostook	2,445	41 57	41 43	83 00	83 00
Waite	Washington	3,225	54 83	18 32	73 15	58 00
Waldo	Waldo	7,417	126 09	60 00	186 09	185 10
Waldoboro	Lincoln	2,607M.	78 21	38 29	116 50	116 50
Wales	Androscoggin	4,195	75 00	25 00	100 00	29 05
Wallagrass Pl.	Aroostook	3,642	61 91	20 68	82 59	81 91
Waltham	Hancock	5,575	94 78	31 67	126 45	90 70
Warren	Knox	8,665	147 31	49 21	196 52	59 99
Washburn	Aroostook	6,905	117 39	75 00	192 39	184 23
Washington	Knox	6,092	103 56	74 69	178 25	178 25
Washington Twp.	Franklin	Not complete				
Waterboro	York	7,182	122 09	40 79	162 88	49 25
Waterford	Oxford	8,354	142 02	75 00	217 02	138 68
Waterville	Kennebec	10,850	184 45	61 62	246 07	No work.
Wayne	Kennebec	4,218	75 00	30 00	105 00	104 89
		980M.				
Webster	Androscoggin	7,426	155 64	66 00	215 64	215 64
Webster Pl.	Penobscot	3,081	52 38	50 00	102 38	102 36
Weld	Franklin	11,287	191 88	101 90	293 78	293 78
Wellington	Piscataquis	4,330	75 00	30 00	105 00	80 45
Wells	York			State Highway "A"		
Wesley	Washington	5,410	91 97	30 72	122 69	104 96
West Bath	Sagadahoc	4,850	82 45	30 00	112 45	110 50
Westbrook	Cumberland			All compact portion.		
Westfield Pl.	Aroostook	5,780	98 26	75 00	173 26	165 50
West Forks Pl.	Somerset	1,500	-	-	-	No work.
West Gardiner	Kennebec	5,291	89 94	100 00	189 94	106 79
Weston	Aroostook	5,767	98 04	50 00	148 04	143 82

TABLE VIII.
State Aid Maintenance—Concluded.

Town.	County.	Gravel—lineal feet.	State apportionment.	Town appropriation.	Joint fund.	Amount expended.
Westport.....	Lincoln.....	3,630	75 00	20 62	95 62	71 50
Whitefield.....	Lincoln.....	5,559	94 50	100 00	194 50	Payrolls. not recd.
Whiting.....	Washington.....	6,170	104 89	35 04	139 93	72 72
Whitneyville.....	Washington.....	3,397	75 00	30 00	105 00	105 00
Williamsburg.....	Piscataquis.....	3,397	75 00	30 00	105 00	65 60
Willimantic.....	Piscataquis.....	5,530	94 01	31 41	125 42	60 95
		1,810M.				
Wilton.....	Franklin.....	8,097	191 95	100 00	291 95	176 22
Windham.....	Cumberland.....	16,616	282 47	193 86	476 33	476 33
Windsor.....	Kennebec.....	15,020	255 34	100 55	355 89	355 89
Winn.....	Penobscot.....	2,286	75 00	126 75	201 75	201 75
Winslow.....	Kennebec.....	4,200	71 40	100 00	171 40	No work.
Winter Harbor.....	Hancock.....	4,642	78 91	100 00	178 91	174 00
Winterport.....	Waldo.....	15,493	263 38	180 00	443 38	428 77
Winthrop.....	Kennebec.....	5,775	98 10	65 00	163 10	92 56
Wiscasset.....	Lincoln.....	5,565	94 61	79 44	174 05	174 05
Woodland.....	Aroostook.....	5,293	89 98	100 12	190 10	190 10
Woodstock.....	Oxford.....	10,047	170 80	154 16	324 96	324 96
Woodville.....	Penobscot.....	5,580	94 86	31 69	126 55	No work.
Woolwich.....	Sagadahoc.....	4,812	81 80	27 33	109 13	79 05
Wyman Twp. No. 4,R.3	Franklin.....		No work.			
Yarmouth.....	Cumberland.....	6,660	113 22	98 58	211 20	211 80
York.....	York.....	7,615	129 46	43 25	172 71	172 71
		135305M				
Grand totals.....		3,286,412	59949 50	31667 17	91616 67	69721 87

TABLE VIII.
State Highway Maintenance.

	No. of miles maintained.	State's part of cost.	Town's part of cost.	Total amount expended.
	STATE HIGHWAY "A".			
Kittery.....	4.31	\$ 715 30	\$258 60	\$ 973 90
York.....	6.78	2,694 41	435 21	3,129 62
Wells.....	6.91	458 18	414 60	872 78
Kennebunk.....	2.74	1,060 44	164 40	1,224 84
Kennebunkport.....	4.05	1,138 27	243 00	1,381 27
Scarboro.....	2.39	479 90	143 46	623 36
South Portland.....	2.31	287 40	138 60	426 00
	STATE HIGHWAY "D".			
Rockland.....	.875	514 24	52 53	566 77
Rockport.....	4.5	510 20	270 00	780 20
	STATE HIGHWAY "C".			
Rumford.....	2.0	5,000 00	2,000 00	6,823 04
Totals.....	36.865	\$12,858 34	\$4,120 40	\$16,801 78

SPECIAL RESOLVE WORK.

Following are brief descriptions of work done under special resolves.

AMITY.

Resolved, that there be and hereby is appropriated the sum of three hundred dollars (\$300) for the purpose of repairing a bridge across Davis stream in the town of Amity; said appropriation to be expended under the supervision of the State Highway Department.

The work consisted in building one concrete abutment to the bridge across Davis stream. The size of the abutment is as follows: Footings 23 feet long, 7 feet wide, 2 feet deep. The abutment proper 21 feet 6 inches long, 5 feet 6 inches wide on bottom, 21 feet 4 inches long, 3 feet 10 inches wide on top. Height of abutment above footing 17 feet. The work was done by the town at a cost of \$296.50. The unexpended balance of \$350 was transferred to the General Fund.

CUTLER.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) to aid the town of Cutler in repairing its highways; said sum to be expended under the supervision of the State Highway Department.

This money was spent together with state aid money in building a section of road in the town of Cutler. The entire amount of the appropriation was expended on this work.

DRESDEN.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) to aid in the repair of bridges in the town of Dresden, viz: two hundred and fifty dollars (\$250) in the year one thousand nine hundred and thirteen, and two hundred and fifty dollars (\$250) in the year one thousand nine

hundred and fourteen, provided the town of Dresden appropriate five hundred dollars (\$500) for the same purpose; both sums to be expended under the supervision of the State Highway Department.

The work consisted in replanking draw bridges in the town.

Total expenditure	\$555 68
State's part	250 00
Appropriated by town.....	250 00
Additional cost to town.....	55 68

The unexpended balance from 1913, amounting to \$20.88, was transferred December 31, 1914 to General Fund.

ELLIOTSVILLE PL.

Resolved, that there be and hereby is appropriated the sum of two hundred dollars to aid in the repair of the road leading from Wilson bridge in the plantation of Elliotsville in Piscataquis County, to the Bodfish Valley Farm, so-called, near the head of Lake Onowa; the said sum to be expended under the direction of the State Highway Department.

This work was done under the supervision of H. S. Towne, State Aid Road Inspector, Mr. C. C. Hill, Guilford, Maine, acting as foreman. The total cost of the work, including inspection was \$201.02. The work consisted of repairing the worst sections of the road.

Total cost of work.....		\$201 02
Appropriated by state.....	\$200 00	
Cost to town.....	1 02	

ENFIELD-HOWLAND.

Resolved, that there be and hereby is appropriated the sum of six hundred dollars (\$600) in the year nineteen hundred and thirteen and five hundred dollars (\$500) in the year nineteen hundred and fourteen, for the repair of the bridge across the Penobscot River between the towns of Enfield and Howland, provided there be appropriated by the towns of Enfield and Howland or otherwise, the same amounts for the same purpose; both sums to be expended under the supervision of the state highway department.

The work done in 1914 consisted in painting this bridge. The work was done by the town by day labor, with Leslie A. Faloon and Fred York in charge.

Labor	\$623 12	
Materials	434 47	
		<hr/>
Total cost		\$1,057 59
State paid	500 00	
Cost to town of Enfield.....	274 37	
Cost to town of Howland.....	283 22	
		<hr/>
		\$1,057 59

FORT KENT-ST. FRANCIS.

Resolved, that there be and hereby is appropriated the sum of fifteen thousand dollars to be available in the year nineteen hundred fourteen, for the purpose of aiding in the construction of a highway bridge across the St. John River between some point within the limits of the Fort Kent village corporation in Fort Kent in the county of Aroostook and the state of Maine and the parish of St. Francis in the county of Madawaska and province of New Brunswick. Provided, that the county of Aroostook appropriates five thousand dollars in the year nineteen hundred thirteen and five thousand dollars in the year nineteen hundred and fourteen, and that the town of Fort Kent appropriates twenty-five hundred dollars in the year nineteen hundred and thirteen and twenty-five hundred dollars in the year nineteen hundred fourteen, all for the same purpose; provided further that the expenditure of this amount shall not be made unless the Dominion of Canada or the province of New Brunswick appropriates the sum of thirty thousand dollars to be expended for the construction of said bridge.

Said appropriation shall be expended under the direction of the state commissioner of highways, who, acting in concert with such person or persons as may be designated by the Dominion of Canada or the province of New Brunswick shall have charge of the construction of said bridge.

Plans and specifications were made up by E. E. Greenwood, C. E., of Skowhegan, and proposals were to be sent for bids

on the work. At this time the engineers representing the Canadian Government decided that they could not accept the location. As it was getting late in the season the idea of doing the work this fall was abandoned, and the money was carried over to be made available in 1915.

Apportionment	\$15,000 00
Paid for engineering, E. E. Greenwood	\$300 00
Balance carried over to 1915.....	\$14,700 00
Balance from town, county, and Dominion of Canada	45,000 00
Total unexpended balance.....	59,700 00

FRANKLIN TO CHERRYFIELD.

Resolved, that there be and hereby is appropriated the sum of two thousand dollars (\$2,000) to be expended under the direction of the State Highway Department in the permanent improvement of the main highway in townships number nine and ten in Hancock County, said highway leading from the town of Franklin in Hancock County to the Town of Cherryfield in Washington County.

The work was placed in charge of Hilliard C. Schoppe of Cherryfield, Maine, and he has prosecuted same in a very efficient manner.

On August 13, 1914, the commission apportioned \$1,000.00 and cost of culverts from the maintenance fund, for further work in Townships 9 and 10.

The work consisted in replacing about 10 miles of road, clearing right of way, providing drainage and resurfacing the worst places. Most of the work was done on Catherine's Hill.

Total amount expended	\$3,346 32
Apportioned by State, special resolve..	\$2,000 00
Apportioned by commission, Maintenance Fund	1,346 32

GARDINER AND RANDOLPH.

Resolved, that there be, and hereby is, appropriated the sum of one thousand dollars (\$1,000) for the year one thousand nine hundred and thirteen, only, for the purpose of repairing the bridge connecting the city of Gardiner and the town of Randolph; provided that said city of Gardiner and town of Ran-

dolph appropriated the sum of one thousand dollars (\$1,000) for the same purpose; both sums to be expended under the supervision of the State Highway Department.

Work consisted in repairing piers, repairing timbers under bridge and replanking and painting bridge.

Cost of repairs to piers.....	\$814 90	
Repairing timbers under bridge and replanking	1,139 39	
Materials for painting furnished by city of Gardiner	13 65	
General Waterproofing Co. of Boston, for painting bridge.....	2,076 60	
Total cost		\$4,044 54
State's apportionment	\$1,000 00	
Town of Randolph	250 00	
City of Gardiner.....	1,967 94	
Deficit	826 60	
		\$4,044 54

The amount paid by the city of Gardiner, \$1,967.94, was for general necessary repairs to the bridge, and the city claims this should be taken as an off-set to the requirement that they raise \$750.00.

The Committee on Ways and Bridges of the 1915 Legislature has reported favorably on a resolve making an appropriation for the further maintenance of this bridge, providing Gardiner and Randolph raise money for a joint fund and requiring the deficit to be paid out of this fund during 1915.

GLENBURN.

Resolved, that the sum of one thousand dollars (\$1,000) be and is hereby appropriated for the year nineteen hundred and thirteen from any unexpended balance now in the State treasury, for the permanent improvement and repair of "The New Kenduskeag Road" in the town of Glenburn in Penobscot County, to be expended under the supervision of the state highway department.

This work was prosecuted under the supervision of the state highway commission, Fred Getchell of Glenburn acting as foreman, and E. E. Smith, representing the Highway Commission as inspector.

Total length completed 2,000'		
Total width of completed road 28'		
Clearing right of way.....	\$30	85
Grading and filling.....	378	38
800' of stone base.....	208	70
2000' gravel surface 15' wide.....	240	00
Two metal culverts (30" x 38')		
(24" x 38')	244	02
	<hr/>	\$1,090 95
Appropriated by State.....	\$1,000	00
Additional amount furnished by town.	90	95

GRAFTON.

Resolved, that there be and hereby is appropriated the sum of two thousand dollars (\$2,000) to wit: one thousand dollars (\$1,000) in the year nineteen hundred thirteen and one thousand dollars (\$1,000) in the year nineteen hundred fourteen for the repair and permanent improvement of the highway leading through Grafton Notch, so-called, in the town of Grafton; said appropriation to be expended under the supervision of the State Highway Department.

The work was done under the supervision of the state highway commission, H. H. Hutchins of Rumford Maine, had charge of the construction work on a basis of cost plus 15%. 1,700 lineal feet of road 21 feet wide surfaced with gravel to a width of 15 feet, 280 lineal feet of V drain and four stone culverts 2 feet x 2 feet x 24 feet in length were installed.

Total cost of work	\$2,005	62
Unexpended balance from 1913	\$1,963	50
Paid from maintenance and administration fund		42 12

GRAND FALLS.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) to aid in building a bridge across Passadumkeag stream, in the plantation of Grand Falls, in the county of Penobscot, provided there be appropriated by the county of Penobscot, or otherwise, the sum of five hundred dollars (\$500) for the same purpose; both sums to be expended

in such manner as may be directed by the state highway department.

The state highway commission placed E. T. Hartwell Old Town, Maine in charge of the work, which consisted of rebuilding stone abutment and decking with three 20 inch I beams 65 lbs. to foot, spans 6 feet on center, 40 feet in length. The flooring consists of 4 inch spruce plank, which is railed with standard wood guard rail. State appropriated \$500.00, Horace B. Morrison of Bangor, donated \$500.00. Total amount raised \$1,000.

Balance from 1913, State.....	\$500 00	
Balance from 1913, H. B. Morrison...	446 45	
	<hr/>	\$946 45
Total cost of work		933 69
		<hr/>
Balance of State's money.....		\$12 76

INDIAN TOWNSHIP.

Resolved, that there be and hereby is appropriated the sum of fifteen hundred dollars (\$1,500) in the year nineteen hundred and thirteen and fifteen hundred dollars (\$1,500.00) in the year nineteen hundred and fourteen for the repair of roads and bridges in Indian Township, in the county of Washington; said appropriation to be expended under the supervision of the state highway department.

There was an unexpected balance on the 1913 apportionment amounting to \$33.43, which made the total amount available in 1914, \$1,533.43. This money together with an unexpended balance of \$1,127.50, which was brought over from the 1913 automobile fund was expended by A. L. Dawe, Princeton, Maine. The work consisted of widening the road a distance of 2100 feet with rock and gravel, constructing approximately 1060 feet of V drain and stone base and shaping and surfacing with gravel 15,840 lineal feet.

JACKMAN.

Resolved, that the sum of four thousand dollars (\$4,000) be, and hereby is, appropriated to aid in building a highway bridge

across Moose River in the plantation of Jackman, in the county of Somerset subject to the following provisions:

That the sum of two thousand dollars (\$2,000) shall be raised by the county of Somerset and two thousand dollars (\$2,000) shall be raised by the plantations of Jackman, Dennistown and Moose River in said county of Somerset; said two thousand dollars (\$2,000) to be raised in the plantations of Jackman, Dennistown and Moose River to be apportioned among said plantations according to their respective valuations; and said county of Somerset and said plantations of Jackman, Dennistown and Moose River are hereby authorized and required to raise the sum herein provided, for them to raise, by loan, taxation, or otherwise.

Provided, also, that abutments of said bridge shall be constructed of concrete; and the superstructure of steel, which shall be eighteen feet wide, exclusive of a sidewalk, which shall be eighteen feet wide, exclusive of a sidewalk, which shall be placed upon one side only of said bridge.

Provided, also, that the location and erection of said bridge shall be made by the county commissioners of Somerset county under the supervision of the state highway department.

The bridge built was of steel, 90 feet long, 20 feet roadway, and with one 6-ft. sidewalk. The abutments were concrete.

E. E. Greenwood designed the bridge. The contractors were: For the substructure, J. and J. T. Mullen, Bangor, Maine; for the superstructure, Canton Bridge Co., Groton, N. Y. Approved railings were built by the town. S. S. Bunker represented the state as inspector.

The abutments were built in the fall of 1913. The steel was placed early in 1914, and the bridge opened for traffic April 17, 1914.

The cost of the work follows:

Advertising for bids.....	\$31 38	
Substructure, J. & J. T. Mullen.....	2,796 97	
Superstructure, Canton Bridge Co.....	4,283 00	
Railing, etc., Jackman Pl.....	181 08	
Engineering, E. E. Greenwood.....	269 15	
Inspection, S. S. Bunker.....	151 40	
	<hr/>	\$7,712 98

Apportioned by State.....	\$4,000 00	
County of Somerset.....	2,000 00	
Jackman Plt.	823 00	
Moose River Plt.....	683 88	
Dennistown Plt.	493 78	
	<hr/>	\$8,000 66
Balance, December 31, 1914.....		\$287 68

LEXINGTON PL.

Resolved, that there be and hereby is appropriated the sum of one thousand dollars (\$1,000) to aid in the building of a bridge across Sandy stream on the "East" road, so called, in the plantation of Lexington and the county of Somerset, provided there be appropriated by said plantation of Lexington or otherwise the sum of one thousand dollars (\$1,000) for the same purpose; both sums to be expended under the supervision of the state highway department.

The bridge as built was of steel, 72 feet 6 inches long with a 14 feet roadway, resting on concrete abutments. The abutments were built by day labor, with George H. Dolbier as foreman.

The steel superstructure was furnished by the Penn Bridge Co., of Beaver Falls, Pa., under contract of July 29, 1914.

E. E. Greenwood of Skowhegan was engineer and inspector.

Cost of work:

Advertising for bids.....	\$5 62	
Abutments	865 66	
Steel Superstructure, Penn Bridge Co.	1,145 00	
Engineering and Inspection, E. E. Greenwood	143 55	
	<hr/>	\$2,159 83
Apportioned by State.....	\$1,000 00	
By Lexington Plt.....	1,000 00	
Deficit	159 83	
	<hr/>	\$2,159 83

An amount to cover this deficit has been raised by subscription among parties interested in the bridge.

MERRYMEETING BAY—BRIDGE.

An act of the 76th legislature provided for the construction of a bridge across Merrymeeting Bay, between the towns of Topsham and the city of Bath, by the county of Sagadahoc, the same to be operated as a toll bridge.

The sum of thirty thousand dollars was appropriated for the purpose of aiding the construction, fifteen thousand dollars of this appropriation to be available in 1913 and the balance in 1914.

This appropriation was made with the proviso that the city of Bath and towns of Topsham, Bowdoin, Bowdoinham, and Richmond should raise \$10,000.00 in proportion to their valuation. The county of Sagadahoc was to raise enough more money by issue of bonds to pay for the construction of the bridge.

The county commissioners divided the \$10,000.00 to be raised by the towns as follows:

City of Bath	\$6,487 83
Town of Topsham.....	1,584 18
Town of Richmond.....	1,028 87
Town of Bowdoinham.....	559 69
Town of Bowdoin.....	329 43
	————— \$10,000 00

Bath, Topsham, Bowdoinham, and Bowdoin made appropriations, but sent no money to State Treasury. The town of Richmond did not make the appropriation.

The State money, \$30,000.00 lapsed and was transferred to the General Fund.

MOOSE RIVER—ROCKWOOD.

Resolved, that there be and hereby is appropriated the sum of four thousand dollars (\$4,000) to aid in building a bridge across Moose River near its mouth, in the township of Rockwood, provided that the great Northern Paper Company shall appropriate four thousand dollars (\$4,000) for the same purpose. The location of said bridge shall be determined by, and the expenditure of both sums of money, shall be under the supervision of the state highway department.

Proposals were received for the construction of the bridge masonry and approaches and the contract was awarded to H. E. Reed of Skowhegan. His prices being \$8.50 per cu. yd. concrete, \$1.50 per cu. yd. wet excavation, 50c. per cu. yd. for earth filling. Contract for the steel superstructure was awarded to the Penn Bridge Co., of Beaver Falls, Penn. for the sum of \$6,370.00, they being the low bidders. Following is an itemized cost of the work:

285½ cu. yds. concrete masonry @ \$8.50	\$2,426 75	
23½ cu. yds. wet excavation @ \$1.50..	35 25	
784 cu. yds. earth filling @ \$.50.....	392 00	
		\$2,854 00
Steel superstructure		6,370 00
Engineering and inspection.....		534 45
Advertising		53 10
		\$9,811 55
Total cost		\$9,811 55
Paid by State of Maine	\$4,000 00	
Paid by Great Northern Paper Co.....	5,811 55	

Span of bridge 200 feet, total width of road-way 16 feet.

Resident engineer E. E. Greenwood, Skowhegan.

Inspector Harry U. Fuller, Portland, Maine.

MORO PLANTATION.

Resolved, that there be and hereby is appropriated the sum of twenty-five hundred dollars (\$2,500) to aid in rebuilding the lower bridge, so-called, in Moro Plantation, in the county of Aroostook, provided that there be raised and appropriated by the county of Aroostook, the plantation of Moro, and the town of Hersey, or otherwise, the sum of twenty-five hundred dollars (\$2,500) for the same purpose; both sums to be expended under the supervision of the State Highway Department.

Design reinforced concrete arch, clear span 50 feet, width of roadway 18 feet. The contract was awarded to The Sanders Contracting Co., Portland, Maine, for the sum of \$4,383.00.

The concrete work was completed Nov. 28, 1914, but owing to the cold weather the work will not be entirely completed

until spring. The amount of work complete to date is as follows:

220 yds. concrete in place @ \$12.50...	\$2,750 00	
11,110 lbs. steel in place @ \$.06.....	666 00	
325 yds. excavation including cofferdams and pumping @ \$2.00.....	650 00	
104 lineal ft. pipe rail @ \$1.00.....	104 00	
Total estimate of work completed....	—————	\$4,170 00
Expenditures to date are as follows:		
Sanders Contracting Company.....	\$3,500 30	
Engineering and inspection.....	280 13	
Advertising	6 19	
Total expenditures to date	—————	\$3,786 62
Paid by State.....	\$2,386 62	
Paid by Moro Plantation.....	750 00	
Paid by Hersey.....	650 00	
Total paid to date.....	—————	\$3,786 62

The county of Aroostook have raised the amount of \$1,000.00 as called for in the Resolve but have not as yet sent their money to the State Treasurer and the town of Hersey have raised their remaining \$100.00 but as yet they have not sent it to the State Treasurer.

NEW CANADA—BRIDGE.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) to aid in the construction of a bridge across Perley brook, so-called, in the plantation of New Canada, on the road leading from Fort Kent, to Caribou, in the plantation of New Canada, provided there be appropriated by the plantation of New Canada, or otherwise, the sum of five hundred dollars (\$500) for the same purpose; both sums to be expended under the supervision of the state highway department.

The work consisted in building a 4' x 4' concrete culvert at Perley Brook. The length of the culvert was 70 feet, as a deep fill must be placed on top to come up to the grade of road. This fill has not been made.

Cost of work:

Engineering, G. M. Hardison.....	\$33 00	
Work on plans, officer.....	3 53	
Inspection, F. O. Landgrane.....	54 46	
Construction	1,010 43	
	<hr/>	\$1,101 42
Paid by State	\$500 00	
Paid by town	601 42	

The work was done by Antoine Long, Fort Kent, Maine, for a commission of 5% of total cost. The inspector, F. O. Landgrane, reports that it is an excellent piece of construction.

NEW CANADA HIGHWAY.

Resolved, that there be and hereby is appropriated the sum of three hundred dollars to aid in building the road in New Canada Plantation in Aroostook County from the rear of the Damas Pelletier homestead to the Donat Soucier homestead as laid out by the assessors of said plantation in July nineteen hundred ten; said sum to be expended by the State Highway Commissioner or some person appointed by him.

The balance from 1913 amounted to \$287.29. The work consisted in grading and surfacing 1230 feet of road, building 300 feet of stone base, and placing a metal culvert 12" x 26'. Firmin Daigle was in charge of the work and F. O. Landgrane acted as inspector.

Total cost of work		\$303 76
Balance of special resolve apportionment	\$287 29	
Paid from "maintenance and administration"	16 47	

NORRIDGEWOCK.

Resolved, that there be and hereby is, appropriated the sum of fifteen hundred dollars (\$1,500) for the year 1914, to aid the town of Norridgewock in the repair of the covered bridge across the Kennebec river, in the town of Norridgewock, provided said town of Norridgewock appropriates the like sum of fifteen hundred dollars (\$1,500) for the same purpose; both sums to be expended under the direction of the State Highway Department.

The work consisted in laying a new metal roof on the covered bridge, rebuilding arches and repairing chords on the southerly span of this bridge. E. E. Greenwood was engineer and general superintendent.

Labor	\$1,350 14	
Materials	1,447 39	
Engineering and superintending.....	195 00	
Total cost of work	—————	\$2,992 53
Paid by State.....	\$1,492 53	
Paid by town	1,500 00	
	—————	\$2,992 53
Balance to General Fund		7 47
		—————
		\$3,000 00

OLD TOWN—MILFORD BRIDGE—EASTERLY SPAN.

Resolved, that there is hereby appropriated for the year nineteen hundred thirteen for the purpose of constructing that part of the Old Town and Milford bridge that connects the town of Milford with Treat and Webster island, so-called, the sum of sixty-two thousand four hundred dollars; said construction to be under the supervision of the state highway department, on such location as said department may determine.

This bridge was constructed of concrete, according to plans of Walter M. Denman, consulting engineer, Springfield, Mass. It is of five arch spans, of length, 65, 70, 75, 75, and 70 feet. The spandrel walls are of granite, the railing concrete. There is a 30 feet gravel roadway, and a 6 foot sidewalk.

The bridge is on a new location of highway, thereby avoiding two railroad crossings.

On Sept. 11, 1913, the contract was awarded to T. J. Hynes & Son of Wales, Mass., for \$39,500.00, with prices for extra work of \$14.50 per cubic yard for concrete, and \$1.00 per cubic yard for fill. The work was done during the winter and spring of 1913-14. During the summer of 1914 J. & J. T. Mullen of Bangor, Maine, built the approaches and guard railing by day labor.

The old wooden bridge was bought by John Connors, of Old Town for the sum of \$50.00.

H. H. Howe was resident engineer.

Apportioned by State.....	\$62,400	00
Received from sale of old bridge.....	50	00
	<hr/>	\$62,450 00
Advertising	\$36	25
Engineering and inspection.....	683	32
T. J. Hynes & Son.		
Contract	39,500	00
Excess concrete, 328.5 yds. @ \$14.50	4,763	25
Fill, 6,932.1 yds. @ \$1.00.....	6,932	10
J. & J. T. Mullen.....	3,488	65
Land damage.		
Maine Central R. R. Co.....	741	87
Charles L. Perkins.....	2,500	00
William H. Powell.....	1,800	00
John Connors, railing and gravel.....	1,132	33
Culverts, 18" x 50', 18" x 40'.....	103	50
Maine Central R. R. Track protection.	743	47
Balance unexpended	25	26
	<hr/>	\$62,450 00

OLD TOWN-MILFORD BRIDGE—LAND DAMAGE.

The 1913 Legislature authorized payment for land damages occurring by the change of grade and alignment of approaches to the Old Town-Milford bridge.

Notice was given, and hearings held April 7, the county commissioners awarded damages to the petitioning parties:

The cost:

Expenses of attorney general and assistant	\$32	13
Engineering and appraising.		
C. F. Pray	75	58
H. Hilliard	12	00
Louis Kirstein & Sons.....	62	50
Pearl & Dennett Co.....	62	50
Office expenses	14	28

Land damages awarded.

T. L. Chapman's Sons Co.....	5,000 00	
Wm. H. Powell, F. W. Knowlton....	800 00	
Ephriam C. Baldi.....	500 00	
A. Frances Perkins.....	500 00	
Ernest J. Boucher.....	300 00	
Annie L. Bassett.....	100 00	
Total cost in 1914.....	—————	\$7,458 99
Apportionment—balance from 1913,		
Dec. 31, 1914.....	\$9,981 59	
Balance transferred to general fund...	2,522 60	

OXBOW PLANTATION.

Resolved, that there be and hereby is appropriated the sum of twelve hundred dollars (\$1,200) to aid in constructing a bridge across the Umcolcus stream in Oxbow plantation, in the county of Aroostook; provided there be appropriated by Oxbow plantation in the county of Aroostook or otherwise, the sum of twelve hundred dollars (\$1,200) for the same purpose; both sums to be expended under the supervision of the state highway department.

The bridge as built is 52 feet long with an 18-foot roadway. The abutments are of concrete.

The contract for the abutments was awarded Sept. 8, 1914 to Van Tassel and Astel, of Houlton, Maine, for the unit price of \$7.50 per cubic yard of concrete. The Penn Bridge Company of Beaver Falls, Penn., had the contract for steel under date of July 29, 1914 for the sum of \$990.00.

The work was started August 28, 1914, and completed January 2, 1915. E. E. Greenwood did the engineering on superstructure. G. M. Hardison did survey work. E. H. Sprague was inspector.

Cost of work:

Office work on plans.....	\$1 15	
Engineering, G. M. Hardison.....	76 20	
Engineering, E. E. Greenwood.....	34 12	
Inspection, E. H. Sprague.....	163 03	
Van Tassel & Astel, 153.15 cu. yds. concrete @ \$7.50	1,148 63	
Penn Bridge Company, superstructure.	990 00	
	—————	\$2,413 13

State's apportionment	\$1,200 00	
County of Aroostook.....	1,200 00	
Maintenance and administration fund..	13 13	
	<hr/>	\$2,413 13

POSTAL ROADS.

The 1913 legislature apportioned \$20,000.00 for the construction of Postal Roads, in accordance with the provisions of the government apportionment of \$10,000.00.

This amount, \$20,000.00 was transferred to the State Highway loan fund and expended upon highway "C", Portland to Brunswick.

TRESCOTT.

Resolved, that there be and hereby is appropriated the sum of two hundred and fifty dollars (\$250) in the year nineteen hundred thirteen, and two hundred and fifty dollars (\$250) in the year nineteen hundred fourteen for the purpose of repairing the highways in the town of Trescott in Washington county; both sums to be expended under the supervision of the state highway department.

The work was done by the town, with John Pressley in charge. The road was graded and surfaced with gravel for a length of 463 feet from the Lubec town line. A sixteen-inch metal culvert 24 feet long was laid. John V. Whitten was inspector.

Cost:

Labor	\$190 00	
Materials	60 00	
Inspection	4 25	
	<hr/>	\$254 25
State's appropriation	\$250 00	
Cost to town	4 25	
	<hr/>	\$254 25

VERONA.

Resolved, that there be and hereby is appropriated the sum of fifteen hundred dollars (\$1,500) to aid the town of Verona in reconstructing a bridge across the eastern thoroughfare of the

Penobscot river, provided that there be appropriated by the town of Verona, or otherwise, the sum of fifteen hundred dollars (\$1,500) for the same purpose; both sums to be expended under the supervision of the state highway department.

The work was done by the town of Verona, and consisted of general repairs.

Cost of 1914 work.....		\$1,804 44
Unexpended balance, State, from 1913	\$675 18	
Unexpended balance town, from 1913	713 83	
Extra cost to town.....	415 43	
	<hr/>	\$1,804 44

WEST FORKS AND THE FORKS.

Resolved, that there be, and hereby is, appropriated the sum of six hundred dollars (\$600) to aid in the repair of the bridge across the Kennebec river, between the plantations of West Forks and The Forks, in Somerset county, provided the county of Somerset appropriates the like sum of six hundred dollars (\$600) for the same purpose; both sums to be expended by the county commissioners of Somerset county under the supervision of the state highway department.

The work consisted in general repairs to the wooden bridge mentioned above.

E. E. Greenwood was engineer in charge.

Total cost		\$1,199 91
Paid by State	\$599 91	
Paid by county.....	600 00	
	<hr/>	\$1,199 91
Balance transferred to general fund.....		09
	<hr/>	\$1,200 00

WHITING.

Resolved, that there be, and hereby is, appropriated the sum of five hundred dollars (\$500) to be paid to the town of Whiting in Washington county, to reimburse it for cost of repairs to the bridge across Holmes Stream in said town of Whiting.

Total amount paid March 25, 1914, for reimbursement as above.

WISCASSET.

Resolved, that there be and hereby is appropriated for the year nineteen hundred fourteen the sum of two thousand dollars for the purpose of replanking and otherwise repairing Wiscasset bridge, so-called, between the towns of Wiscasset and Edgecomb, in the county of Lincoln, and that the towns of Wiscasset, Edgecomb, Boothbay, Boothbay Harbor and Southport in said county of Lincoln, are also hereby directed to raise and appropriate in the year nineteen hundred fourteen the additional sum of two thousand dollars in the following proportions, namely, Wiscasset, eight-twentieths; Edgecomb, four-twentieths; Boothbay, three-twentieths; Boothbay Harbor, four-twentieths and Southport, one-twentieth of said last named sum, and on or before the first day of October, nineteen hundred fourteen, pay their several proportional parts of said sum into the State treasury. The total sum so appropriated shall be expended under the supervision of the state highway commission.

On September 30, 1914, a contract was signed with F. W. Carlton to furnish and lay flooring plank, for the sum of \$24.75 per thousand B. M. in place.

The only account paid in 1914 was the sum of \$18.37 for painting and placing signs notifying the public that the bridge was closed.

Joint fund	\$4,000 00	
Paid in 1914.....	18 37	
Balance to 1915.....	—————	\$3,981 63

TABLE
Tabular Statement of Work Done in 1914

TOWN.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.	CULVERTS.			
					Kind.	Size— inches.	Length— feet.	Cost.
Amherst and Clifton ¹	-	-	-	-	-	-	-	-
Amity ²	-	-	-	-	Abutment	-	-	-
"C" Twp and "C" Surplus ³	-	-	-	-	-	-	-	-
Cutler ⁴	-	-	-	-	-	-	-	-
Dresden ⁵	-	-	-	-	Bdge. rep.	-	-	-
"E" Plt., Sandy River ⁶	-	-	-	-	-	-	-	-
Elliottsville Plt ⁷	-	-	-	-	-	-	-	-
Enfield and Howland.....	-	-	-	-	Bdge. rep.	-	-	-
Fort Kent—St. Francis ⁸	-	-	-	-	-	-	-	-
Franklin to Cherryfield ⁹	-	-	-	-	7—Metal	12	20	-
					6—Metal	14	20	-
					6—Metal	14	22	-
					2—Metal	18	20	-
					Meta	16	24	-
Gardiner and Randolph ¹⁰	-	-	-	-	Bdge. rep.	-	-	-
					Metal....	30	38	-
Glenburn.....	2000	28	800	2000	Metal....	24	38	\$244 02
Grafton ¹¹	1700	21	280	1700	4—Stone..	24x 24	24	-
Grand Falls Pl ¹²	-	-	-	-	Bridge....	-	-	-
Greenville—Lily Bay ¹³	-	-	-	-	-	-	-	-
Indian Twp ¹⁴	-	-	-	-	-	-	-	-
Jackman Plt. ¹⁵	-	-	-	-	Bridge....	-	-	-
Kingman ¹⁶	-	-	-	-	Bridge....	-	-	-

¹ Amherst and Clifton: Balance from 1913 of \$150 transferred to General Fund.

² Amity: Balance of \$3.50 to General Fund.

³ "C" Twp. and "C" Surplus: Balance from 1913 of \$150.64 transferred to General Fund.

⁴ Cutler: Expended jointly with 1914 State Aid Fund. For construction see 1914 State Aid Table.

⁵ Dresden: Balance from 1913 of \$20.88 to General Fund.

⁶ "E" Plt: Balance from 1913 of \$1.08 to General Fund.

⁷ Elliottsville Pl: Worst sections of road repaired.

⁸ Fort Kent: Carried over to 1915. \$300 paid for engineering.

⁹ Franklin to Cherryfield: The worst sections in ten miles repaired. Balance of cost amounting to

\$1,246.32, paid from maintenance fund by vote of commission.

¹⁰ Gardiner and Randolph: Deficit of \$826.60.

¹¹ Grafton: Deficit of \$42.12 paid from Maintenance and Administration Fund.

¹² Grand Falls Plt: \$500 donated by H. B. Morrison of Bangor. \$53.55 expended in 1913.

¹³ Greenville: Balance from 1913 of \$46.52 transferred to General Fund.

¹⁴ Indian Twp.: Expended with Automobile Fund. For construction see Automobile Fund table.

¹⁵ Jackman Plt.: Paid by Jackman Pl., \$823; by Moose River Pl., \$683.88; by Dennistown Pl., \$493.78

¹⁶ Kingman: Balance from 1913 of \$129.65 to General Fund. Town's balance reverted to town.

IX.

Under Special Legislative Resolves.

Length of road repaired —feet.	State appropriation.	Unexpended balance of State from 1913.	Town appropriation.	Unexpended balance of town from 1913.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
-	-	\$150 00	-	-	-	-	-	-	-
-	-	300 00	-	-	\$296 50	\$296 50	-	-	-
-	-	150 64	-	-	-	-	-	-	-
-	\$250 00	500 00	\$250 00	-	500 00	500 00	-	-	-
-	-	20 88	-	-	555 68	250 00	-	\$305 60	-
-	-	1 08	-	-	-	-	-	-	-
-	-	200 00	-	-	201 02	200 00	-	1 02	-
-	500 00	-	E. 250 00	-	1,057 59	500 00	-	E. 274 37	-
-	-	-	H. 250 00	-	-	-	-	H. 283 22	-
-	-	-	County: 5000 00	County: \$5000 00	-	-	-	-	County: \$10000 00
-	-	-	Town: 2500 00	Town: 2500 00	-	-	-	-	Town: 5000 00
-	15000 00	-	Canada: 30000 00	-	300 00	300 00	\$14700 00	-	Canada: 30000 00
52800	-	2000 00	-	-	3346 32	2000 00	-	-	-
-	-	1000 00	-	Towns: 1000 00	4044 54	1000 00	-	G 1967 94 R. 250 00	-
-	-	1000 00	-	-	1090 95	1000 00	-	90 95	-
-	1000 00	963 50	-	-	2005 62	1963 50	-	-	-
-	-	500 00	-	446 45	933 69	487 24	12 76	446 45	-
-	-	43 52	-	-	-	-	-	-	-
-	1500 00	33 43	-	-	1533 43	1533 43	-	-	-
-	-	-	County: 2000 00	-	-	-	-	-	County: 2000 00
-	-	4000 00	Towns: 2000 66	-	7712 98	3712 32	287 68	Towns: 2000 66	-
-	-	129 65	-	129 65	-	-	-	-	-

TABLE IX

TOWN.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.	CULVERTS.			
					Kind.	Size— inches.	Length— feet.	Cost.
Lexington ¹⁷	-	-	-	-	Bridge...	-	-	-
Madawaska-Edmunston N. B. ¹⁸	-	-	-	-	-	-	-	-
Merrymeeting Bay ¹⁹	-	-	-	-	-	-	-	-
Moose River Br. Rockwood Twp. ²⁰	-	-	-	-	Bridge...	-	-	-
Moro Pl. ²¹	-	-	-	-	Bridge...	-	-	-
New Canada-bridge.....	-	-	-	-	Concrete.	48 x 48	70	\$1068 42
New Canada-highway ²²	1230	21-23	300	1230	Metal....	12	26	-
Norridgewock ²³	-	-	-	-	Bdge. rep.	-	-	-
Old Town-Milford-Easterly Span ²⁴	-	-	-	-	Bridge..	-	-	-
Old Town-Milford-land damage ²⁵	-	-	-	-	-	-	-	-
Old Town-Milford-Westerly Span ²⁶	-	-	-	-	-	-	-	-
Oxbow Pl. ²⁷	-	-	-	-	Bridge...	-	-	-
Postal Roads ²⁸	-	-	-	-	-	-	-	-
Trescott.....	463	22	-	463	Metal....	16	24	24 00
Verona.....	-	-	-	-	Bdge. rep.	-	-	-
West Forks and The Forks ²⁹	-	-	-	-	Bdge. rep.	-	-	-
Whiting ³⁰	-	-	-	-	-	-	-	-
Wiscasset ³¹	-	-	-	-	-	-	-	-

¹⁷ Lexington: Deficit of \$159.83 raised by subscription.

¹⁸ Madawaska and Edmunston, N. B.: Balance from 1913 of \$31.60 to General Fund.

¹⁹ Merrymeeting Bay: Balance of \$30,000 of State money to General Fund. Town appropriations: Bath \$6497.83; Topsham, \$1,584.18; Bowdoinham, \$559.60; Bowdoin \$329.43; Richmond, \$1,023.87. All towns but Richmond made appropriations, but did not send in to State treasury.

²⁰ Moose River Bridge: \$6,000 appropriated by Great Northern Paper Co. Balance of \$158.45 returned to them.

²¹ Moro Pl.: County of Aroostook \$1,000; Moro Pl., \$750; Hersey, \$750. Work not completed.

²² New Canada—highway: Deficit of \$16.47 paid from Maintenance and Administration Fund.

²³ Norridgewock: Balance of \$7.47 to General Fund.

²⁴ Old Town—Milford—Easterly Span: \$50 received from sale of old wooden bridge. \$26,418.27 expended in 1913, but not detailed in 1913 report.

²⁵ Old Town—Milford—Land Damage: Balance of \$2,522.60 to General Fund.

²⁶ Old Town—Milford—Westerly Span: Balance from 1913 of \$133.69 to General Fund.

²⁷ Oxbow Pl.: Deficit of \$13.13 paid from Maintenance and Administration Fund.

²⁸ Postal Roads: Transferred to Highway Loan Fund and expended on Highway "C".

²⁹ West Forks and The Forks: Balance of \$0.09 to General Fund.

³⁰ Whiting: Appropriation to reimburse town for repairs to bridge.

³¹ Wiscasset: Towns' appropriations: Wiscasset, \$800; Edgecomb, \$400; Boothbay \$300; Boothbay Harbor, \$400; Southport, \$100. Work not completed in 1914.

—Concluded.

Length of road repaired — feet.	State appropriation.	Unexpended balance of State from 1913.	Town appropriation.	Unexpended balance of town from 1913.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of Town appropriation.
-	-	1000 00	-	1000 00	2159 83	1000 00	-	1000 00	-
-	15000 00	31 60 15000 00	-	-	-	-	-	-	-
-	-	4000 00	-	G. N. P.: 6000 00	9811 55	4000 00	-	5811 55	County: 1000 00
-	-	2500 00	-	2500 00	3786 62	2386 62	-	Moro: 750 00	Hersey: 100 00
-	-	500 00	-	500 00	1101 42	500 00	113 38	Hersey: 650 00 601 42	-
-	1500 00	287 29	1500 00	-	303 76 2992 53	287 29 1492 53	-	1500 00	-
-	-	62400 00	-	-	62424 74	62374 74	25 26	-	-
-	-	9981 59 133 69	-	-	7458 99	7458 99	-	-	-
-	-	1200 00	-	County: 1200 00	2413 13	1200 00	-	County: 1200 00	-
-	-	20000 00	Gov't: 10000 00	-	-	-	-	-	-
-	250 00	-	-	-	254 25 1804 44	250 00 675 18	-	4 25 1129 26	-
-	-	600 00 500 00	-	County: 600 00	1199 91 500 00	599 91 500 00	-	600 00	-
-	2000 00	-	Towns: 2000 00	-	18 37	18 37	1981 63	-	Towns: 2000 00

TABLE
Tabular Statement of Work Done in 1914

Town.	Location of Work.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.
Albany ¹	State road through town	7-8-13	Oxford	-	-
Ashland	Road to Presque Isle	6-19-13	Aroostook	200	22
Auburn	Road around Lake Auburn	6-19-13	Androscoggin	1,600	21
Auburn ²	Road to Mechanic Falls	5-29-13	Androscoggin	-	-
Bath ³	Road to Brunswick	5-29-13	Sagadahoc	-	-
Bethel ⁴	Certain bad pieces of highway through town	5-29-13	Oxford	-	-
Chelsea	Repairing 1908 work	5-29-13	Kennebec	800	-
Detroit	Repairing 1913 auto road	5-29-13	Somerset	1,520	-
Dixfield ⁵	Extension of State road	6-19-13	Oxford	-	-
Harmony	Highway in said town	6-19-13	Somerset	1,150	21
Indian Twp ⁶	State road	7-8-13	Washington	15,840	21
Masardis	W. Aroostook Military Road	6-19-13	Aroostook	400	21
Milbridge	Road to Harrington	7-8-13	Washington	763	21
Moose River Pl ⁷	Canada Road	5-29-13	Somerset	-	-
Ferry ⁸	State Road	6-19-13	Washington	-	-
Peru ⁹	Worthley Pond Road toward Summer	6-19-13	Oxford	-	-
Porter ¹⁰	Extension of State Road	6-19-13	Oxford	-	-
Rome	Highway in said town	6-19-13	Kennebec	1,500	21
Searsport ¹¹	Automobile Road east of Garrison Hill	5-7-13	Waldo	-	-
Sidney ¹²	River Road	5-29-13	Kennebec	500	21
Vassalboro	Highway in said town	6-19-13	Kennebec	Not completed.	-
Washburn ¹³	Highway in said town	5-7-13	Aroostook	-	-
Webster Pl	Road from Springfield through Prentiss to Kingman	6-19-13	Penobscot	195	21
Winn	Road to East Winn	5-29-13	Penobscot	600	24
Woodstock ¹⁴	Road from Bryants Pond to Locke's Mills	6-19-13	Oxford	-	-

TABULAR STATEMENT OF WORK DONE IN 1914 UNDER

Casco	Repairing 1912 auto road	-	Cumberland	-	-
Connor	Repair work	-	Aroostook	-	-
Edmunds	Repair work	-	Washington	-	-
Marion	Repair work with maintenance fund	-	Washington	-	-

¹ Albany: \$.85 paid for inspection.

² Auburn: For construction see 1914 State Aid table.

³ Bath: For construction see 1914 State Aid table.

⁴ Bethel: \$25 paid upon completion and acceptance of work.

⁵ Dixfield: For construction see 1914 State Aid table.

⁶ Indian Twp.: Expended with Special Resolve fund.

⁷ Moose River Pl.: For construction see 1914 State Aid table.

⁸ Ferry: For construction see 1914 State Aid table.

⁹ Peru: Expended with 1914 Automobile fund. See 1914 table for construction.

¹⁰ Porter: \$75 paid upon completion and acceptance of work.

¹¹ Searsport: Expended with 1914 Automobile fund. See 1914 table for construction.

¹² Sidney: \$126.67 paid in 1913 but not included in 1913 report. One 14-inch metal culvert 100 feet long-

cost \$90, bought by State but not used.

¹³ Washburn: \$1.67 paid for inspection.

¹⁴ Woodstock: Expended with 1914 Automobile fund. See 1914 table for construction.

X.

Under 1913 Automobile Fund Apportionments.

V drain or stone base.	Gravel surface.	CULVERTS.				Length of road repaired.	Balance of State apportionment to 1914.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.
		Kind.	Size—Inches.	Length—feet.	Cost.						
200	200	Metal....	10	28	\$18 55	-	\$200 00	7 85	\$7 85	\$192 15	-
320	1,600	Metal....	12	28	-	-	186 58	188 65	186 58	-	\$2 07
-	-	Metal....	18	28	54 60	-	500 00	600 85	500 00	-	100 85
-	-	-	-	-	-	-	1,700 00	1,700 00	1,700 00	-	-
-	-	-	-	-	-	-	1,012 43	1,012 43	1,012 43	-	-
-	-	-	-	-	-	-	25 00	25 00	25 00	-	-
-	-	-	-	-	-	800	39 52	39 52	39 52	-	-
-	-	-	-	-	-	1,520	11 29	11 29	11 29	-	-
-	-	-	-	-	-	-	200 00	157 76	157 76	42 24	-
225	1,150	Metal....	20	24	50 40	-	250 00	259 94	250 00	-	9 94
1,000	15,840	-	-	-	-	-	1,127 56	1,127 56	1,127 56	-	-
-	400	-	-	-	-	-	188 15	199 55	188 15	-	11 40
-	763	-	-	-	-	-	500 00	520 79	500 00	-	20 79
-	-	-	-	-	-	-	500 00	500 00	500 00	-	-
-	-	-	-	-	-	-	200 00	200 00	200 00	-	-
-	-	-	-	-	-	-	250 00	250 00	250 00	-	-
-	1,500	-	-	-	-	-	75 00	75 00	75 00	-	-
-	-	-	-	-	-	-	65 90	156 27	65 90	-	90 37
-	-	-	-	-	-	-	30 94	30 94	30 94	-	-
-	500	-	-	-	-	-	500 00	506 19	500 00	-	6 19
-	-	-	-	-	-	-	500 00	3 40	3 40	496 60	-
-	-	-	-	-	-	-	24 33	1 67	1 67	22 66	-
-	195	-	-	-	-	-	200 00	200 00	200 00	-	-
600	600	-	-	-	-	-	465 99	456 83	456 83	9 16	-
-	-	-	-	-	-	-	300 00	300 00	300 00	-	-

1912 AUTO MOBILE FUND APPORTIONMENTS.

-	-	-	-	-	-	\$46 67	\$46 63	\$46 63	\$ 04	-
-	-	-	-	-	-	178 67	178 67	178 67	-	-
-	-	-	-	-	-	88 18	88 18	88 18	-	-
-	-	-	-	-	-	50 90	50 90	50 90	-	-

TABLE
Tabular Statement of Auto-

Town.	Location of Work.	Date of Council Order	County.	Total length—feet.	Finished width—feet.
Addison.....	Road leading from Addison to Columbia Falls, in conjunction with 1914 work.	5-27-14	Washington.....	110	23
Albany.....	State Aid road between Albany four corners and East Stoneham.....	5-27-14	Oxford.....	440	21
Auburn ¹	Road to Mechanic Falls.....	4-24-14	Androscoggin.....		-
Augusta.....	Road from Western Ave. to Manchester.....	5-27-14	Kennebec.....	Laid over..	-
Belfast.....	On "Whitmore Hill" on road to Belmont.....	5-27-14	Waldo.....	450	21
Belgrade ²	"Narrows" road leading from Belgrade Mills to Mt. Vernon.....	6-26-14	Kennebec.....		-
Brunswick.....	Continuation of work on State highway between Brunswick and Bath.....	1-21-14	Cumberland.....	2,000	21
Carmel.....	On trunk line highway.....	5-27-14	Penobscot.....	1,600	21
Durham ³	Road from bridge at Lisbon Falls to Freeport.....	4-24-14	Androscoggin.....		-
Easton.....	Road from Easton village to B. & A. R. R. station in Easton.....	4-24-14	Aroostook.....	480	22
Gardiner ⁴	Highway in said city.....	4-24-14	Kennebec.....		-
Grand Isle.....	Road from Van Buren to Madawaska, in conjunction with 1914 work.....	5-27-14	Aroostook.....	200	23
Greenwood ⁵	On 1914 State Aid road, between Greenwood City and Locke's Mills.....	6-26-14	Oxford.....		-
Hallowell ⁶	Highway in said city.....	4-24-14	Kennebec.....		-
Jonesport.....	Road from Jonesport to Columbia Falls, in conjunction with 1914 work.....	5-27-14	Washington.....	40	21
Linneus.....	"Military Road" in connection with 1914 work.....	5-27-14	Aroostook.....	825	22
Manchester.....	State road in said town.....	5-27-14	Kennebec.....	300	21
Mechanic Falls.....	Road to Auburn.....	4-24-14	Androscoggin.....	2,150	21
Merrill.....	Rockabema road.....	4-24-14	Aroostook.....	450	21
Oakland.....	Highway in said town.....	4-24-14	Kennebec.....	Laid over.	-
Paris ⁷	Extension of 1914 State Aid road between Snow's Falls and Trap Corner.....	5-27-14	Oxford.....		-

¹ Auburn: For construction see 1914 State Aid table.

² Belgrade: Work consisted in removing boulders for a distance of two miles.

³ Durham: For construction see 1914 State Aid table.

⁴ Gardiner: For construction see 1914 State Aid table.

⁵ Greenwood: For construction see 1914 State Aid table.

⁶ Hallowell: Used to repair 1909 bituminous work.

⁷ Paris: For construction see 1914 State Aid table.

XI.

mobile Fund Work 1914.

V drain or stone base.	Gravel surface.	CULVERTS.				Length of road repaired.	State apportionment.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.
		Kind.	Size— inches.	Length— feet.	Cost.						
-	110	Metal....	14	30	\$52 72	-	\$100 00	\$100 00	\$100 00	-	-
-	440	-	-	-	-	-	106 90	106 00	106 00	-	-
-	-	-	-	-	-	-	500 00	500 00	500 00	-	-
-	-	-	-	-	-	-	300 00	-	-	300 00	-
-	450	-	-	-	-	-	400 00	371 24	371 24	28 76	-
-	-	-	-	-	-	-	184 34	130 70	130 70	53 64	-
-	2,000	-	-	-	-	-	2,000 00	2,420 19	2,000 00	-	420 19
-	1,600	Metal....	12	22	24 88	-	1,000 00	573 46	573 46	426 54	-
-	-	-	-	-	-	-	200 00	200 00	200 00	-	-
-	150	-	-	-	-	-	200 00	199 50	199 50	-	50
-	480	-	-	-	-	-	250 00	250 00	250 00	-	-
-	200	Metal....	15	26	21 92	-	200 00	199 67	199 67	33	-
-	-	-	-	-	-	-	250 00	250 00	250 00	-	-
-	-	-	-	-	-	-	200 00	254 18	200 00	-	54 18
-	40	Metal....	12	26	69 07	-	100 00	100 00	100 00	-	-
-	300	825 Metal...	12	24	35 00	-	200 00	255 00	200 00	-	55 00
-	300	Metal....	12	26	17 68	-	100 00	100 00	100 00	-	-
-	2,150	Metal....	20	26	75 00	-	500 00	500 01	500 00	-	01
-	-	Metal....	10	26	22 10	-	200 00	199 60	199 60	40	-
-	-	-	-	-	-	-	250 00	-	-	250 00	-
-	-	-	-	-	-	-	500 00	434 94	434 94	65 06	-

TABLE XI—

TOWN.	Location of work.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.
Peru ⁸	Worthley Pond road toward Summer.....	5-27-14	Oxford.....	6,336	-
Prospect.....	Improvement of Josiah Colson & Blanchard Hills.....	5-27-14	Walco.....	Laid over	-
Searsport ⁹	Automobile road east of Garrison.....	5-27-14	Walco.....	1,700	23
Skowhegan.....	Highway in sad town.....	4-24-14	Somerset.....	Laid over	-
Turner.....	North Parish road, Turner Cir to Howe's Cor.....	5-27-14	Androscoggin.....	1,250	23
Vease.....	Trunk line highway.....	5-27-14	Penobscot.....	700	21
West Forks ¹⁰	Reports to roads in W. Forks		Somerset.....	6,600	10
Whitneyville ¹¹	Road from Northfield to Marshfield, in conjunction with 1914 work.....	6-26-14	Washington.....		-
Woodstock.....	Road from Brvants Pond to Locke's Mills.....	5-27-14	Oxford.....	1,700	23
Woodstock ¹²	Road from Brvant's Pond to Locke's Mills.....		Oxford.....	-	-
Yarmouth ¹³	Main St. in connection with State Aid.....	4-24-14	Cumberland.....		-

⁸ Peru: 1913 and 1914 apportionments expended together.

⁹ Searsport: 1913 and 1914 apportionments expended together.

¹⁰ West Forks: Special apportionment from bond issue by vote of commission.

¹¹ Whitneyville: For construction see 1914 State Aid table.

¹² Woodstock: 1913 and 1914 apportionments, together with special apportionment of \$588.86, from the bond issue expended in 1914.

¹³ Yarmouth: For construction see 1914 State Aid table. Work completed but accounts not settled.

Concluded.

V drain or stone base.	Gravel surface.	CULVERTS.				Length of road repaired.	State apportionment.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.
		Kind.	Size—Inches.	Length—feet.	Cost.						
-	-	-	-	-	-	6,336	200 00	193 82	193 82	6 18	-
-	-	-	-	-	-	-	400 00	6 95	6 95	393 05	-
1,450	1,700	Cement Stone....	20 x 14	27	10 00	-	550 00	829 96	550 00	-	289 96
-	-	-	-	-	-	-	250 00	-	-	250 00	-
-	1,250	-	-	-	-	-	157 75	348 29	157 75	-	190 54
-	700	-	-	-	-	-	350 00	369 40	350 00	-	19 40
-	-	-	-	-	-	6,600	500 00	503 30	500 00	-	3 30
-	-	-	-	-	-	-	200 00	96 48	96 48	103 52	-
60	1,700	Metal Store....	12 x 12	30	41 48	-	300 00	300 00	300 00	-	-
-	-	-	-	-	-	-	588 86	588 86	588 86	-	-
-	-	-	-	-	-	-	1,325 00	-	-	1,325 00	-

TABLE XII.
Unexpended Balances Paid in 1914
ON 1914 WORK.

Albion.....	\$ 2 62	Lovell.....	64
Alton.....	88 39	Lubec.....	16
Andover.....	1 85	Madawaska.....	40 01
Ashland.....	03	Masardis.....	5 88
Augusta.....	272 88	Mason.....	5 92
Baldwin.....	5 71	Maxfield.....	49 90
Beddington.....	8 36	Mercer.....	400 00
Benedicta.....	25 91	Monmouth.....	58 58
Blaine.....	303 41	Monson.....	58 69
Blanchard.....	56	Monticello.....	198 38
Bluehill.....	64 02	Moxie Gore.....	50
Boothbay Harbor.....	53 75	New Limerick.....	164 43
Bowdoin.....	22 05	Norridgewock.....	400 00
Bowerbank.....	29 70	Northfield.....	16 10
Bradley.....	1 46	Northport.....	2 46
Bridgton.....	136 94	No. 6, No. of Weld.....	20 50
Bristol.....	65 27	No. 33 Pl.....	15 65
Brooklin.....	2 61	Oakfield.....	25 68
Brownville.....	800 00	Oakland.....	460 00
Burlington.....	37 93	Orland.....	22 38
Burnham.....	2 17	Orono.....	100 00
Calais.....	254 34	Oxford.....	400 00
Camden.....	3 06	Parkman.....	79 71
Canaan.....	37 07	Parsonsfield.....	16 07
Caribou.....	47 59	Passadumkeag.....	02
Carthage.....	19 76	Patten.....	10 10
Castle Hill.....	125 52	Pembroke.....	15 38
Caswell Pl.....	31 19	Penobscot.....	5 09
Chester.....	6 06	Peru.....	200 00
China.....	13	Phillips.....	77
Columbia Falls.....	16 32	Pittsfield.....	82 00
Corinna.....	38 43	Plymouth.....	64 45
Crystal.....	38	Porter.....	50 00
Cutler.....	1,200 00	Portland.....	545 60
Dead River Pl.....	22 72	Presque Isle.....	124 87
Dedham.....	21 51	Princeton.....	33 66
Deer Isle.....	87	Prospect.....	12
Dennistown Pl.....	66 00	Reed Pl.....	1 20
Dixfield.....	400 00	Ripley.....	443 36
Dixmont.....	104 90	Saco.....	30 62
Dresden.....	10 18	St. Francis.....	199 06
Eastport.....	67 20	Salem.....	2 46
Edinburg.....	49 48	Sandy River Pl.....	800 00
Etna.....	29 10	Sanford.....	1 10
Exeter.....	35 53	Scarsport.....	43 86
Falmouth.....	29	Sedgwick.....	22
Forest City.....	13 87	Shirley.....	66 22
Fort Fairfield.....	60 69	Sidney.....	8 94
Frankfort.....	1 75	Stacyville.....	16 50
Frenchville.....	30	Stetson.....	14 42
Garland.....	53 93	Steuben.....	2 46
Glenburn.....	5 45	Stockton Springs.....	52 24
Greenbush.....	22 90	Swan's Island.....	5 17
Greenwood.....	2 06	Swanville.....	03
Hancock.....	18 50	Sweden.....	137 48
Hanover.....	52 73	Talmage.....	05
Harmony.....	470 80	Temple.....	116 15
Harpwell.....	66 76	Upton.....	6 73
Harrington.....	77 40	Vienna.....	47
Harrison.....	2 53	Wallagrass Pl.....	26 73
Hiram.....	11 28	Waltham.....	10 39
Hope.....	305 74	Waterford.....	10 10
Jackson.....	6 53	Wayne.....	3 14
Jerusalem Twp.....	43 00	Wells.....	19 52
Jonesboro.....	28 38	Westfield.....	7 35
Jonesport.....	7 22	Westport.....	18 11
Kenduskeag.....	75 23	Whiting.....	65 97
Lamoine.....	1 50	Wilton.....	16 02
Levant.....	5 17	Winthrop.....	182 76
Limestone.....	10 65		
Limington.....	51	Total.....	\$11,866 40
Lincolnton.....	89 06		

TABLE XII—Concluded.
Unexpended Balances Paid in 1914
 ON 1913 WORK COMPLETED IN 1914.

Albany.....	\$400 00	Monson.....	388 37
Arrowsic.....	400 00	Mt. Vernon.....	396 57
Athens.....	200 00	Oakfield.....	375 16
Bristol.....	414 00	Orland.....	277 62
Charlotte.....	400 00	Pittsfield.....	406 00
Corinna.....	463 73	Rome.....	400 00
Crystal.....	399 62	Sangerville.....	400 00
Damariscotta.....	400 00	Sebec.....	200 00
Franklin.....	200 00	Shirley.....	439 07
Kingsbury.....	96 00	Woodland.....	400 00
Machias.....	450 00		
Marshfield.....	476 01	Total.....	<u>\$7,982 15</u>

ON 1913 WORK NOT REPORTED IN 1913.

Belfast.....	\$1,462 00	Somerville.....	413 79
Bowdoinham.....	400 00	Webster.....	400 00
Charleston.....	400 00	York.....	894 24
Georgetown.....	200 00		
Medway.....	400 00	Total.....	<u>\$4,570 03</u>

ON WORK SATISFACTORILY COMPLETED.

Bethel, 1913.....	\$ 100 00		
Brighton, 1912-13.....	168 04	Total.....	<u>\$268 04</u>

FORFEITED.

Addison.....	\$200 00	Total.....	<u>\$859 04</u>
Ellsworth.....	300 00		
Frenchville.....	\$141 75	Grand Total.....	<u>\$25,545 66</u>
Searsport.....	217 29		

TABLE XIII.

Unexpended Balances of State Aid Fund Carried Forward to 1915.

FROM 1909.			
Lexington Pl.	\$87 00	Total.	\$87 00
FROM 1911.			
Hamlin Pl.	\$400 00		
No. 14 Pl.	27 50	Total.	\$459 50
No. 30, Mid. Div.	\$32 00		
FROM 1912.			
Augusta.	\$206 99	Ripley.	50 00
Avon.	44 11	Washington Twp.	3 00
Hamlin Pl.	400 00	Wyman Twp.	1 00
Mercer.	100 00	Total.	\$865 10
No. 8 Pl.	\$60 00		
FROM 1913.			
Abbot.	\$38 25	No. 19 E. Div.	33 00
Avon.	400 00	No. 24 Mid. Div.	24 50
Greenbush.	75 00	No. 29 Mid. Div.	33 00
Hamlin Pl.	400 00	No. 31 Mid. Div.	18 95
Haynesville.	10	Princeton.	89 34
Letter E Pl.	30 00	Washington Twp.	3 00
Madawaska.	24 49	Wells.	467 00
Marshfield.	19 00	Whiting.	334 03
Mt. Vernon.	3 43	Wyman Twp.	31 00
New Gloucester.	2 67	Total.	\$2,115 76
No. 8 Pl.	60 00		
No. 10 So. Div.	\$29 00		
FROM 1914.			
Acton.	\$497 94	Castine.	8 17
Albany.	10 18	Centerville.	1 64
Alfred.	63 97	Chapman Pl.	14 04
Alna.	18 08	Chelsea.	12 49
Anson.	161 96	Chester.	186 99
Argyle.	136 72	Chesterville.	66 93
Athens.	94 06	Clinton.	7 76
Atkinson.	80 50	Columbia.	55 86
Bald Mt. Twp.	57 00	Columbia Falls.	555 98
Bancroft.	84 37	Concord.	93 67
Bangor.	659 83	Connor Pl.	77 26
Baring.	140 61	Cooper.	8 77
Beddington.	382 28	Corinna.	212 37
Belfast.	282 46	Cornish.	1 65
Belgrade.	36 90	Crawford.	34 20
Bigelow.	37 39	Cumberland.	54 42
Blanchard.	51 24	Cutler.	584 34
Bluehill.	247 83	Cyr Pl.	29 18
Boothbay Harbor.	84 96	Dallas.	130 98
Bowerbank.	68 59	Dayton.	7 73
Bradley.	189 17	Deblois.	20 01
Bridgewater.	12 72	Deer Isle.	18 96
Brooksville.	55 96	Denmark.	59
Brownfield.	50 20	Dennistown Pl.	65 85
Brownville.	203 65	Detroit.	86 63
Buckfield.	12 38	Dexter.	443 56
Bucksport.	20 54	Dover.	75 71
Burlington.	79 95	Dresden.	14 08
Calais.	69 68	Drew Pl.	94 35
Cambridge.	15 23	Eastbrook.	47 19
Carmel.	116 68	East Millinocket.	31 64
Caratunk Pl.	14 70	Eastport.	63 71
Carrying Place Twp.	61 00	Edinburg.	90 75
Cary Pl.	235 12	Ellsworth.	382 70
Casco.	35 16	Enfield.	111 84

TABLE XIII.

FROM 1914—CONTINUED.

Etna	92	73	Moxie Gore	50
Eustis	144	35	Newport	85 97
Exeter	171	66	North Yarmouth	21 28
Farmingdale	57	32	No. 33 Pl.	20 02
Flagstaff	35	00	Oakfield	2 29
Forest City	27	91	Old Orchard	27 83
Fort Fairfield	98	89	Old Town	55 99
Freedom	60	08	Orient	103 80
Freeman	81	30	Orland	209 78
Frenchville	89	82	Orneville	4 52
Fryeburg	82		Otis	43 43
Gilead	150	01	Parkman	37 51
Glenwood Pl.	29	65	Parlin Pond	65 20
Gouldsboro	94	18	Passadumkeag	51 98
Grafton	3	92	Pembroke	13 35
Grand Isle	163	85	Penobscot	17 64
Grand Lake Stream	549	98	Perry	130 00
Greenbush	121	14	Phillips	109 61
Greenfield	10	24	Phippsburg	537 54
Hallowell	286	83	Pittsfield	120 59
Hamlin Pl.	600	00	Pittston	58 79
Harmony	322	44	Plymouth	378 30
Harrington	15	90	Portage Lake	14 61
Hermon	70	29	Portland	248 95
Hersey	38	27	Prentiss	43 29
Hodgdon	8	75	Princeton	533 00
Holden	45	72	Rangeley	87 85
Hope	23	55	Raymond	3 78
Howland	132	08	Ripley	323 45
Hudson	270	15	Robbinston	129 09
Industry	21	18	Rockland	750 00
Jackman Pl.	107	12	Rockport	107 64
Jay	6	63	Roque Bluffs	32 64
Jerusalem Twp.	122	16	Saco	931 74
Johnson Mt. Twp.	12	75	St. Agatha	68 66
Jonesboro	6	11	St. Francis Pl.	59 32
Jonesport	34	23	St. George	316 27
Kenduskeag	10	76	St. John Pl.	273 57
Kennebunkport	648	00	Sandy River Pl.	48 10
Kingman	3	35	Sandy Bay Twp.	102 00
Lakeville	94	44	Sangerville	5 94
Lang Pl.	35	15	Scarboro	35 58
Lee	87	53	Sedgwick	21 34
Letter E Twp.	100	00	Shirley	260 67
Levant	24	15	Silver Ridge Pl.	39 98
Limestone	85	21	Skowhegan	219 10
Limington	5	15	Southport	11 09
Lincoln	16		South Thomaston	2 05
Lincolnville	26	68	Springfield	334 08
Livermore	6	52	Stacyville	567 05
Lovell	19		Starks	17 05
Lowell	21	16	Stockton Springs	53 45
Lubec	9	48	Stoneham	25 66
Ludlow	8	13	Strong	78 80
Machias	404	24	Swanville	58 83
Machiasport	32	41	Talmadge	95 18
Macwanoc Pl.	53	33	Temple	49 93
Madawaska	400	00	The Forks Pl.	55 50
Madison	468	92	Thomaston	34 90
Mapleton	163	04	Thorndike	31 06
Mariaville	34	17	Topsfield	153 90
Mason	69	58	Trenton	8 32
Maxfield	117	26	Turner	56 92
Mayfield	49	25	Unity	139 70
Medford	105	03	Unity Pl.	12 40
Merrill	22	67	Upton	35 41
Millford	94	96	Van Buren	4 36
Millinocket	12	01	Vanceboro	286 25
Milo	192	41	Vinalhaven	17 84
Monmouth	475	08	Wade Plt.	77 50
Monson	62	85	Waite	58 37
Montville	32	71	Waldoboro	84 78
Moscow	370	44	Wallagrass	37 78
Mt. Chase	1	48	Washington Twp.	30 00
Mt. Vernon	11	72	Webster Pl.	61 29

TABLE XIII.
FROM 1914—CONCLUDED.

Weld.....	80 82	Woodland.....	211 20
Wellington.....	59	Woolwich.....	181 67
Wells.....	145 61	Wyman Twp.....	100 00
Wesley.....	47 62	Yarmouth.....	1,129 05
West Forks Pl.....	134 00	York.....	925 03
West Gardiner.....	30 43		
Weston.....	37 28	Total.....	\$30,429 23
Westport.....	43 44		
Whitefield.....	25 38		
Whiting.....	734 03	Where account is not settled, unexpended	
Wilton.....	32 88	balances March 15, 1915, are given.	
Winslow.....	600 00		
Winter Harbor.....	200 00		
Winthrop.....	6 34		
Wiscasset.....	24 28	Grand total.....	\$33,956 58

TABLE XIV.
Unexpended Balances of Automobile Fund to 1915.

FROM 1912.			
Casco.....	\$ 04	Lincoln.....	\$4 28
Gray.....	03	Windsor.....	14 43
Greenbush.....	23 27		
FROM 1913.			
Albany.....	192 15	Lincoln.....	\$4 10
Augusta.....	2 19	Lovell.....	06
Belfast.....	50 98	Mexico.....	500 00
Belfast & Searsport.....	2 25	Monson.....	3,000 00
Blaine.....	197 00	Orono.....	55
Clifton.....	101 56	Orrington.....	3 70
Dixfield.....	42 24	Patten.....	8 50
Farmingdale.....	11 30	Solon.....	200 09
Fryeburg.....	70	Springfield.....	78
Grand Lake Stream.....	32	Steam Drill.....	17 26
Harpwell.....	59 06	The Forks.....	28 49
Holden.....	18 78	Tremont.....	32 21
Holden & Dedham.....	17 48	Vassalboro.....	496 60
Howland.....	28 74	Washburn.....	22 66
Lewiston.....	15 00	Winn.....	9 16
FROM 1914.			
Augusta.....	\$300 00	Paris.....	65 06
Belfast.....	28 76	Peru.....	6 18
Belgrade.....	53 64	Prospect.....	393 05
Carmel.....	426 54	Skowhegan.....	250 00
Easton.....	50	Whitneyville.....	103 52
Grand Isle.....	33	Yarmouth.....	1,325 00
Merrill.....	40		
Oakland.....	250 00	Grand total.....	\$8,308 85

TABLE XV.

Statement Showing Names of Inspectors, Salaries and Expenses Paid, Cost of Work Inspected, and Comparative Percentage Cost of Inspection.

No. of district.	NAME.	Expenses and salary.	Total cost of work.	Cost of inspection—per cent.	No. of towns.
1	E. C. Milliken	\$545 58	\$34,968 51	1.56	24
2	E. C. Buzzell	518 04	23,976 69	2.16	26
3	George A. Field	1,552 45	32,649 71	4.14	32
4	H. H. Adams	645 60	26,507 34	2.43	20
5	J. J. Spinney	546 06	29,113 76	1.87	20
6	Albert Winslow	1,262 84	20,693 95	6.10	22
7	C. W. Shorey	735 11	30,089 14	2.44	25
8	H. W. Gilman	520 30	26,270 35	1.98	24
9	B. J. Libby	711 43	29,407 10	2.42	28
10	E. E. Smith	431 61	23,255 28	1.85	26
11	H. S. Towne	755 55	18,741 06	4.03	23
12	A. T. Stevens	584 63	24,748 20	2.36	25
13	Ira B. Hagan ¹	659 81	26,038 28	2.53	23
14	J. V. Whitten	662 76	23,642 43	2.80	24
15	Perry W. Sprague	378 13	14,388 90	2.63	19
16	A. A. Adams	820 06	20,530 17	3.99	25
17	O. J. Parsons	401 59	16,469 07	2.44	17
18	John Davidson	480 33	20,610 19	2.33	18
19	F. O. Landgrane	647 43	23,116 53	2.80	22
	Totals	\$12,659 31	\$465,216 66	Av. 2.72	443

In this table only the towns are considered which have completed the work and where the accounts are settled. In figuring cost of work, inspection engineering and office expenses are deducted, leaving actual cost of construction.

¹Inspection and engineering done by Ira B. Hagan. Expenses and salary divided equally.

TABLE XVI.

Statement Showing Names of Engineers, Salaries and Expenses Paid,
Cost of Work Surveyed, and Comparative Percentage Cost of
Engineering.

No. of district	NAME.	Expenses and salary.	Total cost of work.	Cost of engineering—per cent.	No. of towns.
1	Roland Libby.....	\$477 65	\$33,023 03	1.44	23
2	S. Frank Pierce.....	847 88	23,391 45	3.56	24
3	J. H. Stuart.....	350 72	12,742 71	2.75	12
3	Henry Nelson.....	666 64	18,390 39	3.62	17
4	E. E. Greenwood & Co.....	733 85	21,904 81	3.35	19
5	S. Litchfield.....	414 86	20,413 23	2.03	17
6	L. O. Norwood.....	257 76	8,064 84	3.19	9
6 & 7	E. R. Keene.....	577 00	30,322 20	1.90	25
7	A. D. Hayes.....	255 25	12,396 04	2.05	14
8	Warren C. Loud.....	570 54	25,809 08	2.21	23
9	C. S. Humphreys.....	610 46	28,240 71	2.16	25
10	F. L. Holmes.....	549 23	23,046 68	2.38	25
11	W. B. Gould.....	400 92	17,381 50	2.30	21
12	Edgar I. Lord.....	499 34	20,048 04	2.49	21
13	Ira B. Hagan ¹	659 81	26,038 28	2.53	23
14	C. F. Pray.....	678 73	22,386 71	3.03	21
15	H. Hilliard.....	377 90	14,882 12	2.54	18
16	R. E. Mullaney.....	408 64	20,236 37	2.02	24
17	C. E. Cobb.....	371 51	16,953 17	2.19	16
18	E. E. Burleigh.....	126 47	8,098 73	1.56	6
18 & 19	G. M. Hardison.....	492 47	27,957 31	1.76	26
	Totals.....	\$10,327 63	\$431,727 40	Av. 2.39	409

In this table only the towns are considered which have completed the work and where the accounts are settled. In figuring cost of work, inspection, engineering and office expenses are deducted leaving actual cost of construction.

¹Inspection and engineering done by Ira B. Hagan. Expenses and salary divided equally.

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