

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS OF MAINE

1914

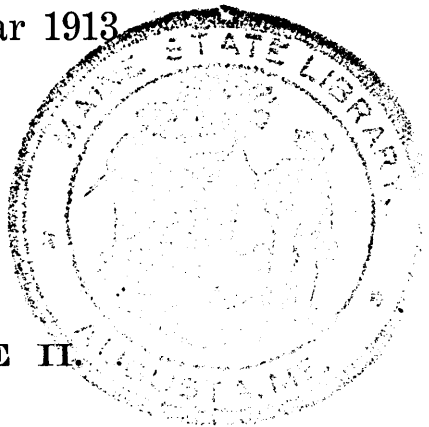
BEING THE

ANNUAL REPORTS

OF THE VARIOUS

Departments and Institutions

For the Year 1913



VOLUME II.

OCT 20 1915



Bituminous Macadam—York Harbor Section.

FIRST ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

**FROM JULY 12, 1913 TO
DECEMBER 31, 1913.**

**ALSO THE NINTH ANNUAL REPORT OF THE
COMMISSIONER OF HIGHWAYS FROM
JANUARY 1, 1913, TO JULY 12, 1913.**



WATERVILLE
SENTINEL PUBLISHING COMPANY

1914

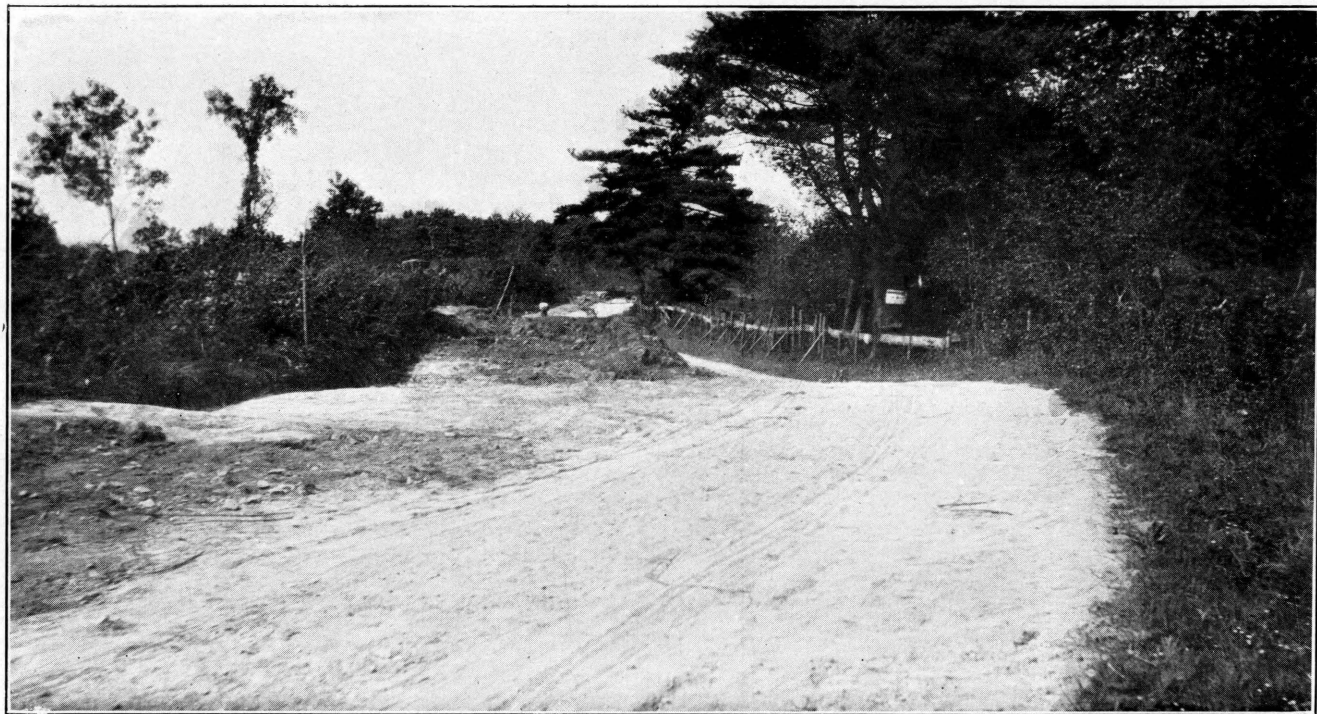
STATE OF MAINE.

OFFICE OF STATE HIGHWAY COMMISSION,
AUGUSTA, December 31, 1913.

*To His Excellency, William T. Haines, Governor, and the
Honorable Council:*

We have the honor to present the first annual report of the
State Highway Commission from July 12, 1913 to December
31, 1914.

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



No. 1. Before Improvement, Kennebunkport, 1913.

REPORT OF STATE HIGHWAY COMMISSION FOR
FISCAL YEAR ENDED DECEMBER 31, 1913.

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 Dec. 31, 1913.

APPOINTMENT OF COMMISSION.

In accordance with Section 3, Chapter 130, P. L., 1913, His Excellency, Governor Haines, duly appointed the State Highway Commission consisting of three members as follows: Lyman H. Nelson of Portland to serve for three years, Philip J. Deering of Portland to serve for two years, William M. Ayer of Oakland to serve for one year. These appointments, having been duly confirmed by the Council on July 19, 1913, and each member of the Commission, having formally taken oath of office, the Commission met at the State House, Augusta, July 23, 1913, and proceeded to organize and to take over all the affairs of the former State Highway Commissioner and his office. By the terms of the law Lyman H. Nelson became chairman of the Commission and Miss Annie P. Bibber was duly appointed permanent secretary to the Commission. The Commission proceeded to adopt rules and regulations for its procedure, and also to immediately ascertain the condition of the Department, which condition, so far as practical, is shown in the appended report of Parker L. Hardison, former Highway Commissioner.

Parker L. Hardison was duly appointed and confirmed as Acting Chief Engineer of the Commission, pending the selection of a Chief Engineer as required by Section 5 of the Act.

APPOINTMENT OF CHIEF ENGINEER.

On July 26 Paul D. Sargent of Washington, D. C., was appointed by the Commission as Chief Engineer at a salary of \$5000 per annum, and on July 29 the said appointment and salary were duly confirmed by the Governor and Council.

The selection of Mr. Sargent as Chief Engineer was made only after the most careful deliberation which had been going on informally for several months. The commissioners, prior to their formal appointment and qualification, had thoroughly canvassed the field of prospective candidates throughout the United States, and Mr. Sargent was picked from a list of some twenty-five applicants, because of his especial fitness for the task.

ENGINEERING POLICY.

In canvassing the general road situation in Maine, the Commission early came to the conclusion that the best results could only be obtained by careful and thorough surveys of each location of proposed work, and promptly adopted the policy of requiring that all jobs calling for an expenditure in excess of \$300 should be properly surveyed before construction was begun, and the Commission believes that this policy has worked out to the advantage both of the state and the towns in the economical and proper expenditure of the funds available.

ELIMINATION OF POLITICS.

The Commission has been united in the belief that the most efficient work in state highway matters can only be obtained by the complete elimination of all political consideration, and on August 7, 1913, unanimously adopted the following resolution:

"Whereas it is the unqualified purpose of the Commission to eliminate politics throughout its department, and to perform its duty in the construction and maintenance of highways by placing its standard for employment on the basis of merit and efficiency, regardless of politics, be it hereby

"Resolved that offensive partisanship on the part of any employee of this Department shall be considered a sufficient reason for dismissal, and

“Resolved that all members of the Department shall hereafter be selected solely on a basis of merit and efficiency, and that endorsement of a political nature or for a political purpose will not be considered by the Commission.”

As a result of the stand then taken, the Commission has thus far developed its organization and carried on its work entirely free from political considerations, and it feels that a step has been taken in this direction which will receive the support of all citizens of Maine. Numerous other states, which have not followed this policy, have been subject to political influence, which has led, in some cases, to the utmost inefficiency and waste of public funds.

CLASSIFICATION OF HIGHWAYS.

Acting under direction of Section 6 of the Act, the Commission began early in August to plan a system of state highways, which, under the law, means a system of connected main highways throughout the state. The law requires that public hearings shall be held before such state highways shall be constructed, and, acting under this mandate, the Commission proceeded to hold hearings in various parts of the state upon proposed locations for state highways. Such hearings were held during the fall and early winter in Portland, Rockland, Lewiston, Waterville, Rumford Falls, Augusta, Bangor, Houlton and Machias. These hearings were properly advertised in daily and weekly papers throughout the state prior to the meetings, and in every case were attended by large numbers of citizens heartily interested in the proposed location. A stenographic report was made at each hearing, and the Commission in due season carefully considered the various representations of the people, preparatory to final decision as to the routes the state highway system should follow:

CHIEF ENGINEER ASSUMES OFFICE.

On August 14, 1913, Paul D. Sargent assumed the duties of his office as Chief Engineer.

PLACING TURF IN THE HIGHWAY.

Acting under Section 2, Chapter 189, P. L., 1913, the Commission, on August 21, called the attention of all municipal officers and road commissioners to the law, which reads as follows:

"Section 2. The placing of turf in the traveled part of any highway, state or town way, by any municipality, its employees or contractors, is prohibited, unless said turf is cut up fine or covered up. Upon violation of this Section, the State Highway Department shall cause to be withheld the payment of state money for highways to such municipality, until such turf is removed at the expense of the municipality, and the way restored to the satisfaction of the State Highway Department."

Several instances of the violation of this law being called to the attention of the Commission, immediate measures were taken for the strict and impartial enforcement of the statute, and the results of this action have been highly satisfactory.

ENGINEERING TESTING LABORATORY.

In conjunction with the State University at Orono, the Commission has purchased and placed at that University, road material testing machinery and apparatus, and the state now has a complete equipment for the testing of material. The Commission believes this to be an eminently wise expenditure, as by no other means can the wasteful experiments in the use of gravel and stone inadequate for highway construction be avoided, and a working arrangement between the State University and the Highway Commission has been made which is believed to be most satisfactory to all concerned.

REMOVAL OF ADVERTISING SIGNS.

Acting under Section 3, Chapter 189, P. L., 1913, relating to advertising signs on the highway, the Commission early undertook the enforcement of this law, and numerous disfiguring and dangerous signs have already been removed.

SURVEYING OF STATE HIGHWAYS.

In order to expedite construction work for 1914, the Commission began in September to send out surveying parties to work

upon those locations, concerning which there appeared to be no controversy as to route. These parties were kept employed until the cold weather of December prevented further work. The net result was the surveying of approximately 355 miles of proposed state highway, some portion of which work was carried on in each and every county of the state. This engineering data, as rapidly as practicable, has been plotted by draftsmen at the Augusta office, and many sections are now ready for the early letting of contracts for construction.

STATE HIGHWAY WORK FINISHED.

Contracts for state highway work, which had been let previous to the Commission's assuming office, have now been finished as follows:

- 3.5 miles bituminous macadam in the town of Kittery.
- 4.5 miles concrete, Ogunquit to Cape Neddick.
- 1.3 miles concrete in Kennebunkport.
- 2 miles of concrete in the town of Wells.

In the town of York, the contract, which had been let to the American Truck Company and had been partially completed, was taken over by the Commission, because of inability of the contractor to finish the work. It is a source of satisfaction to the Commission that their own forces were able to complete this job at a cost, considerably less than the contract price.

Working also with their own forces, the Commission has completed 8000 ft. of gravel road in the town of Kennebunk.

FEDERAL AID ROAD.

At the last session of the legislature a special resolve was passed, appropriating \$20,000 to be used in connection with \$10,000 to be provided by the Federal Government for the improvement of the highway from Portland to Fryeburg, or such other highway as should be mutually agreed upon between the State Highway Department and the Federal Government. Early in the summer it was learned that the Federal Government might be inclined to still further aid the state, and measures were immediately taken by His Excellency, Governor Haines, and the chairman of the Highway Commission, to secure such additional aid. After various interviews between

officials of this state and the Washington authorities, an arrangement was finally made by which the Federal Government is to pay the sum of \$65,000 toward the construction of a highway from Portland to Bath, and, under the terms of this arrangement, the state has applied the \$20,000 carried in the original resolve of the legislature above referred to and \$110,000 additional. The Federal Government stipulated that if their aid was to be secured, the highway to be constructed must be a continuous highway, must have a large percentage of rural delivery, and be otherwise satisfactory to them. The route, finally selected, namely, that from Portland to Brunswick and Bath fulfilled their requirements and received their approval. This highway has been surveyed throughout its complete length, and construction of it will be begun early in 1914.

ACCOUNTING SYSTEM.

Owing to the extensive requirements of Chapter 130, creating the Highway Commission, in the matter of division of expenditures between the state and the towns, both for construction and maintenance, and in view also of the complications arising from the proper division and expenditure of the bond issue authorized by the law, it was early deemed advisable by the Commission that the office be equipped with a comprehensive system of accounts that would be adequate to the situation and conform to the law. Mr. Charles P. Hatch, an expert accountant was employed, and has devised and placed in operation such a system of accounts as the Commission believe will be of the utmost satisfaction to all. The considerable increase in the funds available for the use of the Highway Commission in carrying on its work requires such an accurate accounting as will enable any citizen of this state, desiring to do so, to ascertain what has become of each and every dollar passing through the Commission's hands.

BOND ISSUE.

Acting in accordance with Section 28, Chapter 130, 1913, the Commission in August requested the Governor and Council to authorize the issuance of highway bonds in order to provide funds for the construction of state highways. This money was

required in order to provide the amounts necessary for the Federal Aid joint fund and for other purposes, and the State Treasurer was later authorized to issue state bonds in the sum of \$300,000. While the appended financial statement shows that comparatively little of this money has yet been expended, it is a satisfaction to know that the bonds were not only sold at a premium at a time when money was stringent, but that the unused portion of the proceeds has been so deposited by the State Treasurer that the amount of interest received equals the amount payable on the bonds, so that the state's financial operation in this respect has been entirely sound, and has provided the State Highway Commission with sufficient working capital for the proper conduct of its business.

MAINTENANCE.

The requirements of the new law are particularly satisfactory in the responsibilities placed upon the Commission in the matter of maintaining all highways hereafter built, in which the use of state funds is employed, and the Commission has devoted much time to the consideration of this question, and will have its plans in practical operation when the spring season of 1914 shall open. The purpose of the law in this respect is to prevent the waste which has taken place heretofore through failure on the part of the state or the towns to properly maintain highways after they had been constructed, and it will be the purpose of the Commission to carry out the requirements of this law in such manner as will preserve the state's construction investment intact.

Appended to this report of the Commission will be found the separate reports of performance on the part of State Highway Commissioner, Parker L. Hardison, covering the period from Jan. 1, 1913 to July 12, 1913, and of Paul D. Sargent, Chief Engineer, covering a period from July 12, 1913 to Dec. 31, 1913.

Respectfully submitted,

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

State Highway Commission.

ORGANIZATION OF STATE HIGHWAY
DEPARTMENT.

PARKER L. HARDISON, Caribou.....Commissioner
LUCIUS D. BARROWS, Foxcroft.....Asst. Commissioner
WILLIAM T. ALLEN, Biddeford.....Clerk
ANNIE P. BIBBER, Augusta.....Stenographer
LILLIAN W. CHUTE, Augusta.....Stenographer
ALICE M. FAULKNHAM, AugustaStenographer

AUGUSTA, MAINE, July 12, 1914.

*To His Excellency, William T. Haines, Governor, and the
Honorable Council:*

I have the honor to present the ninth annual report of the
State Commissioner of Highways, from January 1, 1913, to
July 12, 1913.

PARKER L. HARDISON.

REPORT OF THE CONDITION OF THE HIGHWAY DEPARTMENT, JULY 12, 1913.

In accordance with an act establishing a Highway Commission as approved March 27, 1913, the following report is submitted showing the expenditures of the Highway Department from January 1, 1913 to July 12, 1913 including the progress of the work in the various towns. As the State had not paid state aid for completed state aid work July 12 the mileage will appear in the report for December 31, 1913.

Apportioned to 499 cities, towns, plantations and unincorporated townships	\$205,059 45
Unapportioned balance	44,940 55

Total appropriation for 1913 state roads.....	\$250,000 00
69 of the above cities and towns are in the contract class with apportionments amounting to.....	127,726 75

Contracts have been made with 23 towns, and specifications for road work have been sent to 344 non-contracting towns, leaving 86 towns which have not received specifications.

The joint fund in these 86 towns amounts to.....	\$50,697 37
50 towns have completed their work at a total cost of.....	30,395 32
The State apportionments in last named (unpaid) towns amount to	16,171 00

The work in the balance of the municipalities which have received specifications is in various stages of progress, as shown by reports on file in the Highway Department.

APPORTIONMENTS AND EXPENDITURES MADE WITH MONEY RECEIVED FROM THE REGISTRATION AND LICENSING OF MOTOR VEHICLES.

Apportioned and unapportioned amount brought forward from 1912	\$16,387 46
Receipts from auto licenses from Jan. 1, 1913 to July 12, 1913	119,186 00
	<hr/>
Total	\$135,573 46

Specifications have been sent to 64 towns which have received apportionments from the auto fund.

7 towns have completed their work at a cost of.....	\$9,016 21
The state apportionments in these 7 towns (unpaid) amount to	5,276 90

SPECIAL RESOLVES, BRIDGES.

Very little work has been done under special resolves for the reason that they did not become available until July 12.

Survey and plans have been made for the Jackman bridge across Moose river, and a survey begun on the easterly span of the Old Town and Milford bridge; also repair work has begun on the Enfield and Howland bridge. A contract has been awarded the Sanders Contracting Company of Portland for the construction of a concrete bridge between Casco and Naples, and plans have been made for a concrete bridge in Milo.

SPECIAL RESOLVES, ROAD WORK.

Repairs are in progress on the Rockland-Rockport trunk line including an application of tar and sand to the top to overcome the slippery condition of the road. The joint appropriation is \$2,000.00.

Perkins township appropriation	\$1,000 00
Work is 50% completed.	
Sandy river township appropriation.....	1,000 00
Work is 24% completed.	
Jerusalem and Crockertown townships appropriation.....	1,000 00
Work is 10% completed.	

No payments have been made by the State on the above work.

KITTERY-PORTLAND TRUNK LINE.

The following contracts were continued from 1912, excepting contract "F" which was made May 5, 1913. Contract "D" is completed, but as balance of final payments have not been made the mileage and cost will be shown after July 12th.

Contract "A"—Kennebunkport, C. M. Willey, Contractor, 7000 lineal feet	\$19,745 87
Contract "B"—Wells, Hassam Paving Co., Contractors, 13,300 lineal feet	31,490 00
Contract "C"—York-Wells, Forgione-Romano Co., Contractors, 23,960 lineal feet	68,746 00
Contract "D"—Wells No. 2, M. McDonough Co., Contractors, 10,560 lineal feet	23,778 50
Contract "E"—York Harbor, American Truck Co., Contractors, 10,560 lineal feet	21,120 00
Contract "F"—Kittery-York, John A. Gaffey, Contractor, 18,597 lineal feet	24,677 02
Total—15.90 miles	\$189,557 39
Paid on trunk line work	\$49,923 11
Due on work performed	31,622 45
Total	\$81,545 56



No. 1—After Improvement with gravel surface, Kennebunkport, 1913.

EXPENDITURES FROM JANUARY 1, 1913, TO JULY 12, 1913.

Expenditures of office to July 1, salaries.....	-	\$3,501 67
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KITTERY-PORTLAND TRUNK LINE.

Contract "A", Kennebunkport section.....	\$3,208 35	
" "B", Wells, No. 1.....	13,844 97	
" "C", York-Wells.....	17,882 46	
" "D", Wells, No. 2.....	10,623 08	
" "E", York Harbor.....	1,833 99	
" "F", Kittery-York.....	2,530 26	
Paid on trunk line work.....		\$49,923 11
Kittery section, maintenance.....	-	797 05
S. Portland, maintenance.....	-	61 68
Rockland-Rockport, maintenance.....	-	57 00
Saco and S. Portland, maintenance.....	-	20 19
Gray auto account, 1912.....	\$698 13	-
Western Ave. auto account, 1913.....	21 05	-
Trenton auto account, 1913.....	703 98	-
Sprinkler, auto account, 1913.....	255 60	-
Casco auto account, 1912.....	425 43	-
Marion & Edmunds auto account, 1912.....	233 32	-
		\$2,337 51
Sundry accounts charged to unapportioned.....	-	52 47
Inspectors' account.....	-	966 99
Traveling expenses.....	-	183 07
Printing and blank forms.....	-	946 00
Old Town bridge (westerly span).....	-	28,680 10
Phippsburg from unapportioned account (highway).....	-	493 64
Bridge investigation from unapportioned (highway).....	-	334 08
Readfield Pond Road from unapportioned (highway).....	-	81 05
		\$88,435 61

STATE HIGHWAY COMMISSION.

FINANCIAL STATEMENT JANUARY 1, 1913, TO JULY 12, 1913.

Apportioned and unapportioned balances from years previous to 1913 . . .	\$136,008 87
Appropriation for state roads, 1913	250,000 00
Apportioned and unapportioned amount of auto licenses brought forward from 1912	16,387 46
Receipts from auto licenses to July 12	119,186 00
Appropriation for office expenditures, salary of commissioner, assistant commissioner, stenographers, traveling expenses, office furnishings, printing, etc., \$12,500.00.	
Part of appropriation expended to July 1	4,630 74
	\$526,213 07
Total expenditures	88,435 61
	\$437,777 46
Appropriated by towns to be used jointly with auto fund for highways and bridges	12,700 00
Due from town of York as per contract, contributed for trunk line	9,500 00
Due from L. A. & W. St. Ry., State St. work, front of State House	513 23
	\$22,713 23

EXPENDITURES OF OFFICE FROM JANUARY 1, 1913, TO JULY 1, 1913.

	Credit.	Debit.
Salary of commissioner	\$2,500 00	\$1,250 00
Salary of assistant commissioner	1,500 00	750 00
Salary of clerk and book-keeper	1,300 00	541 67
Salary of stenographer and extra clerk hire	2,500 00	960 00
Traveling expenses of commissioner and Ass't. commissioner	1,500 00	183 07
Office furnishings and equipment	200 00	-
Printing reports, blank forms, stationery, supplies, express, telephone, postage, etc.	3,000 00	946 00
	\$12,500 00	\$4,630 74

TOOLS AND MACHINERY.

Tools and machinery on hand:

Steam Roller

Two Road Scarifiers

One Combination Oil Sprayer and Sprinkler

One Road Machine

Jack-hammer Drill

One Plow

Forge and Blacksmith Tools

List of Small Tools on File

Road Machine and Small Tools in Indian Twp.

REPORT.

During the year 1913 a total expenditure of \$871,072.09 was made on account of state road work. The following is an itemized statement showing total costs, and state aid paid.

	Cost —1913.	State aid —1913.
Trunk lines (cost, 1912-1913).....	\$202,265 99	\$150,620 76
Trunk lines (state aid, paid, 1912-1913).....	199,215 99	-
1913 state aid roads.....		403,003 09
1912 state aid roads, completed in 1913.....		6,522 47
Eden special apportionment.....		23,836 14
Brunswick special apportionment.....		725 76
Phippsburg special apportionment.....		1,590 37
1913 auto road work, cost.....	\$103,275 08	-
Work from 1913 auto fund not figured in road work.....	16,131 09	
		\$119,406 17
1912 auto apportionment.....	\$33,735 74	-
Marion & Edmunds.....	1,860 92	35,596 66
		\$93,262 17
Special resolve.....		103,071 97
Maintenance and administration.....		4,736 47
		\$849,109 86
Sundry expenses charged to unapportioned... ..	\$52 47	-
Inspectors.....	966 99	-
Traveling expenses.....	183 07	-
Printing.....	946 00	-
Bridge inspection.....	334 08	-
Readfield Pond Road.....	81 05	-
So. Portland maintenance from unapportioned highway fund.....	61 68	-
Rockland-Rockport maintenance unappor- tioned.....	57 00	-
Saco and South Portland.....	20 19	-
		\$2,702 53
Expended from highway loan fund.....		19,259 70
		\$871,072 09
		\$563,540 94

NOTE—Costs and amounts paid by State include expenditures to July 12. Engineering and inspection after July 12, charged to jobs and administration fund.

108.67 miles of 1913 state aid road.

1.55 miles of 1912 uncompleted state aid road have been completed in 1913.

1.06 miles from special apportionments.

1.06 miles from unapportioned highway fund.

27.49 miles with money received from the registration and licensing of motor vehicles.

9.47 miles from auto fund apportioned in 1912.

4.74 miles constructed under special resolves.

15.62 miles of trunk line work which includes the mileage under construction in 1912.

Total of 168.60 miles.

In addition to the above, about $4\frac{1}{2}$ miles have been repaired from Special Resolves; 13 miles from Auto Fund; $2\frac{1}{2}$ miles from 1912 Auto Fund.

499 applications were received for state aid as follows:

20 cities

417 towns

39 organized plantations

23 unorganized plantations

Nine of the above towns have their work partially or nearly completed, and upon acceptance by the Department will be entitled to apportionment amounting to \$3903.00.

Forty-three towns which made applications in 1913 have laid over their joint funds for expenditure in 1914 in which the joint funds amount to \$25,668.90, of which the State apportionment amounts to \$14,162.95.

A total of 52 towns have state aid to their credit amounting to \$18,065.95. Of the 1912 work, four towns completed their work in 1913 and state aid was paid to the amount of \$2857.75.

447 towns constructed state road work in 1913 from 1913 funds.

The following are tabular statements of the 1913 state road work and the 1912 work completed in 1913.

A tabular statement of work done with money received from the registration and licensing of motor vehicles and from special Legislative resolves will be found in another part of this report.

SUMMARY OF STATE AID WORK—1913.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length in feet.	Total cost of work.	1913 aid approved.	Aid from previous years approved.	Total aid approved.	Length in miles.	Cost per mile.	Cost per Sq. yard.
368	Gravel	-	498,479	\$293,808 58	\$140,814 34	\$9,932 97	\$150,747 31	94.409	\$3,112 08	-
39	Earth	-	40,286	25,276 73	12,839 31	422 78	13,262 09	7.6219	3,313 24	66
23	Macadam	47,420	22,196	31,187 73	11,714 10	409 08	12,123 18	4.203	7,420 34	\$ 98
6	Bit. Macadam	15,680.66	5,600	15,412 11	5,298 00	864 08	6,162 08	1.061	14,526 02	72
4	Concrete	12,790	5,037.15	21,991 79	8,079 49	633 93	8,713 42	.954	23,052 19	1 90
1	Wood block	1,976	523	7,722 01	2,325 00	276 26	2,601 26	.099	-	3 22
1	Sand clay	3,882	1,664	859 49	400 00	-	400 00	.315	2,728 54	
	TOWNS IN WHICH MILEAGE HAS NOT BEEN CONSIDERED.			\$396,258 44	\$181,470 24	\$12,735 57				
	Bath culvert	-	-	\$5,245 10	\$975 00	\$107 24	\$1,082 24	-	-	-
	Mayfield culvert	-	-	237 60	52 50	-	52 50	-	-	-
	West Forks	-	-	135 00	67 00	-	67 00	-	-	-
	Johnson Mtn	-	-	162 50	40 00	-	40 00	-	-	-
	Parlin Pond	-	-	144 00	66 00	-	66 00	-	-	-
	Whitneyville	-	-	820 45	400 00	89 23	489 23	-	-	-
				\$403,003 09	\$183,070 74	\$12,735 57	\$195,806 31	108.67		

The above includes So. Portland aid which was paid from Auto Fund.

Cost per mile includes culverts and bridges.

SUMMARY OF 1912 STATE ROAD WORK COMPLETED—1913.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length in feet.	Total cost of work.	1912 aid approved.	Aid from previous years.	Total aid approved.	Length in miles.	Cost per mile.	Cost per Sq. yard.
	Gravel.....	-	6,427	\$5,620 94	\$1,692 00	\$467 00	\$2,159 00	1.22	\$4,601 00	-
	Earth.....	-	1,764	600 75	294 71	106 04	400 75	.33	1,820 00	-
	Hallowell, surface treatment.....	-	-	300 78	298 00	-	298 00	-	-	-
	Total.....		8,191	\$6,522 47	\$2,284 71	\$573 04	\$2,857 75			

FINANCIAL STATEMENT.

Total amount apportioned and unapportioned, brought forward from report of July 12, 1913.....		\$526,213 07
Special resolves available July 12:		
Maintenance and administration.....		40,000 00
Special resolves, towns, etc.....		191,467 87
Auto fees from July 12, to Dec. 31, 1913.....		19,317 00
Highway Loan Fund.....		301,560 00
		<u>\$1,078,558 94</u>
State aid paid by State:		
Trunk lines.....	\$150,620 76	-
1913 state aid roads paid by state.....	182,245 74	-
1912 state aid roads, completed in 1913.....	2,857 75	
Eden special apportionment.....	3,000 00	
Brunswick special apportionment.....	688 61	
Phippsburg special apportionment.....	1,590 37	-
1913 auto fund paid by State.....	93,262 17	-
1912 auto fund expended in 1913.....	16,390 10	-
Special resolves, paid by State.....	86,186 74	-
Maintenance and Administration.....	4,736 47	-
Paid prior to July 12, not included in above.....	2,702 53	-
Paid from Highway Loan Fund.....	19,259 70	-
	<u>\$563,540 94</u>	-
Balance.....	\$521,531 23	-
Appropriation not expended by Highway Department:		
People's Ferry, Bath.....	\$2,000 00	-
Jotham Stevens, Embden.....	1,000 00	-
	<u>\$3,000 00</u>	-
"Note" the town of York paid on trunk line, York Harbor section, per agreement, not considered in above.....		\$6,000 00
Paid by L. A. & W. St. Railway, 1912, work State St.....		513 23
		<u>\$1,085,072 17</u>
State Highway Loan Funds:		
Bonds issued Sept. 1, 1913, running forty years, maturing at the rate of \$7,500.00 per annum, payable in Boston, Mass., or Augusta, Maine, on Sept. 1, of each year, until 1953, with interest at 4%, payable semi-annually on March 1 and Sept. 1.....		\$300,000 00
Amount of premium received on issue.....		1,560 00
		<u>\$301,560 00</u>
Amount expended in 1913.....		19,259 70
Unexpended carried over to 1914.....		<u>\$282,300 30</u>



Bituminous Macadam—Kittery-York Section.

TRUNK LINE WORK.

As stated in report to July 12, 1913, the trunk line work was a continuation of the 1912 contracts with the exception of one contract, the details of which will be found in another part of this report.

The towns of Brunswick, Eden and Phippsburg had unexpended balances brought over from 1912 which were apportionments from the unapportioned highway fund and were expended on roads in accordance with the council orders.

BRUNSWICK.

Special apportionment from Unapportioned Highway Fund.
Unexpended balance brought over from 1912.

The section improved is a continuation of 1912 work and was done by the town of Brunswick.

Work consisted of a bituminous macadam, 600 ft. in length.

Details and cost items.

Grading	\$171 20
Surfacing, 1,000 sq. yds.....	304 99
Culverts and building stone wall.....	249 57
	<hr/>
Total cost in 1913.....	\$725 76
Bal. of apportionment paid by State.....	688 61
	<hr/>

Additional cost to town \$37 15

"Note" some Asphalt and crushed stone carried over from 1912.

TOWN OF EDEN.

A special apportionment from the unapportioned highway fund was made to the town of Eden, October, 1912, amounting to \$3000, providing the town would raise \$15,000, making a joint fund of \$18,000, to be expended on Bay View drive which is the main thoroughfare leading out the town. A contract was made between the town and State for the construction, 2850 feet macadam road for \$18,000. The work necessitated widening the road in a steep bluff and the improvement of a heavy retain-

ing wall and the construction of a substantial railing with reinforced concrete posts.

Cost of work as follows:

3700 feet of macadam surface comprising about 9866 sq. yds., including all costs	\$23,836	14
Apportioned by State	\$3,000	00
Paid by town	20,836	14
	<hr/>	\$23,836 14

PHIPPSBURG.

Special apportionment from Unapportioned Highway Fund. - Location of work in "Sam Day Woods."

This work was begun in 1912 but was not completed until 1913. Length 1350 feet. Work was in charge of C. V. Minott, Jr., and consisted of grading, drainage, and gravel surface, also the removal of quite a quantity of ledge and the installation of four metal culverts.

Expended in 1912.....	\$403	02
Expended in 1913	1,590	37
	<hr/>	
Total cost	\$1,993	39
Apportioned by State	2,000	00
	<hr/>	
Unexpended balance	\$6	61

CHANGES OF LOCATION.

During the year 1913 there have been received at the Department three petitions for change of location of state road. A hearing was held on each petition, two being granted, while in the third instance the Board hearing the petitioners adhered to the original location.

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

"Road beginning at the Farmington town line near the bridge at North Chesterville, thence by the stage line to Chesterville Center village, and thence by the Ridge road, so called, to Fayette town line."

The above designation was made by the County Commissioners of Franklin county on the twenty-sixth day of May, 1908.

On the fourteenth day of April, 1913, the department received a petition to change the designation of the state road to the following designation:

"Road extending from the N. N. Hutchins turn in said town, to the town line north of the North Chesterville bridge to the road leading from said N. N. Hutchins turn to the town line in the center of the Farmington Falls bridge."

This petition was signed by E. Irving Gilman and one hundred and one others, legal voters in the town of Chesterville.

The notices calling a hearing on this petition were issued on the twenty-ninth day of April, 1913.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, C. W. Small, chairman of the municipal officers of the town of Chesterville and W. D. Haley, a county commissioner from Kennebec county, met at the town hall, Chesterville Center, at one-thirty on Wednesday, May 6, 1913.

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

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

"Road leading from North Monroe by East Jackson to Brooks village."

The above designation was made by the County Commissioners of Waldo county on the thirtieth day of April, 1902.

On the thirtieth day of April, 1913, the department received a petition to change the designation of the state road to the following designation:

"Road beginning at the town line of Jackson and Brooks near the residence of W. E. Barker, in Brooks; thence northwardly, by the highway leading to Dixmont Corner, to the town line of Jackson and Dixmont. All in the town of Jackson."

This petition was signed by M. S. Stiles, and seventy-six others, legal voters in the town of Jackson.

The notices calling a hearing on this petition were issued on the second day of May, 1913.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, D. B. Boody, chairman of municipal officers of the town of Jackson and W. D. Haley, a county commissioner from Kennebec County, met at the Town Hall at one-thirty P. M., Friday, May 23, 1913.

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

"Town of Woolwich. Former location of state road in the town of Woolwich was as follows:

"Road running through said town from the Sagadahoc Ferry, so called, to the town of Dresden in the county of Lincoln, being the road known as the 'Middle Road.'"

The above designation was made by the County Commissioners of Sagadahoc county on the sixteenth day of June, 1906.

On the twelfth day of April, 1913, the department received a petition to change the designation of the state road to the following designation:

"Road beginning at Sagadahoc Ferry, thence along the county road to Wiscasset."

This petition was signed by C. H. Hunnewell, and one hundred and twenty-one others, legal voters in the town of Woolwich.

The notices calling a hearing on this petition were issued on the second day of May, 1913.

The Board constituted to hear these petitioners, viz: The State Commissioner of Highways, Asa C. Hathorne, chairman of the municipal officers of the town of Woolwich and W. W. Farrar, a County Commissioner from Androscoggin county, met at the town hall, in the town of Woolwich, at one-thirty P. M., on Tuesday, May 27, 1913.

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



No. 3. Concrete—Kennebunkport Section.

Tabular Statement
of Work Done
Under Special Resolves

SOLVES—1913.

Length road repaired.—feet.	State appropriated.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
-	\$500 00	-	\$670 49	\$500 00	-	\$170 49	-
-	50 00	-	-	-	\$150 00	-	-
-	300 00	-	-	-	300 00	-	-
-	2,000 00	\$2,000 00	4,483 43	2,000 00	-	2,483 43	-
-	500 00	-	349 36	349 36	150 64	-	-
-	3,000 00	2,000 00	5,159 41	3,000 00	-	2,159 41	-
-	500 00	-	-	-	500 00	-	-
-	350 00	250 00	479 12	229 12	20 88	250 00	-
-	1,300 00	-	998 92	998 92	1 08	-	-
-	750 00	750 00	1,506 30	750 00	-	756 30	-
-	200 00	-	-	-	200 00	-	-
-	300 00	600 00	1,360 48	600 00	-	760 48	-
-	100 00	-	*	100 00	-	-	-
-	15,300 00	{ Town and county, \$10,000 00	-	-	15,000 00	-	-
-	2,300 00	-	-	-	2,000 00	-	-
-	1,300 00	{ G. & R. 1,000 00	-	-	1,000 00	-	1,000 00
-	1,300 00	-	-	-	1,000 00	-	-
-	1,300 00	-	36 50	36 50	963 50	-	-
-	500 00	{ County, \$500 00	53 55	-	500 00	53 55	446 45
18,480	500 00	-	-	453 48	46 52	-	-
-	525 00	525 00	1,117 55	525 00	-	592 55	-
-	1,500 00	-	1,466 57	1,466 57	33 43	-	-
-	4,000 00	{ Town and county, \$4,000 00	2,973 58	-	-	-	-
-	1,000 00	-	-	-	-	-	-
-	Adn. 10 95	-	1,010 95	1,010 95	-	-	-
-	4,000 00	{ Gt.N.P.Co. \$4,000 00	-	-	4,000 00	-	4,000 00
-	2,500 00	{ County & town, \$2,500 00	-	-	2,500 00	-	2,500 00
-	300 00	-	12 71	12 71	287 29	-	-
-	500 00	500 00	-	-	500 00	-	500 00
-	1,500 00	1,500 00	-	-	1,500 00	-	1,500 00
-	62,400 00	-	26,418 27	26,418 27	35,981 73	-	-
-	33,000 00	-	29,511 95	29,511 95	133 69	-	-
-	Unap. h'way fund 222 53	-	-	-	-	-	-
-	1,200 00	1,200 00	-	-	1,200 00	-	1,200 00
-	350 00	350 00	445 70	222 85	127 15	222 85	127 15
-	1,000 00	1,000 00	-	-	1,000 00	-	-
-	1,000 00	-	1,028 57	1,000 00	-	28 57	-
-	300 00	-	268 40	268 40	31 60	-	-
-	1,000 00	-	-	-	-	-	-
-	Auto \$1,454 25	-	2,454 25	2,454 25	-	-	-
-	15,000 00	{ Towns, \$10,000 00	-	-	-	-	-
-	2,000 00	{ Bal. county 2,000 00	5,804 20	2,000 00	-	3,804 20	-

SPECIAL RE

	Total length.—feet.	Finished width.—feet.	"V" drain or stone base.	Macadam, gravel or earth surface.—feet.	CULVERTS.			
					Kind.	Size.—inches.	Length.—feet.	Cost.
Postal Roads.....	-	-	-	-	-	-	-	-
Readfield—Pond Road.....	770	21	-	770g	5-Metal..	-	-	159 60
Ripley.....	1,950	21	-	1,950g	-	-	-	-
Rockport—South Hope.....	1,775	21	-	1,775	4-Metal.	24 x 18..	24 ..	152 40
						20	24 ..	171 60
Rockland—Rockport T. L.....	-	-	-	-	-	-	-	-
Roque Bluffs—bridge.....	-	-	-	-	-	-	-	-
Somerville.....	806	21	-	806	-	-	-	-
The Forks highway to Lake Moxie Station.....	1,300	18	-	1,300	5-Metal..	10 dia...	-	-
Trescott.....	570	-	-	570g	-	-	-	-
Van Buren—Inspector's office.	-	-	-	-	-	-	-	-
Van Buren bridge.....	-	-	-	-	-	-	-	-
Verona—bridge.....	-	-	-	-	-	-	-	-
Washington Twp. & Perkins Pl	3,536	21	-	3,536	4-Metal..	12 x 24..	-	-
West Forks & The Forks bridge	-	-	-	-	-	-	-	-
Whiting.....	-	-	-	-	-	-	-	-
Whitneyville.....	-	-	-	-	-	-	-	-
Wiscasset.....	-	-	-	For	1914....	-	-	-
Oldtown & Milford bridge, land damage.....	-	-	-	-	-	-	-	-
Oldtown & Milford bridge, to reimburse county for repairs—1911-12.....	-	-	-	-	-	-	-	-
Kennebec & Somerset Co.'s deficiency on bridge—1910....	-	-	-	-	-	-	-	-

Norridgewock—\$1,500 for 1914.

Fort Kent—St. Francis—\$1,500 for 1914.

Wiscasset—\$2,000 for 1914.

Forest City—Not under department.

Merrymeeting Bay—\$1,500 for 1913; \$1,500 for 1914.

Rockland-Rockport T. L.—Appropriated by State, \$1,000; town of Rockport, \$500; private subscription, \$485; balance of 1912 auto apportionment, \$52.45; apportioned from auto fund, \$388.97.

Rockland and Rockport, T. L.—15,840 feet, cost, \$2,426.42. Road repaired.

The Forks, highway—4,700 ft. repaired, included in cost shown in column.

Fort Kent—To raise \$5,000.00; County of Aroostook, \$5,000.00, providing The Dominion of Canada apportioned \$30,000.00.

Jackman—County to raise \$2,000.00; town, \$2,000.00. Paid to State Treasurer \$4,000.66, and expended as joint fund.

Moro Plantation—County, Moro and Hersey to raise \$2,500.00.

SOLVES—Concluded.

Length road repaired.—feet.	State appropriated.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
-	20,000 00	{ Gov't.	-	-	-	-	-
-	1,000 00	* { 10,000 00	-	-	-	-	-
-	1,000 00	1,000 00	2,047 64	1,000 00	-	1,047 64	-
-	1,000 00	500 00	1,701 16	1,000 00	-	701 16	-
-	1,000 00	{ 1,000 00	3,314 54	1,000 00	-	2,314 54	-
15,840	1,000 00	{ Towns, etc.	2,426 42	1,441 42	-	985 00	-
-	500 00	985 00	1,013 68	500 00	-	513 68	-
-	500 00	500 00	500 00	500 00	-	-	-
4,700	1,000 00	-	1,034 70	1,034 70	-	-	-
-	{ Adm.	-	-	-	-	-	-
-	334 70	-	-	-	-	-	-
-	250 00	-	250 00	250 00	-	-	-
-	500 00	-	500 00	500 00	-	-	-
-	2,216 25	-	-	2,216 25	-	-	-
-	1,500 00	1,500 00	1,572 34	786 17	713 83	786 17	713 83
-	1,900 00	-	1,101 23	1,000 00	-	101 23	-
-	500 00	{ County	-	-	600 00	-	-
-	500 00	{ \$600 00	-	-	500 00	-	-
-	445 16	-	-	445 16	-	-	-
-	2,300 00	{ Towns.	-	-	-	-	-
-	10,300 00	{ \$2,000 00	-	-	-	-	-
-	-	-	-	18 41	9,981 59	-	-
-	450 21	-	-	450 21	-	-	-
-	581 25	-	-	581 25	-	-	-

Merrymeetng Bay Bridge—Bath, Topsham, Bowdoin, Bowdoinham and Richmond to raise \$10,000.00, balance by county.
 Greenville, Lilly Bay—18,480 feet repaired, \$453.48.
 Jerusalem—Crockertown—\$10.95 paid from administration fund.
 Oldtown and Milford—Westerly Span—\$222.53 from unapportioned highway fund.
 Expended last year (1912), \$3,576.89.
 Trescott—\$250.00 for 1913; \$250.00 for 1914.
 Van Buren—Liquidating unpaid bridge bills—Van Buren bridge, \$2,216.25.
 Whiting—To reimburse town for repairing bridge.
 Whitneyville—To reimburse town for repairing bridge.
 Wiscasset—Towns of Wiscasset, Edgecomb, Boothbay, Boothbay Harbor, Southport, to raise in 1914, \$2,000.00.
 Rockport—So. Hope—Town of Rockport, apportioned \$500.00; private subscription, \$770.00; Camden & Rockland Water Co., \$970.00.
 *Additional apportionments made by State and Government for the Portland and Brunswick Post Road.

"C" and "C" SURPLUS TWPS.—SPECIAL RESOLVE.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) for one year only for the purpose of repairing the Lake road, so-called, in township C and C surplus in Oxford county; said appropriation to be expended under the supervision of the state highway department.

Work was begun in November and completed November 17; work was in charge of C. T. Poore, Andover. Nature of improvement, grading, drainage and gravel surface, 700 feet completed, including three split stone culverts, cost.... \$349 36
 Paid by State 349 36
 Appropriation \$500 00
 Bal. unexpended 150 64

CASCO AND NAPLES BRIDGE—SPECIAL RESOLVE.

This bridge is located across Crooked river on the road from Poland to Fryeburg between the towns of Casco and Naples.

The legislature of 1913 appropriated \$3,000 00
 The town of Casco and Naples each \$1,000.00
 making a joint fund of..... 5,000 00
 The contract was let for a reinforced concrete bridge, 70 feet span with 18' roadway with abutments and wing walls, to the Sanders Contracting Company of Portland for 4,850 00

The above amount to include the gravel fill on the bridge. Work was commenced in August and completed September 28, with Scott Stewart as inspector. It was found necessary to drive piles for foundation at the Naples end of the bridge; this resulted in an additional cost, but by allowing the contractors to use gravel in the arch ring instead of crushed stone the cost was reduced to \$141 70

Cost of bridge as follows:

Contract 4,850 00
 Extras 141 50
 Inspection, Scott Stewart 142 91
 Inspection, E. E. Greenwood..... 25 00

\$5,159 41

Appropriated by State	\$3,000 00
Casco and Naples	2,000 00
Additional cost to towns	159 41

DRESDEN—SPECIAL RESOLVE.

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 appropriated five hundred dollars (\$500) for the same purpose; both sums to be expended under the supervision of the state highway department.

Work was done by the town of Dresden by day labor and consisted in rebuilding abutment with timber, driving, piling, repairing draw and re-planking a section.

Total expenditure	\$479 12
Paid by town	\$250 00
Paid by State	229 12
<hr/>	
Bal. of State appropriation carried over to 1914	\$20 88

EASTPORT—SPECIAL RESOLVE.

Resolved, that there be, and hereby is, appropriated the sum of seven hundred and fifty dollars (\$750) for the year one thousand nine hundred and thirteen, only, for the purpose of repairing the wooden bridge across tide waters, between the city of Eastport and the town of Perry, provided that said city of Eastport raise for the same purpose the sum of seven hundred and fifty dollars (\$750) both sums to be expended under the direction of the State Highway Department.

C. F. Pray, C. E., of Calais, made an examination and a report of the bridge by direction of the highway department. His report states that it is an old wooden bridge built about

1830, with some additional strengthening in later years. He further reported the bridge to be in bad condition and the available funds inadequate to make the necessary repairs. It was decided to make repairs to the parts most needed which was done by the city of Eastport.

Expended	\$1,506 30
Appropriated by State	\$750 00
Appropriated by town	750 00
Additional cost to city	6 30

ENFIELD-HOWLAND—SPECIAL RESOLVE.

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 town 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.

This is a steel bridge which required re-planking and painting and other minor repairs. The following amounts were expended by the towns:

Howland		\$714 89
State's part of appropriation (pd.)....	\$300 00	
Cost to the town of Howland	414 89	
Enfield		645 59
State's part of appropriation (pd.)....	\$300 00	
Cost to town	345 59	
Total expenditure		<u>\$1,360 48</u>

GREENVILLE-LILY BAY—SPECIAL RESOLVE.

Resolved, that there be and hereby is appropriated the sum of five hundred dollars (\$500) to aid in repairing a roadway leading from the northerly terminus of Main Street in the town



Section of State Aid road in Kennebunkport before improvement.

of Greenville, in the county of Piscataquis, through Gore A 2 to Lily Bay bridge in said county; said appropriation to be expended upon the portion of said highway which is between Lily Bay bridge and Greenville town line, under the supervision of the State Highway Department.

Work began October 13, with A. A. Adams in charge. This is a rough section of road and the work consisted of re-building small bridges across brooks with material found upon the ground corduroying swampy sections and blasting boulders. About $3\frac{1}{2}$ miles were made passable with wagons. The amount of money was small considering the magnitude of the job.

Appropriated	\$500 00
Expenditure	453 48
	<hr/>
Balance unexpended	\$46 52

HOWLAND—SPECIAL RESOLVE.

Resolved, that there be and hereby is appropriated the sum of five hundred and twenty-five dollars (\$525) for the purpose of repairing the bridge across the Piscataquis River in the town of Howland; provided that there be appropriated by said town of Howland or otherwise, the sum of five hundred and twenty-five dollars (\$525) for the same purpose; both sums to be expended under the supervision of the State Highway Department.

The repairs consisted in painting the bridge and replanking. Bids were asked by the selectmen for painting and the following bids were received:

Wm. McKinnon	\$374 00
Harry Nason	375 00
Faloon & York	336 60

The contract was awarded to Faloon and York. The replanking was done by the town by day labor.

Total expenditures	\$1,117 55
State appropriation	\$525 00
Furnished by town	592 55
	<hr/>
Paid by State	\$525 00

INDIAN TOWNSHIP.

A special resolve was passed by the legislature of 1913 appropriating \$1500.00 to be expended on the Indian Township roads. The principal road extends through the township from Calais to Danforth, approximately a distance of eight miles on the township, also a road extending to Grand Lake Stream comprises about four miles making approximately twelve miles of road, wholly on state land. Otis Taylor of Topsfield was appointed agent for the expenditure of the special resolve. Work which consisted of surfacing with gravel about 3550 feet on the Princeton road, twelve feet in width, and road machine work and ditching on the Grand Lake Stream road. The drainage on the lake road made a decided improvement, together with the surfacing on the main road. Total expenditure, \$1466.57, leaving an unexpended balance of \$33.43. Later in the season an apportionment of \$3000 was made from the auto fund and was expended under the supervision of George S. P. Brannen. Work consisted of clearing right of way about $3\frac{3}{4}$ miles, smoothing surface with road machines and filling holes with gravel for about four miles, using split log drag over entire length of road including the lake road. Also constructed about 240 feet of "V" drain on the Princeton end of the road and 325 ft. stone base and surfaced with gravel. On the Grand Lake Stream road repairs were made on the Huntley brook bridge by raising the abutments, placing new stringers in part and replanking with new plank where needed and new guard rail. The road was graded to conform to the new elevation.

Total expenditure	\$1,872 44
Unexpended balance	1,127 56



Kennebunkport Trunk Line before improvement.

JERUSALEM-CROCKERTOWN TOWNSHIP—SPECIAL
RESOLVE.

Resolved, That there be and hereby is appropriated the sum of one thousand dollars, to be expended for permanent improvements on highway in Jerusalem and Crockertown townships, in Franklin county, between the Kingfield town line and Bigelow; said appropriation to be expended under the direction of the State Highway Department.

Work began August 11 with George Woodcock of Carra-bassett as foreman, and H. W. Gilman of West Farmington as inspector.

Nature of improvements: Grading, drainage, gravel surface and clearing right of way.

Total length of road completed.....	7,260 feet
Fill, 325' x 6½' x 6'	
Gravel surface	1,000 feet
Clearing right of way, 4 miles, 30' wide.	
Stone culverts, 27' x 16" x 18".	
Wing walls 24' long.	
1 concrete culvert, 27' x 18" x 18"—2 wing walls each 25' long.	
1 culvert, 27' x 24" x 18" with wing walls.	
Total cost of work	\$1,010 95
Appropriated	\$1,000 00
Maintenance and administration	10 95

KINGMAN—SPECIAL RESOLVE.

Resolved; That there be and hereby is appropriated the sum of \$350.00 to aid the town of Kingman in repairing a bridge across the Mattawamkeag River, provided that the town of Kingman appropriates the sum of \$350.00 for the same purpose; both sums to be expended under the supervision of the State Highway department.

Work consisted in re-planking the bridge and was done by the town of Kingman.

Expenditure		\$445 70
Paid by State	\$222 85	
Paid by Town	222 85	
Balance of State appropriation unexpended.....		.127 15
Balance of Town appropriation unexpended.....		127 15

LAKE MOXIE.

Resolved, that there be and hereby is appropriated the sum of one thousand dollars (\$1000) for the purpose of repairing and rebuilding the highway leading from the village of The Forks to Lake Moxie Station, both in The Forks plantation, and county of Somerset; said road to be repaired and rebuilt under the supervision of the state highway department.

Nature of improvements: Clearing right of way, grading, drainage and gravel surface. Work began October 13, completed November 22. Work was in charge of T. G. Hilton, of Anson. B. J. Libby, Inspector. Following is a description of the work.

Reconstructed	1300 feet
Repaired	4700 feet
Total length reconstructed and repaired.....	<u>6000 feet</u>

3500 feet of the above graveled 18' wide.

Cutting, 50' x 3' x 18"

150' x 6' x 3'

90' x 15' x 30"

Filling, 171' x 18' x 30"

Culverts, 5 metal, 10" diameter

Ditching, 200', 15" deep

Total expenditure \$1,034 70

State appropriation \$1,000 00

Office and administration 34 70

OLD TOWN AND MILFORD BRIDGE.

Resolve passed in 1913 legalizing action of Governor and Council in 1912. Appropriation of \$33,000.00 for construction of westerly span of steel bridge across the Penobscot River between Old Town and Milford.

Completion of westerly span of Old Town and Milford bridge across Penobscot River in accordance with report of 1912. Contracts were in force for the completion of the steel superstructure with the Penn Bridge Company of Beaver Falls, Pa., and for the concrete work with Hartwell & Connors of Old Town. Following is the detail cost including expenditures in 1912.

Penn Bridge Co., steel	\$22,790 00
Hartwell & Connors, concrete.....	8,652 08
E. E. Greenwood, engineering and inspection.....	1,077 16
F. R. Patten	234 31
Robt. W. Hunt, shop inspection.....	155 67
Pittsburg Testing Laboratory.....	30 00
Boardman & Bean, testing cement.....	24 00
E. A. Blanchard, on approach and railing.....	116 00
Advertising	9 62
	<hr/>
Total cost	\$33,088 84

Expended in 1912	\$3,576 89	
Expended in 1913	29,511 95	
		<hr/>
	\$33,088 84	
Appropriation 1913	\$33,000 00	
From unapportioned Highway fund,		
1912	222 53	
		<hr/>
		\$33,222 53
Balance unexpended		\$133 69

RIPLEY—SPECIAL RESOLVE.

Resolved, That there be and hereby is appropriated the sum of \$1,000.00 to aid in repair and permanent improvement of the highway leading in an easterly direction from Upper Mainstream bridge across the northerly part of the town of Ripley, in Somerset county to the town line of Dexter, in Penobscot county; provided there be appropriated by the town of Ripley or otherwise, the sum of \$500.00 for the same purpose; both sums to be expended under the supervision of the State Highway Department.

Work was done by the town of Ripley. Total feet completed 1,950. Work began August 11 and completed September 20. Work consisted of grading, drainage and gravel surface.

Total expenditure	\$1,701 16
Paid by State	\$1,000 00
Paid by Town	701 16

ROCKLAND-ROCKPORT TRUNK LINE—SPECIAL
RESOLVE.

Resolved, That there be and hereby is appropriated the sum of \$1,000.00 to aid in repairing the Rockland-Rockport trunk line, provided there be appropriated by the towns of Rockland and Rockport, or otherwise the sum of \$1,000.00 for the same purpose; both sums to be expended under the supervision of the State Highway Department.

This section of road is between the city of Rockland and the town of Rockport and is a bituminous macadam construction about $5\frac{1}{2}$ miles in length. The nature of repairs consisted in an application of Tarvia "B" and sand to the surface to overcome the slippery condition which prevailed to a certain extent on the grades also the addition of gravel to the shoulders of the road in consequence of team travel on the outer edges. Very little patching was required excepting where culverts had apparently raised by frost action without disintegrating the surface of the road. The surface was cut out at these sections and grades reduced and covered with bituminous mixture. Work was in charge of A. B. Winslow, street commissioner of Rockland. About 3 miles was treated to surface treatment comprising 21,120 square yards. The application was practically in accordance with specifications for 1912. About one barrel of Tarvia "B" mixed with 2 cubic yards of sand was then applied to the surface of the road with a light application. Results appeared very satisfactory at the close of the season.

Labor expenditures	\$1,543 88
Tarvia "A" and "B"	524 69
Other expenditures	357 85

Total expenditure	\$2,426 42
State appropriation	\$1,000 00
Rockport	500 00
Private subscriptions	485 00

Bal. of 1912 automobile apportionments	\$52 45
Apportioned from automobile fund	
1913	388 97

RESOLVE IN FAVOR OF TOWN OF ROCKPORT.

The legislature of 1913 made an appropriation of \$1,000.00 to aid the town of Rockport in the reconstruction of a section of main thoroughfare through West Rockport connecting the state road of Rockport with the state road of Hope, provided the sum of \$1000.00 be furnished by appropriation or otherwise, by the town of Rockport for the same purpose; both sums to be expended under the supervision of the state highway department. This section of road passes what is known as Mirror lake; this lake is one of the sources of supply of the Camden & Rockland Water Company. In consequence of the action of the water on the road during freshet time it seemed advisable to employ a special construction for about 1200 feet; consequently an agreement was entered into with the Water Company whereby they agreed to build a clay shoulder on the lake side to be ripped with stone for about 700 feet, and in addition to the above to contribute \$970.00 to the general improvement contemplated by the highway department, which consisted of a stone base sloping from the lake and the installation of 12" vitrified pipe in the ditch farthest from the lake and the trench filled with crushed stone or coarse gravel to prevent surface water reaching the lake along this particular section.

Work was in charge of H. G. Jenkins, of Rockport; engineering was done by Tripp & Norwood, of Rockland.

Total length completed 1775 feet.

Grading and filling	\$105 00
Rock cutting	138 00
1150' stone base, 21' wide.....	801 38
1775' gravel surface 23' wide.....	807 20
Clearing right of way.....	25 00
625' of guard rail.....	95 00
4 metal culverts, 24' x 20".....	171 60
4 metal culverts, 24' x 18".....	152 40
Drop inlet	12 00
1000 feet 12" vitrified drain pipe.....	791 00
Engineering	216 04
	<hr/>
Total expenditure	\$3,314 62

State appropriated	\$1,000 00
Town of Rockport appropriated.....	500 00
Private subscriptions	770 00
Camden & Rockland Water Co.....	970 00
	<hr/>
Total amount available	\$3,240 00
Additional amount furnished by town..	74 62
	<hr/>
	\$3,314 62

SANDY RIVER PLT.—SPECIAL RESOLVE.

Resolved, That the sum of \$1,000.00 be and is hereby appropriated for the repair and permanent improvement of the highway leading from Madrid line through Letter "E" plantation and Sandy River plantation, to the old original highway from Phillips to Rangeley in Franklin county.

Work began June 30, in charge of Fred Morton of Phillips, with H. W. Gilman as inspector. Nature of improvements; clearing right of way, grading, drainage and gravel surface.

Total length improved	2,150 feet
Gravel surface 21' wide.	
1 stone culvert 12" x 16" x 24' laid in cement	
1 stone culvert 12" x 18" x 24' laid in cement	
1 stone culvert 12" x 14" x 24' laid in cement	
1 stone culvert 24" x 26" x 25' laid in cement	
Total cost	\$999 67
Appropriation	\$1,000 00
Balance unexpended	0 33

SOMERVILLE—SPECIAL RESOLVE.

Resolved, That there be and hereby is appropriated the sum of \$500.00 for the purpose of repairing the county road in the town of Somerville in Lincoln county, leading from the Jefferson town line through South Somerville to the Washington town line; said sum to be expended under the supervision of the state highway department.

Work was done by town of Somerville and consisted of grading, drainage and gravel surface.

Total length completed	806 feet
Cost	\$500 00

The above amount was paid by the State.

TRESCOTT—SPECIAL RESOLVE.

Resolved that there be and is hereby appropriated the sum of \$250.00 in the year 1913 and \$250.00 for 1914 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 highway department.

Work was done by the town. Work began July 14 and was completed November 11.

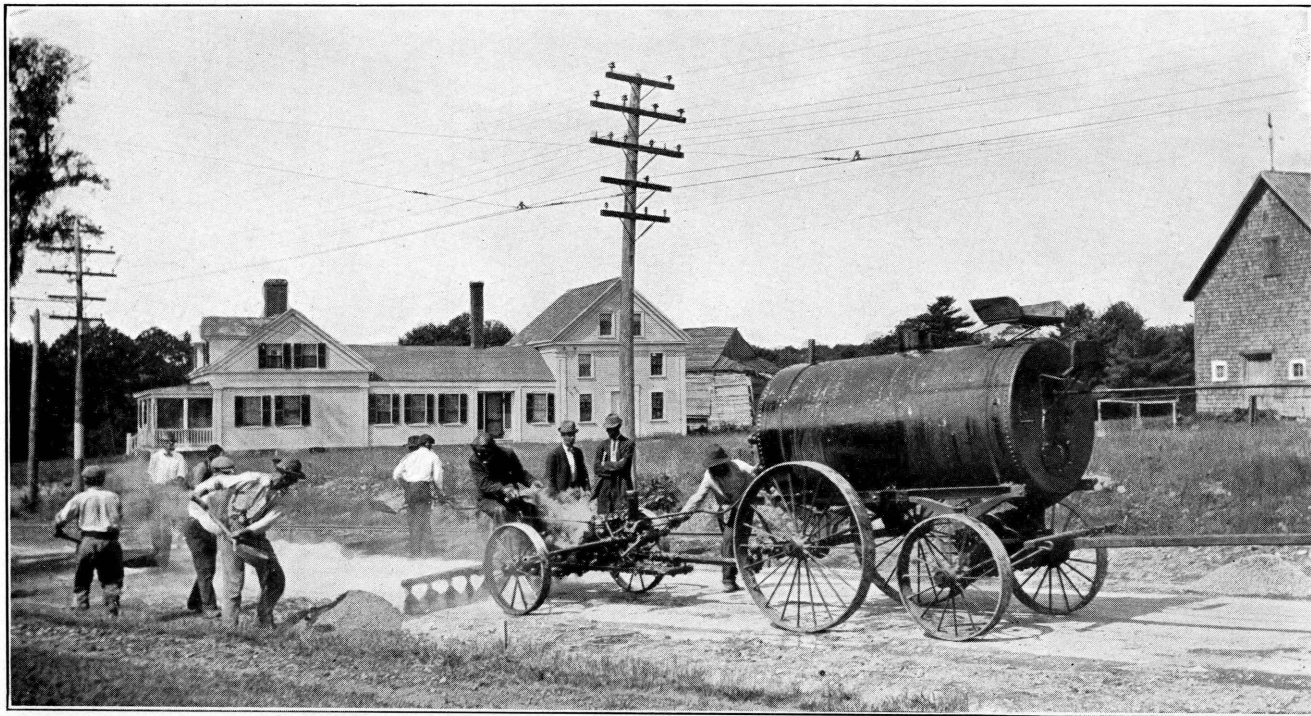
570 feet of gravel road was completed at a cost of..	\$250 00
Appropriated by State	\$250 00

VAN BUREN—SPECIAL RESOLVE.

(INSPECTOR'S OFFICE.)

Resolve authorizing the Highway Commissioner to construct an office or shelter for the Immigrant Inspector at Van Buren.

Plans and specifications were made for a building 12' x 14' situated at the Van Buren end of the International bridge at Van Buren. Sealed proposals were requested and two were received of the same amounts; each \$500.00. C. A. Piltz of Van Buren was awarded the contract and the building was completed November 15, 1913.



No. 5—Applying Tar to Wells Section.

VERONA—SPECIAL RESOLVE.

Resolved, that there be and hereby is appropriated the sum of \$1500 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 \$1500 for the same purpose. Nature of work, general repairs. Work was done by the town of Verona.

Expenditure		\$1,572 34
Amount paid by State	\$786 17	
Amount paid by town	\$786 17	
	<hr/>	
State appropriated	\$1,500 00	
Town	1,500 00	
	<hr/>	
	\$3,000 00	
State's part unexpended	\$713 83	
Town's part unexpended	713 83	
	<hr/>	1,427 66
		<hr/>
		\$3,000 00

WASHINGTON & PERKINS TOWNSHIPS—SPECIAL RESOLVE.

Resolved, That the sum of one thousand dollars be, and hereby is, appropriated to repair the highway leading from Wilton to Weld through Washington plantation and Perkins plantation in Franklin county. Said appropriation to be expended under the direction of the State Highway Department.

H. W. Gilman of West Farmington laid out the work with Harry Ferrin as foreman. Nature of improvement consisted of grading, drainage and gravel surface. Work began June 5, and was completed October 14.

Total length completed 3536 feet

Gravel surface 21' wide.

1,000 feet of this section was a steep side hill necessitating a heavy cut and considerable blasting.

4 metal culverts 12" x 24' were installed with concrete end walls.

Total cost \$1,101 23

State appropriated \$1,000 00

TABULAR STATEMENT OF 1913

COUNTY.	Total number of towns applying for state aid.	Amount appropriated by towns and plantations.	Amount apportioned by State.	† Total amount available for permanent improvement.	Total cost of work completed.	Total cost of bridges and culverts.
Androscoggin.....	15	\$14,700 00	\$17,320 77	\$32,020 77	\$19,583 92	\$902 80
Aroostook.....	50	14,316 00	20,589 69	34,905 69	46,058 08	4,457 53
Cumberland.....	21	18,350 00	16,321 49	34,671 49	37,095 84	1,634 34
Franklin.....	34	8,160 00	10,425 84	18,585 84	17,656 90	2,330 64
Hancock.....	39	12,830 00	15,303 10	28,183 10	28,229 15	2,660 30
Kennebec.....	29	13,500 00	14,073 95	27,573 95	29,889 72	2,175 58
Knox.....	16	7,150 00	7,008 75	14,158 75	14,172 86	1,470 00
Lincoln.....	17	5,450 00	6,366 49	11,816 49	12,453 52	911 34
Oxford.....	43	12,804 50	14,689 70	27,494 20	25,504 56	1,458 53
Penobscot.....	46	22,000 00	28,573 57	50,573 57	53,550 17	4,514 75
Piscataquis.....	26	6,098 00	8,154 99	14,252 99	10,789 38	1,270 52
Sagadahoc.....	10	4,300 00	4,071 18	8,371 18	9,455 73	5,507 58
Somerset.....	50	10,001 00	12,230 23	22,231 23	20,542 06	2,493 95
Waldo.....	26	9,150 00	11,345 98	20,495 98	18,461 55	2,542 09
Washington.....	48	13,093 45	20,304 80	33,398 95	27,936 29	3,616 28
York.....	29	15,800 00	14,855 76	30,705 76	29,323 81	1,276 29
Total.....	499					

† Includes all unexpended balances available from previous years.



Section of Gravel Road in Kennebunkport.

STATE ROAD WORK BY COUNTIES.

Total cost of work outside of bridges and culverts.	LENGTH OF ROAD COMPLETED. (Lineal feet.)					Total miles completed.	AVERAGE COSTS PER MILE.				
	Earth.	Gravel.	Macadam.	Bituminous macadam.	Concrete.		Earth.	Gravel.	Macadam.	Bituminous macadam.	Concrete.
\$18,681 12	-	16,929	-	1,667	-	3.522	-	\$4,488	-	\$16,404	-
41,600 55	2,430	70,367	1,100	-	-	13.995	\$4,524	3,189	\$6,985	-	-
35,461 50	480	25,585	1,400	1,300	4302.15	6.57	9,604	2,777	3,870	8,817	\$22,915
15,326 26	1,485	40,129	-	-	-	7.881	4,329	2,159	-	-	-
25,568 85	3,500	36,564	2,962	1,585	-	8.449	2,682	2,772	6,705	11,404	-
27,714 14	4,228	29,320	400	600	-	6.543	3,421	4,371	9,926	18,532	-
12,702 86	-	10,695	3,378	-	-	2.665	-	5,047	6,124	-	-
11,542 18	-	11,822	410	448	-	2.401	-	4,044	11,246	29,615	-
24,046 03	3,237	40,440	-	-	-	8.272	3,659	3,086	-	-	-
49,035 42	5,112	64,201	4,158	-	-	14.014	-	8,659	-	-	-
9,518 86	822	12,732	1,417	-	-	2.835	3,960	3,204	9,028	-	-
3,948 15	-	6,350	-	-	-	1.200	-	3,495	-	-	-
18,048 11	7,021	23,391	2,369	-	-	6.209	2,455	3,305	5,818	-	-
15,919 46	7,101	31,894	-	-	-	7.385	2,581	2,476	-	-	-
24,320 01	3,170	51,382	889	-	-	10.501	3,690	2,502	7,840	-	-
28,047 52	1,700	26,678	3,713	-	7.35	6.217	5,553	3,764	8,712	-	23,849
				Wood block.		.099					

Cost per mile includes culverts and bridges. Sand clay, \$2,724 per mile.

TABLE IV.

Statement Showing Amounts of Unexpended Balance of 1911-1912
Aid Paid in 1913.

Acton.....	\$ 04	Mars Hill.....	\$ 438 05
Alna.....	17 77	Masardis.....	3 53
Andover.....	70	Maxfield.....	81 63
Ashland.....	8 95	Medford.....	118 73
Auburn.....	1,125 00	Milford.....	73
Baldwin.....	79 28	Milo.....	56
Bancroft.....	19 88	Monroe.....	15 81
Bangor.....	276 26	Moxie Gore.....	50
Bath.....	107 24	Mt. Desert.....	2 67
Beddington.....	126 28	Newburg.....	6 84
Belgrade.....	87 45	New Limerick.....	400 00
Boothbay.....	9 98	New Vineyard.....	5 55
Boothbay Harbor.....	2 41	Nobleboro.....	110 17
Bradford.....	62 87	North Yarmouth.....	2 22
Bremen.....	83	Orrington.....	25 81
Bridgewater.....	50 00	Palmyra.....	2 07
Brighton Pl.....	*6 26	Passadumkeag.....	02
Brooklin.....	05	Pembroke.....	8 28
Burlington.....	59 81	Phillips.....	8 11
Burnham.....	1 38	Plymouth.....	5 13
Cape Elizabeth.....	934 00	Poland.....	1 04
Cary Pl.....	80	Portage.....	68 75
Castle Hill.....	257 92	Portland.....	633 93
Caswell Pl.....	80 49	Prentiss.....	1 20
Centerville.....	2 24	Presque Isle.....	733 72
Clinton.....	30 90	Princeton.....	1 00
Columbia.....	67 96	Rangeley.....	10
Columbia Falls.....	19 39	Robbinston.....	55 44
Concord.....	57 45	Roque Bluffs.....	3 55
Cyr Pl.....	35	St. John Pl.....	97
Dixmont.....	275 53	Searsmont.....	114 28
Dresden.....	75	Sedgwick.....	79 57
Edmunds.....	7 52	Shirley.....	400 75
Ellsworth.....	11 03	Silver Ridge.....	45 19
Exeter.....	99	Smithfield.....	237 96
Falmouth.....	39	Solon.....	53 87
Gardiner.....	195 45	Southport.....	14 23
Garland.....	20 89	Stacyville.....	400 00
Glenburn.....	1 52	Steuben.....	16 78
Gouldsboro.....	3 17	Stockton Springs.....	11 65
Grand Isle.....	76 14	Stoneham.....	21 87
Greene.....	19 53	Strong.....	3 71
Greenwood.....	1 12	Swanville.....	1 89
Hallowell.....	298 00	Sweden.....	51 75
Hammond Pl.....	66 00	Thorndike.....	29 02
Hanover.....	3 40	Topsfield.....	400 00
Hartland.....	3 95	Topsham.....	8 56
Hebron.....	100 00	Unity.....	29 05
Hiram.....	3 10	Upton.....	13 26
Howland.....	2 02	Vinalhaven.....	1 01
Jackson.....	5 20	Waldoboro.....	668 63
Jonesport.....	56	Waltham.....	18 86
Kenduskeag.....	80 32	Weld.....	71 28
Kennebunk.....	637 00	Westfield.....	143 91
Kingman.....	400 00	Westport.....	46 52
Lamoine.....	5 75	Whitneyville.....	89 23
Lebanon.....	95 57	Willimantic.....	5 62
Lee.....	2 69	Wilton.....	65 53
Levant.....	101 25	Winn.....	8 57
Liberty.....	25 70	Winslow.....	302 67
Lubec.....	06	Winthrop.....	163 11
Lyman.....	6 16	Woodland.....	400 00
Madawaska.....	39 99		
Madison.....	90 01	Total.....	\$12,729 14

*Reserved \$50.

TABLE V.

Statement Showing Towns Having an Unexpended Balance to 1914.

Abbot	\$38 25	Jerusalem (laid over)	\$43 00
Addison	200 00	Jonesboro	28 38
Albany (laid over)	400 00	Jonesport	7 22
Albion	2 62	Kenduskeag	75 23
Alton	88 39	Kingsbury (laid over)	96 00
Andover	1 15	Lamoine	1 50
Arrowstic (laid over)	400 00	Levant	5 17
Ashland	58 08	Limestone	10 65
Athens (laid over)	200 00	Limington	51
Avon (laid over)	444 11	Lincolnvile	89 06
Baldwin	5 71	Lovell	64
Beddington	8 36	Lubec	16
Benedicta	25 91	Machias (laid over)	450 00
Bethel	100 00	Madawaska	64 50
Blaine (laid over)	303 41	Marshfield (laid over)	495 01
Blanchard	56	Masardis	5 88
Boothbay Harbor	53 78	Mason	52
Bowdoin	22 05	Maxfield	49 90
Bowerbank	29 70	Mercer (laid over)	400 00
Bradley	1 46	Monson (laid over)	447 06
Bridgton	136 94	Monticello	198 38
Brighton Pl.	118 04	Moxie Gore	50
Bristol (laid over)	479 27	New Limerick	164 43
Brooklyn	2 61	Norridgewock (laid over)	400 00
Brownville (laid over)	800 00	Northfield	16 10
Burlington	37 93	Northport	2 46
Burnham	2 17	No. 8 Pl., Han. (laid over)	120 00
Calais	254 34	No. 6, No. of Weld	20 50
Camden	3 06n	No. 33, Hancock	15 65
Canaan	37 07	Oakfield (laid over)	400 84
Caribou	47 59	Oakland (laid over)	460 00
Carthage	19 76	Orland (laid over)	300 00
Castle Hill	125 52	Oxford (laid over)	400 00
Caswell	31 19	Parkman	79 71
Charlotte (laid over)	400 00	Parsonsfield	16 07
Chester	6 06	Passadumkeag	02
China	13	Patten	10 10
Columbia Falls	16 32	Pembroke	15 38
Corinna (laid over)	502 16	Penobscot	5 09
Crystal (laid over)	400 00	Peru (laid over)	200 00
Cutler (laid over)	1,200 00	Phillips	77
Damariscotta (laid over)	400 00	Pittsfield	488 00
Dead River Pl.	22 72	Plymouth	64 45
Dedham	21 51	Porter	50 00
Deer Isle	87	Portland	545 60
Dennystown (laid over)	66 00	Presque Isle	124 87
Dixfield (laid over)	400 00	Princeton	123 00
Dixmont	104 90	Prospect	12
Dresden	10 18	Reed Pl.	1 20
Eastport	67 20	Ripley	493 36
Edinburg	49 48	Rome (laid over)	400 00
Etna	29 10	Saco	30 62
Exeter	35 53	St. Francis	199 06
Falmouth	29	Salem	2 46
Forest City	13 87	Sandy River (laid over)	800 00
Fort Fairfield	60 69	Sanford	1 10
Frankfort	1 75	Sangerville (laid over)	400 00
Franklin (laid over)	200 00	Sebec (laid over)	200 00
Frenchville	30	Sedgwick	22
Garland	53 93	Shirley (laid over)	495 29
Georgetown (laid over)	200 38	Stacyville Pl.	16 50
Glenburn	5 45	Stetson	14 42
Greenbush	97 90	Steuben	2 46
Greenwood	2 06	Stockton Springs	52 24
Hamlin (laid over)	1,200 00	Swans Island	5 17
Hancock	18 50	Swanville	03
Hanover	52 73	Sweden	137 48
Harmony (laid over)	470 80	Temple	116 15
Harpowell	66 76	Upton	6 73
Harrington	77 40	Vienna	47
Harrison	2 53	Wallagrass	26 73
Hope (laid over)	305 74	Waltham	10 39
Haynesville	11 28	Waterford	10 10
Hiram	6 53	Wayne	3 14
Jackson	6 53		

TABLE V—Concluded.

Wells (laid over).....	\$486 52	Wilton.....	\$16 02
Westfield.....	7 35	Winthrop.....	182 76
Westport.....	18 11	Woodland (laid over).....	400 00
Whiting (laid over).....	400 00		

Towns in which Work is Uncompleted or Account Unsettled.

Belfast.....	\$1,462 00	Washington.....	\$6 00
Bowdoinham.....	400 00	York.....	894 24
Charleston.....	400 00		
Medway.....	400 00	Table No. 2, balance from 1912 account, unexpended.	\$95 29
Mt. Vernon.....	400 00		
Somerville.....	413 79		
Webster.....	400 00		

NAMES OF INSPECTORS OF STATE ROAD WORK.

Work Performed by Towns and Cost of Same.

ALVIN A. ADAMS, Foxcroft, Maine, 26 towns.

Abbot.....	\$561 75	Jackman Pl.....	\$753 11
Alton.....	511 61	Kingsbury.....	
Atkinson.....	617 79	Lagrange.....	859 26
Blanchard.....	599 44	Medford.....	755 51
Bowerbank.....	570 30	Milo.....	1,028 19
Bradford.....	471 32	Moose River Pl.....	367 45
Dexter.....	1,175 51	Orneville.....	646 06
Dover.....	1,002 11	Parkman.....	720 29
Foxcroft.....	1,432 99	Sangerville.....	
Garland.....	766 94	Wellington.....	601 53
Greenville.....	823 27	Willimantic.....	606 50
Guilford.....	813 65		
Hudson.....	809 40		\$16,503 98

H. H. ADAMS, Belgrade, Maine, 10 towns.

Belgrade.....	\$892 06	Readfield.....	\$845 09
Fayette.....	610 00	Smithfield.....	1,229 96
Litchfield.....	845 92	Vienna.....	599 53
Manchester.....	300 00	Wayne.....	346 86
Monmouth.....		West Gardiner.....	829 74
Mt. Vernon.....		Winthrop.....	1,060 35
Oakland.....			\$8,059 51

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

Alexander.....	\$656 32	Marion.....	\$319 82
Baileyville.....	1,203 89	Meddybemps.....	607 63
Baring.....	600 00	Pembroke.....	792 90
Charlotte.....		Perry.....	800 00
Cooper.....	612 51	Princeton.....	678 00
Crawford.....	602 36	Robbinston.....	659 23
Dennysville.....	605 56	Trescott.....	600 00
East Machias.....	600 11	Whiting.....	
Edmunds.....	609 08		
Lubec.....	899 90		\$10,847 31

A. J. AVERY, Jefferson, Maine, 19 towns.

Alna.....	\$618 76	Southport.....	\$843 09
Boothbay.....	809 98	Topsham.....	1,129 63
Boothbay Harbor.....	873 63	Waldoboro.....	2,512 98
Bowdoin.....	777 95	West Bath.....	682 82
Bremen.....	600 87	Westport.....	625 99
Dresden.....	790 57	Wiscasset.....	833 52
Edgecomb.....	1,280 38	Woolwich.....	812 24
Harpwell.....	833 24		
Jefferson.....	813 65		\$17,497 39
Newcastle.....	917 03	Waldoboro inspected by dep't.....	2,512 98
Nobleboro.....	933 07		
Phippsburg.....	807 99		\$14,984 41

BOYDEN BEARCE, East Holden, Maine, R. F. D. 1, 21 towns.

Bradley.....	\$798 54	Lincoln.....	\$900 00
Burlington.....	521 88	Lowell.....	616 89
Chester.....	593 94	Mattawamkeag.....	604 70
Clifton.....	694 95	Maxfield.....	631 73
East Millinocket.....	850 86	Milford.....	823 13
Edinburg.....	550 52	Orrington.....	1,022 72
Eddingtton.....	764 09	Passadumkeag.....	600 00
Enfield.....	854 30	Winn.....	692 47
Greenbush.....	577 10	Woodville.....	613 75
Greenfield.....	630 12		
Holden.....	633 80		\$14,884 11
Howland.....	808 62		

NAMES OF INSPECTORS—Continued.

G. A. CARPENTER, Limerick, Maine, 21 towns.

Alfred.....	\$800 00	Naples.....	\$202 89
Baldwin.....	873 57	North Berwick.....	1,270 06
Berwick.....	1,008 58	Newfield.....	808 08
Cornish.....	800 34	Otisfield.....	808 84
Dayton.....	802 03	Parsonsfield.....	783 93
Eliot.....	1,115 30	Raymond.....	859 49
Harrison.....	797 47	South Berwick.....	985 11
Hollis.....	803 82	Standish.....	1,026 54
Lebanon.....	902 55	Waterboro.....	805 43
Limerick.....	804 56		
Limington.....	799 49		
Lyman.....	843 28		
			\$17,901 36

C. F. FARRAR, Amity, Maine, 12 towns.

Amity.....	\$680 64	Ludlow.....	\$636 07
Bridgewater.....	869 36	Mars Hill.....	1,261 61
Cary Pl.....	642 60	Monticello.....	571 62
Hammond Pl.....	298 84	New Limerick.....	1,035 57
Hodgdon.....	1,054 85	Westfield Pl.....	936 56
Linneus.....	857 60		
Littleton.....	816 99		
			\$9,662 31

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

Andover.....	\$798 85	Mexico.....	\$833 98
Bethel.....	991 18	Milton Pl.....	225 07
Brownfield.....	802 18	Newry.....	800 10
Buckfield.....	809 20	Norway.....	990 00
Byron.....	600 00	Oxford.....	
Canton.....	405 70	Paris.....	994 71
Denmark.....	895 28	Peru.....	
Fryeburg.....	905 29	Porter.....	420 40
Gilead.....	613 85	Roxbury.....	713 33
Grafton.....	607 05	Stoneham.....	649 80
Greenwood.....	599 06	Stow.....	620 89
Hanover.....	550 67	Sumner.....	834 70
Hartford.....	825 44	Sweden.....	514 25
Hebron.....	410 05	Upton.....	606 53
Hiram.....	391 82	Waterford.....	789 90
Lincoln Pl.....	806 91	Woodstock.....	814 75
Lovell.....	799 36		
Magalloway Pl.....	828 13		
Mason.....	449 48		
			\$22,897 91

A. C. FROST, Wales, Maine, 10 towns.

Durham.....	\$455 48	Poland.....	\$1,007 76
Greene.....	827 74	Pownal.....	400 00
Leeds.....	806 40	Turner.....	907 34
Livermore.....	837 78	Wales.....	603 84
Mechanic Falls.....	969 34		
Minot.....	807 62		
			\$7,623 30

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

Carthage.....	\$580 24	New Portland.....	\$803 10
Chester ville.....	807 51	New Sharon.....	801 29
Coplin Pl.....	600 78	New Vineyard.....	414 97
Dallas Pl.....	600 02	Phillips.....	807 34
Dead River Pl.....	577 28	Rangeley.....	1,084 13
Eustis.....	1,080 44	Rangeley Pl.....	816 18
Farmington.....	1,288 81	Salem.....	297 54
Freeman.....	601 72	Strong.....	1,189 67
Industry.....	631 67	Temple.....	483 85
Jay.....	1,312 00	Weld.....	887 48
Kingfield.....	800 00	Wilton.....	1,009 51
Lang Pl.....	600 00		
Madrid.....	607 25		
			\$18,682 78

J. E. GROSS, Orland, Maine, 15 towns.

Bluehill.....	\$735 98	Sedgwick.....	\$879 35
Brooklin.....	597 44	Stonington.....	802 79
Brooksville.....	806 28	Swans Island.....	594 83
Bucksport.....	914 38	Surry.....	600 42
Castine.....	822 17	Verona.....	600 00
Deer Isle.....	799 13	Vinalhaven.....	905 01
Isle au Haut.....	605 75	Winterport.....	804 75
Orland.....			
Penobscot.....	794 91		
			\$11,263 19

NAMES OF INSPECTORS—Continued.

W. SCOTT KELLOGG, Patten, Maine, 15 towns.

Ashland.....	\$808 87	Mt. Chase.....	\$614 52
Benedicta.....	574 09	Patten.....	789 90
Dyer Brook.....	607 25	Sherman.....	1,278 75
Hersey.....	619 68	Silver Ridge Pl.....	683 71
Island Falls.....	864 74	Smyrna.....	637 00
Macwahoc Pl.....	600 30	Staceyville Pl.....	1,183 50
Masardis.....	197 65		
Merrill.....	609 03		\$10,669 09
Moro Pl.....	600 10		

H. M. KENNISTON, Amherst, Maine, 15 towns.

Amherst.....	\$601 54	No. 33 Pl.....	\$584 35
Aurora.....	686 82	Otis.....	604 00
Cranberry Isles.....	800 00	Southwest Harbor.....	810 86
Dedham.....	578 49	Trenton.....	600 11
Eastbrook.....	600 00	Tremont.....	873 87
Hancock.....	781 50	Waltham.....	608 47
Lamoine.....	604 25		
Mariaville.....	626 64		\$9,960 96
No. 21 Pl.....	600 06		

D. H. LAMBERT, Old Town, Maine, 19 towns.

Argyle.....	\$598 18	Levant.....	\$896 08
Carmel.....	884 50	Newburg.....	870 26
Corinth.....	955 98	Newport.....	974 58
Dixmont.....	971 21	Palmyra.....	830 47
Etna.....	570 90	Plymouth.....	540 68
Exeter.....	765 46	St. Albans.....	676 24
Glenburn.....	596 07	Stetson.....	585 58
Hampden.....	900 00	Veazie.....	819 35
Hartland.....	881 54		
Hermon.....	815 85		\$14,738 02
Kenduskeag.....	605 09		

D. G. LANE, Topsfield, Maine, 21 towns.

Bancroft.....	\$675 68	Reed Pl.....	\$598 80
Brookton.....	603 47	Springfield.....	600 00
Carroll.....	619 16	Talmadge.....	604 67
Danforth.....	813 68	Topsfield.....	1,312 85
Drew Pl.....	615 80	Vanceboro.....	609 44
Forest City.....	361 13	Waite.....	619 71
Haynesville.....	599 90	Webster Pl.....	600 00
Kingman.....	1,200 00	Weston.....	611 65
Lakeville Pl.....	601 30	Grand Lake Stream.....	608 24
Lee.....	605 74		
Orient.....	603 04		\$14,082 03
Prentiss.....	617 77		

F. O. LANDGRANE, New Sweden, Maine, 14 towns.

Castle Hill.....	\$532 40	Perham.....	\$807 13
Caswell Pl.....	649 30	Portage Lake.....	680 30
Chapman Pl.....	652 85	Stockholm.....	600 19
Connor Pl.....	600 51	Van Buren.....	1,093 11
Cyr Pl.....	607 13	Wade Pl.....	305 62
Hamlin Pl.....		Washburn.....	816 55
Limestone.....	889 35	Woodland.....	
Mapleton.....	920 20		\$9,955 03
New Sweden.....	800 40		

B. J. LIBBY, Oakland, Maine, 10 towns.

Anson.....	\$1,102 31	Highland Pl.....	\$312 22
Bingham.....	1,593 13	Lexington Pl.....	628 40
Brighton Pl.....	638 22	Solon.....	690 13
Cambridge.....	825 45	Starks.....	1,005 78
Concord.....	1,098 39		
Cornville.....	400 03		\$8,294 06

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

Brooks.....	\$801 24	Montville.....	\$804 45
Burnham.....	399 21	Palermo.....	639 82
Freedom.....	613 49	Thorndike.....	854 88
Islesboro.....	967 89	Troy.....	800 74
Jackson.....	598 67	Unity.....	829 47
Knox.....	799 21	Unity Pl.....	242 00
Liberty.....	727 59		
Monroe.....	867 23		\$9,945 89

NAMES OF INSPECTORS—Concluded

E. E. SMITH, Waterville, Maine, 12 towns.

Albion	\$797 38	Farmingdale	\$808 44
Benton	805 29	Pittston	838 78
Canaan	762 93	Randolph	802 57
Chelsea	452 95	Vassalboro	974 60
China	799 87	Windsor	817 52
Clinton	855 91		
Detroit	602 13		\$9,318 37

REMI THIBODEAU, Grand Isle, Maine, 9 towns.

Eagle Lake Pl.	\$801 38	St. Francis Pl.	\$600 94
Frenchville	599 70	St. John Pl.	697 75
Ft. Kent	811 65	Wallagrass	573 27
Grand Isle	708 67		
Madawaska	775 49		\$6,186 54
St. Agatha	617 69		

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

Addison	\$402 87	Milbridge	\$546 24
Beddington	417 92	Northfield	583 90
Centerville	610 20	Roque Bluffs	606 38
Cherryfield	871 67	Sorrento	604 22
Columbia	667 96	Steuben	414 32
Columbia Falls	603 07	Sullivan	800 00
Deblois	150 00	Wesley	602 69
Gouldsboro	808 82	Whitneyville	820 45
Harrington	722 60	Winter Harbor	800 50
Jonesboro	571 62		
Jonesport	793 34		\$12,998 81
Machiasport	600 04		

A. J. WIGGIN, Kennebunk, Maine, 11 towns.

Acton	\$824 24	North Yarmouth	\$612 00
Buxton	1,155 79	Old Orchard	1,020 78
Cumberland	960 69	Scarboro	954 45
Kennebunk	2,937 00	Shapleigh	800 02
Kennebunkport	1,138 00		
Kittery	977 14		\$12,255 21
Falmouth	875 10		

C. W. SHOREY, Waldo, Maine, Post Office, Belfast, R. F. D., 11 towns.

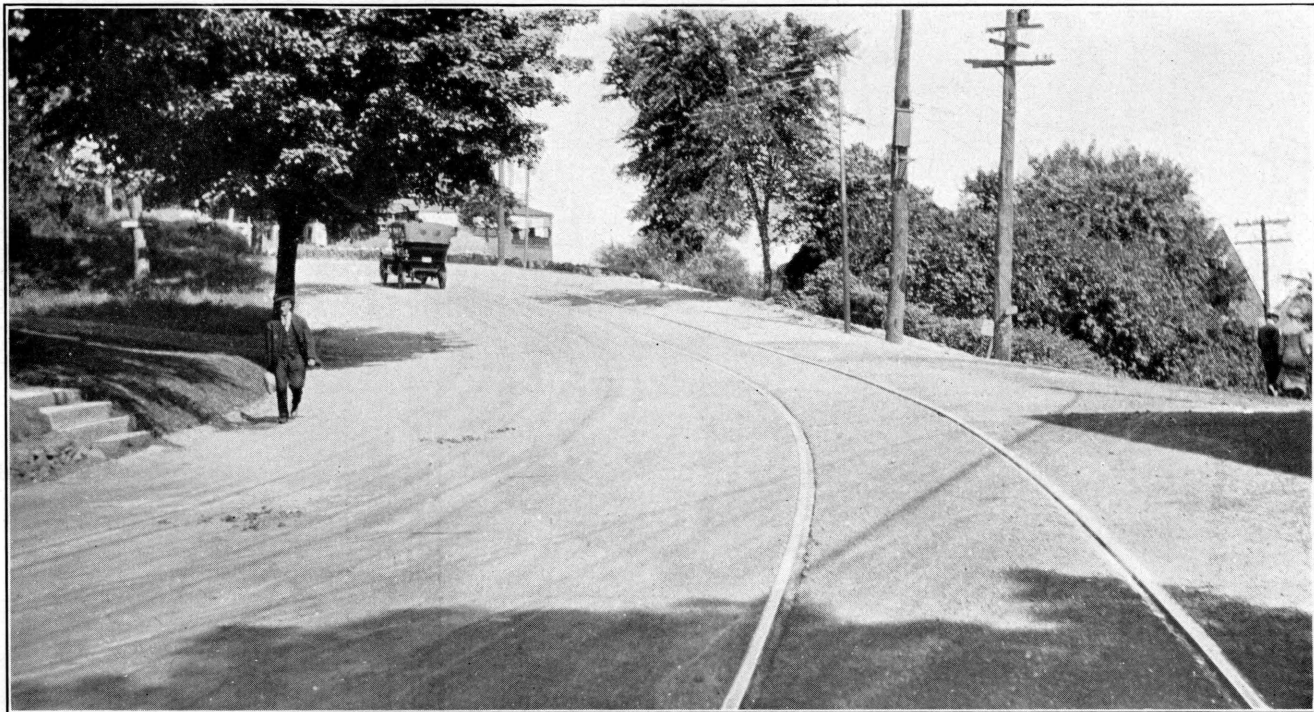
Belmont	\$621 14	Searsport	\$928 23
Frankfort	798 25	Stockton Springs	759 41
Lincolnville	710 94	Swanville	601 86
Morrill	601 93	Waldo	608 24
Northport	797 54		
Prospect	599 88		\$7,952 91
Searsmont	925 49		

H. G. JENKINS, Rockport, Maine, 10 towns.

Appleton	\$800 63	South Thomaston	\$803 50
Camden	871 94	Thomaston	1,012 51
Cushing	638 75	Union	862 74
Friendship	849 42	Warren	914 02
North Haven	831 78		
Rockport	1,279 79		\$8,865 08

J. J. SPINNEY, Bath, Maine, 2 towns.

Washington	\$824 71		
St. George	802 76		
			\$1,627 47



York Harbor after Improvement.

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

	Expenses and salary.	Total cost of work.	Cost of in- spection— per cent.	Number of towns.
A. A. Adams.....	\$568 66	\$16,503 98	3.4	26
H. H. Adams.....	545 78	8,059 51	6.7	10
*I. H. Allan.....	-	10,847 31	-	16
A. J. Avery.....	704 70	14,984 41	4.7	19
Boyden Bearce.....	655 85	14,884 11	4.3	21
G. A. Carpenter.....	582 69	17,901 36	3.2	21
C. F. Farrar.....	199 83	9,662 31	2.06	12
A. D. Fessenden.....	683 38	22,897 91	2.9	33
A. C. Frost.....	314 60	7,623 30	4.1	10
H. W. Gilman.....	577 06	18,682 78	3	24
J. E. Gross.....	333 60	11,263 19	2.9	15
H. G. Jenkins.....	103 68	8,865 08	1.2	10
W. Scott Keltogg.....	320 61	10,669 09	3	15
H. M. Kenniston.....	377 50	9,960 96	3.7	15
D. H. Lambert.....	507 95	14,738 02	3.4	19
D. G. Lane.....	364 54	14,082 03	2.5	21
F. O. Landgrane.....	713 80	9,955 03	7.1	14
B. J. Libby.....	475 80	8,294 06	5.7	10
F. A. McAllister.....	287 52	9,945 89	2.8	14
E. E. Smith.....	381 35	9,318 37	4.1	12
C. W. Shorey.....	535 15	7,952 91	6.7	11
J. J. Spinney.....	79 95	1,627 47	4.9	2
Remi Thibodeau.....	254 32	6,186 54	4.1	9
John V. Whitten.....	578 47	12,998 81	4.5	21
A. J. Wiggin.....	582 21	12,255 21	4.7	11
	\$10,729 00	\$290,159 64	3.1	

* Expense account for season's work not received. Cost of inspection, Spinney, includes expenditure of \$2,410.50, expended on auto roads.

TRUNK LINE WORK.

Bids were asked for the construction of 18,570 feet of bituminous macadam road on the Kittery and Portland trunk line in the towns of Kittery and York. Beginning at the end of the macadam road in Kittery and extending to Rice's bridge in York.

Bids were received as follows:

John Gaffey	\$24,677 00
J. W. Gulliver	35,481 00
Hassam Paving Co.....	38,858 83
M. McDonough	29,740 00

The contract was awarded John Gaffey of Malden, Mass. The contract called for 35,209 square yards of bituminous macadam, 78 feet 12" metal culvert, 52 feet 14" metal culvert, 26 feet 16" metal culvert, 13½ cu. yards concrete masonry.

Following are the specifications abbreviated:

The bituminous material shall be either refined coal tar or road asphalt and will be furnished by the party of the first part. (the State) The stone shall be laid in two courses.

FIRST COURSE. NO. 1 STONE.

The first course of macadam construction shall consist of sound stone varying in size from three (3) inches to two (2) inches, no piece having a dimension greater than three inches.

The road-bed shall be prepared as specified under sections three and four of the general specifications, before any stone is spread.

The broken stone is to be spread with shovels from a pile along side of the road or from dumping boards, or directly from wagons especially constructed for the purpose and approved by the Engineer.

The first course of stone shall be spread to such a depth that when rolled with a steam roller weighing not less than ten tons, the stone shall have a depth of three inches, and a proper cross section.

The first course shall be filled with coarse sharp sand, but no loose, fine material shall be left on the surface.

SECOND COURSE, No. 2 STONE.

The second course shall consist of trap rock or other equally satisfactory material varying in sizes when crushed from one and one-half inches to one inch, measured by the largest diameter.

The stone of this course shall be spread in accordance with the No. 1 course.

It shall be rolled with a steam roller until the individual fragments have keyed together only sufficiently to properly place the stone; the surface while even and conforming to the required crown, being left open or porous in order to allow proper penetration of the bituminous material.

APPLICATION OF BITUMINOUS MATERIAL.

Upon the surface of the stone prepared as above specified an application of bituminous material shall be made at the rate of not less than one and one-half ($1\frac{1}{2}$) gallons per square yard, and in such a way as to coat the stone uniformly.

When refined tar is used it shall be heated to a temperature of from 250° F., to 300° F.

When road asphalt is used it shall be heated to a temperature of from 300° F., to 375° F.

At the time of application of the bituminous material the stone shall be in a bone-dry condition and in no case shall the bituminous material be applied when the stone is damp.

SCREENINGS.

Immediately after the application of the bituminous material, clean, dry stone screenings passing a screen having circular openings of five-eighths ($\frac{5}{8}$) of an inch diameter and free from dust shall be spread thereon in such a quantity as will just cover and fill the voids in the surface. The surface shall be then thoroughly rolled and when finally compacted shall have a smooth surface and a uniform thickness of two (2) inches.

If any unevenness or depressions appear during or after rolling of the second course, suitable material shall be added to remove all such unevenness or depressions.

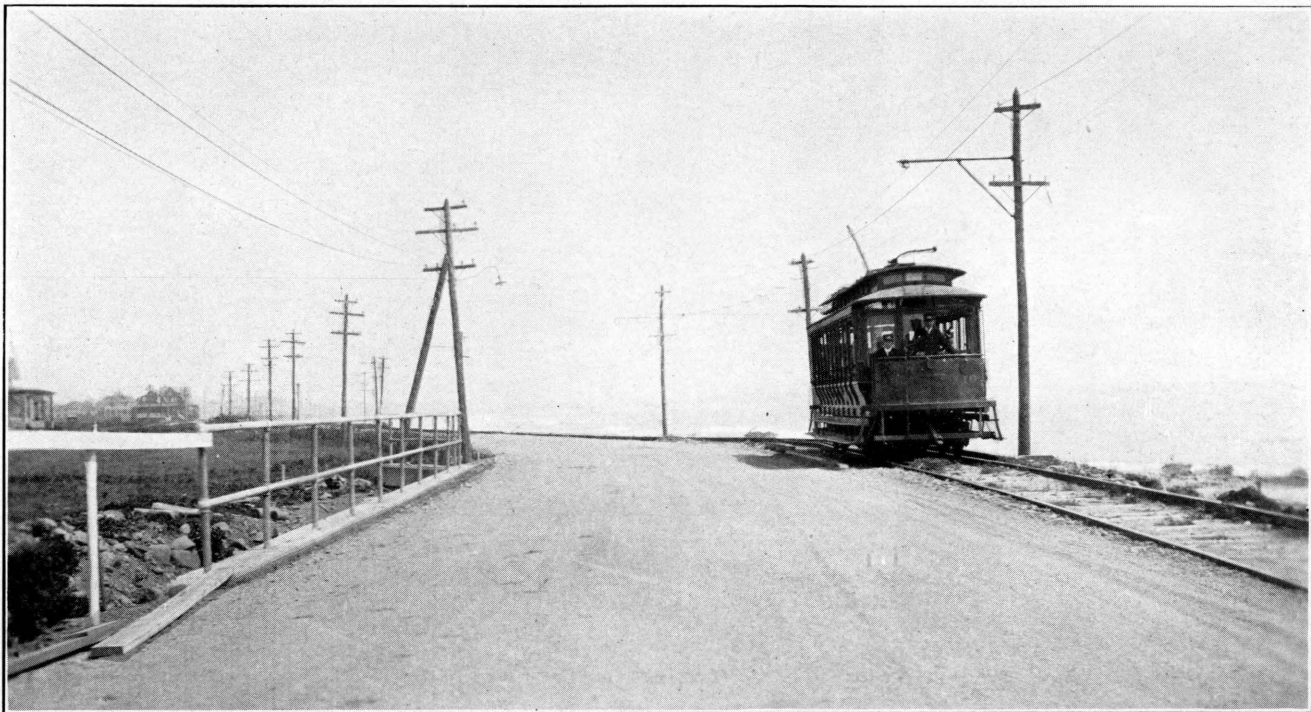
PAINT COAT.

The excess of loose material shall be removed and the road swept clean after which a coating of bituminous material shall be applied to the surface at the rate of not less than one-half ($\frac{1}{2}$) or more than three-quarters ($\frac{3}{4}$) gallons per square yard. After it has been spread it shall be covered with screening and rolled until the screenings are bonded with the bituminous material of the paint coat.

The finished road surface shall have a cross slope or crown of one-half ($\frac{1}{2}$) inch to one (1) foot, and the shoulders three-fourths ($\frac{3}{4}$) inch to one (1) foot.

The following contracts from 1912 have been completed, the details of which appear in the Annual Report of 1912:

Kennebunkport, C. M. Willey, 7000 lineal feet.	
Concrete centre, 10' wide, 7865.2 square yards.	
Macadam shoulders, making total width 21'.	
Total cost	\$22,426 36
Hassam Paving Co., Wells section	
13,330 ft.—width of concrete 12', 17,759.13 square yds.	
Total cost	\$34,103 70
M. McDonough Co., Wells section	
10,560 ft.—width of concrete 12', 14,080 square yds.	
Macadam shoulders.	
Total cost	\$26,355 76
Forgione-Romano Co., York-Wells section	
23,960 ft.—width concrete 10', 26,621.2 square yds.	
Macadam shoulders.	
Total cost	\$74,198 95
American Truck Co.	
9069 ft.—bituminous macadam.	
21' wide, 21,140.33 square yds.	
Total cost	\$20,384 47



Bituminous Macadam—York Harbor Section.

John A. Gaffey, Kitttery-York section

18,597 ft.—bituminous macadam, 17' wide, 35,209 square yds.

Macadam shoulders.

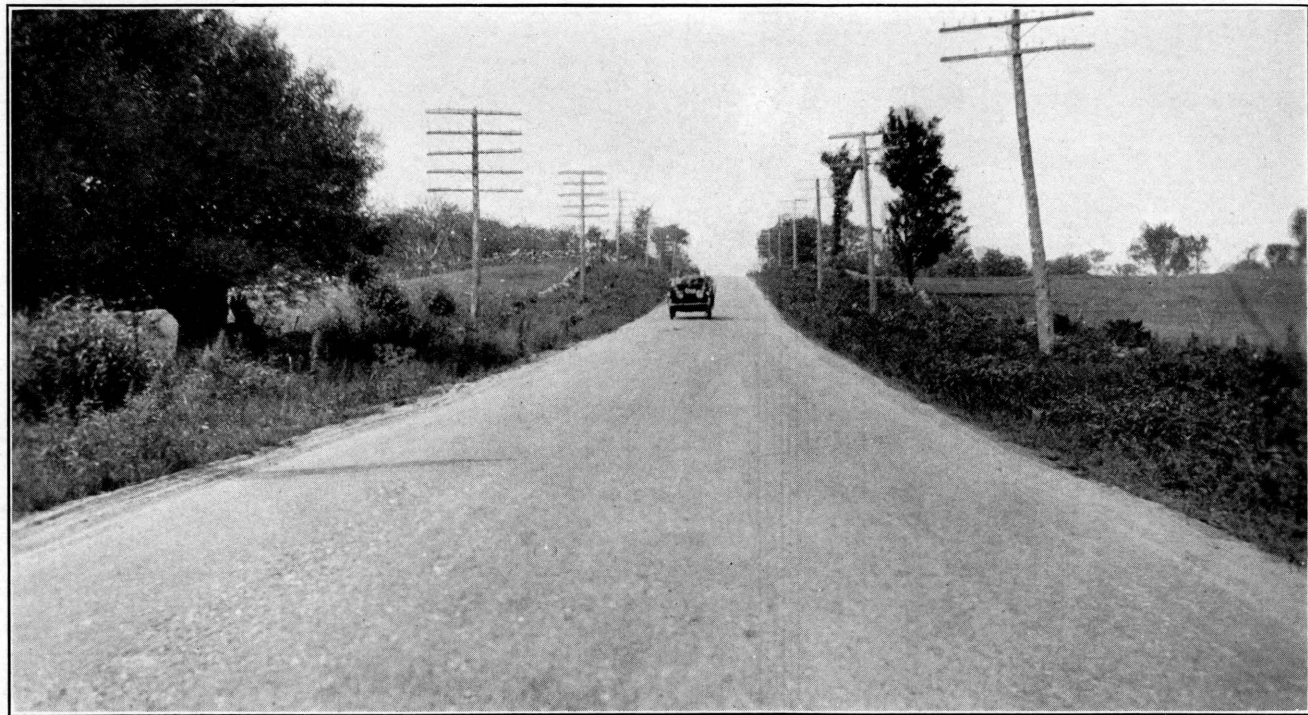
Total cost	\$24,796 75
<hr/>	
Total expenditure, 1912-1913.....	\$202,265 99
Expended in 1913	150,620 76
<hr/>	
Cost, indicated in the contract	\$24,463 87
Extras	332 88
<hr/>	
Total cost	\$24,796 75
Held in reserve	1,000 00
<hr/>	
	\$23,796 75

DEPARTMENT PERSONNEL.

LYMAN H. NELSON, <i>Chairman,</i>	} State Highway Commission.
PHILIP J. DEERING, <i>Commissioner,</i>	
WILLIAM M. AYER, <i>Commissioner,</i>	
ANNIE P. BIBBER, <i>Secretary to Commission.</i>	
PAUL D. SARGENT, <i>Chief Engineer.</i>	
IRVIN W. BARBOUR, <i>Asst. Engineer.</i>	
LOIE L. YOUNG, <i>Stenographer.</i>	
PARKER L. HARDISON, <i>Asst. Engineer in charge of state aid.</i>	
ALICE M. FAULKNHAM, <i>Stenographer.</i>	
LUCIUS D. BARROW, <i>Asst. Engineer.</i>	
FREDERIC H. E. BRAGG, <i>Asst. in Charge of Accounts.</i>	
LILLIAN W. CHUTE, <i>Assistant Bookkeeper.</i>	
WILLIAM T. ALLEN, <i>Asst. Engineer.</i>	
ALBERT J. WIGGIN, <i>Engineer in charge of maintenance.</i>	
HELEN M. HUTCHINSON, <i>Stenographer.</i>	

STATEMENT OF EXPENDITURES FROM MAINTENANCE AND
ADMINISTRATION APPROPRIATION FROM JULY 12, TO
DECEMBER 31, 1913.

Salaries of Commissioners.....	\$1,250 01
Salary of Chief Engineer	1,908 59
Salaries of Assistants.....	3,953 70
Salaries of Stenographers and Clerks.....	1,582 50
Expenses of Commissioners.....	697 68
Expenses of Chief Engineer	184 07
Expenses of Assistants.....	450 61
Expenses and Wages of Inspectors.....	5,949 51
Office Furnishings	208 95
Office Stationery and Supplies.....	300 13
Telephone and Telegraph Service.....	177 16
General Printing Account.....	98 86
Drafting Room Supplies.....	571 96
Incidental Expenses	603 52
Postage	416 00
State Highway "A" (Kittery).....	12 00
(Wells)	412 41
(Kennebunk)	655 93
(Kennebunkport)	126 88
	<hr/>
	\$19,560 47



Bituminous Macadam—Kittery-York Section.

REPORT OF PAUL D. SARGENT, CHIEF ENGINEER.

ORGANIZATION OF OFFICE.

Upon assuming the duties of chief engineer to the state highway commission a careful survey of the work then in progress disclosed the fact that about twice as much work was under way as could be properly supervised with the force at the command of the highway commission. This condition of affairs was immediately reported to the Commission and authority was given for the employment of sufficient engineering assistance to properly take care of all current work.

At the same time a scheme of organization was laid before the Commission for handling all work which would be undertaken by the Commission during the season of 1914. Briefly, the scheme of organization recommended and approved was as follows:

A division of state aid to have immediate charge of all matters pertaining to state aid work.

A division of surveys and plans to have charge of all surveys and plans for both state and state aid highways.

A division of construction to have charge of drawing specifications and superintending construction work.

A division of maintenance to have charge of maintenance of state and state aid highways.

Each of the above divisions to be in charge of an assistant engineer.

A division of accounts to be in charge of a competent accountant.

In making selection of the various assistant engineers to have charge of the above divisions of work the Commission was fortunate in being able to secure the services of men already familiar with the work of the state highway department and immediately upon identifying themselves with the department these engineers were employed in straightening out state aid work and state highway work then under way and by the mid-

dle of September considerable improvement in the matter of supervision of work was noticeable.

STATE HIGHWAYS.

One of the first things taken up with the Commission was a request that they should select locations upon which state highway construction would be undertaken during the season of 1914. The Commission felt that they could not properly make such selections until after hearings had been held and the highways had been formally located, but realizing that by the time these formalities had been concluded it would be too late to carry on surveying operations, surveying parties were put into the field during the latter part of September and through October and some three hundred and seventy miles of surveys were made, covering portions of routes which would probably be selected by the Commission as state highways.

Surveying work was carried on until about the middle of December when weather conditions made it necessary to close these operations.

On December thirty and thirty-one the Commission formally designated a system of state highways and at the same time made selections of sections for improvement during 1914. It was then found that every section, with the exception of one, ordered to be built, had been covered by a survey. This section will be surveyed early in the spring of 1914.

The routes comprised in the interlocking system of state highways as laid out by the Commission are as follows:

State highway "A", Kittery to Portland, beginning at the Portsmouth-Kittery bridge and running through Kittery, York, Wells, Kennebunk, Kennebunkport, Biddeford, Saco, Scarborough, South Portland, to Portland, a distance of approximately fifty miles.

State highway "B", Fryeburg to Portland, beginning at the New Hampshire line in Fryeburg and running through Fryeburg, Bridgton, Naples, Casco, Raymond, Windham, Westbrook to Portland, a distance of approximately forty-seven miles.

State highway "C", Portland to Bath, beginning at Martin's Point bridge, in Portland, running through Falmouth, Cumber-

land, Yarmouth, Freeport and Brunswick, West Bath to Bath, a distance of approximately thirty-one and four-tenths miles.

State highway "D", Woolwich to Belfast via Rockland, beginning at Peoples' Ferry, in Woolwich, through Wiscasset, Edgecomb, Alna, Newcastle, Damariscotta, Nobleboro, Waldoboro, Warren, Thomaston, Rockland, Rockport, Camden, Lincolnville, Northport to Belfast, a distance of approximately sixty-two and four-tenths miles.

State highway "E", Portland to Augusta, via Lewiston, beginning at Portland and running through Falmouth, Cumberland, Gray, New Gloucester, Auburn, Lewiston, Greene, Monmouth, Winthrop, Manchester to Augusta, a distance of approximately sixty miles.

State highway "F", Auburn to Rangeley, beginning at Auburn, and running through Turner, Livermore, East Livermore, Jay, Wilton, Farmington, Strong, Avon Phillips, Madrid, Letter E (Oxford county), Sandy River plantation, to Rangeley, a distance of approximately seventy-five and six-tenths miles.

State highway "G", Augusta to Waterville, beginning at Augusta running through Sidney, Belgrade, Oakland to Waterville, a distance of approximately twenty-four miles.

State highway "H", Augusta to the Quebec line, beginning at Augusta, running through Vassalboro, Winslow, Waterville, Fairfield, Skowhegan, Norridgewock, Madison, Anson, Embden, Solon, Bingham, Moscow, Caratunk plantation, The Forks plantation, West Forks plantation, Johnson Mountain, Parlin Pond, Jackman plantation, Moose River plantation, Dennistown plantation, through Sandy Bay plantation to the Canadian boundary, a distance of approximately one hundred twenty-two miles.

State highway "I", Fairfield to Bangor, beginning at Fairfield running through Benton, Clinton, Burnham, Pittsfield, Palmyra, Newport, Etna, Carmel, Hermon to Bangor, a distance of approximately forty-eight miles.

State highway "J", Newport to Greenville, beginning at Newport, running through Corinna, Dexter, Dover, Foxcroft, Guilford, Abbot, Monson, Shirley, to Greenville, a distance of approximately fifty-three miles.

State highway "K", Bangor to Fort Kent, beginning at Bangor, running through Veazie, Orono, Oldtown, Milford, Green-

bush, Passadumkeag, Enfield, Lincoln, Winn, Mattawamkeag, Molunkus, Medway, 1 R. 6 (Penobscot county), Township A, R. 7, 2 R. 7, 2 R. 6, Stacyville, Sherman, Crystal, Island Falls, Dyer Brook, Merrill, Smyrna, Ludlow, New Limerick, Houlton, Littleton, Monticello, Bridgewater, Blaine, Mars Hill, Easton, Presque Isle, Caribou, Connor, Cyr, Van Buren, Grand Isle, Madawaska, Frenchville, to Fort Kent, also a spur from Easton to Fort Fairfield, a distance of approximately two hundred thirty-five miles.

State highway "L", Belfast to Bangor, beginning at Belfast, running through Searsport, Stockton Springs, Prospect, Frankfort, Winterport, Hampden to Bangor, a distance of approximately thirty-one miles.

State highway "M", Bangor to Trenton, beginning at Bangor, running through Brewer, Holden, Dedham, Ellsworth to Trenton, a distance of approximately thirty-three and four-tenths miles.

State highway "N", Ellsworth to Calais, beginning at Ellsworth, running through Hancock, Franklin, Sullivan, Gouldsboro, Township 7, S. D. (Hancock county), Steuben, Milbridge, Cherryfield, Harrington, Columbia, Columbia Falls, Jonesboro, Whitneyville, Machias, East Machias, Whiting, Trescott, Edmunds, Dennysville, Pembroke, Perry, Robbinston, Calais, with a spur from Perry to Eastport, and a spur from Whiting through Trescott to Lubec, and a spur from Columbia Falls through Addison to Jonesport, a distance of approximately one hundred forty-three and four-tenths miles.

State highway "O", beginning at Brettun's Mills, in Livermore, running through Canton, Peru, Dixfield, Mexico, Rumford, Hanover, Newry, Bethel, Gilead to the New Hampshire line, a distance of approximately forty-nine and two-tenths miles.

State highway "P", Augusta to Rockland, beginning at Augusta, running through Chelsea, Whitefield, Windsor, Jefferson, Somerville, Washington, Union, Hope, Rockport to Rockland, a distance of approximately thirty-seven miles.

State highway "Q", Augusta to Brunswick, beginning at Augusta, running through Hallowell, Farmingdale, Gardiner, Richmond, Bowdoinham, Topsham to Brunswick, a distance of approximately thirty-six and six-tenths miles.

State highway "R", Augusta to Belfast, beginning at Augusta, running through Vassalboro, China, Palermo, Liberty, Montville, Searsmont, Morrill, Waldo to Belfast, a distance of approximately thirty-nine miles.

State highway "S", Gray to Bethel, beginning at Gray, on state highway "E", running through New Gloucester, Poland, Mechanic Falls, Oxford, Norway, Paris, Woodstock, Greenwood, Bethel, to join state highway "O", a distance of approximately forty-three and six-tenths miles.

State highway "T", Newry to the New Hampshire line at Upton, beginning at Newry on state highway "O", running through Newry, Grafton and Upton, to the New Hampshire line, a distance of approximately nineteen and four-tenths miles.

State highway "X", Bangor to Dover, beginning at Bangor, running through Glenburn, Kenduskeag, Corinth, Charleston, Garland, Hermon to Dover, a distance of approximately thirty-eight miles.

The commission have also tentatively designated state highways as follows:

State highway "U", Biddeford to Lebanon, beginning at Biddeford, running through Kennebunkport, Lyman, Alfred, Sanford, Lebanon, to the New Hampshire line, a distance of approximately twenty-seven and two-tenths miles.

State highway "V", Norridgewock to Farmington, beginning at Norridgewock, on state highway "H", running through Mercer, New Sharon, to Farmington, to state highway "F", a distance of approximately twenty-one miles.

State highway "W", from Belgrade Depot to New Sharon, beginning at Belgrade, on state highway "G", running through Belgrade, Rome, to New Sharon, on state highway "V", a distance of approximately fifteen and four-tenths miles.

The Commission will hold hearings at a later date on these tentative designations.

The sections selected for construction on each of the above routes are as follows:

Androscoggin county, Greene and Leeds.

Aroostook county, Houlton, south.

Cumberland county, Post Road, between Portland and Bath; Farmington towards Phillips, beginning at bridge across Sandy river, near Fairbanks station through Strong.

Hancock county, through Trenton.
Kennebec county, Monmouth and Winthrop.
Knox county, Warren towards Waldoboro.
Lincoln county, Waldoboro towards Warren.
Oxford county, New Hampshire line through Fryeburg towards Bridgton.
Penobscot county, Newport and Etna.
Piscataquis county, Dover towards Dexter.
Sagadahoc county, Woolwich and Wiscasset.
Somerset county, Norridgewock and Madison.
Waldo county, Northport.
Washington county, Whiting.
York county, complete the broken sections to Biddeford.
Plans and specifications for the reconstruction of each of the above sections will be worked up during the winter and we hope to be able to advertise for bids early in the spring.

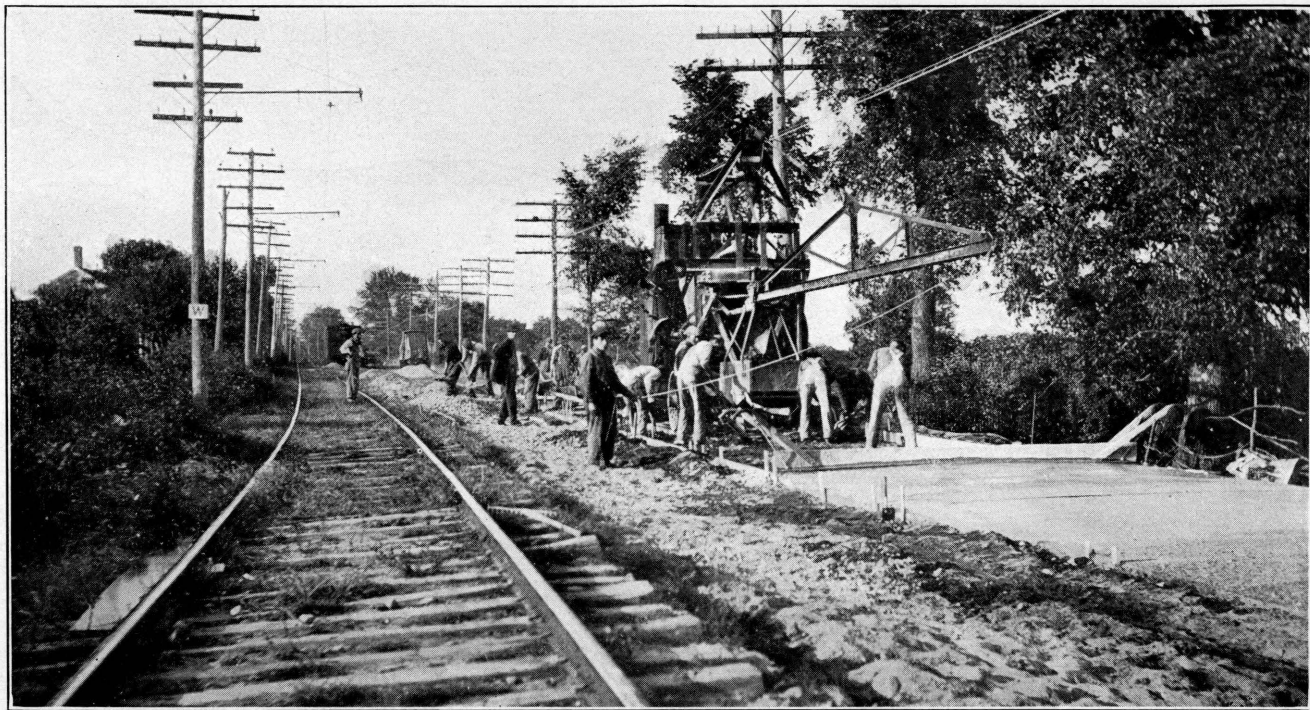
STATE AID HIGHWAYS.

In December plans were sent to the municipal officers of each town, together with a road map of the town, requesting the municipal officers to designate a system of state aid highways and furnish a description of such highways and to show their location upon the map. The designations returned by the municipal officers will be considered early in 1914 by the Commission.

MAINTENANCE.

The largest problem devolving upon the Commission under the terms of the new state highway law is that of maintaining state aid highways already constructed. Nothing definite has been done with this problem at the present time, but a considerable amount of preliminary work has been going on all through the fall and plans are in hand for undertaking this work on a systematic basis with the opening of the construction season.

As we shall not be able to have any general inspection of roads to be maintained it is impossible at this time to give any figures as to the probable cost of maintenance.



Concrete—Wells Section, No. 1.

ACCOUNTING.

It is immediately apparent upon a careful reading of the provisions of the state highway law that the work of accounting in the state highway department must be very greatly increased in comparison with accounting in the past. As indicated by the report of the Commission a comprehensive system for handling this work has been devised by an expert accountant who has been employed for the purpose. It is probable that there will be from 2,500 to 3,000 accounts. It is anticipated that a good deal of dissatisfaction will be found by municipal officers with the provision of the law which requires towns to send in their share of the joint fund to the state treasury to be disbursed by the state highway commission. In practice this results in taking the detailed accounting in connection with five hundred or so state aid jobs from the various towns and concentrating all of this accounting in the office of the state highway commission. Coupled with the law requiring weekly payment of laborers, it would seem that when the state aid work is at its height there may easily be 3,000 or more laborers who must be paid weekly, but only after verification of each individual account in the office of the state highway commission, the office of the state auditor and by the drawing of individual checks in the office of the treasurer.

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	1,200	21	900	1,200
Acton.	York.	1,700	23	900	1,700
Addison.	Washington.	1,800	22	-	1,800
Albany§.	Oxford.				
Albion.	Kennebec	2,408	21	-	2,408
Alexander.	Washington.	500	22	-	500
Alfred.	York.	1,540	21	125	1,540
Allagash Pl.	Aroostook				
Alna.	Lincoln	1,152	21	500	1,152
Alton.	Penobscot	620	24	620	620
Amherst.	Hancock	1,100	21	-	1,100
Amity.	Aroostook	825	24	825	825
Andover.	Oxford.	1,050	21	-	1,050
Andover W. S. Twp.	Oxford.				
Andover No. S. Twp.	Oxford.	250	21	-	250
Anson.	Somerset.	900	24	650	900
Appleton.	Knox.	950	23	350	950
Argyle.	Penobscot.	1,960	21	-	1,960
Arrowsic§.	Sagadahoc.				
Ashland.	Aroostook	2,600	21	-	2,600
Athens§.	Somerset.				
Atkinson.	Piscataquis.	822	24	822	822
Auburn.	Androscoggin.	5,626	21	40	5,626
Augusta.	Kennebec	3,100	21	-	3,100
Aurora.	Hancock	900	21	312	900
Avon§.	Franklin				
Baileyville.	Washington.	1,200	23	-	1,200
Bald Mt. Twp. 2 R. 3	Somerset.	980	18	-	980
Baldwin.	Cumberland.	480	21	-	480
Bancroft.	Aroostook.	1,000	21	500	1,000
Bangor°.	Penobscot.	523	48.1	-	523

Ashland: 16-10 inch metal culverts 16 feet long used for driveways. Totalling 256 lineal feet.

Baldwin: Concrete slab bridge I—beam construction. Span 16 feet 3 inches, height 10 feet; width of bridge including grades, 21 feet 6 inches. Cost of bridge not included in cost per foot.

Auburn: Expended 1912 and 1913 joint funds together.

°Bangor 523 feet wood block paving.

Abbot: 300 lineal feet of road surfaced with earth.

§ Laid over.

STATE AID TABLE.

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

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	16	24	\$63 95	\$561 75	\$600 00	\$261 76	\$38 25	-	\$ 47
{ Metal.....	-	-	-	824 24	600 00	300 00	-	\$224 24	48
{ Metal.....	16	22	22 00	-	-	-	-	-	-
{ Metal.....	10	22	15 40	402 87	400 00	200 00	-	2 87	22
{ Metal.....	16	24	111 14	797 38	800 00	397 38	2 62	-	33
{ Metal.....	24	24	-	-	-	-	-	-	-
Stone.....	24 x 36	24	55 30	656 32	600 00	400 00	-	56 32	1 31
Metal.....	18	26	83 22	800 00	800 00	400 00	-	-	52
.....	-	-	-	618 76	600 00	400 00	-	18 76	54
.....	-	-	-	511 61	600 00	311 61	88 39	-	82
Stone.....	30 x 24	26	51 10	601 54	600 00	400 00	-	1 54	55
.....	-	-	-	680 64	600 00	400 00	-	80 64	83
Metal.....	12	48	38 40	-	-	-	-	-	-
Stone.....	18 x 18	28	28 00	798 85	800 00	398 85	115 00	-	76
.....	-	-	-	85 00	85 00	42 50	-	-	34
{ Metal.....	20	40	-	-	-	-	-	-	-
{ Metal.....	8	14	171 35	1,102 31	900 00	450 00	-	202 31	1 22
{ Metal.....	16	32	-	-	-	-	-	-	-
{ Metal.....	14	26	103 41	800 63	800 00	400 00	-	63	84
Metal.....	8	44	56 69	598 18	600 00	400 00	-	-	30
{ Metal.....	16	24	-	-	-	-	-	-	-
{ Metal.....	16	24	-	-	-	-	-	-	-
{ Metal.....	10	16	227 20	808 87	800 00	399 92	8	8 87	30
Metal.....	16	24	40 49	617 79	600 00	400 00	-	17 79	75
{ Metal.....	12	130	-	-	-	-	-	-	-
{ Metal.....	10	98	220 80	-	-	-	-	-	-
{ Metal.....	30	20	-	5,600 00	5,600 00	1,275 00	-	-	98
Metal.....	16	26	54 30	-	-	-	-	-	-
Metal.....	12	30	46 65	-	-	-	-	-	-
Stone.....	42	48	197 94	2,822 47	2,025 00	1,125 00	-	197 47	91
{ Metal.....	16	26	-	-	-	-	-	-	-
{ Metal.....	30	28	196 06	686 82	600 00	400 00	-	86 82	76
.....	-	-	-	1,203 89	1,080 00	480 00	-	123 89	1 00
Metal.....	8	22	15 40	143 00	143 00	71 50	-	-	15
Metal.....	20	42	53 40	-	-	-	-	-	-
Bridge.....	-	-	422 26	873 57	800 00	394 29	5 71	73 57	96
Metal.....	16	24	33 40	675 68	600 00	400 00	75 68	-	68
.....	-	-	-	7,722 01	6,325 00	2,325 00	-	1397 01	14 76

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Baring	Washington.....	1,040	21	130	1,040
Barnard Pl.	Piscataquis				
Bath*.....	Sagadahoc.....	-	-	-	-
Beddington.....	Washington.....	1,500	20	-	1,500
Belfast¶.....	Waldo.....				
Belgrade.....	Kennebec.....	1,200	23	600	1,200
Belmont.....	Waldo.....	2,135	24	1,285	+2,135
Benedicta.....	Aroostook.....	950	22	950	950
Benton.....	Kennebec.....	1,900	21	-	1,900
Berwick.....	York.....	1,000	23	-	*1,000
Bethel.....	Oxford.....	1,282	27	-	1,282
Biddeford.....	York §.....	735	34	-	735
Bigelow Pl.	Somerset.....	300	22	-	300
Bingham.....	Somerset.....	1,120	21	-	1,120
Blaine§.....	Aroostook.....				
Blanchard.....	Piscataquis.....	770	21	600	770
Bluehill.....	Hancock.....	1,400	21	-	1,400
Boothbay.....	Lincoln.....	1,000	21	††350	1,000
Boothbay Harbor.....	Lincoln.....	410	23	-	*410
Bowdoin.....	Sagadahoc.....	1,500	21	-	1,500
Bowdoinham¶.....	Sagadahoc.....	-	-	-	-
Bowerbank.....	Piscataquis.....	700	24	-	700
Bradford.....	Penobscot.....	1,400	20	-	1,400
Bradley.....	Penobscot.....	1,900	24	-	1,900
Bremen.....	Lincoln.....	920	21	166	920
Brewer.....	Penobscot.....	1,350	28	-	*1,350
Bridgewater.....	Aroostook.....	1,425	21	-	1,425
Bridgton.....	Cumberland.....	2,970	25	-	2,970
Brighton Pl.	Somerset.....	400	20	-	400
Bristol§.....	Lincoln.....				
Brooklin.....	Hancock.....	1,100	21	-	1,100
Brooks.....	Waldo.....	3,200	22	900	3,200
Brooksville.....	Hancock.....	3,400	22	-	3,400

* Bath; Concrete culvert: 12 feet by 13 feet by 23 feet; concrete retaining walls.

¶ Work not completed.

§ Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Metal.....	24	24	65 08	600 00	600 00	400 00	-	-	58
Metal.....	-	-	5245 10	5,245 10	2,375 00	975 00	-	2870 10	-
Metal.....	10	22	45 66	417 92	300 00	191 64	8 36	-	28
Metal.....	24	28	51 30	892 06	800 00	400 00	-	92 06	74
Stone.....	18 x 18	4	5 50	621 14	600 00	400 00	-	21 14	29
{ Metal.....	42	26	-	574 09	600 00	374 09	25 91	-	60
{ Metal.....	12	22	222 20	805 29	800 00	400 00	-	5 29	42
{ Stone.....	24	-	-	-	-	-	-	-	-
{ Stone.....	24	-	-	-	-	-	-	-	-
{ Stone.....	24	26	108 58	1,008 58	960 00	460 00	-	-	1 00
Metal.....	12	36	40 30	991 18	960 00	360 00	100 00	31 18	78
.....	-	-	-	3,320 00	2,800 00	1,200 00	-	520 00	4 515
Metal.....	8	22	14 00	121 75	78 00	39 00	-	43 75	40
{ Metal.....	12	28	-	-	-	-	-	-	-
{ Metal.....	12	28	-	-	-	-	-	-	-
{ Metal.....	12	28	130 26	1,593 13	800 00	400 00	-	793 13	1 42
{ Metal.....	10	28	-	-	-	-	-	-	-
Metal.....	16	24	41 80	599 44	600 00	399 44	56	-	74
Metal.....	12	104	152 30	135 98	800 00	335 98	64 02	-	53
Metal.....	10	20	-	-	-	-	-	-	-
Metal.....	16	24	60 64	809 98	800 00	400 00	-	9 98	81
{ Metal.....	14	24	-	873 63	925 00	371 22	53 78	-	2 10
{ Metal.....	12	24	-	-	-	-	-	-	-
{ Metal.....	12	24	74 00	777 95	800 00	377 95	22 05	-	52
Metal.....	12	24	19 20	570 30	600 00	370 30	29 70	-	81
{ Metal.....	16	24	-	-	-	-	-	-	-
{ Metal.....	16	24	62 70	471 32	400 00	200 00	-	71 32	34
Stone.....	14 x 18	28	30 44	798 54	800 00	398 54	1 46	-	42
{ Metal.....	18	24	-	-	-	-	-	-	-
{ Metal.....	24	26	119 49	600 87	600 00	400 00	-	87	65
.....	-	-	-	2,977 75	1,487 00	637 00	-	1490 75	2 21
{ Metal.....	16	38	-	-	-	-	-	-	-
{ Metal.....	12	32	104 78	869 36	800 00	400 00	-	69 36	61
{ Metal.....	15	56	60 37	1,001 06	-	351 06	136 94	-	33
{ Stone.....	24 x 24	25	25 00	-	1,138 00	-	-	-	32
{ Stone.....	18 x 18	25	25 00	-	-	-	-	-	-
.....	-	-	-	638 22	600 00	281 96	118 04	38 22	-
Stone.....	24 x 24	26	64 26	597 44	600 00	297 39	2 61	-	54
{ Stone.....	40 x 36	26	-	-	-	-	-	-	-
{ Stone.....	20 x 16	26	138 21	801 24	800 00	400 00	-	1 24	25
{ Metal.....	20	22	-	-	-	-	-	-	-
{ Metal.....	10	22	-	-	-	-	-	-	-
{ Metal.....	10	22	-	-	-	-	-	-	-
{ Metal.....	10	22	89 90	806 28	800 00	400 00	-	6 28	24

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Brookton.....	Washington.....	1,150	21	1,150	1,150
Brownfield.....	Oxford.....	2,235	21	-	2,235
Brownville§.....	Piscataquis.....				
Brunswick.....	Cumberland.....	1,300	21	-	†1,300
Buckfield.....	Oxford.....	1,900	22	90	1,900
Bucksport.....	Hancock.....	862	21	-	*862
Burlington.....	Penobscot.....	916	22	-	916
Burnham.....	Waldo.....	1,725	22	120	1,725
Buxton.....	York.....	1,200	23	-	1,200
Byron.....	Oxford.....	1,000	21	-	1,000
C Twp.....	Oxford.....	660	21	-	660
Calais.....	Washington.....	889	24	-	*889
Cambridge.....	Somerset.....	700	21	175	700
Camden.....	Knox.....	550	24	550	550
Canaan.....	Somerset.....	3,800	21	-	†3,800
Canton.....	Oxford.....	726	23	726	726
Cape Elizabeth.....	Cumberland.....	900	21 to 28	-	900
Caribou.....	Aroostook.....	1,250	21	150	1,250
Carmel.....	Penobscot.....	1,400	21	-	1,400
Caratunk Pl.....	Somerset.....				
Carroll.....	Penobscot.....	1,000	24	1,000	1,000
Carrying Place Twp....	Somerset.....	330	20	-	330
Carthage.....	Franklin.....	1,385	21	-	1,385
Cary Pl.....	Aroostook.....	930	21	930	930
Casco.....	Cumberland.....				
Castine.....	Hancock.....	2,500	21	-	2,500
Castle Hill.....	Aroostook.....	600	21	-	600
Caswell Pl.....	Aroostook.....	1,568	23	724	1,568
Centerville.....	Washington.....	1,656	21	-	1,656
Chapman Pl.....	Aroostook.....	1,200	23	150	1,200
Charleston.....	Penobscot.....				
Charlotte§.....	Washington.....				
Chelsea.....	Kennebec.....	1,000	21	-	1,000

Bethel: \$100 reserved for satisfactory completion.
 Brighton: \$168.04 reserved for satisfactory completion.
 Calais: 84% completed.
 Caswell Pl.: 210 lineal feet surfaced with earth.
 Carroll: 1000 feet surfaced with hard pan.
 Castle Hill: 1912 and 1913 joint funds expended together.
 Charleston not completed.
 § Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
.....	-	-	-	603 47	600 00	400 00	-	3 47	52
.....	-	-	-	802 18	800 00	400 00	-	2 18	36
Metal.....	12	33	-	2,182 36	1,925 00	825 00	-	257 36	1 68
Metal.....	12	26	59 20	809 20	800 00	400 00	-	9 20	43
Metal.....	12	24	19 20	914 38	900 00	450 00	-	14 38	1 06
Stone.....	18 x 18	41	-	-	-	-	-	-	-
Stone.....	18 x 18	25	69 29	621 88	600 00	362 07	37 93	-	68
Metal.....	8	16	-	-	-	-	-	-	-
Metal.....	12	24	76 41	399 21	400 00	197 83	2 17	-	23
Stone.....	30 x 30	31	75 00	1,155 79	1,010 00	460 00	-	145 79	96
Stone.....	36 x 24	31	83 35	600 00	600 00	400 00	-	-	60
Stone.....	18 x 18	23	15 00	375 00	375 00	187 50	-	-	57
.....	-	-	-	1,320 66	1,575 00	420 66	254 34	-	1 41
Metal.....	48	24	111 00	-	-	-	-	-	-
Metal.....	16	24	14 00	-	-	-	-	-	-
Metal.....	36	24	79 20	-	-	-	-	-	-
Metal.....	36	24	79 20	825 45	600 00	400 00	-	225 45	1 18
Tile.....	8	36	8 28	871 94	875 00	371 94	3 06	-	1 59
Metal.....	16	22	-	-	-	-	-	-	-
Metal.....	12	4	87 59	762 93	800 00	362 93	37 07	-	20
Metal.....	14	24	21 62	405 70	400 00	200 00	-	5 70	56
Metal.....	12	48	-	-	-	-	-	-	-
Metal.....	12	33	94 00	1,589 50	1,138 00	488 00	-	451 50	1 76
Metal.....	30	26	-	-	-	-	-	-	-
Metal.....	18	28	-	-	-	-	-	-	-
Metal.....	24	26	256 25	1,614 41	1,662 00	664 41	47 59	-	1 29
.....	-	-	-	884 50	800 00	400 00	-	84 50	63
Metal.....	16	34	-	-	-	-	-	-	-
Metal.....	14	26	-	-	-	-	-	-	-
Metal.....	12	32	158 81	619 16	600 00	400 00	-	19 16	62
Stone.....	18 x 18	25	-	122 00	122 00	61 00	-	-	37
Stone.....	16 x 16	25	90 30	580 24	600 00	380 24	19 76	-	42
Metal.....	12	36	36 10	642 60	600 00	400 00	-	42 60	69
Metal.....	12	34	58 69	822 17	800 00	400 00	-	22 17	33
.....	-	-	-	532 40	600 00	74 48	125 52	-	89
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	12	24	109 20	649 30	600 00	368 81	31 19	49 30	41
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	14	24	-	-	-	-	-	-	-
Metal.....	14	24	115 80	610 20	600 00	400 00	-	10 20	37
Metal.....	18	26	60 40	652 85	600 00	400 00	-	52 85	54
Metal.....	16	32	55 00	452 95	400 00	200 00	-	52 95	45

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Cherryfield	Washington	1,500	21	-	1,500
Chester	Penobscot	1,950	25	400	1,950
Chesterville	Franklin	1,215	24	800	1,215
China	Kennebec	2,530	21	-	2,530
Clifton	Penobscot	620	28	-	620
Clinton	Kennebec	1,500	21	-	†1,500
Codyville Pl.	Washington				
Columbia	Washington	1,938	21	-	1,938
Columbia Falls	Washington	1,750	21	-	1,750
Concord	Somerset	550	21	-	550
Connor Pl.	Aroostook	1,600	21	-	1,600
Cooper	Washington	1,200	22	-	1,200
Coplin Pl.	Franklin	1,213	22	-	1,213
Corinna§.	Penobscot				
Corinth''	Penobscot	2,004	24	-	2,004
Cornish	York	1,200	23	-	1,200
Cornville	Somerset	500	24	500	†500
Cranberry Isles	Hancock	980	22	-	980
Crawford	Washington	1,300	21	-	1,300
Criehaven Pl.	Knox				
Crockettown Twp 4, R.2	Franklin	495	20	-	495
Crystal§	Aroostook				
C, Surplus Twp	Oxford				
Cumberland	Cumberland	850	21	-	850
Cushing	Knox	500	23	450	500
Cutlers§	Washington				
Cyr Pl.	Aroostook	2,000	21	-	2,000
Dallas Pl.	Franklin	2,044	21	-	2,044
Damariscotta§	Lincoln				
Danforth	Washington	1,400	23	1,200	†1,400
Dayton	York	1,663	21	200	1,663
Dead River Pl.	Somerset	1,241	26	-	1,241
Deblois	Washington	600	21	-	600

Clinton: 800 lineal feet of road surfaced with gravel. Concrete bridge, span 8 feet. Width of roadway 22 feet. Cost of bridge not included in cost per lin. foot.

Coplin: Reinforced concrete culvert 6 feet x 5 feet x 24 feet; reinforced concrete culvert 30 inches x 36 inches x 25 feet. Cost of culverts not included in cost per foot.

'' Corinth not paid.

§ Laid over.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
	Size—Inches.	Length—feet.	Cost.						
{ Metal... 16		32	-	-	-	-	-	-	-
{ Metal... 12		32	-	-	-	-	-	-	-
{ Metal... 12		26	119 79	871 67	800 00	400 00	-	71 67	58
{ Metal... 16		24	-	-	-	-	-	-	-
{ Metal... 18		24	106 08	593 94	600 00	393 94	6 06	-	30
{ Stone... 12 x 8		16	-	-	800 00	400 00	-	-	-
{ Stone... 12 x 8		16	16 00	807 51	800 00	400 00	-	7 51	66
Metal... 24		22	93 00	799 87	800 00	399 87	-	-	32
Stone... 24 x 30		30	37 00	694 95	600 00	400 00	13	94 95	1 12
{ Metal... 18		22	82 50	-	-	-	-	-	-
{ Metal... 18		22	-	-	-	-	-	-	-
Bridge... -		-	412 20	855 91	800 00	400 00	-	55 91	30
Metal... 20		24	58 35	667 96	600 00	400 00	-	67 96	34
Metal... 30		21	42 50	603 07	600 00	383 68	16 32	-	34
Metal... 48		26	110 00	1,098 39	600 00	400 00	-	498 39	1 99
Metal... 16		24	26 00	600 51	600 00	400 00	-	51	38
Metal... 16		22	22 00	-	-	-	-	-	-
Stone... 10	4 x 2	2	8 00	612 51	600 00	400 00	-	12 51	51
{ Concrete	30 x 36	25	-	-	-	-	-	-	-
{ Concrete	72 x 60	24	408 03	600 78	600 00	400 00	-	78	49
Metal... 18		28	-	-	-	-	-	-	-
Metal... 14		26	85 78	955 98	800 00	400 00	-	20 65	47
{ Metal... 18		38	-	-	-	-	-	-	-
{ Metal... 10		30	80 14	800 34	800 00	400 00	-	34	67
{ Metal... 16		24	48 63	400 03	400 00	200 00	-	03	80
{ Metal... 18		38	-	-	-	-	-	-	-
{ Metal... 10		30	-	800 00	800 00	400 00	-	-	82
{ Metal... 16		22	-	-	-	-	-	-	-
{ Metal... 16		22	-	-	-	-	-	-	-
{ Metal... 16		22	131 36	602 37	600 00	400 00	-	2 37	463
.....			-	130 00	96 00	48 00	-	34 00	27
.....			-	960 69	960 00	460 00	-	69	1 13
.....			-	638 75	600 00	400 00	-	38 75	1 28
Metal... 24		26	46 83	607 13	600 00	400 00	-	7 13	31
{ Metal... 10		22	-	-	-	-	-	-	-
{ Metal... 12		22	88 65	600 02	600 00	400 00	-	02	29
{ Metal... 14		24	-	-	-	-	-	-	-
{ Metal... 14		24	93 94	813 68	800 00	400 00	-	13 68	58
{ Metal... 20		26	-	-	-	-	-	-	-
{ Metal... 20		26	110 60	802 03	800 00	400 00	-	2 03	48
{ Metal... 12		26	-	-	-	-	-	-	-
{ Metal... 20		26	79 90	577 28	600 00	377 28	22 72	-	46
.....			-	150 00	150 00	100 00	-	-	25

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, grave or earth surface—feet.
Dedham.....	Hancock.....	1,200	21	-	1,200
Deer Isle.....	Hancock.....	1,700	21	-	1,700
Denmark.....	Oxford.....	1,800	21	-	1,800
Dennistown Pl§.....	Somerset.....				
Dennysville.....	Washington....	1,250	23	-	1,250
Detroit.....	Somerset.....	1,350	23	450	†1,350
Dexter.....	Penobscot.....	1,200	21	600	*1,200
Dixfield§.....	Oxford.....				
Dixmont.....	Penobscot.....	1,500	21	150	1,500
Dover.....	Piscataquis....	688	127	650	*688
Dresden.....	Lincoln.....	1,000	21	150	1,000
Drew Pl.....	Penobscot.....	1,700	21	-	1,700
Durham.....	Androscoggin..	890	21	-	890
Dyer Brook.....	Aroostook.....	1,100	21	450	1,100
E Pl.....	Aroostook.....				
Eagle Lake Pl.....	Aroostook.....	1,200	21	300	1,200
Eastbrook.....	Hancock.....	1,538	21	-	1,538
East Livermore.....	Androscoggin..	617	32	-	†617
East Machias.....	Washington....	800	21	-	800
East Millinocket.....	Penobscot.....	2,350	21	-	2,350
Easton.....	Aroostook.....	630	24	360	†630
Eastport.....	Washington....	2,125	30	-	2,125
Eddington.....	Penobscot.....	1,000	23	-	†1,000
Eden.....	Hancock.....	1,585	34	-	†1,585
Edgecomb.....	Lincoln.....	930	24	825	930
Edinburg.....	Penobscot.....	1,900	21	-	1,900
Edmunds.....	Washington....	1,425	23	-	1,425
Eliot.....	York.....	2,325	21	-	2,325
Elliottsville Pl.....	Piscataquis....				
Ellsworth.....	Hancock.....	1,100	24	-	*1,100
Embden.....	Somerset.....				
Enfield.....	Penobscot.....	620	21	66	620
Etna.....	Penobscot.....	800	30	600	800
Eustis.....	Franklin.....	2,300	21	-	2,300
Exeter.....	Penobscot.....	205	23	-	205
Fairfield.....	Somerset.....				

Dyer Brook: 500 feet surfaced with earth.

Exeter: Reinforced concrete bridge. Span 10 feet, height 8 feet; width of roadway 20 feet. Cost of bridge not included in cost per foot. 105 feet surfaced with earth.

§ Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—-inches.	Length—feet.	Cost.						
{ Metal...	8	24	-	-	-	-	-	-	-
Metal...	10	24	71 68	578 49	600 00	378 49	21 51	-	48
Stone.....	24 x 24	24	75 00	-	-	-	-	-	-
Metal.....	8	28	16 80	799 13	800 00	399 13	87	-	47
Stone.....	24 x 15	30	9 00	-	-	-	-	-	-
Metal.....	10	28	19 60	895 28	800 00	400 00	-	95 28	50
Metal.....	12	28	16 80	605 56	600 00	400 00	-	5 56	49
Metal.....	12	32	73 48	602 13	600 00	400 00	-	2 13	45
.....	-	-	-	1,175 51	1,080 00	480 00	-	95 51	98
.....	-	-	-	971 21	800 00	295 10	104 90	-	65
{ Metal...	16	30	-	-	-	-	-	-	-
Metal.....	16	30	121 10	1,002 11	960 00	460 00	-	42 11	1 46
Stone.....	14	26	39 20	-	-	-	-	-	-
Stone.....	48 x 60	23	154 66	790 57	800 00	389 82	10 18	-	79
.....	-	-	-	615 80	600 00	400 00	-	15 80	36
Stone.....	18 x 18	10	22 00	-	-	-	-	-	-
Stone.....	18 x 18	10	15 00	-	-	-	-	-	-
Stone.....	15 x 15	6	11 60	455 48	400 00	200 00	-	55 48	51
{ Concrete	30 x 36	24	-	-	-	-	-	-	-
{ Concrete	28 x 36	24	222 50	607 25	600 00	400 00	-	7 25	55
Metal.....	20	28	75 18	801 38	800 00	400 00	-	1 38	67
Stone.....	18 x 18	23	55 00	600 00	600 00	400 00	-	-	39
.....	-	-	-	1,155 02	1,138 00	488 00	-	17 02	1 87
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	12	24	-	-	-	-	-	-	-
Metal.....	8	16	87 00	600 11	600 00	300 00	-	11	75
Metal.....	16	26	43 87	850 86	800 00	400 00	-	50 86	36
Metal.....	30	26	-	-	-	-	-	-	-
Metal.....	16	26	94 90	833 60	800 00	400 00	-	33 60	1 32
Metal.....	18	36	56 52	1,070 30	1,137 50	420 30	67 20	-	50
Stone.....	24 x 24	28	71 50	764 09	600 00	400 00	-	164 09	76
.....	-	-	-	3,429 75	2,450 00	1,050 00	-	-	2 16
Metal.....	18	32	81 62	1,280 38	800 00	400 00	-	480 38	1 38
Metal.....	14	38	64 00	550 52	600 00	350 52	49 48	-	29
Metal.....	12	24	29 00	609 08	600 00	400 00	-	9 08	43
.....	-	-	-	1,115 30	1,080 00	480 00	-	35 30	48
{ Metal...	20	30	-	-	-	-	-	-	-
{ Metal...	24	30	162 33	1,327 83	1,312 00	562 00	-	15 83	1 21
.....	-	-	-	854 30	800 00	400 00	-	54 30	1 38
{ Metal...	30	24	-	-	-	-	-	-	-
{ Metal...	12	24	117 17	570 90	600 00	370 90	29 10	-	71
Metal.....	8	40	29 60	-	-	-	-	-	-
Concrete...	36 x 54	24	266 29	1,080 44	800 00	400 00	-	280 44	47
{ Metal...	20	34	72 50	-	-	-	-	-	-
{ Metal...	14	30	-	-	-	-	-	-	-
Bridge....	-	-	576 98	765 46	800 00	364 47	35 53	-	92

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Falmouth	Cumberland . . .	1,000	23	-	1,000
Farmingdale	Kennebec	600	23	-	600
Farmington	Franklin	3,300	22	100	3,300
Fayette	Kennebec	1,400	24	380	1,400
Flagstaff Pl.	Somerset	60	22	-	60
Forest City	Washington	1,650	18	-	1,650
Forkstown	Aroostook				
Fort Fairfield	Aroostook	2,150	28	1,000	2,150
Fort Kent	Aroostook	2,000	22	-	2,000
Foxcroft	Piscataquis	729	38	-	*729
Frankfort	Waldo	1,325	21	615	1,325
Franklin§	Hancock				
Freedom	Waldo	619	23	210	619
Freeman	Franklin	1,878	18	-	1,878
Freeport	Cumberland	1,100	21	-	1,100
Frenchville	Aroostook	1,400	22	900	1,400
Friendship	Knox	810	21	675	810
Fryeburg	Oxford	1,756	27	-	1,756
Fryeburg Acad. Grant Twp.	Oxford				
Gardiner	Kennebec	600	21	-	600
Garfield Pl.	Aroostook				
Garland	Penobscot	990	24	990	990
Georgetown§	Sagadahoc				
Gilead	Oxford	1,155	22	-	†1,155
Glenburn	Penobscot	1,100	21	1,100	1,100
Glenwood Pl.	Aroostook				
Gorham	Cumberland	1,700	21	900	1,700
Gouldsboro	Hancock	581	21	-	581
Grafton	Oxford	825	21	-	825
Grand Falls Pl.	Penobscot				
Grand Isle	Aroostook	1,300	23	800	1,300
Grand Lake Stream Pl.	Washington	1,000	18	400	1,000
Gray	Cumberland				

Guilford: Concrete bridge. Span 10 feet, length 24 feet, depth 8 feet, reinforced concrete top. Cost of bridge not included in cost per foot.

Greenbush: Bridge repaired at cost of \$500. \$75.00 of unexpended balance due contractor when work is fully completed. Cost of bridge repairs not included in cost per foot.

Georgetown: Work not reported.

§ Laid over.

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Greenbush.....	Penobscot.....	200	21	-	200
Greene.....	Androscoggin...	1,450	23	-	1,450
Greenfield.....	Penobscot.....	2,238	22	978	2,238
Greenville.....	Piscataquis....	1,262	21	800	1,262
Greenwood.....	Oxford.....	700	21	-	700
Guilford.....	Piscataquis....	1,850	21	-	1,850
Hallowell.....	Kennebec.....	400	18	-	*400
Hamlin Pl. §.....	Aroostook.....				
Hammond Pl. §.....	Aroostook.....	725	21	410	725
Hampden.....	Penobscot.....	1,485	21	-	1,485
Hancock.....	Hancock.....	1,200	21	250	1,200
Hanover.....	Oxford.....	1,300	21	-	1,300
Harmony §.....	Somerset.....				
Harpwell.....	Cumberland....	2,150	21	-	2,150
Harrington.....	Washington....	1,980	21	280	1,980
Harrison.....	Cumberland....	3,415	21	-	3,415
Hartford.....	Oxford.....	631	21	-	631
Hartland.....	Somerset.....	1,419	22	-	*1,419
Haynesville.....	Aroostook.....	2,007	21	50	2,007
Hebron.....	Oxford.....	367	21	-	†367
Hermon.....	Penobscot.....	2,500	21	-	2,500
Hersey.....	Aroostook.....	2,050	24	-	2,050
Highland Pl. §.....	Somerset.....	300	27	-	300
Hiram.....	Oxford.....	600	27	-	600
Hodgdon.....	Aroostook.....	820	21	785	820
Holden.....	Penobscot.....	1,100	21	-	1,100
Hollis.....	York.....	800	21	800	800
Hope §.....	Knox.....				
Houlton.....	Aroostook.....	1,400	22	1,400	300
Howland.....	Penobscot.....	500	22	-	*1,100
					500
Hudson.....	Penobscot.....	600	21	-	600
Hurricane Isle.....	Knox.....				
Industry.....	Franklin.....	1,550	21	430	430
					†1,120

Hersey: Concrete bridge; Concrete abutments. Floor 9 inches, I-beams covered with plank. Span 10 feet, height 5½ feet, width 24 feet. Cost of culvert not included in cost per foot.

Hammond Pl.: Expended joint funds for 1912 and 1913 together.

Hebron: Spent 1912 and 1913 joint funds together—only 1913 joint fund shown in table.

Houlton: 1,100 feet, macadam; 300 feet, gravel.

§ Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—Inches.	Length—feet.	Cost.						
Bridge....	-	-	500 00	577 10	600 00	302 10	97 90	-	38
{ Metal....	12	28	-	-	-	-	-	-	-
{ Metal....	12	28	60 25	827 74	800 00	400 00	-	27 74	57
Stone....	72 x 36	26	38 00	-	-	-	-	-	-
Stone....	72 x 36	24	20 87	630 12	600 00	400 00	-	30 12	28
Metal....	16	30	58 07	828 27	800 00	400 00	-	28 27	66
{ Stone....	12 x 18	25	-	-	-	-	-	-	-
{ Stone....	12 x 12	25	31 25	599 06	600 00	297 94	-	-	86
Bridge....	-	-	307 41	818 65	800 00	400 00	2 06	18 65	28
.....	-	-	-	752 13	720 00	320 00	-	32 13	1 88
Metal....	16	22	43 26	298 84	265 89	66 00	-	32 95	41
{ Metal....	16	27	-	-	-	-	-	-	-
{ Metal....	14	21	67 38	900 00	900 00	450 00	-	-	60
Concrete....	24 x 24	26	155 00	781 50	800 00	381 50	18 50	-	65
.....	-	-	-	550 67	600 00	347 27	52 73	-	42
Metal....	14	26	27 40	-	-	-	-	-	-
Metal....	12	26	24 80	833 24	900 00	383 24	66 76	-	39
{ Metal....	12	27	-	-	-	-	-	-	-
{ Metal....	8	26	73 70	722 60	800 00	322 60	77 40	-	36
{ Stone....	18 x 20	34	-	-	-	-	-	-	-
{ Stone....	18 x 20	24	39 25	797 47	800 00	397 47	2 53	-	23
Metal....	12	50	52 50	-	-	-	-	-	-
.....	10	40	38 00	-	-	-	-	-	-
.....	10	28	26 10	825 44	800 00	400 00	-	25 44	1 31
.....	-	-	-	881 54	800 00	400 00	-	81 54	62
{ Metal....	20	24	-	-	-	-	-	-	-
{ Metal....	12	24	98 38	599 90	600 00	399 90	10	-	30
{ Metal....	14	24	-	-	-	-	-	-	-
{ Metal....	12	24	82 90	410 05	200 00	100 00	-	210 05	1 12
{ Metal....	12	24	-	-	-	-	-	-	-
.....	-	-	-	815 85	800 00	400 00	-	15 85	32
Bridge....	-	-	201 68	619 68	600 00	400 00	-	19 68	30
Metal....	12	24	28 00	312 22	300 00	200 00	-	12 23	1 04
.....	-	-	-	391 82	400 00	188 72	11 28	-	65
{ Metal....	12	26	-	-	-	-	-	-	-
{ Metal....	10	26	78 42	1,054 85	800 00	400 00	-	254 85	1 32
{ Metal....	8	24	-	-	-	-	-	-	-
{ Metal....	16	24	-	-	-	-	-	-	-
{ Metal....	16	24	122 38	633 80	600 00	400 00	-	33 80	58
Stone....	18 x 20	4	19 01	803 82	800 00	400 00	-	3 82	1 05
Metal....	20	20	23 00	300 00	-	-	-	-	-
Concrete....	30 x 42	30	100 00	1,456 00	1,750 00	750 00	-	6 00	1 25
.....	-	-	-	808 62	800 00	400 00	-	8 62	1 62
{ Metal....	12	24	-	-	-	-	-	-	-
{ Metal....	12	26	57 40	809 40	600 00	400 00	-	209 40	1 35
{ Stone....	18 x 15	25	-	-	-	-	-	-	-
{ Stone....	24 x 20	26	79 25	631 67	600 00	400 00	-	31 67	41
{ Stone....	18 x 12	25	-	-	-	-	-	-	-

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Island Falls.....	Aroostook.....	1,460	24	1,300	1,460
Isle au Haut.....	Knox.....	500	20	500	500
Isleboro.....	Waldo.....	1,190	21	600	1,190
Jackman Pl.....	Somerset.....	1,100	24	600	1,100
Jackson.....	Waldo.....	1,041	21	891	†1,041
Jay.....	Franklin.....	2,300	23	-	2,300
Jefferson.....	Lincoln.....	1,710	21	1,710	1,710
Jerusalem Twp§.....	Franklin.....				
Johnson Mt. Twp.....	Somerset.....	**	-	-	**
Jonesboro.....	Washington.....	1,850	21	-	1,850
Jonesport.....	Washington.....	1,380	23	-	1,380
Kenduskeag.....	Penobscot.....	2,470	21	-	2,470
Kennebunk.....	York.....	2,800	23 to 25	1,898	2,800
Kennebunkport.....	York.....	1,500	21	400	1,500
Kingfield.....	Franklin.....	4,600	22	-	4,600
Kingman.....	Penobscot.....	2,300	21	-	2,300
Kingsbury Pl§.....	Piscataquis.....				
Kittery.....	York.....	525	20	*525	-
Knox.....	Waldo.....	1,797	24	-	1,797
Kossuth Twp.....	Washington.....				
Lagrange.....	Penobscot.....	1,228	21	700	1,228
Lake View Pl.....	Piscataquis.....				
Lakeville Pl.....	Penobscot.....	600	21	450	600
Lambert Lake Twp.....	Washington.....				
Lamoine.....	Hancock.....	1,150	24	-	1,150
Lang Pl.....	Franklin.....	3,000	24	-	3,000
Lebanon.....	York.....	850	23	-	850

Kennebunk: Expended joint fund for 1912 and 1913 together. 1,700 lineal feet of gravel 18 feet wide; 1,100 lineal feet macadam 25 feet wide; 1,200 feet cobble gutter 3 feet wide, cost \$60.00

Jefferson: I-beam bridge, plank flooring, cement stone masonry abutments. Cost \$298.67 not included in cost per foot.

**Johnson Mt. Twp.: 6½ miles of road repaired.

Lang Pl.: 300 lineal feet surfaced with gravel.

Kingman: Expended joint fund of 1912 and 1913 together.

§ Laid over.

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Lee.....	Penobscot.....	1,555	23	150	1,555
Leeds.....	Androscoggin..	1,500	21	250	1,500
Letter E Twp*.....	Franklin.....	420	20	-	†420
Levant.....	Penobscot.....	1,460	30	570	1,460
Lewiston.....	Androscoggin..	1,050	31	-	†1,050
Lexington Pl.....	Somerset.....	1,600	21	-	1,600
Liberty.....	Waldo.....	1,200	23	1,000	†1,200
Lily Bay Twp.....	Piscataquis....				
Limerick.....	York.....	1,025	23	700	1,025
Limestone.....	Aroostook.....	1,600	21	850	1,600
Limington.....	York.....	1,325	21	120	1,325
Lincoln.....	Penobscot.....	1,100	30	450	1,100
Lincoln Pl.....	Oxford.....	1,192	21	150	1,192
Lincolnvile.....	Waldo.....	1,500	21	-	1,500
Linneus.....	Aroostook.....	900	21	600	900
Lisbon.....	Androscoggin..	1,250	21	-	1,250
Litchfield.....	Kennebec.....	1,150	22	-	†1,150
Littleton.....	Aroostook.....	1,110	21	835	1,110
Livermore.....	Androscoggin..	810	21	-	810
Long Island Pl.....	Hancock.....				
Lovell.....	Oxford.....	1,000	21	1,000	1,000
Lowell.....	Penobscot.....	912	26	610	†912
Lubec.....	Washington.....	1,450	24	1,450	1,450
Ludlow.....	Aroostook.....	1,400	20	875	1,400
Lyman.....	York.....	1,150	21	-	1,150
Machias§.....	Washington....				
Machiasport.....	Washington....	1,500	17	-	1,500
Macwahoc Pl.....	Aroostook.....	1,700	24	-	1,700
Madawaska.....	Aroostook.....	1,500	21	800	1,500
Madison.....	Somerset.....	950	41	-	*950

*Letter E: Work completed. State's part not paid.
Lyman: 3 stone culverts lengthened and one rebuilt. 150 lineal feet surfaced with earth.

§ Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
{ Metal... Metal... Metal... Metal... Metal...	12 12 12 14 12 -	24 24 24 26 26 -	128 24 51 70 60 00	605 74 806 40 60 00	600 00 800 00 60 00	400 00 400 00 30 00	- - -	5 74 - -	39 54 14
{ Metal... Metal... Metal...	12 12 14 -	24 24 24 -	87 65 -	896 08 4,025 00	800 00 4,025 00	394 83 1,725 00	5 17 -	96 08 -	61 3 83
{ Metal... Metal... Metal... Metal... Metal...	16 12 12 12 10 -	24 24 24 24 24 -	182 42	628 40	600 00	400 00	-	28 40	39
{ Metal... Metal... Metal... Metal...	24 16 16 14 -	24 24 24 26 -	186 31	727 59	600 00	300 00	-	127 59	61
Tile.....	20	19	20 67	804 56	800 00	400 00	-	4 56	79
{ Metal... Metal... Metal... Stone... Concrete...	16 16 16 24 x 36 20 x 30 30 x 30	24 24 24 28 26 41	24 00 27 52 119 49	889 35 799 49 900 00	900 00 800 00 900 00	439 35 399 49 450 00	10 65 51 -	- - -	56 60 82
Metal... Metal... Stone... Stone... Metal...	12 12 15 x 15 15 x 15 10	22 48 28 25 30	33 00 53 80 13 80 9 20 32 56	806 91 710 94 857 60	800 00 800 00 800 00	400 00 310 94 400 00	- 89 06 -	6 91 - 57 60	68 47 47 95
{ Metal... Metal...	12 12 -	24 24 -	99 13 -	1,580 60 845 92	1,575 00 800 00	675 00 400 00	- -	5 60 45 92	1 26 74
{ Metal... Metal...	12 16 -	26 26 -	64 19	816 99	800 00	400 00	-	16 99	73
Metal.....	14	54	48 60	837 78	800 00	400 00	-	37 78	1 03
Metal.....	12	24	15 68	799 36	800 00	399 36	64	-	80
Stone... Concrete... Metal... Metal...	24 x 24 24 x 24 12 12	28 25 24 24	60 70 39 40	616 89 899 90	600 00 600 00	400 00 449 84	- 16	16 89 -	68 62
{ Metal... Metal...	12 12 -	24 24 -	62 95	636 07	600 00	400 00	-	36 07	45
{ Stone... Stone... Stone... Stone...	- - - -	- - - -	103 38	843 28	800 00	400 00	-	43 28	73
{ Metal... Metal...	30 12 -	24 24 -	174 68	600 04	600 00	400 00	-	04	40
Metal...	- 12 -	- 26 -	36 35 -	600 30 775 49 1,731 25	600 00 800 00 1,400 00	400 00 335 50 600 00	- 64 50 -	30 - 331 25	35 52 1 82

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Madrid.....	Franklin.....	1,200	21	-	1,200
Magalloway Pl.....	Oxford.....	750	21	-	750
Manchester.....	Kennebec.....	1,325	21	1,325	†1,325
Mapleton.....	Aroostook.....	1,100	24	1,075	1,100
Mariaville.....	Hancock.....	800	21	-	800
Marion.....	Washington.....	600	23	-	600
Marshfield§.....	Washington.....				
Mars Hill.....	Aroostook.....	2,400	22	-	2,400
Masardis.....	Aroostook.....	400	24	400	400
Mason.....	Oxford.....	400	21	-	400
Mattinicus Isle Pl.....	Knox.....				
Mattamiscontis Twp.....	Penobscot.....				
Mattawamkeag.....	Penobscot.....	475	21	295	475
Maxfield.....	Penobscot.....	4,620	21	-	4,620
Mayfield Pl.....	Somerset.....				
Mechanic Falls.....	Androscoggin.....	578	23	573	578
Meddybemps.....	Washington.....	1,200	22	-	1,200
Medford.....	Piscataquis.....	1,200	21	300	1,200
Medway.....	Penobscot.....				
Mercers§.....	Somerset.....				
Merrill.....	Aroostook.....	550	24	450	550
Mexico.....	Oxford.....	1,100	23	-	1,100
Milbridge.....	Washington.....	1,372	21	-	1,372
Milford.....	Penobscot.....	1,640	27	-	1,640
Millinocket.....	Penobscot.....	1,115	30	-	1,115
Milo.....	Piscataquis.....	1,700	24	-	1,700
Milton Pl.....	Oxford.....	354	22	-	354
Minot.....	Androscoggin.....	1,175	21	-	1,175
Molunkus Twp A. R. 5.....	Aroostook.....				
Monhegan Pl.....	Lincoln.....				
Monmouth.....	Kennebec.....				
Monroe.....	Waldo.....	1,700	21	220	1,700
Monson.....	Piscataquis.....				
Monticello.....	Aroostook.....	650	21	600	650
Montville.....	Waldo.....	1,143	23	-	1,143
Moose River Pl.....	Somerset.....	600	24	333	600

Mattawamkeag: 4 feet x 4 feet x 25 feet concrete culvert with reinforced top, cost not included in cost of road per foot. 75 feet earth surfacing.

Madrid: 950 feet surfaced with earth.

Medford: 700 lineal feet surfaced with earth.

New Limerick: Expended 1912 and 1913 joint funds together.

Minot: Cost includes culvert, catch basin and end walls.

Medway: Not reported.

§No appropriations.

‡Laid over.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—-inches.	Length—feet.	Cost.						
{ Stone...	24 x 24	26	30 75	607 25	600 00	400 00	-	7 25	50
{ Stone...	24 x 24	22	21 00						
Metal.....	10	26	21 00						
{ Stone.....	30 x 30	10	16 25	828 13	800 00	400 00	-	28 13	1 10
{ Metal.....	12	20	50 75	800 00	800 00	400 00	-	-	60
{ Metal.....	18	24							
{ Metal.....	18	24	106 76	920 20	800 00	400 00	-	120 20	84
{ Metal.....	16	24							
{ Metal.....	10	24	35 72	626 64	600 00	400 00	-	26 64	78
.....	-	-	-	319 82	300 00	200 00	-	19 82	53
{ Metal.....	10	42							
{ Metal.....	12	30	109 56	1,261 61	800 00	400 00	-	461 61	53
{ Metal.....	12	28							
.....	-	-	-	197 65	200 00	94 12	5 88	-	49
.....	-	-	-	449 48	450 00	299 48	52	-	1 12
Concrete..	48 x 48	25	240 47	604 70	600 00	400 00	-	4 70	77
{ Metal.....	16	24	41 85	631 73	600 00	350 19	49 90	31 73	14
Concrete..	48 x 72	22	237 60	237 60	105 00	52 50	-	132 60	-
{ Metal.....	16	32	56 42	969 34	900 00	450 00	-	69 34	1 67
{ Metal.....	-	-	-	607 63	600 00	400 00	-	7 63	51
{ Metal.....	12	24							
{ Metal.....	16	28	56 27	755 51	600 00	400 00	-	155 51	63
{ Metal.....	10	28	34 60	609 03	600 00	400 00	-	9 03	1 11
.....	-	-	-	833 98	800 00	400 00	-	33 98	88
{ Metal.....	30	26	98 10	546 24	500 00	250 00	-	46 24	40
{ Metal.....	16	22	59 81	823 13	800 00	400 00	23 13	-	50
.....	-	-	-	1,080 45	1,080 00	480 00	-	45	97
{ Metal.....	16	24							
{ Metal.....	16	24	102 38	1,028 19	1,017 00	467 00	-	11 19	61
.....	-	-	-	225 07	225 00	150 00	-	07	64
{ Metal.....	8	24	64 10	807 62	800 00	400 00	-	7 62	69
{ Metal.....	12	24							
{ Metal.....	10	20	59 20	867 23	800 00	400 00	-	67 23	51
{ Metal.....	20	24	98 53	571 62	800 00	201 62	198 38	-	88
{ Metal.....	12	44							
{ Metal.....	14	24	91 90	804 45	800 00	400 00	-	4 45	71
{ Metal.....	14	24	32 60	367 45	300 00	200 00	-	67 45	61

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Moro Pl.	Aroostook.	1,527	22	450	1,527
Morrill.	Waldo.	1,200	21	500	†1,200
Moscow.	Somerset.				
Moxie Gore.	Somerset.	300	21	-	300
Mt. Chase.	Penobscot.	1,150	24	-	1,150
Mt. Desert.	Hancock.	1,000	21	-	*1,000
Mt. Vernon§.	Kennebec.				
Muscle Ridge Pl.	Knox.				
Naples.	Cumberland.	500	21	-	500
Nashville Pl.	Aroostook.				
Newburg.	Penobscot.	2,100	21	-	2,100
New Canada Pl.	Aroostook.				
Newcastle.	Lincoln.	1,050	21	200	1,050
Newfield.	York.	1,500	23	-	1,500
New Gloucester.	Cumberland.				
New Limerick.	Aroostook.	1,600	21	1,600	1,600
Newport.	Penobscot.	1,270	26	††1,270	1,270
New Portland.	Somerset.	4,535	21	200	4,535
Newry.	Oxford.	1,000	22	-	†1,000
New Sharon.	Franklin.	1,700	25	460	1,700
New Sweden.	Aroostook.	2,200	21	800	2,200
New Vineyard.	Franklin.	525	30	120	525
Nobleboro.	Lincoln.	985	21	390	985
Norridgewock§.	Somerset.				
North Berwick.	York.	810	23	-	*810
Northfield.	Washington.	1,500	21	-	1,500
North Haven.	Knox.	768	21	450	768
Northport.	Waldo.	1,560	23	-	1,560
North Yarmouth.	Cumberland.	900	24	-	900
Norway⊕.	Oxford.				
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.	-	-	-	-

§ Laid over.

‡No appropriation.

⊕Norway spent with auto fund.

†† Stone base.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
.....	-	-	-	600 10	600 00	400 00	-	10	40
Metal.....	16	24	-	601 93	600 00	400 00	-	1 93	50
Metal.....	8	24	47 64						
.....	-	-	-	232 00	232 00	115 50	-	50	77
.....	-	-	-	614 52	600 00	400 00	-	14 52	53
Metal.....	16	12	13 20	1,549 39	1,400 00	600 00	-	149 39	1 55
Metal.....	12	26	13 00	202 89	200 00	100 00	-	2 89	40
Metal.....	18	22	25 30						
Stone.....	36 x 36	24	44 93	870 26	800 00	400 00	-	70 26	41
.....	-	-	-	917 03	800 00	400 00	-	117 03	87
Stone.....	24 x 24	26	23 80	808 08	800 00	400 00	-	8 08	83
Metal.....	12	52	39 00						
Metal.....	10	40	28 50	1,035 57	1,200 00	235 57	164 43	-	64
Metal.....	14	26	20 80	974 58	900 00	450 00	-	74 58	71
(Metal.....	10	21	-						
(Metal.....	10	21	98 96	803 10	800 00	400 00	-	3 10	18
(Metal.....	10	24	-						
(Metal.....	60	22	-						
(Metal.....	18	22	185 20	800 10	800 00	400 00	-	10	80
(Metal.....	12	22	-						
Stone.....	36 x 24	30	55 50	801 29	800 00	400 00	-	1 29	47
Metal.....	16	24	47 90	800 40	800 00	400 00	-	40	37
Metal.....	18	32	68 45	414 97	400 00	200 00	-	14 97	79
Metal.....	16	26	50 64	933 07	800 00	400 00	-	133 07	95
Tile.....	8	82	15 70	1,270 06	900 00	450 00	-	370 06	1 57
(Metal.....	10	22	-						
(Metal.....	8	22	52 36	583 90	600 00	383 90	16 10	-	39
Stone.....	42 x 48	24	49 21						
Metal.....	12	24	48 37	831 78	800 00	400 00	-	31 78	1 08
Metal.....	12	24	-						
Metal.....	16	24	102 24	797 54	800 00	397 54	2 46	-	51
Metal.....	12	16	28 50						
Metal.....	18	26	46 00						
Stone.....	15 x 24	26	27 00	612 00	600 00	300 00	-	12 00	68
.....	-	-	-	-	990 00	440 00	-	-	-

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
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	257	18	-	257
No. 7, So. Div	Hancock	-	-	-	-
No. 8, Pl§	Hancock	-	-	-	-
No. 9, So. Div	Hancock	-	-	-	-
No. 10, So. Div	Hancock	-	-	-	-
No. 21, Pl	Hancock	1,150	21	-	1,150
No. 22, M. Div	Hancock	-	-	-	-
No. 28, M. Div	Hancock	-	-	-	-
No. 33, Pl	Hancock	650	21	650	†650
No. 2, R. 6	Penobscot	-	-	-	-
No. 1, R. 7	Penobscot	-	-	-	-
No. 2, R. 7	Penobscot	-	-	-	-
No. 14, Pl	Washington	-	-	-	-
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, Mid. Div§	Washington	-	-	-	-
No. 8, R. 3	Washington	-	-	-	-
No. 10, R. 3	Washington	-	-	-	-
No. 8, R. 4	Washington	-	-	-	-
Oakfield§	Aroostook	-	-	-	-
Oakland§	Kennebec	-	-	-	-
Old Orchard	York	1,200	24	-	1,200
Old Town	Penobscot	800	21	225	*800
Orient	Aroostook	900	23	-	900
Orland§	Hancock	-	-	-	-
Orneville	Piscataquis	1,200	23	750	1,200
Orono	Penobscot	†	-	-	-
Orrington	Penobscot	400	24	-	400
Otis	Hancock	1,230	21	-	1,230
Otisfield	Cumberland	2,600	21	130	2,600
Oxbow Pl	Aroostook	400	20	-	400

Orient: 200 feet of road surfaced with earth.

§ Laid over.

†No appropriation.

STATE AID TABLE—Continued.

Kind.	CULVERTS.			Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
	Size— inches.	Length— feet.	Cost.						
.....	-	-	-	69 50	90 00	24 50	20 50	-	27
Metal.....	-	1-25	57 00	600 06	600 00	400 00	-	06	52
.....	10	1-26							
.....	-	1-25							
Metal.....	12	24	76 25	584 35	600 00	384 35	15 65	-	90
Metal.....	20	34	95 90	1,020 78	1,017 00	467 00	-	3 78	85
Concrete...	24 x 24	26	100 00	1,894 35	1,750 00	750 00	-	144 35	2 37
Metal...	14	24							
Metal...	18	24	70 80	603 04	600 00	400 00	-	3 04	67
Metal.....	16	28	78 85	646 06	600 00	400 00	-	46 06	54
Stone...	30 x 30	30							
Stone...	30 x 30	30	250 00	1,022 72	600 00	300 00	-	422 72	2 56
Metal.....	10	24	32 00	604 00	600 00	400 00	-	4 00	49
Stone.....	18 x 18	27	24 00	808 84	800 00	400 00	-	8 84	31
.....	-	-	-	156 78	100 00	50 00	-	56 78	39

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Oxford§	Oxford				
Palermo	Waldo	950	21	400	950
Palmyra	Somerset	1,640	21	-	1,640
Paris	Oxford	2,052	23	-	2,052
Parkman	Piscataquis	1,200	21	-	1,200
Parlin Pond, T'p No. 3, R. 7*	Somerset		-	-	*
Parsonfield	York	1,650	21	-	1,650
Passadumkeag	Penobscot	1,600	21	-	1,600
Patten	Penobscot	808	21	808	*808
Pembroke	Washington	1,280	20	-	†1,280
Penobscot	Hancock	2,250	21	-	2,250
Perham	Aroostook	1,100	23	1,100	1,100
Perkins	Sagadahoc				
Perkins Twp.	Franklin	64	22	-	64
Perry	Washington	2,630	21	-	2,630
Peru§	Oxford				
Phillips§	Franklin	1,600	35	320	1,600
Phippsburg	Sagadahoc	1,100	21	-	1,100
Pittsfield§	Somerset				
Pittston	Kennebec	1,300	21	-	1,300
Pleasant Ridge Pl.	Somerset	140	16	-	140
Plymouth	Penobscot	800	21	800	†800
Poland	Androscoggin	1,300	21	435	1,300
Portage Lake Pl.	Aroostook	1,200	21	200	1,200
Porter	Oxford	715	21	-	†715
Portland	Cumberland	2,339.45	15	-	°2,339.45
Pownal	Cumberland	1,300	26	-	1,300
Prentiss	Penobscot	1,000	21	400	1,000
Presque Isle	Aroostook	1,400	40	400	1,400
Princeton	Washington	1,000	21	1,000	1,000

Perham: Bridge rebuilt. Span 7 feet, length 23 feet, depth 4 feet. Retaining walls dry stone masonry; hemlock stringers, hardwood floor; spruce guard rail. Cost \$134.88 not included in cost per lineal feet.

*Parlin Pond: 4½ miles of road repaired.

Parkman: 825 feet gravel; 375 feet earth.

Porter: \$50 reserved to complete work in 1914.

§Laid over.

†No appropriation.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
Metal.....	-	-	-	639 82	600 00	300 00	-	39 82	67
Metal.....	20	30	-	-	-	-	-	-	-
Metal.....	18	24	97 37	830 47	800 00	400 00	-	30 47	51
Metal.....	12	72	57 60	994 71	990 00	440 00	-	4 71	48
Metal.....	16	24	-	-	-	-	-	-	-
Metal.....	16	24	89 60	720 29	800 00	320 29	79 71	-	60
Metal.....	14	24	-	-	-	-	-	-	-
.....	-	-	-	144 00	132 00	66 00	-	12 00	48
.....	-	-	-	783 93	800 00	383 93	16 07	-	47
.....	-	-	-	600 00	600 00	399 98	02	-	37
.....	-	-	-	789 90	800 00	389 90	10 10	-	98
.....	-	-	-	792 90	800 00	384 62	15 38	-	62
Metal.....	10	23	42 17	-	-	-	-	-	-
Stone.....	30 x 24	21	-	-	-	-	-	-	-
Stone.....	42 x 42	21	52 95	794 91	800 00	394 91	5 09	-	35
Bridge.....	-	-	134 88	807 13	800 00	400 00	-	7 13	61
.....	-	-	-	20 00	20 00	10 00	-	-	31
Concrete.....	24 x 30	26	83 20	800 00	800 00	400 00	-	-	30
Stone.....	12 x 24	35	12 50	807 34	800 00	399 23	77	7 34	50
Metal.....	24	24	-	-	-	-	-	-	-
Metal.....	24	24	109 48	807 99	800 00	400 00	-	7 99	73
Metal.....	18	23	64 09	838 78	800 00	400 00	-	38 78	65
.....	-	-	-	79 20	53 00	26 50	-	26 00	57
.....	-	-	-	540 68	600 00	235 55	64 45	-	68
Stone.....	18 x 18	28	-	-	-	-	-	-	-
Stone.....	18 x 18	28	85 00	1,007 76	960 00	460 00	-	47 76	78
Stone.....	24 x 24	4	-	-	-	-	-	-	-
Metal.....	12	48	93 20	680 30	600 00	400 00	-	80 30	58
Metal.....	14	26	23 40	420 40	400 00	50 00	50 00	20 40	58
.....	-	-	-	13388 33	13300 00	5,154 40	545 60	88 33	5 29
Metal.....	10	24	60 00	-	-	-	-	-	-
Metal.....	12	44	-	-	-	-	-	-	-
Stone.....	18 x 18	10	-	-	-	-	-	-	-
Stone.....	12 x 12	28	38 26	400 00	400 00	200 00	-	-	31
Stone.....	12 x 12	28	-	-	-	-	-	-	-
.....	-	-	-	617 77	600 00	400 00	-	17 77	61
Metal.....	24	40	-	-	-	-	-	-	-
Metal.....	24	40	311 51	3,033 85	3,062 00	550 13	124 87	-	2 17
Metal.....	16	34	-	-	-	-	-	-	-
.....	-	-	-	678 00	800 00	277 00	123 00	-	68

STATE AID TABLE—Continued.

TOWN.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Prospect	Waldo	1,900	21	300	1,900
Randolph	Kennebec	990	21	-	990
Rangeley	Franklin	735	30	735	†735
Rangeley Pl.	Franklin	1,440	21	-	1,440
Raymond*	Cumberland... ..	1,664	23	-	1,664
Readfield	Kennebec	2,142	21	346	2,142
Reed Pl.	Aroostook	1,000	24	-	1,000
Richmond †	Sagadahoc				
Riley Twp †	Oxford				
Ripley §	Somerset				
Robbinston	Washington	1,000	23	-	1,000
Rockland	Knox	2,108	26	-	*2,108
Rockport	Knox	700	23	††700	700
Rome §	Kennebec				
Roque Bluffs	Washington... ..	1,875	21	-	1,875
Roxbury	Oxford	600	21	-	600
Rumford	Oxford	3,400	20	-	3,400
Saco	York	918	36	-	*918
St. Agatha	Aroostook	1,500	24	430	1,500
St. Albans	Somerset	511	24	-	†511
St. Francis Pl.	Aroostook	1,400	21	-	1,400
St. George	Knox	900	21	-	900
St. John Pl.	Aroostook	1,400	22	-	1,400
Salem	Franklin	500	21	-	500
Sandy River Pl §	Franklin				
Sandy Bay Twp. 5, R. 3	Somerset	1,200	18	-	1,200
Sanford	York	2,100	21	-	2,100

St. Albans: Work consisted of heavy rock cut and fill.

Robbinston: Cost of concrete work not included in cost per foot.

§Laid over.

*Raymond: Sand-clay construction.

†No appropriation.

††Stone base.

STATE AID TABLE—Continued.

CULVERTS.				Cost.	Cost of State road.	Joint fund for 1913 state road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.								
Metal...	10	42								
	10	24	113 17							
	14	24								
	20 x 20	28								
Stone...	24 x 24	27	51 65	599 88	600 00	399 88	12	-	32	
	18 x 24	24								
Metal...	20	34	63 69	802 57	800 00	400 00	-	2 57	81	
{ Stone...	24 x 24	35								
{ Stone...	24 x 24	44	202 26	1,084 13	960 00	460 00	-	124 13	1 48	
{ Metal...	12	24								
{ Metal...	8	24	47 63	816 18	800 00	400 00	-	16 18	57	
{ Metal...	12	28								
{ Metal...	12	30								
{ Metal...	12	28								
{ Metal...	18	50	161 66							
Stone...	30 x 18	26	32 00	859 49	800 00	400 00	-	59 49	52	
{ Metal...	12	30								
{ Metal...	16	30	99 00	845 09	800 00	400 00	-	45 09	39	
{ Metal...	14	50								
{ Metal...	12	24								
{ Metal...	12	24	144 34	598 80	600 00	398 80	1 20	-	60	
{ Metal...	12	24								
Metal.....	42	22	82 50							
Stone.....	96 x 60	29	135 10	659 23	600 00	400 00	-	59 23	52	
.....	-	-	-	2,169 55	2,100 00	900 00	-	69 55	1 03	
Metal.....	20	28	81 93	1,279 79	1,017 00	467 00	-	262 79	1 83	
{ Metal...	8	24								
{ Metal...	20	24	115 58	606 38	600 00	400 00	-	6 38	32	
{ Metal...	24	24								
Metal.....	60	24	176 10	713 33	600 00	400 00	-	113 33	1 19	
.....	-	-	-	3,136 65	1,925 00	825 00	-	1211 65	92	
.....	-	-	-	1,894 38	1,925 00	794 38	30 62	-	2 06	
Metal.....	12	25								
Metal.....	12	26	48 00	617 69	600 00	400 00	-	17 69	41	
.....	-	-	-	676 24	500 00	250 00	-	176 24	1 32	
Concrete..	15	26	43 16							
.....	15	26	76 96							
Concrete..	30	26								
Concrete..	30	26								
Metal.....	15	26	32 17	600 94	800 00	200 94	199 06	-	42	
{ Stone...	16 x 8	30								
{ Stone...	16 x 8	26	51 90	802 76	800 00	400 50	-	2 76	89	
Concrete..	42 x 60	24	41 50	697 75	600 00	400 00	-	97 75	40	
.....	-	-	-	297 54	300 00	197 54	2 46	-	60	
.....	-	-	-	145 50	102 00	51 00	-	43 50	12	
Metal.....	18	24	63 58	1,923 90	1,925 00	823 90	1 10	-	92	

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Sangerville§	Piscataquis				
Scarborough	Cumberland	1,700	24	-	1,700
Searsmont	Waldo	1,525	21	1,150	†1,525
Searsport	Waldo	1,000	24	1,300	1000
Sebago†	Cumberland				
Sebec§	Piscataquis				
Sebouis Pl‡	Penobscot				
Sedgwick	Hancock	2,600	21	-	2,600
Shapleigh	York	1,750	21	-	1,750
Sherman	Aroostook	1,120	30	600	1,120
Shirley§	Piscataquis				
Sidney†	Kennebec				
Silver Ridge Pl.	Aroostook	650	24	150	650
Skowhegan	Somerset	1,500	28	-	1,500
Smithfield	Somerset	3,000	24	1,150	3,000
Smyrna	Aroostook	1,450	28	300	1,450
Solon	Somerset	800	24	500	†800
Somerville	Lincoln				
Sorrento	Hancock	1,000	24	500	1,000
South Berwick	York	460	21	-	*460
Southport	Lincoln	450	21	400	450
South Portland*	Cumberland	1300.7	24	-	1,300.7
South Thomaston	Knox	1,450	23	650	1,450
Southwest Harbor	Hancock	760	23	300	760
Springfield	Penobscot	400	23	-	400
Stacyville Pl.	Penobscot	1,200	24	600	1,200
Standish	Cumberland	1,400	23	-	*1,400
Starks	Somerset	825	23	-	825
Stetson	Penobscot	1,400	21	1,400	1,400
Steuben	Washington	800	23	-	800
Stockholm Pl.	Aroostook	850	23	700	850
Stockton Springs	Waldo	600	24	600	600
Stoneham	Oxford	1,011	24	-	1,011

Smyrna: 700 lineal feet of road surfaced with earth.

Smithfield: 900 lineal feet surfaced with joint funds for 1912 and 1913 used together.

Stacyville: 1912 joint fund expended with 1913 fund.

Somerville not completed.

So. Portland paid from auto fund.

† No appropriation.

‡ Laid over.

* Concrete.

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Stonington.....	Hancock.....	825	21	350	825
Stow.....	Oxford.....	2,350	21	-	2,350
Strong.....	Franklin.....	1,250	23	-	1,250
Sullivan.....	Hancock.....	600	23	-	600
Summit Twp 1, N. D.	Penobscot†.....	1,568	21	-	1,568
Sumner.....	Oxford.....				
Surry.....	Hancock.....	2,400	21	-	2,400
Swan's Island.....	Hancock.....	600	21	-	†600
Swanville.....	Waldo.....	1,200	21	-	1,200
Sweden.....	Oxford.....	3,650	24	65	3,650
Talmadge.....	Washington....	636	23	636	636
Temple.....	Franklin.....	713	21	713	713
The Forks Pl.	Somerset.....	130	21	-	130
Thomaston.....	Knox.....	700	24	††700	700
Thorndike.....	Waldo.....	3,155	21	275	3,155
Topsfield.....	Washington....	1,600	24	1,100	1,600
Topsham.....	Sagadahoc....	2,300	21	-	2,300
Tremont.....	Hancock.....	800	21	450	800
Trenton.....	Hancock.....	900	21	50	900
Trescott.....	Washington....	1,465	22	-	1,465
Troy.....	Waldo.....	1,130	22	-	1,130
Turner.....	Androscoggin..	1,300	21	600	1,300
Union.....	Knox.....	405	21	225	405
Unity.....	Waldo.....	1,500	23	1,100	1,500

Topsfield: Expended joint funds for 1912 and 1913 together. 400 feet of cobble gutter 4 feet wide cost \$10.00.

Thorndike: 340 feet of earth surface.

Troy: 555 lineal feet of road surfaced with earth.

Strong: Concrete culvert. Span 5 feet, height 4 feet, length 34 feet. Cost of culvert not included in cost per lineal foot.

Unity: Two stone culverts lengthened 5 feet.

††Stone base.

†No appropriation.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
Stone...	42 x 30	23							
Stone...	36 x 30	24	75 00	802 79	800 00	400 00	-	2 79	97
Stone...	36 x 32	25							
Metal...	12	24							
Metal...	12	24	67 10	620 89	600 00	400 00	-	20 89	26
Metal...	12	24							
Metal...	8	24	18 00						
Concrete...	60 x 48	34	261 85	1,189 67	800 00	400 00	-	389 67	74
Stone.....	36 x 42	23	196 78	800 00	800 00	400 00	-	-	1 33
Stone...	-	-	-	834 70	800 00	400 00	-	34 70	-
Metal...	-	-	-						
Metal...	8	22							
Metal...	10	22	69 84	600 42	600 00	400 00	-	42	25
Metal...	12	22							
Metal...	12	22	50 36	594 83	600 00	394 83	5 17	-	99
Metal...	12	24	30 00						
Stone...	36 x 60	50							
Stone...	16 x 16	30	80 00	601 86	600 00	399 97	03	1 86	50
Stone.....	36 x 36	65	60 00						
Stone.....	36 x 36	27	21 75	514 25	600 00	262 52	137 48	-	14
Stone.....	24 x 24	27	20 00						
Metal.....	14	24	71 95	604 67	600 00	400 00	-	4 67	95
.....	-	-	-	483 85	600 00	283 85	116 15	-	68
.....	-	-	-	99 00	99 00	49 50	-	-	76
Concrete...	24 x 24	26	153 19	1,012 51	960 00	460 00	-	52 51	1 45
Metal...	24	24							
Metal...	12	23							
Metal...	12	23	213 01	854 88	800 00	400 00	-	54 88	27
Metal...	18	28							
Metal...	12	24							
Metal...	12	24							
Metal...	14	24	278 50	1,312 85	1,200 00	400 00	-	112 85	82
Metal...	48	24							
Metal...	12	24							
Metal...	10	24	40 40	1,129 63	1,080 00	480 00	-	49 63	49
Metal.....	12	24	40 88	873 87	800 00	400 00	-	17 63	1 09
.....	-	-	-	600 11	600 00	400 00	-	11	66
Metal...	24	24							
Metal...	12	24	89 50	600 00	600 00	400 00	-	-	41
Metal...	10	24							
.....	-	-	-	800 74	800 00	400 00	-	74	71
Metal...	18	30							
Metal...	16	46	105 00	907 34	900 00	450 00	-	7 34	69
Metal...	24	30							
Metal...	24	29	133 48	862 74	800 00	400 00	-	62 74	2 13
Concrete...	24 x 24	22							
Metal...	16	22	76 17						
Metal...	16	26							
Stone.....	-	-	-	829 47	800 00	400 00	-	29 47	55

STATE AID TABLE—Continued.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Unity Pl.	Kennebec	253	23	253	†253
Upton.	Oxford.	1,098	21	500	1,098
Van Buren.	Aroostook.	1,300	32	1,300	1,300
Vanceboro.	Washington.	490	21	-	†490
Vassalboro.	Kennebec	2,000	21	-	2,000
Veazie.	Penobscot.	1,160	21	170	1,160
Verona.	Hancock.	2,250	21	200	†2,250
Vienna.	Kennebec	1,200	25	-	1,200
Vinalhaven.	Knox.	720	21	-	*720
Wade Pl.	Aroostook.	750	21	600	750
Waite.	Washington.	450	22	400	450
Waldo.	Waldo.	1,500	21	1,310	1,500
Waldoboro.	Lincoln.	448	38.3	-	†448
Wales.	Androscoggin.	1,050	21	850	1,050
Wallagrass Pl.	Aroostook.	800	21	365	†800
Waltham.	Hancock.	1,600	21	-	1,600
Warren.	Knox.	1,700	21	-	1,700
Washburn.	Aroostook.	1,500	23	1,500	1,500
Washington.	Knox.	1,312	21	-	1,312
Washington Twp.	Franklin.	Returns late.			
Waterboro.	York.	1,100	23	-	1,100
Waterford.	Oxford.	1,300	21	-	1,300
Waterville.	Kennebec	2,200	40	1,100	2,200
Wayne.	Kennebec	450	23	400	450
Webster.	Androscoggin.	Not completed.			
Webster Pl.	Penobscot.	800	21	600	†800
Weld.	Franklin.	2,400	21	-	2,400
Wellington.	Piscataquis.	600	24	-	600
Wells.	York.				
Wesley.	Washington.	1,710	21	-	1,710
West Bath.	Sagadahoc.	430	21	-	430
Westbrook.	Cumberland.	662	18.6	-	*662
Westfield Pl.	Aroostook.	1,200	22	1,200	1,200

Waite: 50 lineal feet of road surfaced with earth.

Vanceboro: Concrete bridge span 10 feet. Width of roadway 24 feet. Height of abutments 5 feet, 6 inches. Top slab reinforced with Luton Truss. Cost of bridge not included in cost per foot.

Veazie: 50 lineal feet of road surfaced with earth.

Vienna: Sold old lumber \$64.25.

Waldoboro: 300 lineal feet surfaced with earth.

Waldoboro: Expended 1912 and 1913 joint funds together.

Waterville: Expended automobile apportionment with state aid joint fund.

†Not completed.

STATE AID TABLE—Continued.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size—inches.	Length—feet.	Cost.						
	-	-	-	242 00	225 00	150 00	-	17 00	1 04
{ Metal... Metal... Metal...	8 10 24	24 24 40	40 78 606 53 1,093 11	606 53 600 00 900 00	600 00 393 27 450 00	393 27 6 73 -	6 53 193 11	55 84	
Metal..... Bridge..... Metal..... Metal.....	16 - 12 16	25 - 22 35	41 55 436 17 32 80 57 00	609 44 974 60 819 35	600 00 960 00 800 00	400 00 460 00 400 00	- - -	9 44 14 60 19 35	35 48 71
{ Metal... Metal... Metal... Metal... Metal... Metal.....	14 14 14 30 16 12	23 23 23 24 36 20	108 97 155 66	600 00 599 53 905 01	600 00 600 00 900 00	400 00 399 53 450 00	- - 47	- 5 01	27 49 1 26
Metal..... Metal..... Metal..... Stone.....	14 12 14 18 x 18	24 24 24 24	26 62 30 39 28 85 25 00	305 62 619 71 608 24	300 00 600 00 600 00	200 00 400 00 400 00	- - -	- 19 71 8 24	40 1 38 41
{ Metal... Metal...	16 18	26 26	63 20	2,512 98 603 84	1,920 00 600 00	460 00 300 00	- -	592 98 3 84	5 61 59
Metal.....	12	24	25 20	573 27	600 00	373 27	26 73	-	71
{ Metal... Metal... Metal...	30 16 16	30 26 26	95 40 74 30	608 47 914 02 816 55	600 00 900 00 800 00	389 61 450 00 400 00	10 39 -	8 47 14 02 16 55	38 54 54
Metal..... Concrete.	18 24 x 24	23 26	41 45 138 38	824 71	800 00	400 00	-	24 71	63
{ Metal... Metal...	30 x 30 18 x 18	24 24	50 00	805 43	800 00	400 00	-	5 43	73
..... Metal.....	- 12	- 28	- 34 41	789 90 7,266 98 346 86	800 00 2,450 00 350 00	389 90 1,050 00 171 86	10 10 - 3 14	- 4816 98 -	61 3 30 77
Metal..... Metal... Metal... Metal... Metal.....	12 10 10 10 - 18 dia.	24 24 24 24 - 22	30 89 90 12 - - 36 75	600 00 887 48 601 53 602 69	600 00 800 00 600 00 600 00	400 00 400 00 400 00 400 00	- - -	- 87 48 1 53 2 69	75 37 1 00 35
..... Metal... Metal...	- 12 18	- 24 24	- - 88 99	682 82 2,288 86 936 56	600 00 2,100 00 800 00	300 00 900 00 392 65	- -	82 82 188 86 136 56	1 58 3 46 78

STATE AID TABLE—Concluded.

Town.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
West Forks Pl.	Somerset.	* 550	-	-	* 550
West Gardiner.	Kennebec.		20	550	
Westmanland Pl.	Aroostook.				
Weston.	Aroostook.	1,150	21	1,000	1,150
Westport.	Lincoln.	1,025	18 to 21	-	1,025
Whitefield.	Lincoln.				
Whiting§.	Washington.				
Whitneyville.	Washington.				
Williamsburg.	Piscataquis.				
Willimantic.	Piscataquis.	1,050	24	-	1,050
Wilton.	Franklin.	3,200	25	575	3,200
Windham.	Cumberland.	2,500	23	-	2,500
Windsor.	Kennebec.	1,450	21	-	1,450
Winn.	Penobscot.	400	25	-	400
Winslow.	Kennebec.	1,800	21	-	1,800
Winter Harbor.	Hancock.	900	21	-	900
Winterport.	Waldo.	3,200	22	275	3,200
Winterville Pl.	Aroostook.				
Winthrop†.	Kennebec.	1,100	23	400	1,100
Wiscasset.	Lincoln.	1,600	21	-	1,600
Woodland§.	Aroostook.				
Woodstock.	Oxford.	1,800	21	-	+300 1,500
Woodville.	Penobscot.	1,600	22	-	1,600
Woolwich.	Sagadahoc.	1,020	21	300	1,020
Wyman Twp No. 4, R. 3	Franklin.	330	20	-	330
Yarmouth.	Cumberland.	2,000	24	50	2,000
York. ¶.	York.				

Winn: Reinforced concrete culvert. 3 foot span, 3 feet in height and 25 feet in length. Cost of culvert not included in cost per foot.

*West Forks Pl.: 7 miles of road repaired.

¶Whitneyville: Work consisted of the building of concrete abutment and two wing walls on east side of Machias river.

†Winthrop: Cost of culvert not given.

Woodstock: Cost of earth and gravel not separated.

Wyman: Completed work but not paid.

¶York not completed.

§Laid over.

STATE AID TABLE—Concluded.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of 1913 joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
{ Metal...	12	50	42 00	135 00	134 00	67 00	-	1 00	*
{ Metal...	18	38	44 20	829 74	800 00	400 00	-	29 74	1 50
.....	-	-	-	611 65	600 00	400 00	-	11 65	53
Stone.....	24 x 30	7	3 54	625 99	600 00	381 89	18 11	25 99	61
.....	-	-	-	820 45	600 00	400 00	-	20 45	-
{ Metal...	10	24	33 60						
{ Metal...	10	24							
Stone.....	48 x								
Bridge.....	108 25 x 13 x 6 ft.	12	13 00						
{ Metal...	8	13	187 44	606 50	600 00	400 00	-	6 50	58
{ Metal...	10	24	32 40						
Tile.....	24	170	80 24	1,009 51	960 00	443 79	16 02	49 51	32
Metal.....	18	26	48 86						
Concrete...	54 x 48	7	60 08	1,022 66	1,017 00	467 00	-	5 66	41
.....	-	-	-	817 52	800 00	400 00	-	17 52	56
Concrete...	36 x 36	25	193 44	692 47	600 00	400 00	-	92 47	1 25
Concrete...	36 x 36	28	283 75	1,916 28	1,487 00	637 00	-	429 28	1 06
{ Metal...	18	22							
{ Metal...	16	22	94 15	800 50	800 00	400 00	-	50	89
{ Metal...	10	22							
Stone.....	24 x 24	25	41 00	804 75	800 00	400 00	-	4 75	25
.....	-	-	-						
Stone.....	36 x 72	18	-	1,060 35	1,080 00	297 24	182 76	-	96
{ Metal...	16	24							
{ Metal...	16	26	102 88	833 52	800 00	400 00	-	33 52	52
.....	-	-	-						
Metal.....	12	10	8 00	814 75	800 00	400 00	-	14 75	45
Stone.....	24 x 24	23	29 75	613 75	600 00	400 00	-	13 75	38
Metal.....	16	26	38 60	812 24	800 00	400 00	-	12 24	80
.....	-	-	-	75 00	62 00	31 00	-	13 00	23
.....	-	-	-	1,097 51	1,080 00	480 00	-	17 51	54

TABLE
Tabular Statement of 1912 State

TOWN.	COUNTY.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Shirley.....	Piscataquis	1,764	26	1,136	**1,764
Woodland.....	Aroostook.....	2,760	21	2,000	2,760
Cape Elizabeth.....	Cumberland.....	1,100	24 to 30	-	1,100
Rumford.....	Oxford.....	2,567	21	-	2,567
Hallowell.....	Kennebec.....	-	-	-	-

Cape Elizabeth: Expended joint funds of 1911 and 1912 together.

Rumford: \$825 paid by state in 1912 and \$1100.00 paid by town. Mileage not shown in 1912.

Hallowell: 1912 unexpended balance, expended on surface treatment 1912 State aid.

Mariaville: \$1,454.25 paid from auto fund.

Shirley in table 2 joint fund including \$106.04 from previous years.

No. 2.

Road Work Not Reported in 1912.

CULVERTS.				Cost of State road.	Joint fund for 1913 State road.	Amount of State aid approved.	Unexpended balance.	Expended in excess of joint fund.	Cost per lineal foot.
Kind.	Size— inches.	Length— feet.	Cost.						
.....	-	-	-	600 75	706 04	400 75	95 29	-	34
.....	-	-	-	807 10	800 00	400 00	-	7 10	29
Metal.....	12	46	65 00	2,888 84	2,034 00	934 00	-	854 84	2 63
.....	-	-	-	1,925 00	1,925 00	825 00	-	-	75
.....	-	-	-	300 78	298 00	298 00	-	2 78	-

Tabular Statement of Automobile Work in 1913.

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

Town.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Albany.. Four corners to Stoneham line	6-23-13	Oxford	1,050	21	-	1,050
Albany.. In connection with State aid road.	7-13-13	Oxford	-	-	-	-
Andover.. In connection with State aid road.	6-19-13	Oxford	350	21	-	350
Anson.. To improve highway in said town.	5-29-13	Somerset	2,460	22	250	2,460
Ashland.. Improvement of State road.	6-19-13	Aroostook	-	-	-	-
Auburn.. Improvement of road, Auburn to Mechanic Falls.	5-29-6-19-13	Androscoggin	Laid over.			
Auburn.. Improvement of road running around Lake Auburn.	6-19-13	Androscoggin	Laid over.			
Augusta.. Western Ave.	6-19-13	Kennebec	2,600	42	-	2,600
Augusta.. Mt. Vernon Ave.	6-19-13	Kennebec	800	24	-	800
Bath.. Improvement main highway, Bath to Brunswick.	5-29-6-19-13	Sagadahoc	3,600	20	-	3,600
Belfast.. Imp. Trunk Line, from Garrison Hill towards Belfast.	6-23-13	Waldo	485	21	-	485
Belfast and Searsport.. Lowering grade on Garrison Hill.	6-23-13	Waldo	240	21	-	240
Belgrade.. Improvement of road, Belgrade Lake House to village of Belgrade Lakes.	2-20-13	Kennebec	-	-	-	-
Belgrade.. Improvement of road across Narrows of Long Pond.	5-29-13	Kennebec	10,560	-	-	10,560
Belgrade.. Through Taylor's Woods to No. Belgrade Depot.	5-29-13	Kennebec	1,500	28	1,500	1,500
Bethel.. Certain bad pieces of highway through town.	5-29-13	Oxford	641	27	-	641
Biddeford.. Improvement of Elm St.	5-29-13	York	1,051	34	-	†1,051
Blaine.. Improvement of State road.	5-19-13	Aroostook	-	-	-	-
Bowdoin.. Improved highway, Bowdoinham village to Bowdoin Ct.	5-29-13	Sagadahoc	1,670	21	-	1,670
Bowdoinham.. Imp. highway, Bowdoinham village to Bowdoin Ct.	5-29-13	Sagadahoc	1,200	-	-	1,200
Brewer.. Repair roads outside of Fire Districts.	5-19-13	Penobscot	638	24	638	638

Bethel: \$25.00 reserved for completion.

†Concrete surface.

Tabular Statement of Automobile Work in 1913—Continued.

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

Kind.	CULVERTS.			Length of road repaired.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.	Unexpended balance of town appropriation.
	Size—Inches.	Length—feet.	Cost.								
.....	-	-	-	-	-	\$200 00	-	\$216 80	\$200 00	-	-
.....	-	-	-	-	200 00	-	-	-	200 00	-	-
Metal.....	12	24	28 20	-	250 00	-	250 20	250 00	-	20	-
.....	-	-	-	-	300 00	300 00	603 97	300 00	-	303 97	-
.....	-	-	-	-	200 00	-	13 42	13 42	186 58	-	-
.....	-	-	-	-	1,700 00	-	-	-	1,700 00	-	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
.....	-	-	-	-	1,000 00	-	5,951 39	1,000 00	-	4,951 39	-
.....	-	-	-	-	500 00	-	634 13	500 00	-	134 13	-
{ Metal... 18 90	18	38	-	-	4,000 00	-	5,687 57	5,687 57	1,012 43	-	-
{ Metal... 18 38	18	48	346 27	-	2,700 00	-	5,687 57	5,687 57	1,012 43	-	-
{ Metal... 16 48	16	48	346 27	-	2,700 00	-	5,687 57	5,687 57	1,012 43	-	-
Stone.....	3 x 4	34	156 03	-	1,000 00	-	949 02	949 02	50 98	-	-
.....	-	-	-	-	300 00	-	297 75	297 75	2 25	-	-
.....	-	-	-	-	100 00	-	100 00	100 00	-	-	-
Metal.....	8	16	9 60	10,560	200 00	-	203 41	200 00	-	41	-
Metal.....	20	29	45 22	-	1,600 00	-	1,600 24	1,600 00	-	24	-
.....	-	-	-	-	400 00	-	414 50	375 00	25 00	39 50	-
.....	-	-	-	-	1,500 00	2,500 00	4,744 00	1,500 00	-	3,244 00	-
.....	-	-	-	-	200 00	-	3 00	3 00	197 00	-	-
Metal.....	12	24	35 59	-	500 00	300 00	800 46	500 00	-	300 46	-
.....	-	-	-	-	500 00	300 00	832 28	500 00	332 28	-	-
Stone.....	24 x 48	32	74 75	-	500 00	-	547 20	500 00	-	47 20	-

Tabular Statement of Automobile Work in 1913—Continued.

Town.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Brooks.....	6-23-13	Waldo..				
Imp. Auto. road, from Brooks Village towards Belfast.....			900	22	700	900
Brownfield.....	6-19-13	Oxford				
Expend on road from East Brownfield, Denmark Line.			880	21	—	880
Brunswick.....	5-7-13	Cumberland				
Imp. road between Brunswick and Bath.....			3,600	20	40	3,600
Buckfield.....	5-29-7-19-13	Oxford				
Imp. highway between Buckfield Village and Turner Line.....			1,200	21	350	†350 850
Burnham.....	6-23-13	Waldo				
Imp. road, Burnham Village toward Belfast.....			600	24	300	600
Calais.....	5-29-13	Washington				
Expend on State road in city of Calais.....			2,000	21	—	2,000
Cambridge.....	6-19-13	Somerset				
To improve highway in town.....			250	21	250	250
Canton.....	6-19-13	Oxford				
Extension of State road.....			454	23	454	454
Carroll.....	5-29-13	Penobscot				
No designation.....			1,000	24	1,000	1,000
Castine.....	6-23-13	Hancock				
Imp. auto road, Castine towards Bucksport.....			400	24	—	400
Chelsea.....	5-29-13	Kennebec				
Imp. 1907-1909 sections of State road.....			1,500	21	150	1,500
Chesterville.....	6-19-13	Franklin				
Imp. State road, Chesterville to Farmington Falls.....			925	22	—	925
Clifton.....	6-19-8-22-13	Penobscot				
Expend on Chick Hill and Rebel Hill.....			600	28	—	†525 75
Clifton.....	10-9-13	Penobscot				
Expend on State road, "Rocky Hill".....			180	28	300	180
Danforth.....	6-19-13	Washington.				
Imp. of State road.....			1,300	21	—	†400 900
Dayton.....	6-19-13	York				
Extension of State road.....			312	21	—	312
Denmark.....	5-29-19	Oxford				
Expend on School House Hill, also between Denmark and East Brownfield and extension of State road.....			550	21	—	550
Detroit.....	5-29-13	Somerset				
Imp highway in town.....			1,520	23	825	†1,520
Dixfield.....	6-19-13	Oxford				
Extension of State road.....			—	—	—	—

Burnham: 300 feet of earth surfacing.

Danforth: 400 feet of earth surfacing.

Bethel: \$25.00 reserved for completion.

Detroit: \$200 unexpended in 1912 paid by State in 1913.

†Concrete surface.

Tabular Statement of Automobile Work in 1913—Continued.

Kind.	CULVERTS.			Length of road repaired.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.	Unexpended balance of town appropriation.
	Size—Inches.	Length—feet.	Cost.								
Stone.....	24x 24	26	41 51	-	400 00	-	434 33	400 00	-	34 99	-
Metal.....	-	-	-	-	300 00	-	300 00	300 00	-	-	-
Metal.....	18	90	-	-	-	-	-	-	-	-	-
Metal.....	18	38	-	-	-	-	-	-	-	-	-
Metal.....	16	48	346 27	-	5,000 00	-	5,002 61	5,000 00	-	2 61	-
Metal.....	12	6	6 40	-	500 00	-	512 01	500 00	-	12 01	-
Metal.....	24	24	67 10	-	300 00	-	300 31	300 00	-	31	-
.....	-	-	-	-	1,000 00	-	1,018 78	1,000 00	-	18 78	-
.....	-	-	-	-	100 00	-	104 48	100 00	-	4 48	-
Stone.....	36 x 42	24	38 56	-	250 00	-	259 92	250 00	-	9 92	-
Metal.....	16	24	-	-	-	-	-	-	-	-	-
Metal.....	12	24	-	-	-	-	-	-	-	-	-
Metal.....	16	30	179 40	-	500 00	-	544 76	500 00	-	44 76	-
Metal.....	12	16	-	-	450 00	-	792 15	450 00	-	342 15	-
.....	-	-	-	-	200 00	-	160 48	160 48	39 52	-	-
.....	-	-	-	-	500 00	-	500 00	500 00	-	-	-
Stone.....	24 x 30	30	75 00	-	500 00	-	353 96	500 00	-	-	-
.....	-	-	-	-	250 00	-	199 53	148 44	101 56	51 09	-
Metal.....	12	24	78 99	-	600 00	-	630 39	600 00	-	30 39	-
.....	-	-	-	-	150 00	-	150 00	150 00	-	-	-
.....	-	-	-	-	300 00	-	390 00	300 00	-	90 00	-
Metal.....	12	44	-	-	300 00	-	535 67	288 71	11 29	246 96	-
Metal.....	20	44	287 38	-	300 00	-	-	-	200 00	-	-
.....	-	-	-	-	200 00	-	-	-	-	-	-

Tabular Statement of Automobile Work in 1913—Continued.

Town.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
E. Livermore.	5-29-13	Androscoggin				
Imp. highway leading from Livermore Falls to Augusta			433	32	-	‡433
Eddington.	5-29-6-19-13	Penobscot				
Expend under direction of Highway Commissioner.			1,000	23	-	1,000
Enfield.	5-29-13	Penobscot				
Expend under direction of Highway Commissioner.			1,000	21	-	1,000
Fairfield.	6-19-13	Somerset.				
Imp. Highway in town.			1,000	30	-	1,000
Farmingdale.	5-7-13	Kennebec				
Imp. Trunk Line leading to Augusta.			750	23	-	750
Frankfort.	6-23-13	Waldo				
Imp. Trunk Line, Bangor to Stockton Springs.			1,550	21	300	1,550
Freeport.	5-17-13	Cumberland				
Continuation of State road.			1,243	21	-	1,243
Gilead.	5-29-13	Oxford				
Imp. highway from town to N. H. line.			495	22	-	‡495
Grand Lake Stream.	5-29-13	Washington				
Expend on State road.			1,000	16	-	1,000
Greenwood.	7-8-10-28-13	Oxford				
Imp. road between Greenwood "City" and West Paris.			519	24	-	519
Harmony.	6-19-13	Somerset				
Imp. highway in said town.			-	-	-	-
Harpwell.	5-7-13	Cumberland				
Imp. Great Island road.			2,700	21	-	2,700
Harrison.	5-7-13	Cumberland				
Imp. road on east side of Long Pond.			1,960	21	585	1,960
Hartford.	6-19-13	Oxford				
Rebuilding bridge.			Steel bridge			
Hebron.	5-29-13	Oxford				
Continuation of State road, Hebron Cor. to West Minot			133	21	-	133
Hermion.	6-19-13	Penobscot				
Expend on road, Bangor to Carmel and Etna.			500	21	-	500
Hersey.	5-29-13	Aroostook				
Expend on West Aroostook Military road.			950	24	300	950
Highland Pt.	5-29-13	Somerset				
Imp. of the Canada road, so called.			800	27	-	800

Eddington: Cost of rebuilding bridge included in above \$474.35.

Hartford: Steel bridge.

Tabular Statement of Automobile Work in 1913—Continued.

Town.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet. }
Hiram.....	7-8-13	Oxford				
Extension of State road, Hiram to Baldwin.....			250	27	-	250
Hodgdon.....	5-7-13	Aroostook				
Imp. "Military road" Bangor to Houlton.....			1,240	21	1,225	1,240
Holden and Dedham.....	6-19-13	Penobscot				
Expend on Bangor-Ellsworth road near Dedham Town Line.....			-	-	-	-
Holden.....	5-29-13	Penobscot				
No designation.....			400	25	400	400
Houlton.....	5-7-13	Aroostook				
Imp. State road running north from Houlton village.....			1,287	26	1,287	1,287
Howland.....	5-29-13	Penobscot				
No designation.....			600	22	-	†600
Indian Twp.....	7-8-13	Washington				
Expend on State road.....			-	-	-	-
Jackman Pl.....	5-29-13	Somerset				
Imp. of Canada road.....			640	22	640	640
Jefferson.....	5-7-13					
Imp. road, Augusta, Rockland via No. Whitefield.....			5,870	21	320	5,870
Johnson, Mt. Twp.....	5-29-13	Lincoln				
Imp. "Canada road," north of West Forks Plt.....			1,150	20	-	1,150
Kittery and Portland.....	5-29-13					
T. L. application of oil, 1912 Auto. Fund.....			-	-	-	-
Kittery and Portland.....	5-7-9-18-13					
T. L. maintenance.....			-	-	-	-
Lee.....	5-29-13	Penobscot				
No designation.....			925	21	925	925
Lewiston.....	5-29-6-19-13	Androscoggin				
Imp. road between Lewiston and Sabattus.....			2,162	21	-	2,162
Lincoln.....	5-29-13	Penobscot.				
No designation.....			750	21	-	†750
Lincolntonville.....	5-7-13	Waldo				
Imp. road, "Belfast and Camden" via Lincolntonville Ctr.....			{ 1,125 1,400	21 21	- -	1,125 1,400
Litchfield.....	6-19-13	Kennebec				
Imp. highway in said town.....			500	22	-	†500
Lovell.....	6-19-13	Oxford				
Continuation of State road.....			-	-	-	-

Holden: Concrete bridge.

Detroit: \$200 unexpended in 1912 paid by State in 1913.

Johnson Mt. Twp.: 7,920 lineal feet of road cleared of brush and trees to a width of 16 feet 6 inches.

Indian Twp.: Credit. 75 cents.

Tabular Statement of Automobile Work in 1913—Continued.

CULVERTS.				Length of road repaired —feet.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.	Unexpended balance of town appropriation.
Kind.	Size— inches.	Length— feet.	Cost.								
.....	-	-	-	-	200 00	-	200 85	200 00	-	85	-
{ Metal...	10	20	-	-	-	-	-	-	-	-	-
{ Metal...	12	24	96 45	-	1,000 00	-	1,185 79	1,000 00	-	185 79	-
{ Metal...	14	24	-	-	-	-	-	-	-	-	-
.....	-	-	-	-	100 00	-	82 52	82 52	17 48	-	-
Concrete..	4 x 6	25	232 01	-	700 00	-	681 22	681 22	18 78	-	-
.....	-	-	-	-	1,500 00	-	1,542 95	1,500 00	-	42 95	-
.....	-	-	-	-	800 00	-	771 26	771 26	28 74	-	-
.....	-	-	-	-	3,000 00	-	1,872 44	1,872 44	1,127 56	-	-
{ Metal...	10	78	93 35	-	500 00	-	617 58	500 00	-	117 58	-
{ Metal...	8	34	-	-	-	-	-	-	-	-	-
{ Metal...	8	42	-	-	-	-	-	-	-	-	-
{ Metal...	10	48	105 60	-	400 00	200 00	600 00	400 00	-	200 00	-
{ Metal...	12	21	-	-	-	-	-	-	-	-	-
{ Metal...	12	20	-	-	-	-	-	-	-	-	-
{ Metal...	8	20	28 00	-	500 00	-	500 00	500 00	-	-	-
.....	-	-	-	-	500 00	-	500 00	500 00	-	-	-
.....	-	-	-	-	1,104 12	-	1,101 82	1,101 82	2 20	-	-
Concrete..	6 x 4	25	75 71	-	500 00	-	512 69	500 00	-	12 69	-
{ Metal...	12	60	-	-	-	-	-	-	-	-	-
{ Metal...	10	40	86 62	-	1,500 00	-	1,503 60	1,485 00	15 00	-	-
.....	-	-	-	-	700 00	-	695 90	695 90	-	4 10	-
Stone.....	2 x 2	24	26 50	-	-	-	-	-	-	-	-
Stone.....	3 x 5	26	75 41	-	-	-	525 56	400 00	-	125 56	-
Metal.....	8	76	53 70	-	400 00	400 00	660 93	-	-	660 93	-
.....	-	-	-	-	500 00	-	500 00	500 00	-	-	-
.....	-	-	-	-	300 00	-	299 94	299 94	06	-	-

Tabular Statement of Automobile Work in 1913—Continued.

TOWN.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Machiasport. Expend on State road.	5-29-13	Washington	15,520	14	-	-
Macwahoc Pl. Imp. "Military road" Bangor to Houlton.	5-7-13	Aroostook	6,000	26	725	-
Manchester. Imp. highway in said town.	6-19-13	Kennebec	450	21	-	†450
Mars Hill. Expend on State road.	5-29-13	Aroostook	2,100	22	-	2,100
Masardis. Imp. West Aroostook Military road.	6-19-13	Aroostook	-	-	-	-
Mason. Extension of State road and completing bridge.	7-8-13	Oxford	64	21	-	64
Mattawamkeag. Expend on Houlton road.	6-19-13	Penobscot	352	22	352	352
Milbridge. Expend on State road, Mil-bridge to Harrington.	7-8-13	Washington	-	-	-	-
Minot. Imp. highway, Auburn to Me- chanic Falls.	5-29-13	Androscoggin	1,050	21	-	1,050
Mexico. Extension of State road.	7-19-13	Oxford	-	-	-	-
Monroe. Imp. auto road, Belfast to Bangor between Swanville line and Monroe village.	6-23-13	Waldo	1,000	21	330	1,000
Monson. Construct road around "Doughty Hill".	5-29-13	Piscataquis	-	-	-	-
Moose River Pt. Imp. Canada road.	5-29-13	Somerset	-	-	-	-
Morrill. Repairs and extension of State road.	7-19-13	Waldo	450	21	-	†450
Mt. Vernon. \$300 at Wing's Mills, \$200 on Narrows road.	5-29-13	Kennebec	2,850	22	-	1,750
Newry. Expend on State road.	7-18-13	Oxford	350	22	-	†350
Nobleboro. No designation.	5-29-13	Lincoln	1,043	21	943	1,043
Norway. Extension of State road on Water St.	5-29-9-18-13	Oxford	2,530	23	500	2,530

Mt. Vernon: Total cost includes 2,600 feet on Wing's Mills road and 250 feet on the Narrows Road.
Norway: State aid \$990 spent with auto fund.

Tabular Statement of Automobile Work in 1913—Continued.

Kind.	CULVERTS.			Length of road repaired —feet.	State appropriation.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
	Size—inches.	Length—feet.	Cost.								
.....	-	-	-	15,520	500 00	-	500 39	500 00	-	39	-
{ Stone... 18 x 18	25										
{ Stone... 36 x 36	24										
{ Stone... 24 x 24	24	210 67		6,000	1,000 00	-	1,016 00	1,000 00	-	16 00	-
{ Stone... 24 x 24	24										
{ Stone... 36 x 36	24										
{ Stone... 36 x 36	24										
.....	-	-	-	-	200 00	-	200 00	200 00	-	-	-
.....	-	-	-	-	500 00	-	506 03	500 00	-	6 03	-
.....	-	-	-	-	200 00	-	-	11 85	188 15	-	-
.....	-	-	-	-	100 00	-	127 22	100 00	100 00	27 22	-
Metal.....	16	22	62 25	-	500 00	-	501 57	500 00	-	1 57	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
Metal.....	18	20	42 54	-	700 00	-	733 34	700 00	-	33 34	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
Metal.....	18	24	50 50	-	300 00	-	314 70	300 00	-	14 70	-
.....	-	-	-	-	3,000 00	-	-	-	3,000 00	-	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
.....	-	-	-	-	200 00	-	211 75	200 00	-	11 75	-
Metal.....	16	26	27 40	1,100	500 00	-	548 02	500 00	-	48 02	-
Metal.....	18	22	25 30	-	200 00	-	215 65	200 00	-	15 65	-
.....	-	-	-	-	638 12	-	-	-	-	-	-
Metal.....	10	108	148 37	-	1,000 00	500 00	1,638 12	1,638 12	-	-	-
Stone.....	2 x 2	30	50 00	-	-	-	-	-	-	-	-
Stone.....	2 x 2	26	15 00	-	-	-	-	-	-	-	-
Stone.....	2 x 2	6	10 00	-	800 00	-	2,247 56	800 00	-	457 56	-

Tabular Statement of Automobile Work in 1913—Continued.

TOWN.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Orono.....	5-29-13	Penobscot	-	-	-	-
Repair road on Veazie line; also highway leading past University to Old Town line			-	-	-	-
Orrington.....	5-29-13	Penobscot	-	-	-	-
Expend under supervision of Gov. and Council.....			1,123	21	300	1,123
Oxford.....	8-22-9-18-13	Oxford	-	-	-	-
Expend on road, Oxford to Norway, between Norway line and Oxford village.....			1,000	23	-	1,000
Palermo.....	6-19-13	Waldo	-	-	400	-
Imp. of highway in said town			-	-	-	-
Paris.....	5-29-7-19-13	Oxford	-	-	-	-
Extension State road between Snow Falls and W. Paris, also between Snow Falls and Trap Cor.			3,069	23	-	3,069
Parlin Pond Twp.....	6-22-13	Somerset	2,000	20	-	850
Imp. of "Canada road".....			-	-	-	-
Passadumkeag.....	6-19-13	Penobscot	1,500	21	-	1,500
No designation.....			-	-	-	-
Patten.....	5-29-13	Penobscot	500	21	500	*500
Expend on main road, Bangor to Fort Kent.....			-	-	-	-
Perry.....	6-19-13	Washington	-	-	-	-
Imp. State road.....			-	-	-	-
Peru.....	6-19-13	Oxford	-	-	-	-
Repair of "River road".....			-	-	-	-
Pittsfield.....	6-19-13	Somerset	492	42	-	492
Imp. main highway.....			-	-	-	-
Pittston.....	5-7-13	Kennebec	1,200	23	-	1,200
Imp. highway easterly through Pittston via Joyce in Whitefield.....			-	-	-	-
Poland.....	6-19-13	Androscoggin	1,700	21	-	1,700
Imp. road from Auburn to Mechanic Falls.....			600	21	-	600
Porter.....	6-19-13	Oxford	1,000	21	400	1,000
Extension of State road.....			-	-	-	-
Prentiss.....	5-29-13	Penobscot	1,400	21	100	1,400
No designation.....			-	-	-	-
Prospect.....	6-23-13	Waldo	600	21	-	600
Imp. T. L., Bangor to Stockton Springs, next to Frankfort line.....			-	-	-	-
Randolph.....	5-7-13	Kennebec	5,720	21	-	5,720
Imp. of highway in said town			-	-	-	-
Readfield.....	5-29-13	Kennebec	360	21	-	360
Imp. highway known as "Round Pond".....			-	-	-	-
Richmond.....	5-29-13	Sagadahoc	400	22	-	400
Imp. of Alexander road so called.....			-	-	-	-
Rome.....	5-29-13	Kennebec	400	22	-	400
Imp. Narrows at Long Pond			-	-	-	-

Palermo: 400 feet of V drain constructed on State Aid Road.
Porter: \$75 reserved by State to complete road in 1914.

Tabular Statement of Automobile Work in 1913—Continued.

Kind.	CULVERTS.			Length of road repaired.—feet.	State appropriation.	Town appropriation.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
	Size—inches.	Length—feet.	Cost.								
.....	-	-	-	-	800 00	-	-	-	800 00	-	-
.....	-	-	-	-	500 00	-	496 30	496 30	3 70	-	-
.....	-	-	-	-	500 00	-	568 00	500 00	-	68 00	-
.....	-	-	-	-	250 00	-	251 75	250 00	-	1 75	-
.....	-	-	-	-	1,500 00	-	1,500 00	1,500 00	-	-	-
Metal.....	12	20	16 00	1,501 00	500 00	500 00	500 00	-	-	-	-
Stone.....	24 x 36	24	60 00	-	500 00	543 74	500 00	-	43 74	-	-
Metal.....	24	26	61 35	-	500 00	-	584 55	500 00	-	84 55	-
.....	-	-	-	-	200 00	-	-	-	200 00	-	-
.....	-	-	-	-	250 00	-	-	-	250 00	-	-
.....	-	-	-	-	500 00	-	658 13	500 00	-	158 13	-
{ Metal.....	24	22	-	-	500 00	500 00	1,003 47	500 00	-	503 47	-
{ Metal.....	16	22	85 88	-	500 00	500 00	1,003 47	500 00	-	503 47	-
Metal.....	24	26	50 00	-	500 00	-	528 13	500 00	-	28 13	-
.....	-	-	-	-	300 00	-	304 68	225 00	75 00	79 68	-
Metal.....	14	42	38 37	-	500 00	-	504 09	500 00	-	4 09	-
Metal.....	12	28	38 30	-	450 00	-	481 29	450 00	-	31 29	-
.....	-	-	-	-	100 00	100 00	200 00	100 00	-	100 00	-
Stone.....	15 x 20	24	-	-	500 00	-	508 72	500 00	-	8 72	-
Metal.....	8	34	20 40	-	500 00	500 00	1,124 27	500 00	-	324 27	-
.....	-	-	-	-	300 00	-	303 40	300 00	-	3 40	-

Tabular Statement of Automobile Work in 1913—Continued.

TOWN.	Date of Council Order.	COUNTY.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Rome.	6-19-13	Kennebec				
Imp. highway in said town.			470	21	-	1470
Roxbury.	6-19-13	Oxford				
Repair main road and grade hill.			15,840	-	-	-
Steam drill.	5-29-13		-	-	-	-
St. George.	5-7-13	Knox				
Imp. N. end of State road running towards Thomaston.			3,150	21	-	3,150
Sandy River Pft.	5-29-11-4-13	Franklin				
Expend on highway, Phillips to Rangeley, \$2,000 to construct new road around "Hight Hill" so called.			4,250	21	-	4,250
Searsport.	5-7-13	Waldo				
Imp. westerly end of Trunk Line in said town.			1,300	24	1,000	1,300
Sidney.	5-29-13	Kennebec				
Imp. highway known as River road.		Somerset	-	-	-	-
Smithfield.	6-19-13					
Imp. of highway in said town.			200	23	-	200
Smyrna.	6-19-13	Aroostook				
Imp. State road, running from Houlton to Patten.			450	21	450	1450
Solon.	6-19-13	Somerset				
Imp. highway in said town.			Laid over			
Somerville.	5-29-13	Lincoln				
Imp. highway on route, Rockland to Augusta.			806	21	375	806
So. Thomaston.	5-29-13	Knox				
No designation.			11,000	23	750	11,000
Springfield.	5-29-13	Penobscot				
Expend under supervision of highway Com.			800	23	100	1800
Stockton Springs.	5-7-13	Waldo				
Continue 1912 work, running north over "Fletcher" Hill.			950	24	-	950
Stoneham.	5-29-13	Oxford				
Imp. highway in said town, leading from Albany to Lovell.			Steel bridge			
Stoneham.	7-8-13	Oxford				
Rebuilding of bridge.			-	-	-	-
Studebaker Sprinkler.	5-7-13					
Oil attachment to sprinkler.			-	-	-	-
Sumner.	5-29-13	Oxford				
Imp. highway leading from Sumner Cor. to Buckfield.			2,725	21	-	825
Sumner.	6-19-13	Oxford.				
Rebuilding abutments to bridge across Nezinscott River, between Hartford and Sumner.			-	-	-	-

Stockton Springs: 53 cents carried over from 1912 auto.

Tabular Statement of Automobile Work in 1913—Continued.

CULVERTS.				Length of road repaired. —feet.	State appropriated.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State appropriation.	Paid by town.	Unexpended balance of town appropriation.
Kind.	Size— inches.	Length— feet.	Cost.								
.....	-	-	-	-	200 00	-	134 10	134 10	65 90	-	-
.....	-	-	-	15,840	150 00	-	152 95	150 00	-	2 95	-
.....	-	-	-	-	200 00	-	182 74	182 74	17 26	-	-
{ Cement.	12 x 12	22	-	-	1,200 00	1,200 00	2,410 50	1,200 00	-	1,210 50	-
{ Cement.	12 x 12	22	125 00	-	-	-	-	-	-	-	-
{ Cement.	12 x 12	22	-	-	-	-	-	-	-	-	-
{ Cement.	12 x 12	22	-	-	-	-	-	-	-	-	-
{ Cement.	12 x 12	26	-	-	-	-	-	-	-	-	-
Metal.....	3	28	-	-	-	-	-	-	-	-	-
{	12	24	-	-	-	-	-	-	-	-	-
{	12	26	251 60	-	-	-	-	-	-	-	-
4 Stone....	10	28	-	-	-	-	-	-	-	-	-
Stone.....	10	28	112 00	-	3,024 15	-	3,024 15	3,024 15	-	-	-
{	48 x 60	30	195 51	-	-	-	-	-	-	-	-
Metal.....	18	27	30 00	-	1,000 00	-	969 06	969 06	30 94	-	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
.....	-	-	-	-	200 00	-	203 70	200 00	-	3 70	-
Stone.....	18 x 20	24	23 40	-	200 00	11 97	232 47	200 00	-	32 47	-
.....	-	-	-	-	200 00	-	-	-	200 00	-	-
.....	-	-	-	-	500 00	-	500 00	500 00	-	-	-
Stone.....	4 x 3	32	97 30	-	-	-	-	-	-	-	-
Stone.....	18 x 15	26	12 00	-	-	-	-	-	-	-	-
Stone.....	18 x 15	26	-	-	1,000 00	800 00	2,335 39	1,000 00	-	1,335 39	-
Metal.....	18	24	35 50	-	500 00	-	499 22	499 22	78	-	-
Stone.....	-	-	10 50	-	500 00	-	505 52	500 53	-	4 99	-
.....	-	-	-	-	200 00	-	438 89	200 00	-	238 89	-
.....	-	19 x 18	-	-	200 00	-	200 00	200 00	-	-	-
.....	-	-	-	-	200 00	-	255 66	255 66	-	-	-
.....	-	-	-	-	255 66	-	255 66	255 66	-	-	-
{ Metal....	16	22	-	-	-	-	-	-	-	-	-
{ Metal....	16	22	98 00	1,900 00	350 00	-	351 11	350 00	-	1 11	-
{ Metal....	16	22	-	-	200 00	-	200 00	200 00	-	-	-

Tabular Statement of Automobile Work in 1913—Continued.

TOWN.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Swanville.....	5-7-13	Waldo				
Imp. highway around west shore of Swan Lake.....			2,640	21	-	2,640
Topsfield.....	5-7-13	Washington				
Expend on road running from Calais to Houlton.....			1,690	21	980	1,690
Topsham.....	5-7-6-23-13	Sagadahoc				
Imp. "Middlesex" road leading from Topsham to Bowdoinham.....			2,100	21	-	*2,100
Tremont.....	6-23-13	Hancock				
Imp. auto road leading towards Southwest Harbor.....			-	-	-	-
Trenton.....	5-7-13	Hancock				
Imp. of highway in town.....			-	-	-	-
Turner.....	6-19-13	Androscoggin				
Imp. road from Auburn to Turner village.....			1,450	21	-	1,450
Twp. 3, R. 2; Twp. A, R. 2.....	5-7-11-4-13	Aroostook				
Imp. of Military road, running from Bangor to Houlton.....			-	-	-	-
Twp. 7, R. 5.....	5-7-8-27-13	Aroostook				
Imp. of West Aroostook Military road.....			125	22	-	125
Vassalboro.....	6-19-13	Kennebec				
Imp. of highway in said town.....			-	-	-	-
Vienna.....	5-29-13	Kennebec				
Imp. highway over ledgy hill, near edge of pond.....			300	18	-	300
Washburn.....	5-7-13	Aroostook				
Imp. highway in said town.....			1,400	21	1,400	1,400
Washington.....	6-23-13	Knox				
Imp. auto road between Augusta and Rockland.....			850	23	-	†850
Waterford.....	5-7-13	Oxford				
Imp. of "Bear Pond road".....			5,500	21	-	1,150
Waterville.....	6-19-13	Kennebec				
Imp. highway on direct route from Fairfield to Oakland.....			-	-	-	-
Webster.....	6-10-13	Androscoggin				
Imp. of road from Bowdoinham to Lewiston.....			500	21	-	†500
Webster Pk.....	6-19-13	Penobscot				
Westbrook.....	5-7-13	Cumberland				
To complete imp. of Main St.....			1663.3	17.8	-	*1663.3
Weston.....	5-29-13	Aroostook				
Expend on State road, so called, Calais and Houlton road.....			1,100	22	-	1,100
Wests Forks Pk.....	5-29-13	Somerset				
Imp. of Canada road, so called.....			1,365	16	-	1,365
Windsor.....	6-19-13	Kennebec				
Imp. So. Belfast Ave. on direct road, Augusta to Belfast.....			500	21	-	500

Tabular Statement of Automobile Work in 1913—Continued.

CULVERTS.				Length of road repaired. —feet.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.	Unexpended balance of town appropriation.
Kind.	Size— inches.	Length— feet.	Cost.								
{ Metal ...	12	24		-	1,000 00	-	1,042 96	1,000 00	-	42 96	-
{ Metal ...	12	24	90 00	-							
{ Metal ...	12	24		-							
Stone ...	4 x 5	26	40 00	-							
{ Metal ...	24	24		-	1,000 00	-	1,001 23	1,000 00	-	1 23	-
{ Metal ...	18	24	78 30	-							
Stone ...	2 x 3½	38	125 00	-							
Stone ...	4 x 5	40	306 00	-	2,000 00	-	3,655 77	2,000 00	-	1,655 77	-
.....	-	-	-	-	850 00	-	817 79	817 79	32 21	-	-
.....	-	-	-	-	3,500 00	-	3,500 00	3,500 00	-	-	-
{ Metal ...	12	26		-	500 00	-	535 03	500 00	-	35 03	-
{ Metal ...	8	12	34 75	-							
.....	-	-	-	-	2,210 13	-	-	2,210 13	-	-	-
Bridge ...	-	-	330 00	-	445 00	-	491 37	445 00	-	46 37	-
.....	-	-	-	-	500 00	-	-	-	500 00	-	-
.....	-	-	-	-	200 00	-	201 42	200 00	-	1 42	-
.....	-	-	-	-	500 00	400 00	400 00	475 67	24 33	424 33	-
Metal ...	24	41	174 74	-	400 00	300 00	744 86	400 00	-	344 86	-
.....	-	-	-	4,350	1,000 00	500 00	1,620 82	1,000 00	-	620 82	-
.....	-	-	-	-	1,500 00	-	-	1,500 00	-	-	-
.....	-	-	-	-	200 00	-	261 86	200 00	-	61 86	-
.....	-	-	-	-	200 00	-	-	-	200 00	-	-
.....	-	-	-	-	2,500 00	2,500 00	5,490 69	2,500 00	-	2,990 69	-
Metal ...	12	22	33 83	-	500 00	-	512 63	500 00	-	12 63	-
Metal ...	12	30	24 00	-	500 00	-	500 01	500 00	-	01	-
.....	-	-	-	-	250 00	-	250 05	250 00	-	05	-

Twp. 7 R. 5: Concrete bridge, span 10 feet width 22. Height 5½ feet, cost \$330.

Tabular Statement of Automobile Work in 1913—Concluded.

TOWN.	Date of Council Order.	County.	Total length—feet.	Finished width—feet.	V drain or stone base.	Macadam, gravel or earth surface—feet.
Winn.....	5-29-13	Penobscot	-	-	-	-
No designation.....						
Winterport.....	6-23-13	Waldo				
Imp. T. L. highway from Bangor to Stockton Springs			330	30	-	330
Woodstock.....	6-19-13	Oxford				
Repair road between Bryant's Pond and Village to Locke's Mills.....			-	-	-	-

Tabular Statement of Automobile Work in 1913—Concluded.

Kind.	CULVERTS.			Length of road repaired —feet.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town	Unexpended balance of town appropriation.
	Size—inches.	Length—feet.	Cost.								
.....	-	-	-	-	500 00	-	34 01	34 01	465 99	-	-
Stone.....	48 x 48	30	400 00	-	500 00	-	662 80	500 00	162 80	-	-
.....	-	-	-	-	300 00	-	-	-	300 00	-	-

1912 Auto Work Done in 1913.

TOWN.	Total length—feet.	Finished width—feet.	V drain or stone base.	Maceram, gravel or earth surface—feet.
Auburn.....	7,974	21	-	7,974
Caribou.....	800	22	550	800
Casco.....	4,300	21	-	4,300
Connor Pl.....	-	-	-	-
Detroit and Palmyra.....	-	-	-	-
Edmunds.....	Repaired	-	-	-
Fort Fairfield.....	3,150	24 to 32	2,450	3,150
Gray.....	7,000	21	-	7,000
Greenbush.....	-	-	-	-
Marion.....	Repaired	-	-	-
New Gloucester.....	6,000	21	-	6,000
Poland.....	-	-	-	-
Rumford.....	19,392	21	-	19,392
Rome.....	-	-	-	-
St. Albans.....	2,100	21	1,200	1,400

Fort Fairfield: Work done in three sections.

Caribou: 450 lineal feet of road surfaced with earth; $\frac{1}{2}$ concrete bridge, span 12 feet, height 7 feet, width 23 feet. Cost \$800.

Rumford: State paid \$2,775.00 in 1912; town paid \$5,760.81 in 1912.

Rome: Expended on 1912 auto road.

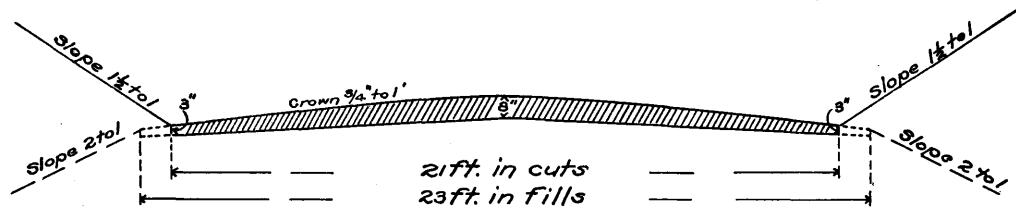
So. Thomaston: Balance of 1912 auto fund. Paid in 1913, \$50.00.

Marion and Edmunds: 13,200 feet repaired. Cost included in above

1912 Auto Work Done in 1913.

Kind.	CULVERTS.			Length of road repaired —feet.	State apportioned.	Town appropriated.	Cost of work.	Paid by State.	Unexpended balance of State apportionment.	Paid by town.	Unexpended balance of town appropriation.
	Size— inches.	Length— feet.	Cost.								
Metal.....	12	240	357 00								
Stone.....	36 x 24	20	65 00	-	-	-	7,172 02	1,373 28	-	5,798 74	-
Concrete..	48 x 48	22	300 00	-	1,000 00	1,000 00	2,001 96	1,000 00	-	1,001 96	-
Bridge....	-	-	800 00	-	-	-	1,113 45	1,113 45	46 67	-	-
.....	-	-	-	-	-	-	424 25	424 25	178 67	-	-
.....	-	-	-	-	-	-	200 00	200 00	-	-	-
.....	-	-	-	2,033	300 00	-	211 82	211 82	88 18	-	-
{ Metal... Metal...}	24 30	26 28	- 95 10	-	1,891 10 2,000 00	1,891 09 1,000 00	4,392 80 743 84	1,891 10 743 84	- 03	2,501 70	-
.....	-	-	-	-	-	-	-	-	23 27	-	-
.....	-	-	-	11,167	1,700 00	-	1,649 10	1,649 10	50 90	-	-
.....	-	-	-	-	2,042 38	-	2,036 38	2,036 38	6 00	-	-
.....	-	-	-	-	-	-	300 00	300 00	-	-	-
.....	-	-	-	-	-	-	14,429 58	5,000 00	-	9,429 58	-
.....	-	-	-	-	-	-	94 04	49 88	-	-	-
Metal... Metal... Metal... Metal... Metal...	20 20 20 16 12	24 24 24 24 24	- - 172 87 - -	700	400 00	400 00	827 42	400 00	-	427 42	-

ROAD SECTION A



Specification:-

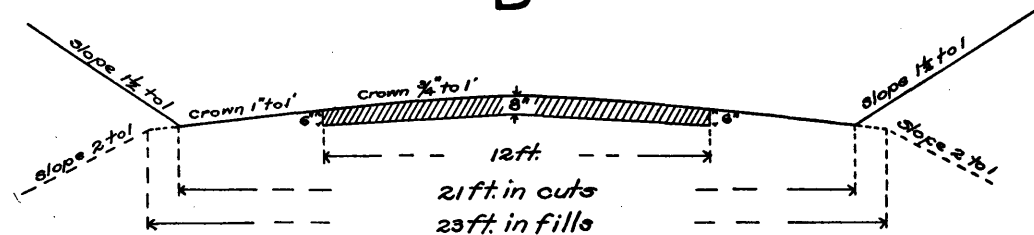
Thickness of courses *after rolling* is completed.

For macadam surface placed in two courses, bottom course 5 inches at center gradually diminishing in thickness to the sides, top course 3 inches, Screenings or binder as called for.

For gravel surface placed in two courses, same as for macadam.

ROAD SECTION

B



Specifications:-

Thickness of courses after rolling is completed.

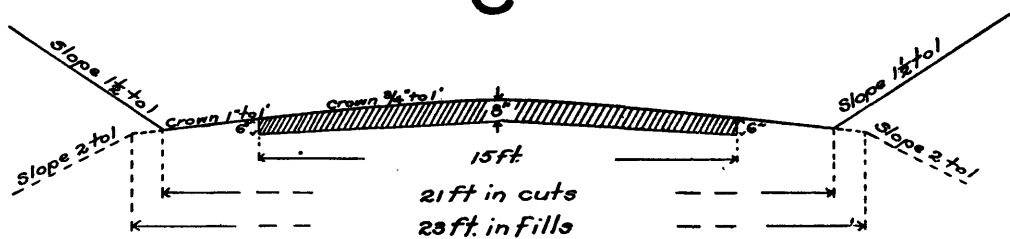
For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch, screenings or binder as called for.

For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.

ROAD SECTION

C



Specifications:-

Thickness of courses after rolling is completed

For macadam surface placed in two courses, bottom course 5 inches at center, 4 inches at sides, top course 3 inches at center, 2 inches at sides, screenings or binder as called for.

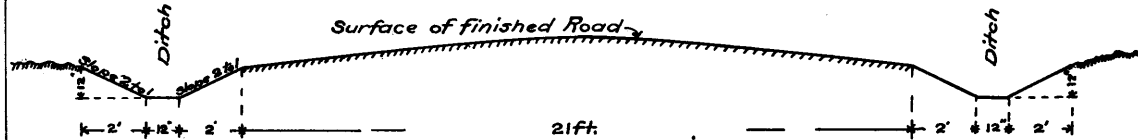
For macadam surface placed in three courses, bottom course 5 inches at center, 3 inches at sides, middle course 2 inches, top course 1 inch.

Screenings or binder as called for

For gravel surface placed in two courses, bottom course 5 inches at center, 3 inches at sides, top course 3 inches, binder as called for.

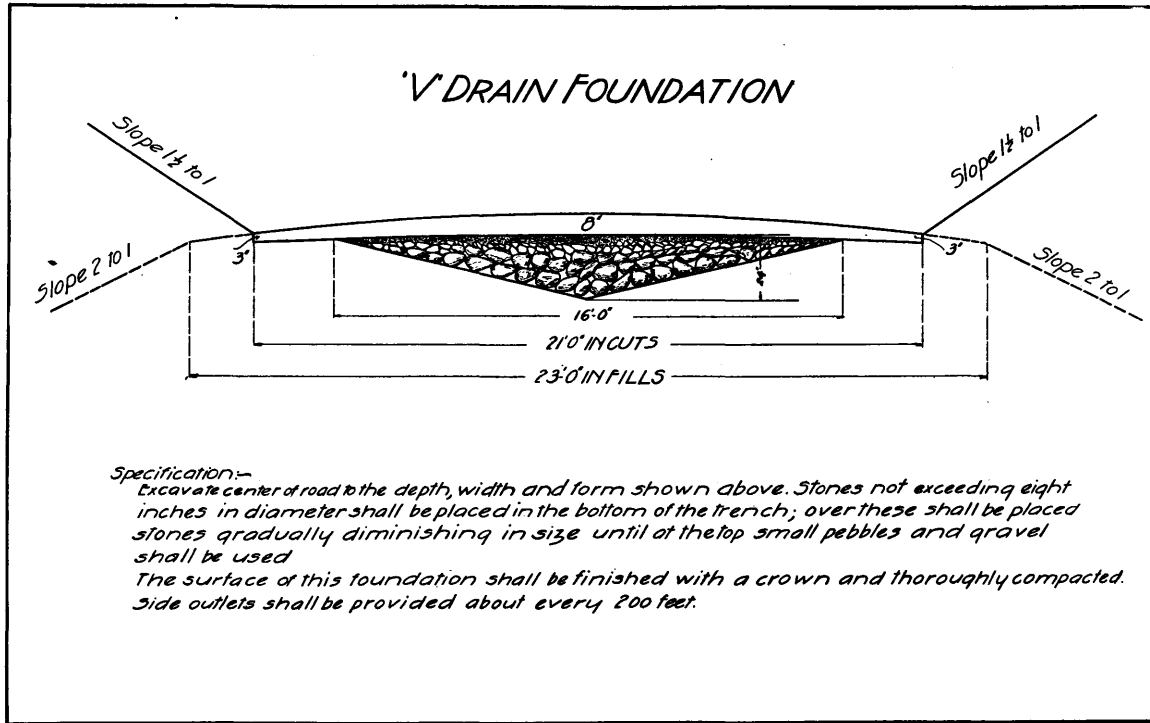
ROAD SECTION

D



Note:-

Where side ditches are needed the above cross-section may be taken as a standard, but should be varied to meet local conditions
In wet, soggy soil, or where the drainage area of the ditches is large, the ditches should be made larger.
In sandy soil or on steep grades little ditching is necessary.



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