

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

REPORTS

OF THE VARIOUS

PUBLIC OFFICERS, DEPARTMENTS
AND INSTITUTIONS

FOR THE YEAR 1915



VOLUME 3

THIRD ANNUAL REPORT
OF THE
STATE HIGHWAY COMMISSION

OF THE
STATE OF MAINE

FROM JANUARY 1, 1915 TO
DECEMBER 31, 1915



WATERVILLE
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1916

STATE OF MAINE.

OFFICE OF STATE HIGHWAY COMMISSION,

AUGUSTA, MAINE, April 26, 1916.

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

We have the honor to present the third annual report of the State Highway Commission from January 1, 1915 to December 31, 1915.

PHILIP J. DEERING,
WILLIAM M. AYER,
FRANK A. PEABODY.

REPORT OF THE STATE HIGHWAY COMMISSION FOR THE YEAR ENDED DECEMBER 31, 1915.

To the Honorable Governor and Council:

In accordance with section 34, chapter 130, P. L. 1913, the state highway commission herewith respectfully makes annual report to the Governor and Council of its doings and the expenditures of its office for the fiscal year ended December 31, 1915.

PERSONNEL OF THE COMMISSION.

Mr. L. H. Nelson, chairman of the commission since its organization, resigned on June 1. Mr. Frank A. Peabody, of Houlton, was appointed by His Excellency, Honorable Oakley C. Curtis, Governor, to fill out the unexpired term of Mr. Nelson, and confirmed by the Executive Council, and his appointment became effective June 1.

In absence of specific information as to whether or not said appointment constituted Mr. Peabody chairman, by vote of the commission Mr. P. J. Deering was elected chairman and since the resignation of Mr. Nelson has served in that capacity. Mr. Deering was re-appointed and duly confirmed upon the expiration of his original term on July 19, 1915, for a full term of three years.

OFFICE ORGANIZATION.

The organization of the office at Augusta is the same as it was at the date of the last report, with the exception that work under special resolves has been under the immediate supervision of Assistant Engineer Barrows, rather than being handled by the state aid division as formerly.

STATE HIGHWAY SYSTEM.

On April 8 the commission made formal designation of state highway "Y", as follows:

"Starting at Bangor, proceeding through Brewer, Holden, Bucksport, Orland, Penobscot, Bluehill and Surry, to Ellsworth."

On August 12 the commission, after extended hearings, both public and private, and personal examination of the competing routes designated state highway "Q", from Brunswick to Augusta, over the following route:

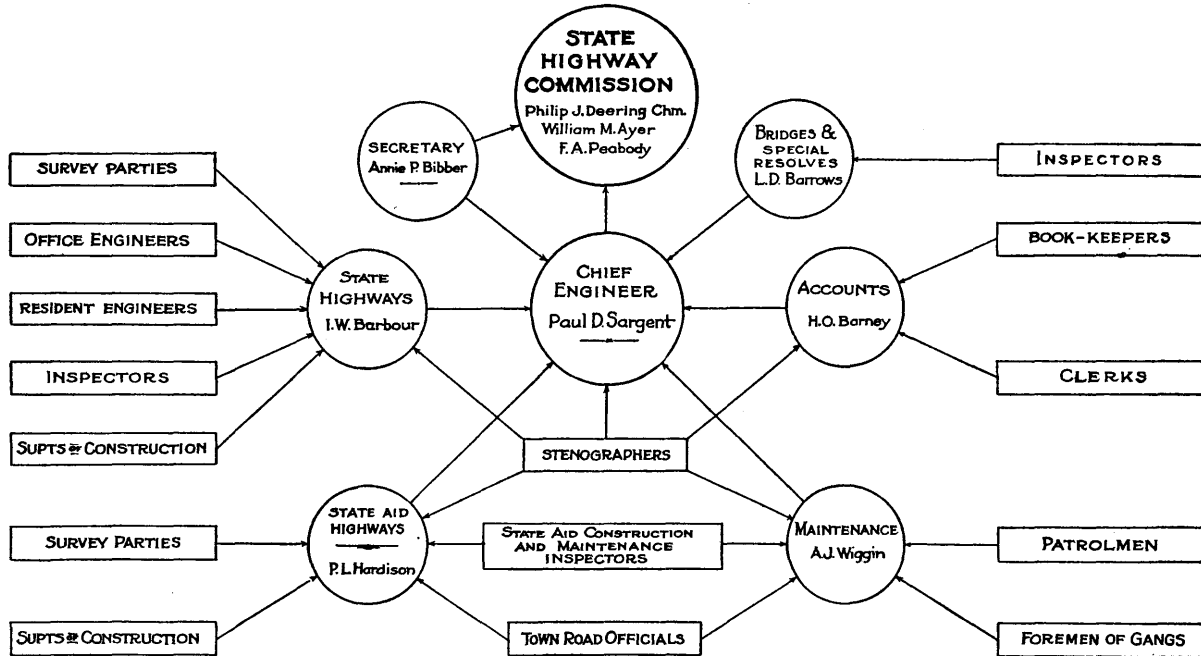
"Beginning at the junction of the Portland road and Maine street, in Brunswick, and proceeding by way of Maine street over the steel bridge between Brunswick and Topsham; thence over the "Mallet Road," through the southeast corner of the town of Bowdoin into Bowdoinham village; thence by the "Post Road", through Richmond Corner, and over Brunswick avenue, Brunswick street, crossing Water street and Bridge street, to Main avenue, in Gardiner and proceeding to the "River Road", so-called; thence following the "River Road" through Farmingdale and Hallowell, by the way of Water street into the city of Augusta, over State street to the corner of State street and Western avenue."

STATE AID SYSTEM.

Changes have been made in the location of the state aid roads in a few towns upon petition of the municipal officers. Whenever such petitions have been received they have been carefully investigated by Assistant Engineer Hardison, in charge of the state aid work, and a full report of all conditions has been filed with the commission before final action on said petitions has been taken.

The personal inspection by the commission during the summers of 1914 and 1915 of the entire state highway system and incidentally of more or less of the state aid work has convinced the commission that in many instances results far more satisfactory to the general traveling public and equally beneficial to the towns themselves from an economic point of view would be secured by a more consistent expenditure of state aid joint funds upon state highways than has pertained during the last two years. With this thought in mind the highway commission has decided in the case of several towns to approve state highway work for 1916 only when said work is located on the state highways.

ORGANIZATION CHART



AMENDMENTS TO STATE HIGHWAY LAW.

At the suggestion of the highway commission the seventy-seventh Legislature eliminated from section eight, of the state highway law, the provision requiring the commission to construct seven miles of continuous highways in any one location when work was once begun. By this change the commission is enabled to immediately extend the benefits of state highway construction to a larger number of communities than was possible under the original law.

The seventy-seventh Legislature also changed section fourteen of the law which required the highway commission to hold a hearing whenever alterations, widening, or change of grade were contemplated in any state or state aid highway. The law now provides "Whenever the commission shall alter, widen or change the grade of any state or state aid highway as herein provided, to the injury of an owner of adjoining land he may within six months apply in writing to the commission setting forth the injury complained of and the damages claimed therefor, and they shall view such way and assess the damages if any, that have been occasioned thereby, to be apportioned by the commission as law and justice may require and shall be paid accordingly, and any person aggrieved by said assessment may have the damages determined on complaint to the Supreme Judicial Court."

Under this change a duty originally imposed upon the commission, absolutely impossible of fulfillment, can now be handled in an entirely practical and satisfactory manner.

ENGINEERING CHARGES.

In our report for 1914 a statement was made under the above heading of the views of the commission with respect to this subject. During 1915 this question was submitted to the attorney general and his opinion on this subject is given herewith:

"28th July, 1915.

State Highway Commission,
Augusta, Maine,
Gentlemen:

Replying to your inquiry of today relative to matters discussed in correspondence with Franklin R. Chesley, Esq., City Solicitor of the City of Saco, it seems very plain to me indeed

that the practice of your department with regard to charging for engineering and inspection expenses has been the proper one, namely, that engineering and inspection expenses incurred in connection with the building of state highways is of course a matter for the state alone to pay, the appropriation for each particular job being made large enough to include such expense. Also your practice in charging engineering and inspection expenses to the joint fund created by the state and town combined in the case of state aid highways is undoubtedly warranted by the law. Section 5 of the highway act does not in my opinion contemplate the state bearing the expense of inspection and engineering in connection with the state aid highways. That section is evidently intended to apply to the purely administrative expenses of your department and not to work done in conjunction with the various towns.

Yours very truly,

W. R. PATTANGALL,

Attorney General."

BRIDGES ON STATE HIGHWAYS AND GENERAL BRIDGE BILL.

The commission has heretofore expressed its position on the matter of the construction of bridges on state highways. The commission still believes that it should not use joint funds for the construction of bridges on main thoroughfares having a span in excess of twelve feet.

The commission desires to call attention in this connection to chapter 319, Public Laws of 1915, which is known as the general bridge law. This law provides for state and county assistance in the construction of bridges on main thoroughfares. It is to be voted on at the general election in September 1916. The highway commission sincerely hopes that this law may have a passage. The law, if passed, will put bridge building, on state and state aid highways at least, on a thoroughly business-like basis and will give the State good substantial bridges properly designed and built. The tendency will also be to raise the standard of all bridge work throughout the State.

SPECIAL RESOLVES FOR ROADS AND BRIDGES.

The customary number of special resolves for assisting towns in the construction of roads and bridges were introduced into

the seventy-seventh Legislature. Eighty-four resolves received favorable consideration and were passed. In each instance the execution of the work was placed under the state highway commission. In July a canvass of all the towns and counties to which the Legislature had granted special assistance was made with the object of getting the work under way at as early a date as possible. As a result of this canvass it was learned that fifteen towns and counties were not prepared to furnish the co-operation required by the Legislature and proceed with the work. Consequently, the appropriation in each of these cases has reverted to the treasury.

The commission is unable to determine whether the refusal of any town to accept a special resolve indicates that there was no organized demand and real need back of the resolve or whether the resolve was allowed to lapse for some real reason. It seems certain that the passage of the general bridge bill will do away with the biennial demand on the treasury and that each case founded on real merit can be carefully determined and provided for.

GRADE CROSSINGS.

During the year the highway commission instituted proceedings before the Public Utilities Commission which resulted in the abolishment of two very dangerous grade crossings in the town of Norridgewock. Due to the initiative of the commission, an order has issued for the abolishment of one of the very worst crossings in the State, viz: Blind Crossing, so-called, in the city of Bath. Work on the abolishment of this crossing will be undertaken early in the spring of 1916. The commission have the abolishment of other crossings in contemplation and will consistently work for the abolishment of all dangerous grade crossings in the State.

CONVICT LABOR.

During the season of 1915 the first attempt at using the labor of prisoners for the improvement of highways was undertaken by the commission. A contract was entered into between the highway commission and the authorities of Cumberland county whereby forty prisoners were furnished for this work. The

commission erected and furnished a camp complete and furnished a superintendent, foreman, equipment and teams for working the men. The county transported the prisoners to the camp, furnished guards and took charge of buying the supplies, which were paid for by the highway commission. The camp was run from the first of June to the eleventh of December and about three miles of road was completed. While this experiment did not produce very great results financially, it was a success and the commission hopes to carry on one or more similar camps during the season of 1916.

PATROL MAINTENANCE.

The commission feels that one of the wisest acts of the seventy-seventh Legislature was the provision for patrol maintenance on state and state aid highways including the maintenance of unimproved, as well as, improved sections. While this law became operative in July, it was not deemed advisable by the commission to attempt to put the law into execution before the spring of 1916. In most towns the greater portion of the maintenance work had been done by the first of July and the towns were without funds to meet the requirements of the law. Plans are well in hand for putting the law into general operation. The commission co-operated with the town of Gray during the season of 1915 employing and paying jointly for the services of two patrolmen who worked on twelve miles of road. Although the municipal officers of the town looked askance at this method of caring for roads when it was started, they were loud in their praise of the results obtained at the end of the season. The general traveling public who had occasion to use the roads which were patrolled were also well pleased with the results obtained.

The commission feels that this is the greatest step for road improvement that has ever been undertaken in the State and feels confident that with the co-operation of the municipal officers and the public a full measure of satisfaction will be realized for the expenditures made.

AUTO FEES.

It should be remembered in connection with any discussion of maintenance that substantially all of the funds for carrying

on maintenance work are derived from the fees collected for the registration of automobiles.

Under the law the fees are used *first* for the payment of interest on outstanding highway bonds; *second*, for the payment of sinking fund to retire such bonds and *third*, for administration and maintenance. The total amount of fees collected during 1915, as reported by the secretary of State, was \$268,399.53. After providing for payments above referred to there was a net amount at the end of the year available for maintenance and administration purposes of \$184,661.74.

Other balances credited to the maintenance fund under the provisions of the state highway law made a net balance on January 1, 1916, available for maintenance purposes during the year, of \$196,751.96. It seems probable that this fund will be no more than sufficient to meet the State's expenditures for maintenance during the year.

NEW HIGHWAY LAWS.

During the year the commission has called the attention of the municipal officers of all towns by circulars and pamphlet copies of the laws to all new road legislation enacted by the seventy-seventh Legislature. The commission has been especially active in calling attention to the law prohibiting the filling up of ditches and water courses. It has instructed its inspectors to report violations of this Statute to the municipal officers of the towns and to the highway commission. The commission feels that this law should be strictly and impartially enforced, as strict compliance with those provisions will tend in large measure to preserve in good condition many miles of country roads.

In calling attention to the provisions of the guide board law the commission has furnished to each town plans and specifications of standard guide board signs and posts which they have adopted. The commission has also suggested that in having these guide boards and posts made it would be wise to ask for bids and to have the work done by contract. The commission will be glad to furnish as many copies of these plans and specifications as any town may desire.

Several complaints were lodged with the commission to the effect that towns had violated the Statute prohibiting the use of road machines after the fifteenth day of August. In each instance the commission had the alleged violation investigated, the road examined and a full report filed at its office in Augusta.

Due to the very unusual weather conditions prevailing through July and August it seemed necessary in several towns to re-grade some of the roads which had been badly washed and in no instance did the highway commission withhold state aid on account of the alleged violation of this Statute.

PHILIP J. DEERING, Chairman,
WILLIAM M. AYER,
FRANK A. PEABODY,

State Highway Commission.

FOLLOWING ARE STATEMENTS OF EXPENDITURES
UNDER THE SUPERVISION OF THE STATE HIGH-
WAY COMMISSION FOR THE YEARS 1914 AND 1915.

MAINE STATE HIGHWAY COMMISSION.

STATEMENT OF 1914 EXPENDITURE TO FEBRUARY 27, 1915.

MAINTENANCE AND ADMINISTRATION.

Salaries of Commissioners	\$3,000 00	
Expenses of Commissioners	864 87	
Commissioners' automobile	1,568 30	
Salary of Chief Engineer	5,000 00	
Expenses of Chief Engineer	506 94	
Salaries of Assistants	10,661 82	
Expenses of Assistants	445 90	
Salaries of Stenographers and Clerks	4,996 56	
Salaries of Engineers (1)	1,495 55	
Drafting room supplies	1,835 53	
Office furnishings	679 12	
Office stationery and supplies	725 33	
General printing account	1,375 24	
Printing and binding annual report 1913	1,115 22	
Telephone and telegraph service	570 12	
Postage	1,135 23	
Incidental expenses	759 31	
Road convention 1914	230 51	
Inspectors' convention	157 86	
Expenses and wages of Inspectors 1914 (2)	634 03	
Expenses and wages of Inspectors 1913 (2)	1,279 58	
Sundry Accounts (3)	80 64	
Automobile detectives (4)	2,984 51	
Automobile plates (4)	546 59	
Administration (Accounts closed Dec. 31, 1914)		\$42,648 96

Notes:

- (1) Items of salaries which cannot be classified.
- (2) Charges for inspection which were rendered to the department subsequent to closing of accounts to which they properly belonged.
- (3) Charges belonging to 1913 accounts which were rendered after closing books on December 31, 1913.
- (4) Charges made by order of Governor and Council. Have no connection with or bearing on the work of the Department.

Amount requisitioned from towns for State Aid Highway Maintenance	\$27,284 11	
Amount requisitioned from towns for State Highway Maintenance	4,120 40	
Expenditures from State's Apportionment:		
State Aid Highways	\$43,687 00	
State Highways	12,681 38	
	\$87,772 89	
Expenditure for inspection on State Aid Highway Maintenance	3,113 57	
Maintenance		\$90,886 46

STATE HIGHWAY COMMISSION.

FUNDS FOR STATE AID CONSTRUCTION.

Unexpended balance from previous years.....		\$43,218 06	
Towns' appropriations deposited with Treasurer of State.....	\$92,986 22		
Towns' appropriations not deposited with Treasurer of State but expended under supervision of the department.....	228,539 94		
			<u>321,526 16</u>
State's apportionments.....			299,745 31
Amount available.....			<u>\$664,489 53</u>
Unexpended balance carried to 1915.....			<u>36,042 65</u>
Expenditures.....			\$628,446 88
Payments for material and labor.....	\$602,954 89		
" " engineering.....	10,432 98		
" " inspection.....	15,059 01		
			<u> </u>
Funds for State aid construction.....			\$628,446 88

STATE HIGHWAY LOAN FUNDS.

State Highway Bonds:			
Issue of Sept. 1, 1913.....		\$300,000 00	
Premium.....		1,560 00	
Issue of July 1, 1914.....		500,000 00	
Premium.....		6,595 00	
			<u>\$808,155 00</u>
Federal aid received.....	\$39,976 14		
Appropriation for Imp. postal roads.....	20,000 00		
Private subscription.....	100 00		
			<u>60,076 14</u>
Amount available.....			\$868,231 14
Unexpended balance carried to 1915.....	\$19,802 60		
Expended in 1913.....	19,286 17		
			<u>39,088 77</u>
Expenditures 1914.....			\$829,142 37
Payments for material and labor.....	\$785,742 54		
" " engineering.....	43,399 83		
			<u> </u>
State highways.....			\$829,142 37

REGISTRATION OF AUTOMOBILES.

Unexpended balance from previous years.....		\$4,656 04	
State's apportionments.....		20,529 88	
Amount available.....			<u>\$25,185 92</u>
Unexpended balance carried to 1915.....			<u>8,308 85</u>
Expenditures 1914.....			\$16,877 07
Payments for material and labor.....	\$16,515 69		
" " engineering.....	110 34		
" " inspection.....	251 04		
			<u> </u>
Registration of automobiles.....			\$16,877 07

SPECIAL APPROPRIATIONS.

Unexpended balance from previous years.....		\$89,883 86	
1914 appropriations.....		40,000 00	
Other funds deposited.....		24,324 47	
Amount available.....			<u>\$154,208 33</u>
Unexp. balance carried to 1915.....	\$18,724 97		
Balance lapsed.....	33,197 72		
			<u>51,922 69</u>
Expended 1914.....			\$102,285 64
Payments for material and labor.....	\$99,800 50		
" " engineering.....	1,858 84		
" " inspection.....	626 30		
			<u> </u>
Special appropriations.....			\$102,285 64

STATE HIGHWAY COMMISSION.

RECAPITULATION.

APPROPRIATION.	Adminis- tration.	Engineer- ing.	Inspec- tion.	Material and labor.	Total funds under supervision of the department.
Administration.....	\$42,648 96	-	-	-	\$42,648 96
Maintenance:					
State aid highways	-	-	\$3,113 57	\$70,971 51	-
State highways....	-	-	-	16,801 38	90,886 46
Fund for State Aid:					
Construction.....	-	\$10,432 98	15,059 01	602,954 89	628,446 88
State highways.....	-	43,399 83	-	785,742 54	829,142 37
Registration of auto- mobiles.....	-	110 34	251 04	16,515 69	16,877 07
Special appropriations	-	1,858 84	626 30	99,800 50	102,285 64
	\$42,648 96				
Less accounts under Reference 4, Page 1	3,531 10	-	-	-	-
	\$39,117 86	\$55,801 99	\$19,049 92	\$1,592,786 51	\$1,710,287 38

Supervision Charges.

Administration.....	\$39,117 86
Engineering.....	55,801 99
Inspection.....	19,049 92
	<u>\$113,969 77</u>

Construction Charges.

Maintenance.....	\$87,772 89
Fund for State aid con- struction	602,954 89
State highways.....	785,742 54
Registration of automobiles	16,515 69
Special appropriations.....	99,800 50

\$1,592,786 51

Supervision equals .07155 of Net Construction, \$1,592,786 51
 " .06663 of Gross Expenditure, 1,710,287 38

MAINE STATE HIGHWAY COMMISSION.

STATEMENT OF 1915 EXPENDITURES FROM MARCH 1 TO
DECEMBER 31, 1915.

MAINTENANCE AND ADMINISTRATION.

Salaries of Commissioners.....	\$3,000 00
Expenses of Commissioners.....	1,088 77
Commissioners' automobile.....	1,983 59
Salary of Chief Engineer.....	5,000 00
Expenses of Chief Engineer.....	458 86
Salaries of Assistants.....	10,602 88
Expenses of Assistants.....	2,082 38
Salaries of Stenographers and Clerks.....	5,888 96
Salaries of Engineers (1).....	1,097 75
Expenses and wages of Inspectors (2).....	1,069 81
Office furnishings.....	637 48
Office stationery and supplies.....	1,025 38
Telephone and telegraph service.....	633 68
Printing and binding annual report (1914).....	762 81
General printing account.....	566 26
Drafting room supplies.....	1,212 06
Incidental expenses.....	134 78
Postage.....	999 23
Inspectors' convention.....	301 11

Administration (December 31, 1914, to December 31, 1915)..... \$38,545 79

Notes:

- (1) Items of salaries which cannot be classified.
- (2) Charges for inspection which were rendered to the department subsequent to closing of accounts to which they properly belonged.

Amount requisitioned from towns for State Aid Highway Maintenance.....	\$250 35
Amount requisitioned from towns for State Highway Maintenance.....	9,911 44
Town's appropriations not deposited with Treasurer of State but expended under supervision of the department.....	36,237 15
Expenditures from State's Apportionments:	
State Aid Highways.....	66,278 83
State Highways.....	57,099 87
Maintenance.....	\$169,777 64

FUNDS FOR STATE AID CONSTRUCTION.

Unexpended balance from previous years.....	\$36,042 65
Towns' appropriations deposited with Treasurer of State.....	\$31,207 91
Towns' appropriations not deposited with Treasurer of State but expended under supervision of the department.....	250,061 84
State's apportionments.....	281,269 75
	294,298 95
Amount available.....	\$611,611 35
Unexpended balance carried to 1916.....	52,233 78
Expenditures.....	\$559,377 57
Payments for material and labor.....	\$544,221 60
Payments for engineering.....	3,135 68
Payments for inspection.....	12,020 29
Funds for State Aid Construction.....	\$559,377 57

STATE HIGHWAY COMMISSION.

STATE HIGHWAY LOAN FUNDS.

State Highway Bonds:		
Issue of September 1, 1913.....	\$300,000 00	
Premium.....	1,560 00	
Issue of July 1, 1914.....	500,000 00	
Premium.....	6,595 00	
Issue of April 1, 1915.....	500,000 00	
Premium.....	3,390 00	
		<u>\$1,311,545 00</u>
Federal aid received.....	\$25,023 86	
Town funds.....	13,723 98	
Subscriptions.....	1,000 00	39,747 84
		<u>\$1,351,292 84</u>
Amount available.....		
Unexpended balance carried to 1916.....	\$11,752 75	
Expended in 1913.....	19,286 17	
Expended from Jan. 1, 1914, to Mar. 1, 1915.....	769,066 23	800,105 15
		<u>\$551,187 69</u>
Expenditures, March 1, 1915, to Dec. 31, 1915.....		
Payments for material and labor.....	\$519,158 75	
" " engineering.....	30,648 52	
" " advertising.....	202 21	
" " gen'l expense and right of way.....	1,178 21	
State highways.....		\$551,187 69

NOTE.—Highway Construction in 1915 amounting to \$12,623.04, was charged to Maintenance temporarily, but is not shown in Maintenance figures.

REGISTRATION OF AUTOMOBILES.

Unexpended balance from previous years.....		\$12,763 59
Town's appropriations not deposited with Treasurer of State, but expended under supervision of the department.....		351 61
		<u>\$13,115 20</u>
Amount available.....		
Unexpended balance carried to 1916.....		2,675 82
		<u>\$10,439 38</u>
Expenditures.....		
Payments for material and labor.....	\$10,259 34	
" " engineering.....	156 00	
" " inspection.....	24 04	
Registration of automobiles.....		\$10,439 38

SPECIAL APPROPRIATIONS.

Unexpended balance from previous years.....		\$18,724 97
1915 appropriations.....		125,669 14
Other funds.....		63,056 45
Towns' appropriations not deposited with Treasurer of State, but expended under the supervision of the department.....		3,755 48
		<u>\$211,206 04</u>
Amount available.....		
Unexpended balance carried to 1916.....	\$121,908 24	
Balance lapsed.....	12,347 29	134,255 53
		<u>\$76,950 51</u>
Expenditures.....		
Payments for material and labor.....	\$70,532 41	
" " engineering.....	5,466 63	
" " inspection.....	822 16	
" " advertising.....	129 31	
Special appropriations.....		\$76,950 51

STATE HIGHWAY COMMISSION.

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RECAPITULATION.

APPROPRIATION.	Administration.	Engineering.
Administration.....	\$38,545 79	-
Maintenance		
State Aid Highways.....	-	-
State Highways.....	-	-
Fund for State Aid		
Construction.....	-	\$3,135 68
State Highways.....	-	30,648 52
*State Highways (1).....	-	51 95
Registration of automobiles.....	-	156 00
Special appropriations.....	-	5 466 63
	\$38,545 79	\$39,458 78

*NOTE. (1) State Highway Construction charged to Maintenance in 1915, but not shown in Maintenance figures.

Inspection.	Advertising.	General expense and right of way.	Labor and material.	Total funds under supervision of the department.
-	-	-	-	\$38,545 79
\$3,474 31	-	-	\$99,292 02	-
587 13	-	-	66,424 18	169,777 64
12,020 29	-	-	544,221 60	559,377 57
-	\$202 21	\$1,178 21	519,158 75	551,187 69
24 04	-	-	12,571 09	12,623 04
822 16	129 31	-	10,259 34	10,439 38
			70,532 41	76,950 51
\$16,927 93	\$331 52	\$1,178 21	\$1,322,459 39	\$1,418,901 62

Supervision Charges.

Construction Charges.

Administration.....	\$38,545 79	Maintenance.....	\$165,716 20
Engineering.....	39,458 78	State Aid Construction...	544,221 60
Inspection.....	16,927 93	State Highways.....	531,729 84
Advertising.....	331 52	Registration of autos.....	10,259 34
Gen. Exp. and Right of Way	1,178 21	Special Appropriations....	70,532 41
	\$96,442 23		\$1,322,459 39

Supervision equals .07292 of Net Construction, \$1,322,459 39
 Supervision equals .06796 of Gross Expenditure, \$1,418,901 62

REPORT OF CHIEF ENGINEER,
STATE HIGHWAYS.

To the State Highway Commission:

During the year all state highway contracts let in 1914 were completed and all jobs started in 1915 were finished except three: Poland No. 2, Monson and Searsport.

The Poland contract was started late in the season with the idea of completing it prior to the opening of the summer tourist season in 1916.

The Monson job was unfinished on account of excessive and unusual rains. When the contractor had been on the job sixty days there had been twenty-seven delays on this account. The Searsport job was not completed on account of the contractor making a late start and handling the work poorly. Altogether 86.18 miles of state highways were completed during the year. The expenditure on this work was \$527,336.01. A brief description of each job and an itemized statement of the cost of the same will be found elsewhere in this report.

STATE HIGHWAYS—1914-1915.

COUNTY.	Town.	Type of construction.	Length—miles.
Androscoggin.....	Greene*	Gravel	2.27
	Leeds*	Gravel	1.45
	Poland	Gravel	3.65
	Poland	Macadam	2.10
Aroostook.....	New Limerick*	Gravel	6.69
	Houlton*	Gravel	2.72
	Presque Isle*	Gravel	6.02
	Caribou*	Gravel	5.48

* Force account.

COUNTY.	Town.	Type of construction.	Length— Miles.
Cumberland.....	Scarboro	Concrete	5.47
	South Portland	Concrete	2.09
	Raymond*	Sand-clay	2.00
	Windham*	Sand-clay	0.98
	Falmouth	Bit. Macadam	4.05
	Cumberland	Bit. Macadam	3.16
	Yarmouth	Bit. Macadam	3.12
	Freeport	Bit. Macadam	7.56
	Brunswick	Bit. Macadam	2.98
Bridgton	Bridgton	Gravel	1.08
	Bridgton*	Gravel	0.50
Franklin.....	Farmington	Gravel	3.62
	Strong	Gravel	3.44
	Sandy River*	Gravel	4.66
Hancock.....	Dedham*	Gravel	2.23
	Ellsworth*	Gravel	0.91
	Ellsworth*	Gravel	0.77
	Trenton	Gravel	6.02
Kennebec.....	Monmouth	Gravel & Mac.	4.88
	Winthrop*	Gravel & Mac.	1.86
	Manchester	Macadam	2.68
Knox.....	Warren	Gravel	5.86
	Thomaston*	Gravel	1.28
	Thomaston*	Gravel	0.36
Lincoln.....	Wiscasset	Gravel	3.94
	Waldoboro	Gravel	7.09
Oxford.....	Fryeburg	Gravel	7.41
	Oxford	Sand-clay	3.77
	Woodstock*	Gravel	0.52
Penobscot.....	Newport	Gravel	1.59
	Etna	Gravel	3.08
	Carmel	Gravel	4.93
	Hermon	Gravel	1.09
	Brewer	Gravel	.44
	Holden*	Gravel	2.67
Piscataquis.....	Dover	Gravel	6.72
	Monson	Gravel	2.27
Sagadahoc.....	Woolwich	Gravel	5.65
	Bath*	Gravel	1.04
Somerset.....	Fairfield	Gravel	2.29
	Norridgewock	Gravel	5.61
	Madison	Gravel	1.08
Waldo.....	Burnham.....	Gravel	Bridge
	Northport*	Gravel	7.65
	Searsport	Gravel	2.53
	Prospect	Gravel	0.34
Washington.....	Whiting	Gravel	9.22
	Edmunds	Gravel	1.95
York.....	York	Bit. Macadam	4.15
	Wells	Bit. Macadam	2.08
	Kennebunkport*	Gravel	0.83
	Biddeford*	Gravel	1.20
Total.....			93.08

* Force account.

CONVICT LABOR WORK IN WINDHAM AND RAYMOND.

Under the provisions of Chapter 20 of the Public Laws of 1913, the Commission entered into an agreement with the county commissioners of Cumberland county on May 11, for working prisoners upon road construction in the towns of Windham and Raymond.

The county furnished and transported prisoners to and from the road camp, provided necessary guards, purchased all food, and guaranteed that the average daily cost for raw material constituting the food for prisoners, guards, and all state superintendents should not exceed fifty cents per day per man.

The state furnished all camp outfit, including buildings, beds, bedding, cooking utensils and food, including that for the guards and cook. The state furnished all tools and equipment and paid the wages of the superintendent, foremen and cook.

Work was started June 1 and finished December 11. The work consisted of grading and surfacing with sand-clay two miles of road in Windham and one mile in Raymond. The force was composed of a superintendent at \$4.50 per day, two foremen at \$3.00 and board, one rollerman at \$2.75 with board, one cook at \$15.00 per week with board, one timekeeper at \$40.00 per month. The average number of teams per day was 7.7, and the rate was fifty cents per hour, or \$4.50 for a nine-hour day. The county furnished 40 laborers, 3 of whom were used constantly as helpers to the cook. Three guards were paid by the county at the rate of \$17.50 per week and board.

All bills for camp equipment and supplies were approved by the sheriff and also by the superintendent in charge, before being passed by the Commission.

The cost of the work is shown as follows:

Raw Materials	\$3,815 86
Camp & Equipment	833 84
Tel. & Express	462 28
Materials, Superintendence and Cook	3,919 51
Teams	4,181 33
Surveys and Engineering	801 19

Total	\$14,014 01
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The prisoners were allowed Saturday afternoon and Sunday for recreation and rest.

The equipment consisted of one 10-ton steam roller, one watering cart, one pump, one disc-harrow, one plow, two road machines (borrowed) and an old farm house, in which the guards and cook lived. A dining-room was built in connection with this farm house of sufficient size to seat forty men, 10' x 30' x 6', and a camp was built to provide sleeping accommodations for the prisoners. This camp was 18' x 40' x 12' high, with an addition of 18' x 10' x 6' high.

This was the first experiment in the use of convicts for road work in this state. An analysis of the results obtained is interesting. The force worked a total of 46,351 hours or the equivalent of 5,150 1-9 nine-hour days. The cost of raw material alone delivered at the camp averaged \$.83 per day for each day's labor performed. Taking the gross number of days' board furnished, superintendent, rollerman, guards, cook and prisoners, 7,985, the average cost of raw material delivered at the camp per day per man was \$.53577.

The above figures make no allowance for rental or depreciation of camp and equipment nor for the expense of preparing food.

Careful measurements of the work performed in grading and surfacing the three miles of road disclose the fact that 7,696 cubic yards of grading, unclassified, cost \$7,977.05, or an average cost of \$1.036 per cubic yard, and 6,655 cubic yards of sand-clay surface cost \$4,117.49 or an average cost of \$0.618 per cubic yard. The grading was not difficult except in one cut, when probably 1,500 yards of boulders and loose rock was handled. The cost seems unreasonably high and reflects the inefficiency of the labor. On the other hand the surfacing was done at a very reasonable cost. The clay, 2,550 cubic yards, was hauled an average distance of one mile. The sand, 4,105 cubic yards, was hauled an average distance of one-half miles.

If the highway commission's foremen could be deputized as guards it is thought better results would obtain.

STATE AID, AUTOMOBILE FUND AND SPECIAL
RESOLVES.

During the year 1915, a total expenditure of \$358,493.91 made from the state aid fund, from the automobile fund and under special resolves, as the State's share in a total cost of work amounting to \$676,049.29.

This may be summarized as follows:

ITEM.	Cost of Work.	State Aid.
1915 State aid highways.....	\$591,239 87	\$294,856 01
1914 State aid highways, completed or reported in 1915.....	6,661 32	2,526 98
Previous State aid work satisfactorily completed.....	52 62	38 25
1913 automobile fund work completed in 1915.....	628 35	276 74
1913 special resolve fund work completed in 1915.....	2,027 68	941 80
Work under 1915 special resolves.....	75,439 45	59,884 13
Totals.....	\$676,049 29	\$358,493 91

The number of miles constructed were 160.24; 152.06 miles of 1915 state aid highway, 1.71 miles of 1914 state aid highway completed or reported in 1915, and .056 miles of 1913 work completed in 1915, .17 miles of automobile fund work and 6.24 miles of road built under special resolves. About 16 1-2 miles of road have been repaired under special resolves and about 2.55 miles of road were started in 1915 and will be completed in 1916.

A total of 498 applications for 1915 state aid were received as follows:

Cities	19
Towns and organized plantations	478
Unorganized plantations and townships ...	11
Total	498

Applications for state aid were sufficient to more than exhaust the State's appropriation. This was due to the fact that 12 towns increased their appropriations under section 22 of the law and these towns alone applied for \$28,086.45.

It was found after making apportionment to towns filing regular applications that funds remaining were sufficient to meet the increased appropriation on a basis of only 90 per cent, and they were scaled to this percentage.

Of the above 498 towns, 16 have been permitted to lay over their joint funds, 5 have not completed their work and returns have not been received from two towns and in one town, work was not reported, leaving 474 towns completing the 1915 state aid work.

Eleven towns have completed or reported their 1914 work at costs and with state aid shown in summary.

During 1915 unexpended balances from previous years amounting to \$27,472.97 have been paid, and one plantation has forfeited apportionment amounting to \$87.00.

There stand to the credit of towns, unexpended balances of state aid amounting to \$28,679.04 which is available for 1916 work and completed 1915 work.

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

Apportionments from the money received from the registration and licensing of motor vehicles, prior to July 12, 1913, known as the automobile fund, were paid to 12 towns during 1915.

Twelve towns expended money under 1913 automobile fund apportionments.

There remain unexpended balances of the automobile fund amounting to \$1,974.85, available for future work.

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

The 77th legislature passed 84 resolves carrying appropriations, the expenditures of which came under the control of the state highway commission. In fifteen cases towns did not make the appropriations required by the terms of the resolve and the State appropriations lapsed by order of the Governor and Council, August 31, 1915.

Three of the above resolves were for 1916 only.

Detailed descriptions of the jobs undertaken and the expenditures on same together with a tabular statement of the work will be found in another part of this report.

MAINTENANCE.

STATE HIGHWAYS.

At the close of the season 195.5 miles of completed state highways were under constant patrol maintenance. This mileage was divided as follows as to type of surface:

- Bituminous macadam.
- Portland cement concrete.
- Water-bound macadam.
- Gravel.

BITUMINOUS MACADAM.

The bituminous macadam, where necessary, was patched early in the spring and such sections as needed it were given a very light surface treatment of Tarvia-B followed by a light coat of sand.

PORTLAND CEMENT CONCRETE.

The Portland cement concrete sections were completed in 1913 and are either 10 or 12 feet in width with 4.5 feet, or 5.5 feet shoulders of water-bound macadam. The concrete surfaces were given a blanket coat of Tarvia-A and sand when constructed. These blanket coats have never been renewed but during the year some patching was necessary, probably not over 5 percent of the surface needing attention. The principal difficulty was in keeping the shoulders up to surface especially on the insides of curves, although some difficulty of a similar nature was experienced on the outsides of curves, as well as on the whole length of this section. Traffic over these sections is so heavy on holidays and Sundays that it continually travels in a double line. Consequently, one pair of wheels of each vehicle uses the shoulder of the road. Maintenance of the shoulders consists in adding gravel and disintegrated granite with clay for a binder and dragging in the shoulders about twice a week. The cost of this work has averaged practically \$100 per mile. Our experience with this section, 10 or 12 feet of concrete and macadam shoulders, shows it is not a satisfactory design for heavy traffic roads.

WATER-BOUND MACADAM.

The oldest section of state highway is local stone water-bound macadam and extends from the Kittery-Portsmouth bridge 8,132 feet easterly. This section was constructed in 1910 and has been treated annually with Tarvia-B and sand. In 1915 the treatment averaged 1-9 of a gallon per square yard of surface with occasional patching as indications of surface weakness were discovered. This road carries a traffic which runs as high as 3,000 automobiles some days and it is in a fairly satisfactory condition.

One other section of water-bound macadam was completed in July and was maintained through the balance of the season without any treatment. This latter section will be treated in the spring of 1916.

One other section of water-bound macadam constructed in 1915 will also receive treatment in 1916.

GRAVEL ROADS.

Sections of gravel-surfaced road lying on the same route with bituminous macadam and cement concrete were given one treatment with Tarvia-B and sand about the first of June and then patched occasionally through the summer. These sections were in good condition all through the season. The treatment consisted of about 1-2 a gallon of tar per square yard. One-half the road was treated at a time and a day or more elapsed before the tar was applied to the other half of the road.

These same sections received two similar treatments during 1914, the first about June 1 and the second about August 1. In both treatments 6-10 of a gallon of tar per square yard were used. In the spring of 1915 the tar of course broke up into small scales. The surface was reshaped with a split log drag but not rolled prior to treatment. The treatment was successful and these sections carried a very heavy motor traffic throughout the season.

The cost of maintaining these surfaces, including treatment, patching and patrolling was about \$600 per mile for a 16 foot surface.

All other gravel surfaces were cared for by patrol maintenance. A tabular statement showing the total cost, distributed among the various items of work, of this maintenance of roads in 21 towns is shown elsewhere in this report.

RESURFACING WORK.

Several sections of state highway originally built as state aid roads having proved inadequate to present-day traffic conditions were ordered resurfaced during the year and the cost of the work charged to maintenance.

The list follows:

Highway	Town	New Surface	Cost
"A"	Wells	Bituminous macadam	\$1,492 53
"A"	Scarboro	Cement concrete	4,936 82
"A"	South Portland	" "	24,357 92
"C"	Brunswick	Bituminous macadam	4,553 37
"E"	Augusta	" "	4,364 87
"I"	Etna	Gravel	4,121 31

Elsewhere will be found a tabular statement of maintenance work on state highways showing length of section, total cost of maintenance and cost to town and to state.

STATE AID MAINTENANCE.

During the year 759.83 miles of state aid road received maintenance under supervision of the commission. A total expenditure of \$103,180.37 was made on account of this work of which the State furnished \$66,529.18 besides inspection to the amount of \$3,474.31. The work was handled as in 1914 through local officials but this has not proved entirely satisfactory. Road commissioners are wont to do this work too much like ordinary town road work—when it suits their convenience, rather than when the work ought to be done. It is hoped to secure better results through the patrol maintenance to be organized during 1916.

Tabular statement elsewhere in this report gives details of state aid maintenance expenditures in each town.

All of which is respectfully submitted,

PAUL D. SARGENT,

Chief Engineer.

STATE HIGHWAYS.

The following is a brief description of the unfinished construction work of 1914, which has been completed in 1915. Also the construction work undertaken in 1915. The expenditures in detail will be shown in a table published herewith. The last annual report gave expenditures to March 1, 1915, and the expenditures shown on this report are from that date to December 31, 1916.

STATE HIGHWAY "A."

Scarboro.—The work in Scarboro extends from Dunstan, where the electric railroad branch track to Old Orchard leaves the main line, to the South Portland line. The length is 5.47 miles. Surfaced with Portland Cement concrete 16 feet wide and 6 inches in depth. Contractors, the Hassam Paving Company. Expenditures for engineering and advertising, \$2,059.31; for labor and material \$62,791.64; total, \$64,850.95. In addition to the above figures, \$4,936.82 was charged to maintenance.

South Portland.—The section in South Portland extends from the Scarboro line to the road leading from a point near the end of Vaughan's bridge to Knightville. The length is 2.09 miles. Surfaced with Portland Cement concrete 16 feet wide and 6 inches in depth. Contractors, the Hassam Paving Company. Expenditures amounting to \$24,337.92 were charged to maintenance; of which amount \$401.59 was for engineering, and \$23,036.33 for labor and material. In addition to the above amount, there was charged to the State Highway Loan Funds for engineering and advertising \$232.57. The total cost was \$24,575.49.

Wells.—Expenditures from the State Highway Loan Funds for engineering were \$16.41, and for labor and material, \$346.02. Total expenditure \$362.43. Expenditures from state aid funds for engineering and inspection were \$35.84, and for labor and material \$856.25. These figures should properly be reported in the state aid table. The work consisted of building a concrete beam bridge over Merriland river. The span is 24 feet.

STATE HIGHWAY "B."

Bridgton.—The work in Bridgton extends from the south end of state aid construction built in previous years, which is at the north end of the village, to the corporation line at the south end of the village. The whole length is 1.58 miles, of which 1.08 miles was let by contract to James H. Kerr, and the rest was done by the town under the direction of the selectmen. The surfacing material is gravel, having a variable width from 16 feet to 30 feet, and 8 inches in depth. The expenditures for engineering and advertising, charged to the State Highway Loan Funds, were \$210.22; the other expenditures were charged to the state aid joint fund provided by the town and the state under section 22 of the law. These expenditures amounted to \$5,859.55, which are found in the state aid table.

Windham.—The work in Windham extends from the Raymond town line southerly two miles, and was done with a force of prisoners under the superintendence of Charles R. McCormick. The surfacing material is sand-clay; the width 21 feet and the depth 8 inches. The amount charged to engineering was \$291.13; the cost of labor and material \$11,108.45; the total cost, \$11,399.58; to which amount should be credited from the Windham state aid joint fund and miscellaneous \$1,734.94

Raymond.—The work in Raymond begins at the Windham town line, and extends northerly 0.98 miles to a bridge. The surfacing material is sand-clay 8 inches in depth; and this work was also done with a force of prisoners under the direction of Charles R. McCormick. The expenditures for engineering were \$137.29, and for labor and material \$1,742.13; the total amount charged to the State Highway Loan Fund was \$1,879.42, to which should be credited, from the state aid joint fund and miscellaneous, \$1,069.78.

STATE HIGHWAY "C."

The work begun in 1914 on the Federal Aid road between Portland and Brunswick has been completed. The total length is 20.87 miles. The surface is bituminous macadam, 16 feet wide and 6 inches in depth. The contractor, R. F. Hudson.

The total expenditure was \$124,481.74, which is shown in detail under the several towns as follows:

Falmouth.—The length of road is 4.05 miles. Expenditures for engineering, \$411.53, and for labor and material, \$19,661.59; the total expenditure, \$20,073.12, to which amount should be credited from Federal Aid and miscellaneous, \$5,110.66.

Cumberland.—The length of road is 3.16 miles. The expenditures for engineering and advertising, \$541.23; and for labor and material, \$13,217.94. The total expenditure, \$13,759.17, to which should be credited from Federal Aid and miscellaneous, \$2,868.92.

Yarmouth.—The length of road in Yarmouth is 3.12 miles. The expenditure for engineering, \$646.39; and for labor and material, \$18,040.13. The total expenditure, \$18,686.52, to which should be credited from Federal Aid and miscellaneous, \$4,117.31.

Freeport.—The length of road is 7.56 miles. The expenditure for engineering and advertising, \$1,190.40; and for labor and material, \$30,302.39. The total expenditure, \$31,492.79, to which should be credited from Federal Aid and miscellaneous, \$6,290.60.

Brunswick.—The length of road is 2.98 miles. The expenditures for engineering and advertising, \$1,522.53; and for labor and material, \$38,947.61. The total expenditure, \$40,470.14, to which should be credited from Federal Aid and miscellaneous, \$7,988.17. In addition to the above, 3,612 feet of road was resurfaced, and the expense charged to maintenance.

Bath.—The section of road begins at New Meadows river, and extends easterly to Blind Crossing, a length of 1.04 miles. The surfacing material is gravel 16 feet wide and 8 inches in depth. The work was done by force account under the superintendence of G. E. Coggeshall. The cost of engineering and advertising was \$206.35, of labor and material, \$5,122.69; the total cost, \$5,329.04. The miscellaneous credits amounted to \$5.75.

STATE HIGHWAY "D."

Wiscasset.—The work on section No. 2, not finished in 1914, was completed during the year by force account under the superintendence of G. E. Coggeshall. The length of this section is 1.60 miles. The surface is gravel 16 feet wide, and 8 inches in thickness. The expenditures for engineering, \$271.57; and for labor and material, \$10,600.60. The total expenditure, \$10,872.17. Miscellaneous credits amounted to \$14.40.

Warren.—The two sections started in 1914 were completed during the year. The expenditures for engineering, \$934.95, and for labor and material, \$9,164.99. Total expenditures, \$10,099.94.

Thomaston.—The section begins at the Warren line and extends southerly 1.28 miles. This work was done by force account under the superintendence of G. E. Coggeshall. Engineering cost \$333.89, labor and material, \$6,943.00; and the total cost was \$7,276.89.

Northport.—The unfinished work of 1914 was continued northerly along the back road as far as Brown's Corner, under the superintendence of W. D. Smith. The length of both sections is 7.65 miles. The surfacing material is gravel 16 feet in width, and about 4 inches in depth. The expenditures for engineering were \$623.89; labor and material, \$19,259.04. The total expenditure, \$19,882.93. Miscellaneous credits amounted to \$12.40.

STATE HIGHWAY "E."

Greene.—This section of road begun in 1914 was finished in 1915. Expenditures for engineering were \$169.67, and for labor and material, \$346.48. The total expenditure, \$516.15.

Leeds.—The work begun in 1914 was completed during the year. Expenditures for engineering amounted to \$105.96, and for labor and material, \$643.48. The total expenditure, \$749.44. The miscellaneous credits amounted to \$35.85.

Monmouth.—The work undertaken by the R. G. Miller Construction Company in 1914 was finished during the year.

Expenditures for engineering \$556.98; and for labor and materials, \$14,662.61. The total expenditure, \$15,219.59. The credits amounted to \$1,021.61.

Winthrop:—The work begun in 1914 was completed during the year. The expenditures for engineering, \$192.60; and for labor and material, \$9,974.14. Total expenditure, \$10,166.74. Miscellaneous credits were \$103.21.

Manchester:—The work at Manchester begins at the Augusta line and extends westerly across the town about 384 feet into Winthrop. The length is 2.68 miles. The surface is water-bound macadam 16 feet wide and 6 inches in depth. The contractors, the Ahern Construction Company. Expenditures for engineering and advertising amounted to \$1,001.78; for labor and material, \$19,660.45; total expenditure, \$20,662.23. Credits amounted to \$36.21.

STATE HIGHWAY "F."

Farmington:—The section of road begun in 1914 was completed during the year. The expenditures for engineering were \$861.70; and for labor and material, \$10,076.13. The total expenditure, \$10,937.83.

Strong:—The unfinished work of 1914 was completed during the year. Expenditures for engineering were \$171.71, and for labor and material, \$5,916.09. The total expenditure, \$6,087.80.

Sandy River Pl.:—The work done in two sections amounted to 4.66 miles. This was under the superintendence of H. W. Gilman, and consisted of gravelling and metal culverts. The expenditures for engineering amounted to \$229.79; for labor and material, \$7,538.27. The total cost was \$7,768.06. The credits amounted to \$10.40.

STATE HIGHWAY "H."

Fairfield:—The section of road in Fairfield begins at the road leading to Shawmut station, and extends northerly 2.29 miles. The surfacing material is gravel, 23 feet wide, 8 inches deep in the center, and one inch on the sides. The contractors were

Noyes & Campbell. Expenditures for engineering and advertising were \$921.09; labor and material, \$9,341.26; total expenditure, \$10,262.35.

Norridgewock.—The unfinished work of 1914 by contract with R. G. Miller was completed during the year. Engineering and advertising amounted to \$1,797.67; labor and material, \$17,694.79. Total expenditure, \$19,492.46. Credits on account of elimination of railroad crossings were \$2,250. A final settlement has not been made with the contractors, on account of claims for unpaid bills. The balance due the contractors at the end of the year was \$2,196.43.

STATE HIGHWAY "I."

Burnham.—A concrete bridge was started in 1914 with the state aid joint fund. This bridge is about one and one-half miles south of Burnham village, and has a span of 12 feet and a 22-foot roadway. The joint fund was not sufficient to finish the work, and during the year it has been completed with state highway loan funds. The expenditures for engineering charged to this fund are \$101.47, and for labor and material, \$564.28. The total expenditure was \$665.75 and the miscellaneous credits, \$45.00.

Etna.—The work consisted of completing the contract of 1914, and additional work by force account, making the length 3.08 miles. The surfacing material is gravel 16 feet wide and 8 inches deep. The expenditures for engineering, \$377.50; and for labor and material, \$8,647.51.

The total expenditure was \$9,025.01. Other expenditures were charged to maintenance.

Carmel.—The work undertaken in 1914 has been completed during the year. The expenditure for engineering was \$211.62; and for labor and materials, \$7,110.04. The total cost, \$7,321.66.

Hermon.—The section begins at Hermon Center village, and extends easterly 1.09 miles. The surfacing material is gravel, 16 feet wide and 8 inches deep. The contractors were the

Ahern Construction Company. The cost of engineering and advertising was \$673.28; and of labor and material, \$7,885.73. The total cost was \$8,559.01.

STATE HIGHWAY "J."

Dover.—The work started in 1914 has been completed during the year. The expenditures for engineering were \$709.30; and for labor and material, \$16,207.75. The total expenditure, \$16,917.05.

Monson.—This work begins at the foot of Doughty Hill, and follows a new location laid out by the county commissioners around the east side of the hill. The contract was awarded to James H. Kerr late in the season. It was impossible, on account of frequent rains, to finish the work. Most of the grading has been done, but no surfacing material has been placed. The length is 2.27 miles. The expenditure for engineering and advertising was \$1,135.45; and for labor and materials, \$6,512.42. The total expenditures, \$7,647.87. The credits amounted to \$4.38.

STATE HIGHWAY "K."

New Limerick.—The work undertaken in 1914 by force account, under the superintendence of men furnished by the International Construction Company, was resumed and completed this year by a superintendent employed by the state, which showed a very great improvement in the methods and management of the work. The expenditures for engineering were \$254.42; and for labor and material, \$13,097.65. The total expenditure was \$13,352.07. Credits amounted to \$62.10.

Houlton.—The work started in 1914 in connection with the New Limerick work was completed during the year. The expenditures for engineering were \$378.32; and for labor and material, \$4,462.52. The total expenditure was \$4,840.84. Credits amounted to \$59.59.

Presque Isle.—The town voted a special appropriation of \$5,500.00 to supplement such funds as the State Highway Com-

mission would furnish from the State Highway Loan Funds. The work begins at the north end of the state aid work in Presque Isle village and extends to the south line of Caribou. The length is 6.02 miles. The surfacing is gravel; the width, 21 feet; the depth of gravel is variable. The cost of engineering was \$625.73, and of labor and materials, \$15,021.88; the total cost, \$15,647.61. Credits from town appropriation, \$5,500.00.

Caribou:—This section begins at the north line of Presque Isle and extends northerly to the limits of Caribou Village, at the intersection of York and Main streets. The town raised \$5,500, and \$1,000 was raised by subscription. The length is 5.48 miles; the width, 21 feet; depth of gravel variable. The work was done by local forces under the direction of Grover M. Hardison. The cost of engineering was \$700.35; and of labor and material, \$18,300.00. The total cost, \$19,000.35. Credits from town and subscription, \$6,500.00.

STATE HIGHWAY "L."

Searsport:—The section undertaken in Searsport begins at the Stockton town line and extends southerly 2.63 miles. The width is 21 feet, including shoulders; the gravel 16' wide and 8 inches in depth. The contract was let to Manzie I. Rogers, who had not completed the work at the end of the season. About 20 per cent remains to be done. The expenditures for engineering and advertising were \$1,397.43; and for labor and material, \$9,382.66; the total expenditure, \$10,780.09.

Prospect:—The section in Prospect begins 1,200 feet south of Ellis Stream, and extends northerly across Ellis Stream, having a total length of .34 miles. The work includes raising the abutments of an iron bridge, grading, and gravelling two very steep hills. The gravel surface is 16 feet wide and 8 inches deep. The expenditures from automobile apportionments were \$393.05; and from the State Highway Loan Fund there was charged to engineering \$278.90; and to labor and material, \$2,269.98. Total expenditure, \$2,548.88.

STATE HIGHWAY "M."

Brewer.—The section in Brewer begins at the north line of Dedham and extends northerly .44 miles. This contract was let to H. A. & S. G. Day. The surfacing material is gravel, 16 feet wide and 8 inches deep. The cost of engineering and advertising was \$72.26; and of labor and material, \$1,933.16. The total expenditure was \$2,005.42.

Holden.—The work in Holden was not continuous, but altogether a total length of 2.67 miles was graded, and most of it gravelled. Three sections of the above total, amounting in length to 3,200 feet, were built with state aid funds. Expenditures from State Highway Loan Funds were: Engineering, \$278.33; labor and material, \$7,773.44; total expenditure, \$8,051.77. Credits amounted to \$89.00. The work was performed under the supervision of H. M. Hart, selectman.

Dedham.—One section of work in Dedham is located at Haines Hill. The length is .99 miles. The other two sections are in the vicinity of the Lake House. The total length graded and gravelled is 2.23 miles. The work was done by Hillard C. Schoppee, using local forces. Graveling and hauling gravel was continued through the winter, on account of being able to haul over frozen ground. The expenditures for engineering were \$390.59; and for labor and material, \$5,377.77; total expenditure, \$5,768.36.

Ellsworth.—Two sections of road were built in Ellsworth, one by contract with the Ahern Construction Company, having a length of .77 miles. The other section was built at McGown Hill by Hillard C. Schoppee with local forces; length, .91 miles. The expenditures for engineering were \$994.57, and for labor and material, \$9,383.91. The total cost was \$10,378.48.

Trenton.—The Trenton work consisted of completing the contract of 1914. The expenditures for engineering were \$161.81, and for labor and material, \$4,288.57. The total cost was \$4,450.38.

STATE HIGHWAY "N."

Edmunds:—The section in Edmunds begins at the town line of Whiting, and extends northerly 1.95 miles. The work consisted of grading and surfacing with gravel 16 feet wide and 8 inches deep. The contract was let to the A. Williams Company. The cost of engineering was \$1,427.51; and of labor and material, \$12,859.76. The total cost was \$14,287.27.

STATE HIGHWAY "S."

Poland:—Two sections of road were let to James McGregor. The first begins at the south line of Mechanic Falls and extends southerly to the concrete bridge at the Poland Springs grounds. The length is 3.65 miles. The surfacing material is gravel 16 feet wide and 8 inches in depth. The second section begins at the town line of New Gloucester and extends northerly 2.1 miles. The surfacing material is crushed stone. The work was not entirely completed during the year, but will be resumed early in the season of 1916. Expenditures for engineering and advertising were \$1,600.65; labor and material \$14,107.08. The total expenditures were \$15,707.73.

Oxford:—The work in Oxford begins at the north line of Mechanic Falls and extends northerly 3.77 miles. This work was let by contract to James McGregor. The surfacing material is sand-clay 16 feet wide and 6 inches in depth. The cost of engineering was \$898.31; and of labor and material, \$16,938.46. The total cost, \$17,836.77.

Woodstock:—In connection with the special resolve for \$500 to build a section of road, the expenditures from State Highway Loan Funds for engineering were \$21.80; and for labor and material, \$978.60. The total expenditure was \$1,000.40.

CONTRACT PRICES AND COSTS OF WORK.

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

"A" SCARBORO—5.47 MILES.

CONTRACTOR, HASSAM PAVING Co., WORCESTER, MASS.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation 4,808 C. Y.	\$0 45	\$2,163 60	6,778.4 C. Y.	\$3,050 28
2	Rock excavation 626 C. Y.	1 30	813 80	73.76 C. Y.	95 89
3	Borrow 6,596 C. Y.	0 60	3,957 60	3,028 C. Y.	1,816 80
4	Stone V-drain 93 C. Y.	2 50	232 50	95.6 C. Y.	239 00
5	Gravel V-drain -	-	-	-	-
6	Stone base 1,840 C. Y.	1 00	1,840 00	2,237.5 C. Y.	2,237 50
7	"A" Concrete 13.4 C. Y.	14 00	187 60	41.48 C. Y.	580 72
8	"B" Concrete 20.14 C. Y.	12 00	241 68	50.13 C. Y.	601 56
9	"C" Concrete -	-	-	-	-
10	Stone masonry 327 C. Y.	9 00	2,943 00	73.56	662 04
11	12 in. metal culvert 2 L. F.	0 60	1 20	2 L. F.	1 20
12	16 in. metal culvert 172 L. F.	0 60	103 20	112.5 L. F.	67 50
13	18 in. metal culvert 116 L. F.	0 60	69 60	81.2 L. F.	48 72
14	24 in. metal culvert -	-	-	-	-
15	Side drain -	-	-	149.95 C. Y.	304 40
16	Guard rail 1,550 L. F.	0 30	465 00	1,802 L. F.	540 60
17	Gravel surface -	-	-	-	-
18	Macadam surface 51,378 S. Y.	-	-	-	-
19	Bituminous material 102,756 gals.	-	-	-	-
20	14 in. metal culvert -	0 60	-	-	-
21	Gravel base 1,185 C. Y.	1 60	1,896 00	963.13 C. Y.	1,541 01
23	Cobble paving 100 S. Y.	1 00	100 00	-	-
25	Cement concrete pav. -	1 06	-	51,237.51 C. Y.	54,311 76
	Overhaul -	-	-	-	396 37
	Extra Work	-	-	-	-
	Materials -	-	-	-	87 37
	Labor and teams -	-	-	-	229 76
	15% labor and teams -	-	-	-	34 46
			\$15,014 78		\$66,846 94

"A" SOUTH PORTLAND—2.22 MILES.

CONTRACTOR, HASSAM PAVING Co., WORCESTER, MASS.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation 1,233 C. Y.	\$0 45	\$554 85	1,558.5 C. Y.	\$701 33
2	Rock excavation 20 C. Y.	3 00	60 00	84.8 C. Y.	254 40
3	Borrow 1,127 C. Y.	0 70	788 90	1,048.5 C. Y.	733 95
4	Stone V-drain 10 C. Y.	2 50	25 00	34.6 C. Y.	86 50
5	Gravel V-drain -	-	-	-	-
6	Stone base -	-	-	-	-
7	"A" concrete -	-	-	-	-
8	Cement concrete pav. 2 C. Y.	12 00	24 00	4.69 C. Y.	56 28
9	"C" concrete -	-	-	-	-
10	Stone masonry 21 C. Y.	10 00	210 00	-	-
11	12 in. metal culvert -	0 60	-	-	-
12	16 in. metal culvert -	0 60	-	58 L. F.	34 80
13	18 in. metal culvert -	0 60	-	26.5 L. F.	15 90
14	24 in. metal culvert -	-	-	-	-
15	Side drain -	1 00	-	35.3 C. Y.	35 30
16	Guard rail 800 L. F.	0 30	240 00	20 L. F.	6 00
17	Gravel surface -	-	-	-	-
18	Macadam surface 20,800 S. Y.	-	-	-	-
19	Bituminous material 41,600 Gals.	-	-	-	-
20	Cement concrete pav. 3,467 C. Y.	6 76	23,436 92	3,243.24 C. Y.	21,924 30
21	Cobble paving 100 S. Y.	1 00	100 00	-	-
	Overhaul -	-	-	-	81 25
			\$25,439 67		\$23,930 01

"B" BRIDGTON—1.08 MILES.

CONTRACTOR, JAMES H. KERR, RUMFORD, MAINE.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation..... 940 C. Y.	\$0 65	\$611 00	273.7 C. Y.	\$177 90
2	Rock excavation..... - C. Y.	2 50	-	15.6 C. Y.	39 00
3	Borrow..... 1,000 C. Y.	0 55	550 00	421.2 C. Y.	231 66
4	Stone V-drain..... - C. Y.	1 25	-	-	-
5	Gravel V-drain..... - C. Y.	1 25	-	-	-
6	Stone base..... - C. Y.	1 25	-	-	-
7	"A" concrete..... - C. Y.	14 00	-	-	-
8	"B" concrete..... 37 C. Y.	10 00	370 00	1.51 C. Y.	15 10
9	"C" concrete..... - C. Y.	9 00	-	-	-
10	Stone masonry..... 10 C. Y.	5 00	50 00	15.1 C. Y.	75 50
11	12 in. metal culvert 274 L. F.	0 25	68 50	-	-
12	16 in. metal culvert 80 L. F.	0 35	28 00	-	-
13	18 in. metal culvert - L. F.	0 50	-	-	-
14	24 in. metal culvert - L. F.	0 50	-	-	-
15	Side drain..... - C. Y.	-	-	-	-
16	Guard rail..... - L. F.	0 33	-	-	-
17	Gravel surface..... 2,550 C. Y.	1 15	2,932 50	2,603 C. Y.	2,993 45
18	Macadam surface..... -	-	-	-	-
19	Bituminous material..... -	-	-	-	-
20	12 inch vit. pipe..... 260 L. F.	0 50	130 00	324 L. F.	162 00
21	Cobble paving..... 670 S. Y.	0 79	529 30	371.5 S. Y.	293 49
	Clearing culvert sta.. 881	-	-	-	5 00
			\$5,269 30		\$3,993 10

FEDERAL AID ROAD—20.909 MILES.

CONTRACTOR, RICHMOND F. HUDSON, MELROSE, MASS.

Item.	ESTIMATED QUALITIES.	Price		Actual		Amount.
		Bid.	Amount.	Quantities.	Amount.	
1	Earth excavation 34,597 C. Y.	\$0 60	\$20,758 20	41,989	C. Y.	\$25,193 40
2	Rock excavation 1,160 C. Y.	2 00	2,320 00	2,451	C. Y.	4,902 00
3	Borrow 2,868 C. Y.	0 60	1,720 80	12,757	C. Y.	7,654 20
4	Stone V-drain 6,018 C. Y.	1 25	7,522 50	6,566	C. Y.	8,207 50
5	Gravel V-drain 5,637 C. Y.	1 25	7,046 25	4,290	C. Y.	5,362 50
6	Stone base 6,002 C. Y.	1 25	8,002 50	8,084	C. Y.	10,105 00
7	"A" concrete 127 C. Y.	12 00	1,524 00	6.06	C. Y.	72 72
8	"B" concrete 221 C. Y.	11 00	2,431 00	278.41	C. Y.	3,062 51
9	"C" concrete 75 C. Y.	10 00	750 00	-	-	-
10	Stone masonry 417 C. Y.	5 00	2,085 00	488.20	C. Y.	2,441 00
11	12 in. metal culvert 3,148 L. F.	0 30	944 40	4,713	L. F.	1,413 90
12	16 in. metal culvert 498 L. F.	0 40	199 20	506	L. F.	202 40
13	18 in. metal culvert 350 L. F.	0 50	175 00	496	L. F.	248 00
14	24 in. metal culvert 158 L. F.	1 00	158 00	158	L. F.	158 00
15	Side drain 2,450 L. F.	1 00	2,450 00	564	L. F.	564 00
16	Guard rail 7,135 L. F.	0 30	2,140 50	6,962	L. F.	2,088 60
17	Gravel surface -	1 00	-	-	-	-
18	Macadam surface . . 196,302 S. Y.	0 55	107,966 10	196,195	S. Y.	107,907 25
19	Bitumen 392,604 Gals.	0 04	15,704 16	417,199	Gals.	16,687 96
20	Gravel base 7,871 C. Y.	1 25	9,838 75	7,947	C. Y.	9,933 75
21	Cobble gutter 1,500 S. Y.	1 00	1,500 00	434	S. Y.	434 00
	Overhaul -	-	-	-	-	312 89
	Force account + 15% -	-	-	-	-	229 00
			\$195,236 36			\$207,180 58

THE HIGHWAY COMMISSION FURNISHED THE FOLLOWING.

2,442	feet	12 inch	metal culvert pipe	\$1,306 46
536	"	16	" " " "	354 85
498	"	18	" " " "	352 85
158	"	24	" " " "	169 22
2,330	"	"	vitriified clay	480 60
70	"	18	" " " "	26 60
82			cast iron inlet grates	246 00
418,550			gallons bituminous binder	33,090 56
			Advertising	138 86
			Land and drainage rights	744 70
			Miscellaneous items	214 67
			Engineering and inspection	11,377 16
				<hr/>
				\$48,502 53
				207,180 58
			Total cost of the road	\$255,683 11
			Total average cost per mile	\$12,249 64

"D" WISCASSET SECT. NO. 2—1.591 MILES.

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

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Actual Cost.
1	Excavation 3,244 C. Y.	\$0 55	\$1,784 20	3,581 C. Y.	\$1,969 55
2	Rock excavation 467 C. Y.	2 00	934 00	474 8 C. Y.	949 60
3	Borrow 1,022 C. Y.	0 60	613 20	685 C. Y.	411 00
4	Stone V-drain - C. Y.	1 40	-	- C. Y.	-
5	Granite V-drain - C. Y.	-	-	- C. Y.	-
6	Stone base 688 C. Y.	1 40	963 20	1,002.7 C. Y.	1,403 78
7	"A" concrete 5 C. Y.	15 00	75 00	15.8 C. Y.	237 00
8	"B" concrete 36 C. Y.	13 00	468 00	31.9 C. Y.	414 70
9	"C" concrete - C. Y.	10 00	-	- C. Y.	-
10	Stone masonry - C. Y.	6 00	-	- C. Y.	-
11	12 in. metal culvert 153 L. F.	0 40	61 20	58 L. F.	23 20
12	16 in. metal culvert 52 L. F.	0 45	23 40	52 L. F.	23 40
13	18 in. metal culvert - L. F.	0 50	-	20 L. F.	10 00
14	24 in. metal culvert 25 L. F.	0 65	16 25	26 L. F.	16 90
15	Side drain 450 L. F.	0 60	270 00	292 L. F.	175 20
16	Guard rail 264 L. F.	0 30	79 20	300 L. F.	90 00
	Overhaul per 100 ft.at .005-80 C. Y.	0.0125	-	-	1 00
			\$5,287 65		\$5,725 33

"D" WARREN SECT. NO. 1—3.087 MILES.

CONTRACTOR, FRANK H. MARSHALL & SON, SOUTH PORTLAND,
MAINE.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation 7,032 C. Y.	\$0 49	\$3,445 68	7,172 C. Y.	\$3,514 28
2	Rock excavation 328 C. Y.	1 65	541 20	679 C. Y.	1,120 35
3	Borrow 764 C. Y.	0 60	458 40	1,231 C. Y.	738 60
4	Stone V-drain - C. Y.	1 35	-	- C. Y.	-
5	Granite V-drain - C. Y.	1 45	-	- C. Y.	-
6	Stone base - C. Y.	1 35	-	490 C. Y.	661 50
7	"A" concrete - C. Y.	12 00	-	- C. Y.	-
8	"B" concrete 25 C. Y.	10 00	250 00	47.5 C. Y.	475 00
9	"C" concrete - C. Y.	8 00	-	- C. Y.	-
10	Stone masonry 161 C. Y.	6 00	966 00	85.7 C. Y.	514 20
11	12 in. metal culvert 80 L. F.	0 40	32 00	105 L. F.	42 00
12	16 in. metal culvert 182 L. F.	0 45	81 90	276 L. F.	124 20
13	18 in. metal culvert - L. F.	0 50	-	- L. F.	-
14	24 in. metal culvert - L. F.	1 00	-	- L. F.	-
15	Side drains - L. F.	1 25	-	- L. F.	-
16	Guard rails 200 L. F.	0 30	60 00	1,048 L. F.	314 40
17	Gravel surface 6,821 C. Y.	1 45	9,890 45	6,446 C. Y.	9,346 70
	Gravel maintenance -	-	-	163 C. Y.	236 35
	Extra lowering water pipe at Station 382 + 75 -	-	-	-	7 35
	Extra lowering water pipe at Station 426 + 90 -	-	-	-	11 98
	Force account Culvert Sta.298 -	-	-	-	538 12
			\$15,725 63		\$17,645 03

"E" MONMOUTH—4.879 MILES.

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

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	9,238	C. Y.	\$0 60	\$5,547 80	11,017.5 C. Y.	\$6,610 50
2	Rock excavation	200	C. Y.	2 00	400 00	91.3 C. Y.	182 60
3	Borrow	-	C. Y.	0 70	-	-	-
4	Stone V-drain	2,104	C. Y.	0 70	1,472 80	2,439.4 C. Y.	1,707 58
5	Gravel V-drain	-	C. Y.	1 50	-	-	-
6	Stone base	3,308	C. Y.	1 00	3,308 00	3,352 C. Y.	3,352 00
7	"A" concrete	6 24	C. Y.	15 00	93 60	32.44 C. Y.	486 60
8	"B" concrete	63.25	C. Y.	10 00	632 50	111.36 C. Y.	1,113 60
9	"C" concrete	-	C. Y.	8 00	-	17.82 C. Y.	142 56
10	Stone masonry	-	C. Y.	6 00	-	3.5 C. Y.	21 00
11	12 in. metal culvert	368	L. F.	0 40	147 20	423 L. F.	169 20
12	16 in. metal culvert	202	L. F.	0 50	101 00	222 L. F.	111 00
13	18 in. metal culvert	82	L. F.	0 50	41 00	82 L. F.	41 00
14	24 in. metal culvert	28	L. F.	0 50	14 00	28 L. F.	14 00
15	Side drains	1,965	L. F.	0 70	1,375 50	2,110 L. F.	1,477 00
16	Guard rail	590	L. F.	0 50	295 00	743 L. F.	371 50
17	Gravel surface	10,174	C. Y.	1 50	15,261 00	8,106.95 C. Y.	12,160 42
	Gravel surface	-	-	1 00	-	2,412.75 C. Y.	2,412 75
	Gravel surface	-	-	0 50	-	2,412.75 C. Y.	1,206 38
					\$28,684 40		\$31,579 69

"E" MANCHESTER—2.68 MILES.

CONTRACTOR, AHERN CONSTRUCTION CO., WILLIMANTIC, CONN.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	3,010	C. Y.	\$0 55	\$1,655 50	4,076.6 C. Y.	\$2,242 13
2	Rock excavation	166	C. Y.	2 25	373 50	85 C. Y.	191 25
3	Borrow	2,000	C. Y.	0 70	1,400 00	1,519 C. Y.	1,063 30
4	Stone V-drain	563	C. Y.	1 25	703 75	592.5 C. Y.	740 63
5	Gravel V-drain	-	C. Y.	2 00	-	-	-
6	Stone base	1,542	C. Y.	1 40	2,158 80	1,930.6 C. Y.	2,702 84
7	"A" concrete	27	C. Y.	11 00	297 00	11.44 C. Y.	125 84
8	"B" concrete	16	C. Y.	9 00	144 00	47.46 C. Y.	427 14
9	"C" concrete	-	C. Y.	8 00	-	-	-
10	Stone masonry	30	C. Y.	6 00	180 00	47 C. Y.	282 00
11	12 in. metal culvert	76	L. F.	0 30	22 80	94 L. F.	28 20
12	16 in. metal culvert	50	L. F.	0 35	17 50	140 L. F.	49 00
13	18 in. metal culvert	76	L. F.	0 40	30 40	86 L. F.	34 40
14	24 in. metal culvert	-	-	0 70	-	-	-
15	Side drain	-	-	4 00	-	22.2 C. Y.	88 80
16	Guard rail	120	L. F.	0 30	36 00	360 L. F.	108 00
17	-	-	-	-	-	-	-
18	Macadam surface	4,342	C. Y.	2 60	11,289 20	4,321.6 L. F.	11,236 16
19	-	-	-	-	-	-	-
23	Cobble paving	-	S. Y.	1 00	-	26.4 S. Y.	26 40
					\$18,308 45		\$19,346 09

"F" FARMINGTON—3.618 MILES.

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

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	6,310 C. Y.	\$0 59	\$3,722 90	9,301.5 C. Y.	\$5,487 89
2	Rock excavation	- C. Y.	3 45	-	250.65 C. Y.	864 75
3	Borrow	- C. Y.	1 00	-	-	-
4	Stone V-drain	942 C. Y.	1 25	1,177 50	1,476.6 C. Y.	1,845 75
5	Gravel V-drain	- C. Y.	1 65	-	-	-
6	Stone base	95 C. Y.	1 30	123 50	481.6 C. Y.	626 08
7	"A" concrete	187 C. Y.	15 00	280 50	14.65 C. Y.	219 75
8	"B" concrete	42 C. Y.	12 00	504 00	72.07 C. Y.	864 84
9	"C" concrete	- C. Y.	12 00	-	-	-
10	Stone masonry	115 C. Y.	6 00	690 00	85.6 C. Y.	513 60
11	12 in. metal culvert	78 L. F.	0 50	39 00	130 L. F.	65 00
12	16 in. metal culvert	156 L. F.	0 59	92 04	168 L. F.	99 12
13	18 in. metal culvert	26 L. F.	0 69	17 94	56 L. F.	38 64
13	8 in. metal culvert	- L. F.	0 50	-	38 L. F.	19 00
14	24 in. metal culvert	- L. F.	1 00	-	-	-
15	Side drains	- L. F.	0 49	-	240 L. F.	117 60
16	Guard rail	330 L. F.	0 40	132 00	1,346 L. F.	538 40
17	Gravel surface	7,467 C. Y.	1 49	11,125 83	7,094.39 C. Y.	10,570 64
20	Stone masonry	45 C. Y.	4 00	180 00	402.9 C. Y.	1,611 60
13	36 in. metal culvert	- C. Y.	1 00	-	32 L. F.	32 00
17	- C. Y.	-	-	272 L. F.	163 20
	Extra work	-	-	-	-	69 05
	8" x 8" wood culvert.	-	-	-	96 L. F.	38 40
				\$18,085 21		\$23,785 31

"F" STRONG—3.438 MILES.

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

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	5,901 C. Y.	\$0 65	\$33,835 65	7,802.7 C. Y.	\$5,071 75
2	Rock excavation	304 C. Y.	3 45	1,048 80	792.3 C. Y.	2,733 44
3	Borrow	- C. Y.	1 00	-	-	-
4	Stone V-drain	- C. Y.	1 65	-	86.4 C. Y.	142 56
5	Gravel V-drain	- C. Y.	1 65	-	- C. Y.	-
6	Stone base	182 C. Y.	1 41	256 62	863.92 -	1,218 13
7	"A" concrete	83 C. Y.	15 00	495 00	25.66 C. Y.	384 90
8	"B" concrete	40 C. Y.	12 00	480 00	74.39 C. Y.	892 68
9	"C" concrete	- C. Y.	12 00	-	-	-
10	Stone masonry	297 C. Y.	5 00	1,485 00	265.79 C. Y.	1,328 95
11	12 in. metal culvert	164 L. F.	0 50	82 00	184 C. Y.	92 00
12	16 in. metal culvert	212 L. F.	0 59	125 08	212 C. Y.	125 08
13	18 in. metal culvert	52 L. F.	0 69	35 88	52 L. F.	35 88
14	24 in. metal culvert	- L. F.	1 00	-	- L. F.	-
15	Side drains	- L. F.	0 49	-	90 L. F.	44 10
16	Guard rail	230 L. F.	0 40	92 00	906 L. F.	362 40
17	Gravel surface	7,111 C. Y.	1 59	11,306 49	7,365.21 C. Y.	11,710 68
20	Iron guard rail	70 L. F.	0 60	42 00	96 L. F.	57 60
	8" x 8" wood culvert.	-	-	-	32 L. F.	12 80
	Dry stone masonry	-	-	-	144.24 C. Y.	576 96
				\$19,284 52		\$24,789 91

"H" FAIRFIELD—2.29 MILES.

CONTRACTOR, NOYES & CAMPBELL, AUGUSTA, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	1,894 C. Y.	\$0 48	\$909 12	3,095 C. Y.	\$1,485 60
2	Rock excavation	49 C. Y.	2 50	122 50	62.5 C. Y.	156 25
3	Borrow	1,449 C. Y.	0 48	695 52	964.4 C. Y.	462 91
4	Stone V-drain	- C. Y.	1 60	-	-	-
5	Gravel V-drain	- C. Y.	1 60	-	-	-
6	Stone base	350 C. Y.	1 10	385 00	990.7 C. Y.	1,089 77
7	"A" concrete	35.11 C. Y.	15 60	526 65	24.89 C. Y.	373 35
8	"B" concrete	35.14 C. Y.	10 00	351 40	44.32 C. Y.	443 20
9	"C" concrete	- C. Y.	10 00	-	-	-
10	Stone masonry	- C. Y.	8 00	-	-	-
11	12 in. metal culvert	104 L. F.	0 65	67 60	130 L. F.	84 50
12	16 in. metal culvert	26 L. F.	0 80	20 80	26 L. F.	20 80
13	18 in. metal culvert	26 L. F.	0 90	23 40	26 L. F.	23 40
14	24 in. metal culvert	- L. F.	1 00	-	-	-
15	Side drain	398 C. Y.	2 20	875 60	-	-
16	Guard rail	148 L. F.	0 35	51 80	424 L. F.	148 40
17	Gravel surface	4,840 C. Y.	1 19	5,759 60	4,963.5 C. Y.	5,906 57
23	Cobble paving	- S. Y.	2 00	-	-	-
				\$9,788 99		\$10,194 75

"H" NORRIDGEWOCK—5.614 MILES.

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

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	10,641 C. Y.	\$0 65	\$6,916 65	13,750 C. Y.	\$8,937 50
2	Rock excavation	406 C. Y.	2 00	812 00	339 C. Y.	678 00
3	Borrow	1,362 C. Y.	0 70	953 40	- C. Y.	-
4	Stone V-drain	415 C. Y.	1 25	518 75	505.8 C. Y.	632 25
5	Gravel V-drain	- C. Y.	1 75	-	- C. Y.	-
6	Stone base	624 C. Y.	1 25	780 00	924.8 C. Y.	1,156 00
7	"A" concrete	75 C. Y.	15 00	1,125 00	35.57 C. Y.	533 55
8	"B" concrete	105 C. Y.	12 00	1,260 00	37 C. Y.	444 00
9	"C" concrete	- C. Y.	10 00	-	117.3 C. Y.	1,173 00
10	Stone masonry	152 C. Y.	7 00	1,064 00	90.43 C. Y.	633 01
11	12 in. metal culvert	156 L. F.	0 50	78 00	184 L. F.	92 00
12	16 in. metal culvert	- L. F.	0 60	-	- L. F.	-
13	18 in. metal culvert	234 L. F.	0 70	163 80	234 L. F.	163 80
14	24 in. metal culvert	- L. F.	0 75	-	- L. F.	-
15	Side drains	776 L. F.	0 80	620 80	462 L. F.	369 60
16	Guard rail	608 L. F.	0 50	304 00	2,493 L. F.	1,246 50
17	Gravel surface	10,222 C. Y.	1 55	15,844 10	10,502 C. Y.	16,278 10
				\$30,440 50		\$32,337 31

"I" ETNA—3.077 MILES.

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

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation.....	3,270 C. Y.	\$0 70	4,480 C. Y.	\$3,136 00
2	Rock excavation.....	371 C. Y.	2 70	772 C. Y.	2,084 40
3	Borrow.....	2,033 C. Y.	0 70	2,200 C. Y.	1,540 00
4	Stone V-drain.....	142 C. Y.	1 50	- C. Y.	-
5	Gravel V-drain.....	- C. Y.	1 50	- C. Y.	-
6	Stone base.....	707 C. Y.	1 50	955 C. Y.	1,432 50
7	"A" concrete.....	46 C. Y.	10 00	51.54 C. Y.	515 40
8	"B" concrete.....	70 C. Y.	8 00	56.96 C. Y.	455 68
9	"C" concrete.....	- C. Y.	7 00	- C. Y.	-
10	Stone masonry.....	14 C. Y.	6 00	- C. Y.	-
11	12 in. metal culvert	78 L. F.	2 00	156 L. F.	312 00
12	16 in. metal culvert	- L. F.	2 00	40 L. F.	80 00
13	18 in. metal culvert	52 L. F.	2 00	78 L. F.	156 00
14	24 in. metal culvert	- L. F.	2 00	- L. F.	-
15	Underdrains.....	- L. F.	2 00	- L. F.	-
16	Guard rail.....	104 L. F.	0 30	762 L. F.	228 60
17	Gravel surface.....	5,629 C. Y.	1 55	6,211 C. Y.	9,627 05
	Stone shoulder (extra)	-	-	673 C. Y.	1,009 50
	Overhaul.....	-	-	-	22 80
			\$16,107 45		\$20,599 93

"I" CARMEL NO. 2—2.501 MILES.

CONTRACTOR, MULLEN & HUGHES, BANGOR, MAINE.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation.....	4,355 C. Y.	\$0 58	5,617 C. Y.	\$3,257 86
2	Rock excavation.....	447 C. Y.	3 00	673.7 C. Y.	2,021 10
3	Borrow.....	181 C. Y.	0 55	252 C. Y.	138 60
4	Stone V-drain.....	101 C. Y.	1 20	- C. Y.	-
5	Gravel V-drain.....	- C. Y.	1 20	- C. Y.	-
6	Stone base.....	879 C. Y.	1 00	636.6 C. Y.	636 60
7	"A" concrete.....	5 C. Y.	12 00	7.1 C. Y.	85 20
8	"B" concrete.....	27 C. Y.	12 00	16.92 C. Y.	203 04
9	"C" concrete.....	- C. Y.	9 00	- C. Y.	-
10	Stone masonry.....	69 C. Y.	5 00	28.8 C. Y.	144 00
11	12 in. metal culvert	26 L. F.	0 50	138 L. F.	69 00
12	16 in. metal culvert	26 L. F.	0 50	28 L. F.	14 00
13	18 in. metal culvert	200 L. F.	0 60	56 L. F.	33 60
14	24 in. metal culvert	30 L. F.	0 60	28 L. F.	16 80
15	Underdrains.....	- L. F.	0 65	- L. F.	-
16	Guard rail.....	302 L. F.	0 50	1,065 L. F.	532 50
17	Gravel surface.....	6,034 C. Y.	1 15	5,424 C. Y.	6,237 60
	Cleaning ditches out	-	-	-	31 37
	Paving culvert.....	-	-	-	12 78
			\$12,949 75		\$13,434 05

"I" HERMON—1.09 MILES.

CONTRACTOR, AHERN CONSTRUCTION Co., WILLIMANTIC, CONN.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation.....	936	C. Y.	\$0 50	\$468 00	1,374 C. Y.	\$687 00
2	Rock excavation.....	1,240	C. Y.	2 00	2,480 00	811 C. Y.	1,622 00
3	Borrow.....	1,026	C. Y.	0 60	615 60	1,877 C. Y.	1,126 20
4	Stone V-drain.....	42	C. Y.	1 25	52 50	28 C. Y.	35 00
5	Gravel V-drain.....	-	C. Y.	2 00	-	-	-
6	Stone base.....	318	C. Y.	1 40	445 20	318 C. Y.	445 20
7	"A" concrete.....	-	C. Y.	12 00	-	-	-
8	"B" concrete.....	28.5	C. Y.	8 00	228 00	32.5 C. Y.	260 00
9	"C" concrete.....	-	C. Y.	8 00	-	-	-
10	Stone masonry.....	-	C. Y.	6 00	-	-	-
11	12 in. metal culvert	64	L. F.	0 30	19 20	64 L. F.	19 20
12	16 in. metal culvert	182	L. F.	0 35	63 70	214 L. F.	74 90
13	18 in. metal culvert	86	L. F.	0 50	43 00	90 L. F.	45 00
14	24 in. metal culvert	-	L. F.	0 75	-	-	-
15	Side drain.....	-	C. Y.	4 00	-	-	-
16	Guard rail.....	-	L. F.	0 40	-	760 L. F.	304 00
17	Gravel surface.....	2,272	C. Y.	1 30	2,953 60	2,272 C. Y.	2,953 60
18	Macadam surface.....	-	S. Y.	-	-	-	-
19	Bituminous material.	-	Gals.	-	-	-	-
					\$7,368 80		\$7,572 10

"J" DOVER—6.721 MILES.

CONTRACTOR, MANZIE ROGERS, BANGOR, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation.....	16,286	C. Y.	\$0 45	\$7,328 70	16,960 C. Y.	\$7,632 00
2	Rock excavation.....	2,243	C. Y.	2 65	5,943 95	1,876 C. Y.	4,971 40
3	Borrow.....	100	C. Y.	0 50	50 00	- C. Y.	-
4	Stone V-drain.....	629	C. Y.	1 20	754 80	607.4 C. Y.	728 88
5	Gravel V-drain.....	-	C. Y.	1 20	-	64 C. Y.	76 80
6	Stone base.....	2,758	C. Y.	0 90	2,482 20	2,673 C. Y.	2,405 70
7	"A" concrete.....	46	C. Y.	9 00	414 00	52.45 C. Y.	472 05
8	"B" concrete.....	49	C. Y.	9 00	441 00	89.66 C. Y.	806 94
9	"C" concrete.....	-	C. Y.	9 00	-	- C. Y.	-
10	Stone masonry.....	263	C. Y.	4 50	1,183 50	114.74 C. Y.	516 33
11	12 in. metal culvert	185	L. F.	0 35	64 75	-	163 10
12	16 in. metal culvert	284	L. F.	0 37	105 08	340 L. F.	125 80
13	18 in. metal culvert	-	L. F.	0 40	-	L. F.	-
14	24 in. metal culvert	-	L. F.	0 43	-	L. F.	-
15	Side drains.....	-	L. F.	0 50	-	L. F.	-
16	Guard rail.....	76	L. F.	0 25	19 00	-	-
17	Gravel surface.....	14,019	C. Y.	1 20	16,822 80	15,252 C. Y.	18,302 40
	Rock fill.....	-	-	-	-	44.4 C. Y.	19 98
					\$35,609 78		\$36,221 38

"J" MONSON—2.27 MILES

CONTRACTOR, J. H. KERR, RUMFORD, MAINE.

Not completed.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation.....	9,538 C. Y.	\$0 65	\$6,179 70	9,429.9 C. Y.	\$6,129 43
2	Rock excavation.....	1,808 C. Y.	1 91	3,453 28	702.56 C. Y.	1,341 89
3	Borrow.....	130 C. Y.	0 55	71 50	-	-
4	Stone V-drain.....	- C. Y.	1 31	-	-	-
5	Gravel V-drain.....	- C. Y.	1 31	-	-	-
6	Stone base.....	- C. Y.	1 31	-	90.30 -	118 29
7	"A" concrete.....	129 C. Y.	12 00	1,548 00	82.41 -	988 92
8	"B" concrete.....	170 C. Y.	10 00	1,700 00	113.82 -	1,138 20
9	"C" concrete.....	- C. Y.	10 00	-	-	-
10	Stone masonry.....	- C. Y.	6 00	-	-	-
11	12 in. metal culvert	142 L. F.	0 25	35 50	194 L. F.	48 50
12	16 in. metal culvert	104 L. F.	0 30	31 20	104 L. F.	31 20
13	18 in. metal culvert	- L. F.	0 50	-	-	-
14	24 in. metal culvert	78 L. F.	0 50	39 00	52 L. F.	26 00
15	Side drains.....	- C. Y.	2 30	-	-	-
16	Guard rail.....	1,184 L. F.	0 33	390 72	-	-
17	Gravel surface.....	- C. Y.	-	-	-	-
18	Macadam surface.....	- S. Y.	-	-	-	-
19	Bituminous material.	- Gals.	-	-	-	-
20	Clearing & grubbing	-	-	-	-	-
				\$13,448 90		\$9,822 43

"L" SEARSPORT—2.53 MILES.

CONTRACTOR, MANZIE I. ROGERS, BANGOR, MAINE.

Not completed.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation.....	4,000 C. Y.	\$0 50	\$2,000 00	4,837 C. Y.	\$2,418 50
2	Rock excavation.....	- C. Y.	-	-	14 C. Y.	28 00
3	Borrow.....	100 C. Y.	0 55	55 00	433.6 C. Y.	520 00
4	Stone V-drain.....	785 C. Y.	1 20	942 00	-	-
5	Gravel V-drain.....	- C. Y.	1 75	-	-	-
6	Stone base.....	178 C. Y.	0 95	169 10	427 C. Y.	405 65
7	"A" concrete.....	- C. Y.	-	-	-	-
8	"B" concrete.....	37 C. Y.	10 00	370 00	30.89 C. Y.	308 90
9	"C" concrete.....	- C. Y.	-	-	-	-
10	Stone masonry.....	80 C. Y.	5 50	440 06	128.7 C. Y.	643 50
11	12 in. metal culvert	206 L. F.	0 35	72 10	128 L. F.	44 80
12	16 in. metal culvert	216 L. F.	0 37	79 92	172 L. F.	63 64
13	18 in. metal culvert	- L. F.	-	-	-	-
14	24 in. metal culvert	- L. F.	0 65	-	52 L. F.	33 80
15	Side drains.....	- C. Y.	0 50	-	202 C. Y.	101 00
16	Guard rail.....	- C. Y.	0 30	-	824 L. F.	247 20
17	Gravel surface.....	3,217 C. Y.	1 75	5,629 75	3,150 C. Y.	5,512 50
23	Cobble paving.....	-	0 50	-	-	-
	Labor on tile underdrain.....	-	-	-	-	119 49
	Labor on water company trench....	-	-	-	-	72 26
	Labor on pipe and outfall ditch....	-	-	-	-	22 91
				\$9,757 87		\$10,542 47

"L" PROSPECT—0.34 MILES.

CONTRACTOR, J. H. YOUNG, WINTERPORT, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	2,400	C. Y.	\$0 42	\$1,008 00	2,448 C. Y.	\$1,028 16
2	Rock excavation	-	-	-	-	-	-
3	Borrow	-	-	0 42	-	583 C. Y.	244 86
4	Stone V-drain	-	-	-	-	-	-
5	Gravel V-drain	-	-	-	-	-	-
6	Stone base	-	-	-	-	-	-
7	"A" concrete	-	-	-	-	-	-
8	"B" concrete	2.96	C. Y.	9 00	26 64	5.81 C. Y.	52 29
9	"C" concrete	-	-	-	-	-	-
10	Stone masonry	-	-	-	-	-	-
11	12 in. metal culvert	-	L. F.	0 35	-	18 L. F.	6 30
12	16 in. metal culvert	-	-	-	-	-	-
13	18 in. metal culvert	26	L. F.	0 40	10 40	26 L. F.	10 40
14	24 in. metal culvert	-	-	-	-	-	-
15	Side drain	-	C. Y.	1 00	-	56.2 C. Y.	56 20
16	Guard rail	280	L. F.	0 07	19 60	264 L. F.	18 48
17	Gravel surface	666	C. Y.	1 05	699 30	684 C. Y.	718 20
23	Cobble paving	-	S. Y.	0 50	-	442.7 S. Y.	221 35
	Bridge seat and parapet wall	-	-	-	-	-	90 00
	20 C. Y. dry wall	-	-	-	-	-	100 00
					\$1,763 94		\$2,546 24

"M" BREWER—0.44 MILES.

CONTRACTOR, H. A. & S. G. DAY, BANGOR, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	384	C. Y.	\$0 50	\$192 00	384 C. Y.	\$192 00
2	Rock excavation	-	C. Y.	3 25	-	-	-
3	Borrow	610	C. Y.	0 65	396 50	610 C. Y.	396 50
4	Stone V-drain	-	C. Y.	1 20	-	-	-
5	Gravel V-drain	-	C. Y.	1 20	-	-	-
6	Stone base	296	C. Y.	0 85	251 60	296 C. Y.	251 60
7	"A" concrete	-	C. Y.	12 00	-	-	-
8	"B" concrete	-	C. Y.	12 00	-	-	-
9	"C" concrete	-	C. Y.	9 00	-	-	-
10	Stone masonry	15	L. F.	5 00	75 00	15 L. F.	75 00
11	12 in. metal culvert	-	L. F.	0 20	-	-	-
12	16 in. metal culvert	-	L. F.	0 20	-	-	-
13	18 in. metal culvert	-	L. F.	0 40	-	-	-
14	24 in. metal culvert	-	L. F.	0 50	-	-	-
15	Side drain	-	C. Y.	0 65	-	-	-
16	Guard rail	-	L. F.	0 75	-	-	-
17	Gravel surface	909	C. Y.	1 09	990 81	909 C. Y.	990 81
18	Macadam surface	-	-	-	-	-	-
19	Bituminous material	-	Gals.	-	-	-	-
	25 C. Y. for maintenance	-	-	1 09	-	-	27 25
					\$1,905 91		\$1,933 16

"M" ELLSWORTH—0.77 MILES.

CONTRACTOR, AHERN CONSTRUCTION CO., WILLIMANTIC, CONN.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	1,138 C. Y.	\$0 55	\$625 96	1,628 C. Y.	\$895 40
2	Rock excavation	1,285 C. Y.	1 75	2,248 75	948.77 C. Y.	1,660 35
3	Borrow	1,079 C. Y.	0 65	701 35	2,120.7 C. Y.	1,378 45
4	Stone V-drain	-	1 50	-	-	-
5	Gravel V-drain	-	2 00	-	-	-
6	Stone base	-	1 00	-	-	-
7	"A" concrete	-	12 00	-	-	-
8	"B" concrete	-	8 00	29 60	1.87 C. Y.	14 96
9	"C" concrete	-	8 00	-	-	-
10	Stone masonry	13 C. Y.	6 00	78 00	9.52 C. Y.	57 12
11	12 in. metal culvert	62 L. F.	0 30	18 60	64 L. F.	19 20
12	16 in. metal culvert	- L. F.	0 50	-	-	-
13	18 in. metal culvert	- L. F.	0 70	-	-	-
14	24 in. metal culvert	- L. F.	0 90	-	-	-
15	Side drain	- C. Y.	4 00	-	-	-
16	Guard rail	150 L. F.	0 30	45 00	488 L. F.	146 40
17	Gravel surface	1,620 C. Y.	1 15	1,863 00	1,591 C. Y.	1,829 65
18	Macadam surface	- S. Y.	1 15	-	40 S. Y.	46 00
19	Bituminous material.	- Gals.	-	-	-	-
	Overhaul	-	.00005	-	405,989 L. F.	20 30
				\$5,610 20		\$6,067 83

"M" TRENTON SECT. NO. 3—2.02 MILES.

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

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.	
1	Excavation	3,308 C. Y.	\$0 54	\$1,786 32	5,352 C. Y.	\$2,890 08
2	Rock excavation	50 C. Y.	1 95	97 50	63 C. Y.	122 85
3	Borrow	857 C. Y.	0 60	514 20	- C. Y.	-
4	Stone V-drain	- C. Y.	1 40	-	- C. Y.	-
5	Gravel V-drain	- C. Y.	1 60	-	- C. Y.	-
6	Stone base	1,137 C. Y.	1 75	1,989 75	1,381.1 C. Y.	2,416 93
7	"A" concrete	- C. Y.	11 00	-	- C. Y.	-
8	"B" concrete	16 C. Y.	10 00	160 00	25.08 C. Y.	250 80
9	"C" concrete	- C. Y.	9 00	-	- C. Y.	-
10	Stone masonry	- C. Y.	5 75	-	- C. Y.	-
11	12 in. metal culvert	- L. F.	0 40	-	6 L. F.	2 40
12	16 in. metal culvert	- L. F.	0 50	-	8 L. F.	4 00
13	18 in. metal culvert	- L. F.	0 60	-	2 L. F.	1 20
14	24 in. metal culvert	- L. F.	0 80	-	- L. F.	-
15	Side drains	100 L. F.	0 60	60 00	- L. F.	-
16	Guard rail	- L. F.	0 28	-	- L. F.	-
17	Gravel surface	4,213 C. Y.	1 40	5,898 20	4,276 C. Y.	5,986 40
	30 in. pipe laying	-	1 00	-	26 L. F.	26 00
				\$10,505 97		\$11,700 66

"N" EDMUNDS—1.95 MILES.

CONTRACTOR, A. WILLIAMS & Co., No. 3, COTTING ST., BOSTON,
MASS.

Item.	ESTIMATED QUANTITIES.			Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	7,330	C. Y.	\$0 40	\$2,932 00	8,143 C. Y.	\$3,257 20
2	Rock excavation	647	C. Y.	1 90	1,229 30	1,063 C. Y.	2,019 70
3	Borrow	1,203	C. Y.	0 50	601 50	1,941 C. Y.	970 50
4	Stone V-drain	-	C. Y.	1 50	-	-	-
5	Gravel V-drain	-	C. Y.	1 24	-	-	-
6	Stone base	200	C. Y.	1 75	350 00	420.82 C. Y.	736 43
7	"A" concrete	-	C. Y.	11 00	-	-	-
8	"B" concrete	34.22	C. Y.	10 00	342 20	41.66 C. Y.	416 60
9	"C" concrete	-	C. Y.	9 00	-	-	-
10	Stone masonry	75	C. Y.	5 00	375 00	69.3 C. Y.	346 50
11	12 in. metal culvert	318	L. F.	0 50	159 00	378 L. F.	189 00
12	10 in. metal culvert	16	L. F.	1 00	16 00	16 L. F.	16 00
13	18 in. metal culvert	96	L. F.	1 00	96 00	124 L. F.	124 00
14	30 in. metal culvert	28	L. F.	1 00	28 00	28 L. F.	28 00
15	Side drains	-	C. Y.	1 50	-	39.3 C. Y.	58 95
16	Guard rail	2,190	C. Y.	0 28	613 20	3,579 L. F.	1,002 12
17	Gravel surface	2,600	C. Y.	1 24	3,224 00	2,620 C. Y.	3,248 80
					\$9,966 20		\$12,413 80

"S" POLAND NO. 1—3.65 MILES.

CONTRACTOR, JAMES MCGREGOR, RUMFORD, MAINE.

Item.	ESTIMATED QUANTITIES.			Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation	6,750	C. Y.	\$0 60	\$4,050 00	7,031.6 C. Y.	\$4,218 96
2	Rock excavation	-	C. Y.	1 98	-	48.0 C. Y.	95 04
3	Borrow	306	C. Y.	0 55	168 30	215.0 C. Y.	118 25
4	Stone V-drain	-	C. Y.	1 45	-	-	-
5	Gravel V-drain	-	C. Y.	0 95	-	-	-
6	Stone base	582.3	C. Y.	1 45	844 34	-	-
7	"A" concrete	6.24	C. Y.	11 00	68 64	6.24 C. Y.	68 64
8	"B" concrete	42.26	C. Y.	10 00	422 60	39.77 C. Y.	397 70
9	"C" concrete	-	C. Y.	9 50	-	-	-
10	Stone masonry	50	C. Y.	4 95	247 50	50.18 C. Y.	248 39
11	12 in. metal culvert	92	L. F.	0 25	23 00	98 L. F.	24 50
12	16 in. metal culvert	104	L. F.	0 35	36 40	104 L. F.	36 40
13	18 in. metal culvert	54	L. F.	0 40	21 60	52 L. F.	20 80
14	24 in. metal culvert	-	L. F.	0 50	-	-	-
15	Side drain	-	C. Y.	1 75	-	-	-
16	Guard rail	255	L. F.	0 32	81 60	680 L. F.	217 60
17	Gravel surface	7,600	C. Y.	1 05	7,980 00	7,655 C. Y.	8,037 75
20	12 in. vitrified pipe	290	L. F.	0 35	101 50	90 L. F.	31 50
21	15 in. vitrified pipe	110	L. F.	0 40	44 00	204 L. F.	81 60
23	Cobble paving	-	S. Y.	0 95	-	38½ S. Y.	36 73
	60-foot guard rail re-build	-	-	-	-	-	13 10
	Catch basin	-	-	-	-	-	16 55
	Relaying end of old drain	-	-	-	-	-	2 00
	Building bridge across walk	-	-	-	-	-	2 00
	Extra work + 15% of com. of labor	-	-	-	-	-	75 56
					\$14,089 48		\$13,743 07

"S" POLAND NO. 2—2.1 MILES.

CONTRACTOR, JAMES MCGREGOR, RUMFORD, MAINE.

Not completed.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation..... 3,400 C. Y.	\$0 60	\$2,040 00	4,053.6 C. Y.	\$2,432 16
2	Rock excavation..... 127 C. Y.	2 45	311 15	213.79 C. Y.	523 79
3	Borrow..... 100 C. Y.	0 60	60 00	-	-
4	Stone V-drain..... 60 C. Y.	1 25	75 00	-	-
5	Gravel V-drain..... - C. Y.	1 25	-	-	-
6	Stone base..... 269 C. Y.	1 25	336 25	325.5 C. Y.	406 88
7	"A" concrete..... 6 C. Y.	11 00	66 00	5.78 C. Y.	63 58
8	"B" concrete..... 25 C. Y.	10 50	262 50	29.623 C. Y.	311 04
9	"C" concrete..... - C. Y.	10 00	-	-	-
10	Stone masonry..... 188 C. Y.	5 35	1,005 80	146.44 C. Y.	783 45
11	12 in. metal culvert 168 L. F.	0 30	50 40	198 L. F.	59 40
12	16 in. metal culvert 78 L. F.	0 40	31 20	78 L. F.	31 20
13	18 in. metal culvert 52 L. F.	0 50	26 00	52 L. F.	26 00
14	24 in. metal culvert 26 L. F.	0 50	13 00	26 L. F.	13 00
15	Side drains..... - C. Y.	1 50	-	80.32 C. Y.	120 48
16	Guard rail..... 134 L. F.	0 40	53 60	-	-
18	6 in. macadam surface 3,279 C. Y.	2 30	7,541 70	2,050 C. Y.	4,715 00
23	Cobble paving..... 10 S. Y.	1 00	10 00	-	-
			\$11,882 60		\$9,485 98

"S" OXFORD—3.77 MILES.

CONTRACTOR, JAMES MCGREGOR, RUMFORD, MAINE.

Item.	ESTIMATED QUANTITIES.	Price Bid.	Amount.	Actual Quantities.	Amount.
1	Excavation..... 5,900 C. Y.	\$0 60	\$3,540 00	6,608 C. Y.	\$3,964 80
2	Rock excavation..... - C. Y.	1 98	-	60 C. Y.	118 80
3	Borrow..... 135 C. Y.	0 55	74 25	670 C. Y.	368 50
4	Stone V-drain..... 640 C. Y.	1 15	736 00	-	-
5	Gravel V-drain..... - C. Y.	0 95	-	-	-
6	Stone base..... 1,453 C. Y.	1 15	1,670 95	1,823 C. Y.	2,096 45
7	"A" concrete..... 21.2 C. Y.	11 00	233 20	6.3 C. Y.	69 30
8	"B" concrete..... 55.2 C. Y.	10 00	552 00	51.22 C. Y.	512 20
9	"C" concrete..... - C. Y.	9 50	-	-	-
10	Stone masonry..... 151 C. Y.	4 95	747 45	125.3 C. Y.	620 24
11	12 in. metal culvert 106 L. F.	0 25	26 50	106 L. F.	26 50
12	16 in. metal culvert 264 L. F.	0 35	92 40	302 L. F.	105 70
13	14 in. metal culvert 54 L. F.	0 30	16 20	77.5 L. F.	23 25
14	24 in. metal culvert - L. F.	0 50	-	-	-
15	Side drain..... -	1 45	-	41.1 C. Y.	59 60
16	Guard rail..... 160 L. F.	0 32	51 20	656 L. F.	209 92
17	Gravel surface..... 1,893 C. Y.	1 05	1,987 65	1,955 C. Y.	2,052 75
20	Sand-clay..... 5,962 C. Y.	1 05	6,260 10	6,070 C. Y.	6,373 50
23	Cobble paving..... - S. Y.	0 95	-	1 S. Y.	0 95
			\$15,987 90		\$16,602 46

TABULAR STATEMENT

TABLE I.
EXPENDITURES ON STATE HIGHWAYS FROM STATE HIGHWAY

TOWN.	Type of surface.	ENGINEERING AND ADVERTISING.					LABOR AND MATERIALS.		
		Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
HIGHWAY A									
York.....	B M	-	\$3 65	-	-	-	\$3 65	-	-
Wells.....	B M	-	50	-	\$15 91	-	16 41	\$101 48	-
Saco.....	-	\$158 41	122 11	-	-	\$10 00	290 52	-	-
Scarboro.....	C	69 34	88 22	\$11 38	1,890 37	-	2,059 31	5,660 48	\$4,685 50
South Portland.....	C	43 85	59 07	10 60	119 05	-	232 57	-	-
HIGHWAY B									
Fryeburg.....	G	-	-	-	1 85	-	1 85	-	-
Bridgton.....	G	-	18 23	16 52	175 47	-	210 22	-	-
Naples.....	-	-	13 84	-	-	-	13 84	-	-
Raymond.....	S C	17 31	14 54	-	105 44	-	137 29	473 57	-
Windham.....	S C	28 37	22 23	-	240 53	-	291 13	3,115 28	-
HIGHWAY C									
Falmouth.....	B M	2 20	-	-	409 33	-	411 53	2,153 16	2,320 45
Cumberland.....	B M	-	-	-	440 02	101 21	541 23	1,419 13	248 62
Yarmouth.....	B M	-	-	-	646 39	-	646 39	2,933 73	1,160 73
Freeport.....	B M	-	-	-	1,190 40	-	1,190 40	5,445 99	2,879 50
Brunswick.....	B M	-	1 52	-	1,521 01	-	1,522 53	7,520 72	3,265 00
West Bath.....	-	-	-	-	25	-	25	-	-
Bath.....	G	3 80	16 18	16 88	169 49	-	206 35	897 46	-
HIGHWAY D									
Woolwich.....	G	-	-	-	1 67	-	1 67	-	11 40
Wiscasset.....	G	-	-	-	271 57	-	271 57	3,009 75	2,200 06
Damariscotta.....	-	-	11 10	-	-	-	11 10	-	-
Nobleboro.....	-	-	19 45	-	-	-	19 45	-	-
Warren.....	G	-	7 69	11 40	934 95	-	934 95	2,408 09	345 12
Thomaston.....	G	-	-	-	314 80	-	333 89	2,025 80	193 27
Lincolnton.....	-	180 22	53 00	-	-	-	233 22	-	-
Northport.....	G	-	-	-	623 89	-	623 89	8,346 63	-
HIGHWAY E									
Greene.....	G	115 21	2 80	-	51 66	-	169 67	61 15	-
Leeds.....	G	-	-	-	90 96	15 00	105 96	21 95	7 00
Monmouth.....	G M	-	-	-	556 98	-	556 98	3,055 90	1,700 32
Winthrop.....	G	-	19 37	-	173 23	-	192 60	4,550 12	214 55
Manchester.....	M	-	11 27	11 39	979 12	-	1,001 78	3,549 43	3,526 04
HIGHWAY F									
Farmington.....	G	-	-	-	559 70	302 00	861 70	2,376 31	270 52
Strong.....	G	-	-	-	171 71	-	171 71	1,982 33	180 16
Phillips.....	-	-	14 80	-	-	-	14 80	-	-
Madrid.....	-	-	40 92	-	-	-	40 92	-	-
Letter E Twp.....	-	-	18 83	-	-	-	18 83	-	-
Sandy River.....	G	-	148 69	-	81 10	-	229 79	4,358 44	284 00
Rangeley.....	-	-	5 77	-	-	-	5 77	-	-
HIGHWAY H									
Fairfield.....	G	-	12 85	11 41	896 83	-	921 09	1,894 28	1,011 83
Norridgewock.....	G	-	-	-	1,047 67	750 00	1,797 67	4,593 30	367 19

NOTE.—C—Cement concrete surface. G—Gravel surface. S C—Sand clay surface. B M—Bituminous macadam surface. M—Waterbound macadam surface.

TABLE I.

LOAN FUND FROM MARCH 1, 1915, TO DEC. 31, 1915.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
\$301 90	\$76 17	-	-	-	\$378 07	\$381 72	Misc. and journal.....	\$240 53
-	226 39	\$18 15	-	-	346 02	362 43	Misc. and journal.....	613 50
2,228 98	49,676 08	540 60	-	-	62,791 64	64,850 95	Cumb. Co., P. & L. Co.	49 74
-	-	-	-	-	-	232 57	-	-
-	-	-	-	-	-	1 85	-	-
-	-	-	-	-	-	210 22	-	-
33 02	1,235 54	-	-	-	1,742 13	13 84	State Aid.....	1,069 78
-	3,083 63	149 66	-	4,759 88	11,108 45	11,399 58	State Aid and Miscel...	1,734 94
350 20	14,735 88	101 96	-	-	19,661 59	20,073 12	Federal Aid and Misc...	5,110 66
392 00	10,833 57	324 62	-	-	13,217 94	13,759 17	Federal Aid and Misc...	2,868 92
491 83	12,943 18	510 66	-	-	18,040 13	18,686 52	Federal Aid and Misc...	4,117 31
793 09	20,756 11	427 70	-	-	30,302 39	31,492 79	Federal Aid and Misc...	6,290 60
1,563 71	26,228 88	369 30	-	-	38,947 61	40,470 14	Federal Aid and Misc...	7,988 17
754 86	3,124 98	249 30	96 09	-	5,122 69	5,329 04	Miscellaneous.....	5 75
-	-	-	-	-	11 40	13 07	-	-
260 12	5,013 53	117 14	-	-	10,600 60	10,872 17	Miscellaneous.....	14 40
-	-	-	-	-	-	11 10	-	-
-	-	-	-	-	-	19 45	-	-
944 81	5,152 57	314 40	-	-	9,164 99	10,099 94	-	-
397 29	4,326 64	-	-	-	6,943 00	7,276 89	-	-
-	-	-	-	-	-	233 22	-	-
48 60	10,168 14	695 67	-	-	19,259 04	19,882 93	Miscellaneous.....	12 40
4 00	53 51	199 82	28 00	-	346 48	516 15	-	-
363 28	101 04	150 21	-	-	643 48	749 44	Miscellaneous.....	35 85
865 23	8,669 66	371 50	-	-	14,662 61	15,219 59	Bridge.....	1,021 61
583 78	4,481 02	144 67	-	-	9,974 14	10,166 74	Misc., journal & Ahern..	103 21
1,214 24	11,262 54	108 20	-	-	19,660 45	20,662 23	-	-
701 95	6,025 75	701 60	-	-	10,076 13	10,937 83	-	-
356 46	2,977 14	420 00	-	-	5,916 09	6,087 80	-	-
-	-	-	-	-	-	14 80	-	-
-	-	-	-	-	-	40 92	-	-
-	-	-	-	-	-	18 83	-	-
587 82	2,278 55	29 46	-	-	7,538 27	7,768 06	Miscellaneous.....	10 40
-	-	-	-	-	-	5 77	-	-
985 68	5,315 91	133 56	-	-	9,341 26	10,262 35	-	-
1,378 81	10,144 02	1,211 47	-	-	17,694 79	19,492 46	Elim. R. R. crossing....	2,250 00

TABLE I

TOWN.	Type of surface.	ENGINEERING AND ADVERTISING.					Total.	LABOR AND MATERIALS.	
		Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.		Grading.	Drainage.
HIGHWAY I									
Benton.....	-	\$12 75	-	-	-	-	\$12 75	-	-
Clinton.....	-	139 95	-	-	-	-	139 95	-	-
Burnham.....	-	101 47	-	-	-	-	101 47	-	-
Pittsfield.....	-	299 40	-	-	\$10 55	-	309 95	-	-
Palmyra.....	-	58 07	-	-	-	-	58 07	-	-
Newport.....	-	27 24	-	-	-	-	27 24	-	-
Etna.....	G	-	\$11 11	-	366 39	-	377 50	\$3,433 10	\$143 25
Carmel.....	G	-	15 55	-	196 07	-	211 62	1,632 74	667 45
Hermon.....	G	18 88	120 57	9 56	524 27	-	673 28	3,435 21	480 20
Detroit.....	-	54 52	-	-	-	-	54 52	-	-
HIGHWAY J									
Dexter.....	-	40 45	-	-	-	-	40 45	-	-
Dover.....	G	-	-	-	709 30	-	709 30	2,460 45	1,889 50
Foxcroft.....	-	88 73	23 30	-	-	-	112 03	-	-
Gulford.....	-	115 72	-	-	-	-	115 72	-	-
Monson.....	G	-	-	2 57	1,132 88	-	1,135 45	4,471 73	114 93
Garland.....	-	48 70	-	-	-	-	48 70	-	-
HIGHWAY K									
Mattawamkeag.....	-	-	30 05	-	-	-	30 05	-	-
Molunkus.....	-	-	31 63	-	-	-	31 63	-	-
New Limerick.....	G	-	-	-	254 42	-	254 42	3,797 87	-
Houlton.....	G	-	-	-	378 32	-	378 32	403 97	-
Monticello.....	-	87 91	-	-	20 75	-	108 66	-	-
Bridgewater.....	-	169 80	-	-	37 65	-	207 45	-	-
Blaine.....	-	105 96	-	-	35 65	-	141 61	-	-
Presque Isle.....	G	-	5 77	-	619 96	-	625 73	2,812 26	3,938 52
Caribou.....	G	-	5 77	-	694 58	-	700 35	7,287 42	2,683 52
Macwahoc.....	-	-	35 40	-	-	-	35 40	-	-
HIGHWAY L									
Scarsport.....	G	-	117 11	11 39	1,268 93	-	1,397 43	2,072 60	1,103 52
Stockton Springs.....	-	-	41 67	-	-	-	41 67	-	-
Prospect.....	G	-	41 30	11 41	226 19	-	278 90	1,134 96	247 32
HIGHWAY M									
Brewer.....	G	-	56	2 57	69 13	-	72 26	588 50	251 60
Holden.....	G	69 61	7 10	-	201 62	-	278 33	4,139 38	435 44
Dedham.....	G	107 99	54 30	-	228 30	-	390 59	4,863 97	38 00
Ellsworth.....	G	109 18	119 09	4 33	761 97	-	994 57	7,223 55	-
Trenton.....	G	-	-	-	161 81	-	161 81	1,088 30	565 73
HIGHWAY N									
Sullivan.....	-	-	11 70	-	40 39	-	52 09	-	-
Cherryfield.....	-	95 77	94 45	-	-	-	190 22	-	-
Whiting.....	-	-	-	-	102 20	-	102 20	-	-
Edmunds.....	G	-	54 39	19 40	1,353 72	-	1,427 51	6,247 40	795 38
HIGHWAY Q									
Topsham.....	-	9 90	-	-	-	-	9 90	-	-
Bowdoinham.....	-	19 32	-	-	-	-	19 32	-	-
Richmond.....	-	24 67	-	-	-	-	24 67	-	-
Gardiner.....	-	288 99	-	-	-	-	288 99	-	-
Bowdoin.....	-	36 75	-	-	-	-	36 75	-	-

NOTE—C—Cement concrete surface. G—Gravel surface. S C—Sand clay surface. B M—Bituminous macadam surface. M—Waterbound macadam surface.

—Continued.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	\$12 75		
-	-	-	-	-	-	139 95		
-	-	-	\$564 28	-	\$564 28	665 75	Miscellaneous.....	\$45 00
-	-	-	-	-	-	309 95		
-	-	-	-	-	-	58 07		
-	-	-	-	-	-	27 24		
\$260 01	\$4,744 55	\$66 60	-	-	8,647 51	9,025 01		
475 69	3,801 66	532 50	-	-	7,110 04	7,321 66		
712 72	2,953 60	304 00	-	-	7,885 73	8,559 01		
-	-	-	-	-	-	54 52		
-	-	-	-	-	-	-		
804 58	10,345 50	707 72	-	-	16,207 75	16,917 05		
-	-	-	-	-	-	112 03		
1,925 76	-	-	-	-	6,512 42	7,647 87	Miscellaneous.....	4 38
-	-	-	-	-	-	48 76		
-	-	-	-	-	-	30 05		
-	-	-	-	-	-	31 63		
76 64	8,389 78	910 00	-	-	13,097 65	13,352 07	Miscellaneous.....	62 10
-	3,814 51	168 00	-	-	4,462 52	4,840 84	Miscellaneous.....	59 59
-	-	-	-	-	-	108 66		
-	-	-	-	-	-	207 45		
-	-	-	-	-	-	141 61		
1,240 44	7,030 66	-	-	-	15,021 88	15,647 61	Town appropriation....	5,500 00
2,415 25	5,413 82	499 99	-	-	18,300 00	19,000 35	Town app. and sub.....	6,500 00
-	-	-	-	-	-	35 40		
1,304 10	4,668 52	233 92	-	-	9,382 66	10,780 09		
-	-	-	-	-	-	41 67		
61 51	640 30	16 50	169 39	-	2,269 98	2,548 88		
-	-	-	-	-	-	-		
75 00	1,018 06	-	-	-	1,933 16	2,005 42		
855 73	2,315 89	27 00	-	-	7,773 44	8,051 77	Miscellaneous.....	89 00
475 80	-	-	-	-	5,377 77	5,768 36		
133 65	1,879 97	146 74	-	-	9,383 91	10,378 48		
238 65	2,172 89	223 00	-	-	4,288 57	4,450 38		
-	-	-	-	-	-	-		
-	-	-	-	-	-	52 09		
-	-	-	-	-	-	190 22		
1,566 06	3,248 80	1,002 12	-	-	12,859 76	14,287 27		
-	-	-	-	-	-	2 00		
-	-	-	-	-	-	104 26		
-	-	-	-	-	-	9 90		
-	-	-	-	-	-	19 32		
-	-	-	-	-	-	24 67		
-	-	-	-	-	-	288 99		
-	-	-	-	-	-	36 75		

TABLE I

TOWN.	Type of surface.	ENGINEERING AND ADVERTISING.					LABOR AND MATERIALS.		
		Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
HIGHWAY S									
Poland.....	G M	-	\$55 56	\$40 04	\$1,505 05	-	\$1,600 65	\$4,432 25	\$61 28
Mechanic Falls.....	-	\$1 75	-	-	-	-	1 75	-	-
Oxford.....	S C	5 25	188 09	11 36	693 61	-	898 31	4,452 10	2,157 00
Norway.....	-	-	14 00	-	-	-	14 00	-	-
Woodstock.....	G	-	-	-	21 80	-	21 80	710 90	4 76
Greenwood.....	-	89 18	-	-	-	-	89 18	-	-
Bethel.....	-	216 71	-	-	-	-	216 71	-	-
HIGHWAY V									
Mercer.....	-	-	15 75	-	-	-	15 75	-	-
New Sharon.....	-	-	11 11	-	-	-	11 11	-	-
Expense of issuing highway bonds.....	-	-	-	-	-	-	-	-	-
Machinery and equip.....	-	-	-	-	-	-	-	-	-
Maint. and rental of machinery and equip.....	-	-	-	-	-	-	-	-	-
FIGURES NOT SHOWN IN ABOVE TABLE.									
Charged temporarily to maintenance fund:									
" M " Dedham.....		\$15 28	\$25 42	-	\$11 25	-	\$51 95	\$3,531 08	-
Paid out of auto fund:									
" J " Monson.....		-	-	-	-	-	-	2,246 82	-
Charged temporarily to maintenance fund:									
" S " Poland.....		-	-	-	-	-	-	2,660 35	474 62
Totals.....		\$3,078 61	\$1,857 38	\$202 21	\$25,308 11	\$1,178 21	\$31,624 52	\$147,081 39	\$40,923 28

NOTE.—C—Cement concrete surface. G—Gravel surface. S C—Sand clay surface. B M—Bituminous macadam surface. M—Waterbound macadam surface.

—Concluded.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
\$1,343 10	\$8,037 75	\$220 70	\$2 00	-	\$14,107 08	\$15,707 73		
1,693 19	8,426 25	209 92	-	-	16,938 46	1 75		
63 60	199 34	-	-	-	978 60	17,836 77		
-	-	-	-	-	-	14 00		
-	-	-	-	-	-	1,000 40		
-	-	-	-	-	-	89 18		
-	-	-	-	-	-	216 71		
-	-	-	-	-	-	15 75		
-	-	-	-	-	-	11 11		
-	-	-	-	-	-	737 58		
-	-	-	-	-	-	907 15	Journal.....	\$36 47
-	-	-	-	-	-	181 30	Rental of equipment...	2,721 00
-	502 63	-	-	-	4,033 71	4,085 66		
633 24	-	-	-	-	2,880 06	2,880 06		
1,158 92	4,243 50	-	-	-	8,537 39	8,537 39		
\$33,744 70	\$302,740 41	\$12,568 30	\$859 76	\$4,759 88	\$542,047 72	\$575,498 27		\$48,555 31

TABLE II.
SUMMARY OF 1915 STATE AID ROAD WORK.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length—Feet.	Cost of work.	Total aid approved.	Length—Miles.	Cost per mile.	Cost per sq. yd.
404	Gravel.....	-	709,751	\$453,988 39	\$249,137 00	134.42	\$3,377 38	-
25	Earth.....	-	47,737	27,450 52	13,210 93	9.04	3,036 56	-
12	Macadam.....	34,305.5	17,277	22,934 52	6,986 10	3.27	7,013 61	\$0 67
10	Bit. Macadam.....	28,073.7	15,174	39,271 94	17,762 57	2.87	1,368 35	1 40
2	Concrete.....	15,625.84	7,613.1	31,064 39	6,493 99	1.44	-	1 98
1	Sand and Clay.....	-	3,000	2,363 69	1,265 42	0.56	4,220 87	-
	Granite Block.....	5,904.15	2,411.1	12,032 40	-	0.46	-	2 04
	No. feet reported.....	-	-	220 89	-	-	-	-
	Bridges.....	-	-	1,913 13	-	-	-	-
454		-	802,963.2	\$591,239 87	\$294,856 01	152.06	\$3,888 20 Average	-

*20 Towns building two kinds of construction, which includes four towns building Granite Block.

474

24 Not completed or laid over.

498 Number of towns receiving 1915 State Aid Apportionments.

Cost of culverts included in the above..... \$66,841 88
Stone Base and "V" Drain included in the above, 142,334 feet, costing..... 49,994 53

Total..... \$116,836 41

Included in the cost of culverts are six (6) reinforced concrete bridges of spans from 14 to 20 feet, costing \$5,146.54.

* Towns having two kinds of construction were separated and placed under proper construction and were figured per average linear foot.

The above table includes towns which reported prior to and after December 31, 1915.

Oakland, not reported in 1914..... 39 Miles.

TABLE III.
SUMMARY OF 1914 STATE AID ROAD COMPLETED IN 1915.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length —Feet.	Cost of work.	Total aid approved.	Length —Miles.	Cost per mile.	Cost per sq. yd.
2	Gravel.....	-	6,250	\$3,474 12	\$1,726 25	1.1	\$3,158 29	-
1	Bit. Macadam.....	2,891.25	1,178	3,136 47	750 00	.22	-	\$1 08
	Bridge.....	-	-	50 73	-	-	-	-
3		-	7,428	\$6,661 32	\$2,526 98	1.32	-	-

Oakland: 2,100 linear feet of 1914 road completed in 1915, not included in the above.

TABLE IV.
SUMMARY OF 1913 STATE AID ROAD COMPLETED IN 1915.

No. of towns.	NATURE OF IMPROVEMENT.	Square yards.	Length —Feet.	Cost of work.	Total aid approved.	Length —Miles.	Cost per mile.	Cost per sq. yd.
1	Earth.....	-	300	\$52 62	\$38 25	.056	-	-

TABLE V.
SUMMARY OF 1913 AUTOMOBILE WORK COMPLETED IN 1915.

No. of towns.	NATURE OF IMPROVEMENT.	Length —Feet.	Cost of work.	Total aid approved.	Length —Miles.	Cost per mile.	Cost per sq. yd.
2	Gravel.....	910	\$628 35	\$276 74	.17	-	-

TABLE VI,

NOTE:—In column showing material with which road is macadam, "C" indicates concrete, "S. C." indicates In column showing kind of culverts, "M" indicates

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Abbot ¹	Piscataquis... York.....	Voted 1,000	no. 21	comp. 1,000	leted.	-	-	-	-	-
Acton ²	Washington...									
Addison.....	Washington...	Voted	no.							
Albany.....	Oxford.....	1,900	22	1,900	-	-	Metal		24	\$101 85
Albion ³	Kennebec.....	465	21	465	-	-	Concrete	W.10' Ht. 7'	24	592 74
Alexander.....	Washington...	Voted	no.							
Alfred.....	York.....	750	21	750	-	-	Stone	W. 5' Ht. 6'	30	71 63
Allagash Pl.....	Aroostook...	No app.								
Alna.....	Lincoln.....	1,550	21	1,550	-	-	2-M 3-M	{ 24 12	{ 26 26	165 60 96 80
Alton.....	Penobscot...	Voted	no.							
Amherst.....	Hancock.....	760	21	760	-	-	M M M	18 36 16	{ 24 26 38	123 78 123 60
Amity.....	Aroostook...	1,000	21	1,000	-	-	M M	30	26	
Andover.....	Oxford.....	1,500	23	1,500	-	-	S	W-36	27	150 00
Andover W.S.Twp.	Oxford.....	No app.								
Andover No. S. Twp....	Oxford.....	1,000	20	1,000	-	-	S S-2	36 x 36 12 x 18	24 24	20 00 25 00
Anson ⁴	Somerset.....	1,350	22	1,350	-	-	-	-	-	198 24
Appleton.....	Knox.....	1,050	23	1,050	-	-	M	16	50	129 15
Argyle.....	Penobscot...	Voted	no.							
Arrowsic.....	Sagadahoc...	2,000	21	2,000	-	-	M	12	26	36 66
Ashland.....	Aroostook...	Voted	no.							
Athens.....	Somerset.....	1,000	26	-	1,000	-	2-M	12	26	62 79
Atkinson ⁵	Piscataquis... Androscoggin.	1,500	21	-	1,500	-	-			
Auburn ⁶	Androscoggin.	2,750	21	2,750	-	-	M Concrete Relaid M	W-8' 12	66 22 12	67 05 260 94 19 50 9 60
Augusta ⁷	Kennebec.....	2,361	21	-	-	Mac 2,361	-	-	-	-

¹ Abbot—\$38.25 brought over from 1913 and expended in 1915 at end of 1910 section.

² Acton—Work begun but not completed. Joint funds for 1914 and 1915 carried over to complete 1914 and 1915 work.

³ Albion—Reinforced concrete bridge. Cost per linear foot does not include cost of bridge.

⁴ Anson—Catch basins under culverts.

⁵ Atkinson—Surfaced with hard pan and gravel.

⁶ Auburn—Reinforced concrete top added to stone culvert.

⁷ Augusta—\$650.38 reserved to complete work. 2,361 linear feet of road does not include two culverts totaling 39 linear feet. The unexpended balance of 1915 does not include \$206.99 from 1912. See previous report.

STATE AID TABLE.

surfaced "M" indicates macadam, "B. M." indicates bituminous sand clay, "G. B." indicates granite block paving, metal, "C" indicates concrete, "S" indicates stone.

V-drain or stone base—feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$308 60	\$151 00	\$107 06	\$569 66	\$600 00	\$269 66	\$30 34	-	\$0 57
-	-	171 00	532 98	86 10	891 93	910 18	591 93	18 25	-	0 47
-	-	121 70	100 00	101 66	916 10	1,066 00	383 10	149 90	-	0 170
650	\$329 13	163 22	506 08	66 69	1,136 75	1,129 97	596 97	-	\$6 78	1 51
-	-	274 71	368 07	28 98	934 16	918 08	618 08	-	16 08	0 60
-	-	435 00	256 00	114 39	929 17	900 00	600 00	-	29 17	1 24
-	136 80	473 79	357 76	88 85	1,180 80	900 00	600 00	-	280 80	1 18
-	-	-	915 75	36 05	1,101 80	1,066 00	533 00	-	35 80	0 73
-	-	513 46	341 54	31 85	931 85	900 00	600 00	-	31 85	0 93
265	111 51	216 44	643 61	25 94	1,195 74	1,227 96	662 74	32 22	-	0 89
200	58 00	273 50	244 88	150 85	856 38	800 00	400 00	-	56 38	0 82
-	-	214 34	634 00	34 89	919 89	900 00	600 00	-	19 89	0 46
162	60 25	139 91	209 88	18 65	491 48	594 06	241 48	102 58	-	0 49
1,175	383 30	119 62	305 80	38 75	914 52	980 50	614 52	65 98	-	0 61
1,355	573 23	592 78	1,404 30	67 13	2,927 48	3,962 00	1,663 48	34 52	-	1 06
-	-	826 05	2,478 82	41 25	3,346 12	3,496 50	848 12	650 38	-	1 41

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Aurora.....	Hancock.....	1,630	21	1,630	-	-	-	-	-	-
Avon.....	Franklin.....	Voted	no.							
Baileyville.....	Washington.....	1,400	25	1,400	-	-	C C C	18 x 18 18 x 18 18 x 18	{ 27 27 27	\$185 80
Bald Mt. T. 2, R. 3	Somerset.....	Laid over.	er.							
Baldwin.....	Cumberland.....	1,226	21	-	1,226	-	M	12	{ 28	85 41
Bancroft.....	Aroostook.....	1,100	21	1,100	-	-	M M M	12 12 16	{ 26 24	38 00
Bangor ¹	Penobscot.....	2,831.8	21	-	-	Con. 2831.8	-	-	-	-
Baring.....	Washington.....	1,100	24	1,100	-	-	C	36 x 32	22	180 04
Barnard Pl.....	Piscataquis.....	1,150	21	1,150	-	-	M	24	26	60 36
Bath ²	Sagadahoc.....	950	25	-	-	Bt. 950	M	12	40	86 37
Beddington.....	Washington.....	Laid over.	er.							
Belfast.....	Waldo.....	1,075	23	-	-	Mac. 1,075	C M	24 x 24 10	26 16	163 83 12 88
Belgrade.....	Kennebec.....	1,573	21	1,573	-	-	M M M M M M	24 12 12 16 24 24	{ 30 26 36 26 8	215 00
Belmont.....	Waldo.....	1,500	21	-	1,500	-	S	24 x 30	26	46 77
Benedicta.....	Aroostook.....	1,000	24	1,000	-	-	S M	18 x 18 16	26 26	96 00 36 00
Benton.....	Kennebec.....	Laid over.	er.							
Berwick.....	York.....	1,340	21	-	-	B M 1,340	-	-	-	-
Bethel.....	Oxford.....	1,550	23	1,550	-	-	M	12	34	34 89
Biddeford ³	York.....	7,469.7	30	5,800	-	G Blk 484.4 Paving H's m. 1185.3	2 M M M	16 14 12	26 14 18	299 11 64 00
Bigelow Pl.....	Somerset.....	160	23	160	-	-	-	-	-	-
Bingham ⁴	Somerset.....	80	24	80	-	-	Ret. walls M C C	24 72 x 48 48 x 48	26 26 26	1,306 99
Blaine.....	Aroostook.....	1,330	22	1,330	-	-	M M M M M	14 16 16 14 10	26 26 26 26 26	110 82 130 31
Blanchard.....	Piscataquis.....	1,350	21	1,050	300	-	S	24 x 24	27	77 65
Bluehill.....	Hancock.....	3,400	21	3,400	-	-	2-M 1-M	14 12	24 24	225 00

¹ Bangor—Gravel shoulders 5 feet wide on each side.

² Bath—Cost of culvert includes cost of catch basin, \$21.85.

³ Bath—Cost of stone base includes 530 feet 4-inch tile.

³ Biddeford—484.4 Granite Block Paving, 1,185.3 feet Hassam Paving, 5,800 feet Gravel, 610 feet V-Drain; unexpended balance to be used for surface treatment of 1915 Gravel section.

⁴ Bingham—Cost of culverts includes cost of retaining walls, \$540.24.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$273 25	\$501 70	\$123 15	\$898 10	\$900 00	\$598 10	\$1 90	-	\$0 55
275	\$190 00	656 50	238 19	94 34	1,464 83	1,365 00	585 00	-	\$99 83	1 05
190	112 00	287 57	299 78	81 52	866 28	800 00	400 00	-	66 28	0 70
-	-	204 00	654 90	91 12	988 02	984 37	684 37	-	3 65	0 89
-	-	1,066 86	Surt. Con. 8,854 12 Surt. Grav 975 40	309 12	11,145 50	7,229 68	3,103 68	-	3,915 82	-
-	-	565 74	215 90	18 57	1,040 61	1,040 61	740 61	-	-	0 95
-	6 75	348 25	216 67	35 72	607 39	600 00	400 00	-	7 39	0 53
200	252 16	898 66	2,416 86	129 32	3,783 27	2,450 00	1,050 00	-	1,333 27	3 98
125	97 00	1,599 85	900 95	86 94	2,861 47	2,615 21	1,282 21	-	246 26	2 62
-	-	235 00	699 49	115 17	1,264 66	1,102 90	569 90	-	161 76	0 80
1,400	225 40	-	435 70	115 10	918 97	900 00	600 00	-	18 97	0 61
1,000	484 65	-	416 51	30 38	967 54	960 00	600 00	-	67 54	0 96
-	-	518 20	828 50	13 38	1,360 08	1,273 72	612 72	-	81 36	1 01
-	-	450 80	723 33	33 15	1,242 17	1,278 72	576 17	36 55	-	0 80
610	313 41	3,941 33	15,899 35	382 92	20,836 13	18,592 98	8,309 13	481 25	2,243 15	2 79
-	-	72 50	16 00	10 80	163 30	154 39	115 39	-	8 91	1 02
-	35 00	100 00	15 00	81 29	1,538 28	1,066 00	533 00	-	472 28	-
V. D. 915	415 95	33 50	474 50	31 23	1,066 00	1,066 00	533 00	-	-	0 80
S.B. 50 V. D. 310	15 00	-	-	-	-	-	-	-	-	-
-	135 89	105 00	179 66	85 67	729 18	951 24	429 18	222 06	-	0 54
-	-	378 09	550 00	226 00	1,379 09	1,313 83	780 83	-	65 26	0 40

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, blt. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Boothbay	Lincoln	1,300	21	1,300	-	-	M	10	24	\$25 96
Boothbay Harbor ¹	Lincoln	900	21	900	-	-	C. Bridge	10	23	239 15
Bowdoin ²	Sagadahoc	1,000	23	1,000	-	-	2-M	12	26	69 65
Bowdoinham ³	Sagadahoc	1,440	23	1,440	-	-	M	12	18	51 72
							M	20 x 12	38	
Bowerbank	Piscataquis	1,900	21	-	1,900	-	S	20 x 12	24	90 37
							S	20 x 12	24	
Bradford	Penobscot	2,400	23	2,400	-	-	S	20 x 12	25	26
							M	20 x 12	24	
Bradley	Penobscot	1,433	24	1,433	-	-	M	30 x 15	26	58 00
							M	12	26	
Bremen	Lincoln	1,450	21	1,450	-	-	S	24 x 24	26	76 00
							S	24 x 24	32	
Brewer	Penobscot	850	29	-	-	M 850	S	12 x 54	31	54 50
							C	24 x 36	26	
Bridgewater ⁴	Aroostook*	1,300	22	1,300	-	-	S	24 x 24	26	75 70
							M	18 x 12	24	
Bridgton ⁵	Cumberland*	10,350	21	10,350	-	-	S	16 x 16	26	394 92
							S	15 x 15	28	
Brighton Pl ⁶	Somerset	500	21	500	-	-	M	12	16	22 75
Bristol	Lincoln	1,150	21	1,150	-	-	M	16	26	46 88
							M	10	26	
Brooklin	Hancock	3,900	24	3,900	-	-	2-M	14	24	249 79
							3-M	10	24	
Brooks	Waldo	1,350	24	1,350	-	-	C	72 x 48	28	477 09
							M	18	26	
Brooksville	Hancock	2,300	23	2,300	-	-	M	12	38	109 63
							M	12	26	
Brookton	Washington	1,400	21	1,400	-	-	3-M	10	24	200 23
							2-M	12	26	
Brownfield	Oxford	1,618	21	1,618	-	-	M	18	24	70 85
							M	24	26	
Brownville	Piscataquis	2,200	21	2,200	-	-	M	12	26	69 46
							M	16	40	
Brunswick	Cumberland	3,500	21	3,500	-	-	M	14	26	158 92
							M	16	26	
Buckfield	Oxford	11,500	24	11,500	-	-	M	12	26	35 26
							M	18	26	
							M	12	30	58 70
							M	12	26	
							M	14	32	35 26
							M	12	30	
							M	24	26	829 18
							M	36	30	
							M	12	26	

¹ Boothbay Harbor—\$145.15 reserved to pay for 56 feet of 30-inch Metal Culvert in 1916. Amount necessary to install and build end walls to be taken from the 1916 fund.

² Bowdoin—Concrete slab top to culvert.

³ Bowdoinham—Includes catch basins.

⁴ Bridgewater—\$12.72, which was held for payment of culvert in 1914, included in the above amount of State Aid approved.

⁵ Bridgton—\$5,859.55 was expended on State Highway "B" under Section 22. 8,050 linear feet constructed and 2,300 feet under Section 19.

⁶ Brighton Pl.—\$150 reserved to complete work in 1916.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
600 900	\$124 25 478 18	\$443 54 296 09	\$447 38 524 48	\$20 68 13 30	\$1,061 81 1,302 05	\$1,066 00 1,439 16	\$528 81 562 01	\$4 19 145 15	- -	\$0 82 1 44
-	5 50	330 00	169 02	82 23	895 55	800 00	400 00	-	\$95 55	0 89
-	60 87	-	704 22	15 40	832 21	800 00	400 00	-	32 21	0 58
100	35 00	428 80	349 82	42 30	946 29	998 59	646 29	22 30	-	0 48
-	6 00	562 00	416 63	36 85	1,107 00	1,066 00	533 00	-	41 00	0 46
-	-	50 00	572 43	99 12	910 05	989 17	516 05	79 12	-	0 63
1,050	238 80	279 12	265 33	44 30	884 21	900 00	584 21	15 79	-	0 74
-	-	309 50	1,598 18	11 13	2,216 81	1,974 00	846 00	-	242 81	2 60
1,300	447 07	175 02	428 14	15 98	1,141 91	1,063 00	545 72	-	75 91	0 88
-	411 09	1,030 67	5,105 52	454 28	7,396 48	7,528 40	3,379 48	184 52	-	0 71
-	-	668 73	-	35 01	726 49	900 00	426 49	173 51	-	1 45
-	-	451 77	703 79	32 30	1,253 68	1,278 72	587 68	25 04	-	1 09
-	-	173 00	557 00	87 67	1,067 46	1,066 00	533 00	-	1 46	0 26
-	-	10 50	430 49	50 79	1,078 50	1,066 00	533 00	-	12 50	0 50
-	-	160 00	436 18	82 75	879 16	855 96	455 96	-	23 20	0 37
400	130 00	132 18	553 44	53 89	940 36	900 00	600 00	-	40 36	0 67
-	-	380 87	600 93	18 79	1,070 05	1,116 20	537 05	46 15	-	0 66
360	125 00	217 50	615 25	107 90	1,224 57	1,269 65	691 57	45 08	-	0 55
-	9 00	988 57	1,329 60	54 82	2,546 48	2,565 50	1,080 48	19 02	-	0 72
308	290 75	1,748 81	1,826 75	378 05	5,073 54	5,061 56	2,758 26	-	11 98	0 44

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Bucksport.....	Hancock.....	826	23	-	-	M 820	M	10	28	\$18 77
Burlington.....	Penobscot.....	1,300	24	1,300	-	-	S	24 x 24	26	28 01
Burnham.....	Waldo.....	1,300	26	1,300	-	-	M	18	26	41 50
Buxton.....	York.....	1,100	23	1,100	-	-	2-M	12	26	80 00
Byron.....	Oxford.....	1,300	23	1,300	-	-	2-M	12	53	107 87
C Twp.....	Oxford.....	800	20	800	-	-	S	36 x 36	24	21 35
Calais.....	Washington...	1,400	25	-	-	M 1,400	-	-	-	-
Cambridge.....	Somerset.....	1,950	21	1,950	-	-	S	18 x 15	} 26	119 27
							S	18 x 12		
							S	28 x 15		
Camden.....	Knox.....	2,150	23	2,150	-	-	M	10	} 26	326 79
							2-M	14		
							C	18		
Canaan.....	Somerset.....	2,000	23	2,000	-	-	2-M	12	26	83 41
Canton.....	Oxford.....	422	26	422	-	-	M	14	27	28 08
Cape Elizabeth.....	Cumberland..	1,200	24	1,200	-	-	S	20 x 24	27	85 00
Caribou.....	Aroostook....	4,000	21	4,000	-	-	C	35 x 48	26	284 55
Carmel ¹	Penobscot....	1,850	23	1,850	-	-	M	20	28	20 00
Caratunk Pl.....	Somerset.....	1,100	21	1,100	-	-	C	36 x 48	26	284 56
							C	48 x 96	26	325 15
							M	20	26	79 02
							M	12	26	57 52
Carroll.....	Penobscot....	1,780	21	1,780	-	-	M	16	26	58 73
Carrying Pl. Twp.	Somerset.....	600	16	360	240	-	-	-	-	-
Carthage.....	Franklin.....	1,700	21	1,700	-	-	3-M	12	26	99 50
Cary P.....	Aroostook....	1,500	23	1,500	-	-	M	24	26	67 44
Casco.....	Cumberland..	2,500	21	2,500	-	-	S	18 x 18	} 25	59 50
Castine.....	Hancock.....	4,500	23	4,500	-	-	S	20 x 20		
							2-M	12	24	174 62
							M	10		
Castle Hill.....	Aroostook....	1,700	21	1,300	400	-	M	16	60	58 65
							M	12	26	87 60
							M	12		
Caswell Pl.....	Aroostook....	1,600	21	1,600	-	-	M	18	26	
Centerville.....	Washington...	1,600	21	1,600	-	-	S	16 x 12	24	78 00
Chapman Pl.....	Aroostook....	1,400	21	1,400	-	-	-	-	-	-
Charleston.....	Penobscot....	2,000	18	2,000	-	-	M	30	28	103 77
							2-M	14	24	133 58
							1-M	10		
Charlotte.....	Washington...	2,300	21	2,300	-	-	-	-	-	-
Chelsea.....	Kennebec.....	1,350	21	1,350	-	-	-	-	-	-
Cherryfield.....	Washington...	1,200	25	1,200	-	-	M	14	30	
							M	16	40	215 23
							S	30 x 36	26	148 60
Chester.....	Penobscot....	3,000	24	2,200	800	-	M	16	26	127 55
Chesterville ²	Franklin.....	2,000	22	2,000	-	-	2-M	16	26	
							1-M	12	26	121 45
							M	12	50	
China.....	Kennebec.....	1,900	21	1,900	-	-	M	18	32	145 85
							S	66 x 36	24	
Clifton.....	Penobscot....	930	23	930	-	-	S	24 x 36	24	176 00

¹ Carmel—Amount of \$22.10 reserved for payment of culvert and included in the above amount, has been approved for payment.

² Chesterville—Joint Fund, \$1,132.93. \$100 used for Maintenance, leaving a joint Fund of \$1,032.93.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$203 39	\$680 46	\$29 39	\$932 01	\$1,220 54	\$332 01	\$298 53	-	\$1 13
200	\$150 00	478 59	394 96	25 32	926 78	979 95	626 78	53 17	-	0 71
-	-	123 60	216 00	86 20	617 30	690 00	300 00	-	\$17 30	0 47
1,000	275 00	200 00	742 59	17 11	1,314 70	1,278 72	612 72	-	35 98	1 21
-	-	468 88	262 37	36 35	875 47	900 00	575 47	24 53	-	0 67
-	-	491 85	413 86	-	927 06	1,066 00	394 76	138 94	-	1 15
-	-	-	1,812 85	24 30	1,837 15	1,644 68	744 68	-	192 47	1 31
465	142 24	363 51	229 13	31 39	885 54	915 23	585 54	29 69	-	0 45
1,250	588 95	400 80	755 60	79 67	2,151 81	2,089 50	895 50	-	62 31	1 00
662	334 34	167 34	375 21	126 56	1,086 86	1,066 00	533 00	-	20 86	0 54
-	-	15 50	88 92	259 27	391 77	400 00	191 77	8 23	-	0 92
-	-	1,178 10	371 65	15 55	1,650 10	1,512 00	648 00	-	138 10	1 37
1,795	897 00	215 00	353 00	102 45	2,486 71	2,205 00	945 00	-	281 71	0 62
300	124 50	480 31	341 18	28 39	1,053 40	1,094 58	553 40	53 28	-	0 57
-	-	580 74	125 38	171 86	935 50	914 70	614 70	-	20 80	0 85
-	100 00	102 00	640 75	25 45	926 92	900 00	600 00	-	26 92	0 52
-	-	87 00	96 00	-	183 00	244 00	122 00	-	-	0 30
800	174 22	249 32	342 43	41 20	906 67	900 00	600 00	61 00	-	0 53
1,465	300 44	-	769 30	16 15	1,153 33	1,135 12	835 12	-	18 21	0 76
100	42 75	624 40	357 80	9 53	1,093 98	1,101 16	560 98	7 18	-	0 44
-	-	176 80	635 29	86 55	1,073 28	1,074 17	540 26	91	-	0 24
660	187 25	134 65	494 66	24 45	899 66	900 00	599 66	34	-	0 53
980	360 00	97 25	399 00	61 10	1,005 01	900 00	600 00	-	105 01	0 63
-	-	241 14	368 80	156 57	844 51	901 64	544 51	57 13	-	0 53
S. B.	-	-	-	-	-	-	-	-	-	-
650	285 20	115 00	325 00	51 40	786 60	914 04	486 60	127 44	-	0 56
500	251 25	145 00	456 06	39 12	1,095 20	1,066 00	533 00	-	29 20	0 55
-	-	119 58	550 00	34 40	837 56	900 00	537 56	62 44	-	0 36
-	-	83 06	283 38	54 86	421 30	412 49	212 49	-	8 81	0 31
-	-	120 09	554 93	30 05	926 30	1,000 00	426 30	73 70	-	0 77
-	-	593 89	300 00	100 70	1,270 74	1,086 99	786 99	-	183 75	0 42
1,400	232 02	248 00	435 49	49 05	1,087 01	1,032 93	499 93	-	54 08	0 54
-	-	91 50	881 03	37 91	1,155 39	1,066 00	533 00	-	89 39	0 60
-	-	242 67	463 93	24 50	907 10	900 00	600 00	-	7 10	0 97

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Clinton	Kennebec	1,700	21	1,700	-	-	M	12	26	\$154 84
Codyville Pl.	Washington	No app.					M	16	26	
							M	20	26	
Columbia	Washington	2,500	21	2,500	-	-	M	16	24	165 15
							M	12	34	
Columbia Falls ¹	Washington	200	21	200	-	-	-	-	Con. Bdge	1,209 93
Concord	Somerset	1,100	23	1,100	-	-	M	12	26	
Connor Pl.	Aroostook	2,000	23	2,000	-	-	-	-	26	
Cooper	Washington	850	21	850	-	-	S	W-12 / H. 5 /	24	198 33
Coplin Pl.	Franklin	5,025	21	5,025	-	-	M	20	24	43 89
Corinna	Penobscot	Laid over.					-	-	-	18 40
Corinth	Penobscot	2,630	26	2,630	-	-	M	24	26	119 27
Cornish	York	1,370	21	1,370	-	-	M	14	26	
Cornville	Somerset	1,000	22	1,000	-	-	M	12	26	
Cranberry Isles	Hancock	400	21	400	-	-	-	-	-	103 53
Crawford	Washington	1,000	22	1,000	-	-	M	12	24	
Criehaven Pl.	Knox	No app.					-	-	-	
Crockertown Twp. 4, R. 2	Franklin	1,500	21	1,500	-	-	M	12	24	19 20
Crystal ²	Aroostook	Expended	with		Sp. Resolve.					
C. Surplus Twp.	Oxford	No app.								
Cumberland	Cumberland	1,700	23	1,700	-	-	S	42 x 48	24	107 26
							M	30	26	158 56
							M	14	26	
							S	20 x 12	16	
Cushing	Knox	2,150	21	2,150	-	-	-	-	-	53 95
Cutler ³	Washington	Laid over.								
Cyr Pl.	Aroostook	1,500	21	1,500	-	-	M	18	26	90 40
							2-M	10	22	
Dallas Pl.	Franklin	2,410	21	2,410	-	-	M	12	22	
							M	18	26	
							M	12	22	
Damariscotta	Lincoln	1,000	21	1,000	-	-	M	8	56	87 59
Danforth	Washington	1,200	26	1,200	-	-	M	30	24	103 78
Dayton	York	2,300	23	2,300	-	-	M	12	24	
							-	-	5 25	
							M	20	24	75 60
							M	16	24	
							M	12	24	
Dead River Pl.	Somerset	1,250	22	1,250	-	-	-	-	-	68 64
Deblois	Washington	2,480	21	2,480	-	-	-	-	-	
Dedham	Hancock	1,000	21	1,000	-	-	M	12	26	
							2-S	24 x 24	21	75 00
Deer Isle	Hancock	2,500	23	2,500	-	-	S	24 x 24	25	

¹ Columbia Falls—Reinforced concrete bridge 20-foot span.² Crystal—Expended Joint Fund with Special Resolve, building bridge on State Aid road across Fish Stream.³ Cutler—1914 and 1915 Joint Funds to be expended together. Laid over to 1916.

—Continued.

Y-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$26 00	\$854 29	\$19 05	\$1,054 18	\$1,072 76	\$521 18	\$19 58	-	\$0 62
-	-	179 31	529 76	40 45	914 67	955 86	614 67	41 19	-	0 27
-	-	44 00	94 32	37 26	1,385 51	1,455 98	1,085 51	70 47	-	-
300	\$135 00	283 25	117 00	22 31	591 86	693 67	391 86	101 81	-	0 54
-	254 00	-	267 75	57 23	631 98	677 26	431 98	45 28	-	0 31
-	-	357 50	244 00	49 85	892 57	908 77	593 57	15 20	-	1 05
-	-	172 00	702 00	15 47	907 87	900 00	600 00	-	\$7 87	0 18
-	-	68 00	854 79	55 32	1,097 38	1,066 00	533 00	-	31 38	0 42
-	-	26 00	660 94	11 50	813 78	801 65	401 65	-	12 13	0 59
1,000	168 50	32 50	201 00	19 35	523 28	500 00	250 00	-	23 28	0 52
-	-	94 18	118 94	4 13	217 25	200 00	160 00	-	17 25	0 54
-	-	88 88	252 70	30 51	475 62	484 20	325 62	8 58	-	0 47
-	-	117 50	349 00	61 50	547 20	600 00	347 20	52 80	-	0 26
-	-	320 00	495 26	34 96	957 48	1,333 14	291 48	375 66	-	0 56
335	16 84	90 77	611 49	28 33	905 99	900 00	600 00	-	5 99	0 42
-	-	52 00	210 00	34 94	350 89	329 18	229 18	-	21 71	0 23
-	-	140 00	530 20	295 63	1,056 23	1,030 98	730 98	-	25 25	0 44
-	-	433 60	556 98	30 50	1,108 67	1,066 00	533 00	-	42 67	1 10
680	200 00	142 00	575 53	41 86	1,063 17	1,036 00	488 31	2 83	-	0 88
-	54 10	635 62	396 00	29 78	1,090 75	1,073 73	540 73	-	17 02	0 47
-	-	310 00	451 66	38 01	875 27	900 00	575 27	24 73	-	0 70
-	-	101 25	635 17	70 92	867 44	920 01	567 44	52 57	-	0 35
-	-	271 00	280 50	21 50	641 64	600 00	400 00	-	41 64	0 64
-	-	388 70	425 00	185 25	1,073 95	1,084 96	540 95	11 01	-	0 43

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Denmark.....	Oxford.....	2,880	23	2,880	-	-	M	12	26	\$59 80
Dennistown Pl....	Somerset.....	300	21	84	-	-	M	10	26	35 00
Dennysville.....	Washington....	1,000	21	1,000	216	-	S	24 x 24	30	-
Detroit.....	Somerset.....	2,525	24	400	2,125	-	2-M	16	26	176 31
Dexter ¹	Penobscot....	540	50	-	-	G.Blk. 140 Con. 460	C	8' x 6'	66	930 00
Dixfield.....	Oxford.....	2,700	21	2,700	-	-	M	18	51	-
							M	16	26	80 00
							M	14	14	-
Dixmont.....	Penobscot....	1,400	27	1,400	-	-	M	14	26	37 08
Dover ²	Piscataquis..	1,200	21	1,200	-	-	C	48 x 24	26	125 51
Dresden.....	Lincoln.....	2,200	21	2,200	-	-	S	48 x 24	24	220 42
							M	12	26	50 86
Drew Pl.....	Penobscot....	1,600	23	1,600	-	-	M	18	24	87 20
							M	16	24	-
							M	12	32	-
							S	24 x 24	30	-
Durham.....	Androscoggin..	1,050	24	1,050	-	-	2-M	12	26	348 20
Dyer Brook.....	Aroostook....	1,300	34	1,300	-	-	M	24	26	-
							S	36 x 42	26	159 58
E Pl.....	Aroostook....	No app.					2-M	16	32	151 19
Eagle Lake Pl....	Aroostook....	1,650	21	1,650	-	-	M	14	74	69 60
Eastbrook.....	Hancock.....	1,938	21	1,938	-	-	M	16	24	24 00
East Livermore...	Androscoggin..	11,000	23	11,000	-	-	M	22	36	349 98
							M	30	30	-
							M	18	26	-
							M	16	26	-
							M-2	12	26	-
							M	16	24	-
East Machias....	Washington....	1,300	21	1,300	-	-	2-M	12	24	103 40
East Millinocket.	Penobscot....	1,700	23	1,700	-	-	M	14	26	59 90
Easton ³	Aroostook....	2,550	23	350	2,200	-	M	12	172	620 95
Eastport.....	Washington....	1,800	23	1,800	-	-	M	20	20	-
							M	20	20	-
							M	12	120	-
Eddington.....	Penobscot....	796	23	96	-	M-700	M	12	26	47 45
							M	18	26	54 55
Eden.....	Hancock.....	2,175	21	2,175	-	-	M	16	30	320 59
Edgecomb.....	Lincoln.....	1,300	21	1,300	-	-	M	16	26	64 83
Edinburg.....	Penobscot....	1,160	22	-	1,160	-	S	24 x 36	42	251 95
Edmunds.....	Washington....	Voted	no.							
Eliot.....	York.....	4,250	21	4,250	-	-	M	10	26	39 10
Elliottsville Pl..	Piscataquis..	Laid	over.							

¹ Dexter—1914 and 1915 Joint Funds expended together—surfacing 2,222 square yards concrete paving, 777 7-9 square yards granite block paving.

² Dover—Reinforced top and wheel guard to culvert.

³ Easton—350 feet, is 68 feet wide. Cost of culverts includes catch basin.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
775	\$240 00	\$385 00	\$274 12	\$100 61	\$1,094 53	\$1,066 59	\$533 59	-	\$27 94	\$0 38
-	-	-	216 00	-	216 00	263 85	150 00	\$47 85	-	0 72
-	-	240 83	302 60	56 05	598 88	600 00	398 88	1 12	-	0 60
900	212 96	346 10	83 81	186 71	1,005 89	986 63	686 63	-	19 26	0 39
-	-	-	5,278 00	441 31	6,649 31	2,555 56	1,091 56	-	4,093 75	-
700	149 00	91 60	773 77	24 45	1,118 82	1,066 00	533 00	-	52 82	0 41
-	-	289 29	206 00	75 88	823 76	1,066 00	290 76	242 24	-	0 59
-	-	608 17	338 99	116 63	1,284 21	1,354 43	617 55	70 88	-	1 06
-	-	31 15	975 36	71 75	1,129 12	1,080 08	547 08	-	48 04	0 51
-	-	465 65	434 01	28 50	1,015 36	994 35	694 35	-	21 01	0 63
-	-	287 00	356 00	61 63	1,052 83	1,066 00	519 83	13 17	-	0 99
700	492 50	236 40	272 83	67 48	1,228 79	900 00	600 00	-	328 79	0 94
412	305 25	268 35	345 00	41 20	1,110 99	1,066 00	533 00	-	44 99	0 67
-	-	360 00	393 50	98 58	945 68	947 19	645 68	1 51	-	0 49
150	46 75	1,804 43	4,791 10	342 22	7,334 58	7,538 40	3,260 18	203 82	-	0 66
-	-	293 94	299 36	54 85	751 55	800 00	351 55	48 45	-	0 58
700	218 74	473 42	200 00	253 33	1,205 39	1,097 64	564 64	-	107 75	0 71
385	73 00	90 00	257 00	50 53	1,091 48	1,066 00	533 00	-	25 48	0 43
-	-	269 00	721 60	109 97	1,100 57	1,198 31	450 57	97 74	-	0 61
-	-	156 93	330 00	42 48	621 41	600 00	300 00	-	31 41	0 79
-	-	1,231 05	1,364 90	109 75	3,026 29	3,031 00	1,294 24	4 71	-	1 39
-	-	530 81	444 80	28 77	1,069 21	1,066 00	532 00	-	3 21	0 82
-	-	473 52	63 50	98 47	887 44	990 75	587 44	103 31	-	0 76
-	-	-	1,300 50	120 19	1,459 79	1,436 40	638 40	-	23 39	0 34

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Ellsworth	Hancock	1,635	23	835	-	M-800	6-M S	20 x 24 12 16 24	96 16 14 26	\$228 09
Embsen	Somerset	1,632	21	1,632	-	-	M	24	26	29 20
Enfield	Penobscot	2,060	24	2,000	-	-	S	36 x 18	26	178 77
Etna	Penobscot	1,050	21	1,050	-	-	C	48 x 48	26	331 55
Eustis	Franklin	3,800	21	3,800	-	-	M	16	26	45 02
Exeter	Penobscot	Voted	no.				M	15	28	36 04
Fairfield	Somerset	1,200	23	1,200	-	-	C	48 x 36	26	245 00
Falmouth	Cumberland	2,560	23	2,560	-	-	M	16	26	40 60
Farmingdale	Kennebec	1,150	21	1,150	-	-	2-S	18 x 18	26	118 75
Farmington	Franklin	2,900	22	2,900	-	-	M	36	24	249 96
Fayette	Kennebec	Voted	no.				M	12	24	
							M	8	24	
							M	8	24	
Flagstaff Pl.	Somerset	575	22	575	-	-	C	-	-	20 00
Forest City	Washington	475	21	475	-	-	M	14	22	33 51
Forkstown	Aroostook	No app.								
Fort Fairfield	Aroostook	Voted	no.							
Fort Kent	Aroostook	2,100	23	2,100	-	-	C-Pipe M	10 14	26 26	28 38 45 30
Foxcroft	Piscataquis	1,000	21	-	-	Mac. 1,000	M	12	26	26 05
Frankfort	Waldo	2,217	26	2,217	-	-	M	12	26	84 58
							M	14	26	42 29
Franklin	Hancock	Voted	no.							
Freedom	Waldo	900	23	900	-	-	M	-	-	-
Freeman	Franklin	2,850	21	2,850	-	-	M	8	24	153 10
							M	12	24	
Freeport	Cumberland	1,650	21	1,650	-	-	M	12	20	33 90
Frenchville	Aroostook	1,100	23	1,100	-	-	M	14	26	55 41
Friendship	Knox	1,904	21	1,904	-	-	M	12	26	
Fryeburg	Oxford	3,350	23	3,350	-	-	2-M	12	26	102 45
Fryeburg Academy	Oxford	No app.								
Grant Twp.	Oxford	No app.								
Gardiner ¹	Kennebec	265	21	-	-	B. M. 265	M M Tile	18 36 12	26 35 88	231 58
Garfield Pl.	Aroostook	No app.								
Garland ²	Penobscot	200	21	200	-	-	Bridge	-	-	627 86
Georgetown	Sagadahoc	500	21	500	-	-				-

¹ Gardiner—\$428.90 of above expended in repairs on Iron Mine Hill—not included in cost per linear foot.

² Garland—Bridge: Cement stone masonry abutments—23 feet wide, 5 feet, 6 inches high, with reinforced concrete top.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$709 85	\$1,189 54	\$124 35	\$2,251 83	\$2,125 70	\$1,129 70	-	\$126 13	\$1 37
415	\$208 50	268 58	384 13	56 83	1,126 01	1,000 00	500 00	-	126 01	0 70
-	8 82	670 25	268 99	103 79	1,198 39	1,177 84	644 84	-	20 55	0 59
350	205 22	-	153 50	15 59	750 88	692 73	492 73	-	58 15	0 71
-	-	291 95	814 06	9 74	1,151 79	1,210 35	618 79	\$58 56	-	0 30
740	382 00	275 00	603 59	39 13	1,590 72	1,627 50	660 72	36 78	-	1 32
1,289	352 75	422 53	580 95	38 80	1,513 78	1,512 00	648 00	-	1 78	0 59
-	-	546 85	568 60	18 72	1,134 17	1,123 32	590 52	-	10 85	0 94
1,150	460 00	358 05	728 35	32 60	1,828 96	1,743 00	747 00	-	85 96	0 63
-	-	131 00	20 00	10 00	206 00	170 00	125 00	-	36 00	0 36
-	-	26 25	117 70	9 96	187 42	177 91	127 91	-	9 51	0 39
275	178 75	82 30	734 00	52 59	1,121 02	1,066 00	533 00	-	55 02	0 53
450	330 80	95 00	836 71	40 15	1,328 71	1,278 72	612 72	-	49 99	1 32
-	-	345 50	558 16	58 47	1,059 60	1,066 00	533 00	-	22 00	0 49
900	316 60	351 74	170 98	68 65	907 37	960 08	607 37	52 71	-	1 00
-	-	401 05	357 90	37 00	949 05	981 30	649 05	32 25	-	0 33
-	-	419 17	530 15	17 85	1,001 07	990 00	440 00	-	11 07	0 60
1,100	252 00	89 00	321 05	14 96	732 42	689 82	389 82	-	42 60	0 66
-	4 00	241 46	759 91	41 82	1,077 10	1,066 00	533 00	-	11 10	0 56
-	-	50 00	1,017 40	41 70	1,211 55	1,200 82	600 82	-	10 73	0 36
-	-	257 69	1,275 19	15 83	1,780 34	1,750 00	750 00	-	20 34	5 10
-	-	101 05	25 00	85 95	839 86	800 00	400 00	-	39 86	-
-	-	109 00	175 00	25 68	309 68	300 00	150 00	-	9 68	0 62

TABLE VI

Town.	County.	Total length—feet.	Finished length—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			Cost.
							Kind.	Size—Inches.	Length—feet.	
Gilead ¹	Oxford.....	300	22	300	-	-	S	10	28	\$43 13
Glenburn.....	Penobscot.....	1,900	23	1,900	-	-	S	6	28	
Glenwood Pl.....	Aroostook.....	800	21	800	-	-	C	48 x 48	28	217 26
							M	18		
							M	24	24	64 68
Gorham.....	Cumberland.....	2,250	21	2,250	-	-	S	24 x 20	24	39 80
							M	14	26	23 40
							M	16	24	24 00
							M	14	24	21 60
Gouldsboro.....	Hancock.....	1,110	21	1,110	-	-	3-S	24 x 24	26	165 00
Grafton.....	Oxford.....	1,700	21	1,700	-	-				
Grand Falls Pl.....	Penobscot.....	200	21	200	-	-				
Grand Isle.....	Aroostook.....	1,436	21	1,436	-	-	M	13	32	140 00
Grand Lake Str'm Pl.....	Washington.....	1,400	23	1,400	-	-	M	36	24	246 40
							M	24	24	
Gray.....	Cumberland.....	1,300	23	1,300	-	-	S	24 x 24	27	24 19
							S	24 x 24	26	64 38
Greenbush ²	Penobscot.....	2,800	21	2,800	-	-	M	16	26	26 75
							M	12	26	
							M	16	24	102 13
							M	16	24	
Greene.....	Androscoggin.....	1,200	23	1,200	-	-				
Greenfield.....	Penobscot.....	1,000	24	1,000	-	-	S	24 x 24	26	109 73
Greenville.....	Piscataquis.....	Voted no.								
Greenwood.....	Oxford.....	1,000	23	1,000	-	-	S	24 x 24	25	30 15
Guilford.....	Piscataquis.....	2,250	21	2,250	-	-	M	16	28	92 58
Hallowell ³	Kennebec.....	950	21	-	-	M. 950	M	10	28	
Hamlin Pl ⁴	Aroostook.....	1,000	21	1,000	-	-	C	-	94	1,190 45
Hammond Pl.....	Aroostook.....	1,000	23	1,000	-	-	M	18	26	51 00
Hampden ⁵	Penobscot.....	1,500	23	1,500	-	-				7 08
Hancock.....	Hancock.....	1,400	21	1,400	-	-	S	18 x 18	26	95 00
Hanover.....	Oxford.....	1,950	21	1,950	-	-				
							M	14	26	143 87
							M	16	36	
Harmony ⁶	Somerset.....	2,075	21	2,075	-	-	M	12	16	
Harpwell.....	Cumberland.....	2,200	21	2,200	-	-	2-M	12	26	68 98
							S	36 x 36	25	87 58
							M	28	24	
							M	16	26	142 27
Harrington.....	Washington.....	2,600	21	2,600	-	-	S	12 x 14	26	21 00
							S	12 x 18	26	27 00
							S	18 x 18	26½	28 00
							S	18 x 18	30	28 00
Harrison.....	Cumberland.....	2,600	21	2,600	-	-	S	18 x 20	26	29 00
							M	12	26	
Hartford.....	Oxford.....	625	23	625	-	-	M	36	27	149 05

¹ Gilead—The 1915 Joint Fund was used to complete 1914 work—500 linear feet were built in 1915.

² Greenbush—Balance of \$24.27 from 1913 expended with the 1915 Joint Fund.

³ Hallowell—1914 and 1915 Joint Funds expended together.

⁴ Hamlin—Concrete Culvert, 94 feet long, 5 x 5 feet, containing 112 cubic yards, with fill of about 6,400 cubic yards. Joint funds for 1911, 1912, 1913, 1914 and 1915 used for work.

⁵ Hampden—Cost of culvert is cost of concrete end wall

⁶ Harmony—\$177.75 used to complete 1913 and 1914 sections.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$876 23 110 00	\$145 56 537 86	\$24 50 41 25	\$1,089 42 906 37	\$1,050 01 900 00	\$750 01 600 00	-	\$89 41 6 37	\$3 63 0 47
-	-	150 00	338 92	42 01	595 61	629 65	395 61	\$34 04	-	0 74
50	\$25 00	956 20	671 68	29 59	1,722 27	1,743 00	726 27	20 73	-	0 77
-	-	642 00 220 00	305 70 500 75	104 53 46 50	1,121 23 932 25	1,160 18 903 92	588 23 603 92	38 95	- 28 33	1 01 0 55
-	-	92 76 100 00	14 19 474 40	44 64 13 39	151 59 1,027 79	150 00 1,063 85	100 00 727 79	- 36 06	- 1 59	0 75 0 71
972	300 00	100 00	100 00	100 00	100 00	100 00	100 00	-	-	0 75
100	14 50	186 65	285 50	109 82	842 87	900 00	542 87	57 13	-	0 60
-	-	139 00	428 02	30 66	621 87	600 00	300 00	-	21 87	0 47
-	-	613 79	1,267 90	64 25	2,037 07	1,966 14	1,420 41	-	70 93	0 72
-	-	305 63	459 06	127 83	994 65	1,066 00	461 65	71 35	-	0 83
-	-	34 67	419 66	45 80	609 86	610 24	409 86	38	-	0 60
-	-	417 19	103 31	49 35	606 00	600 00	300 00	-	-	0 60
1,362	439 75	112 50 427 28	420 85 1,043 08	21 56 51 34	1,087 24 1,521 70	1,066 00 700 00	533 00 586 83	- -	21 24 134 87	0 49 1 60
-	30 00	1,956 55	-	369 79	3,546 79	3,700 00	2,246 79	153 21	-	-
340	65 50	- 10 00	168 00 882 90	16 00 14 06	300 50 914 04	300 00 900 00	200 00 450 00	- -	0 50 14 04	0 30 0 60
-	-	349 00	250 00	121 53	815 53	800 00	400 00	-	15 53	0 58
-	-	175 00	712 00	28 50	915 50	900 00	600 00	-	15 50	0 47
940	380 00	150 74 555 08	488 77 546 00	154 10 27 10	1,317 48 1,197 16	1,388 44 1,152 00	784 48 552 00	70 96	- 45 16	0 62 0 54
-	-	98 00	666 85	56 75	1,051 45	1,081 90	518 45	30 45	-	0 46
1,210	306 00	42 00	519 68	83 22	1,083 96	1,066 00	533 00	-	17 90	0 42
-	-	427 69	419 96	69 84	1,066 54	1,066 00	533 00	-	6 54	1 71

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Hartland.....	Somerset.....	1,200	23	-	-	Mac 1,200	M M M M M	20 16 12 14 10	26 26 26 24 42	\$111 18
Haynesville.....	Aroostook.....	2,200	21	2,200	-	-	M	10	42	170 74
Hebron.....	Oxford.....	300	21	300	-	-	-	-	-	24 81
Hermon.....	Penobscot.....	1,600	21	1,600	-	-	M S	20 18 x 18	26 16	72 13
Hersey ¹	Aroostook.....	1,300	26	1,300	-	-	M	12	30	17 60
Highland Pl.....	Somerset.....	2,000	23	2,000	-	-	M	30	26	77 57
Hiram.....	Oxford.....	525	21	525	-	-	M	24	28	78 37
Hodgdon.....	Aroostook.....	1,200	21	1,200	-	-	M 2-M	16 18	26 26	85 58
Holden.....	Penobscot.....	1,350	21	1,350	-	-	2-M	10	12	100 00
Hollis.....	York.....	1,300	21	-	1,300	-	S M	16 x 18 14	25 28	40 00
Hope.....	Knox.....	1,400	23	1,400	-	-	M M	18 14	32 32	35 00
Houlton.....	Aroostook.....	3,480	30	3,480	-	-	M	24	8	48 50
Howland.....	Penobscot.....	1,920	23	1,920	-	-	M	14	26	87 52
Hudson.....	Penobscot.....	2,293	21	2,293	-	-	C	48 x 48	26	87 80
Hurricane Isle.....	Knox.....	No app.								57 81
Industry.....	Franklin.....	2,770	21	2,770	-	-	S	18 x 20 14 x 16	24 24	198 03
Island Falls.....	Aroostook.....	1,150	23	1,150	-	-	-	14 x 12	24	100 90
Isle au Haut.....	Hancock.....	Voted	no.							-
Isleboro.....	Waldo.....	1,650	23	1,650	-	-	M M M M M	12 12 12 14 12	46 40 38 28 26	227 07
Jackman Pl ²	Somerset.....	1,400	23	1,400	-	-	M M M	10 20 16	26 26 26	45 95
Jackson.....	Waldo.....	1,430	23	-	1,430	-	M	12	26	54 48
Jay ³	Franklin.....	2,600	23	2,600	-	-	M-6	10-12- 16	26	47 49
Jefferson.....	Lincoln.....	Voted	no.				M M M	18 8 8	24 21 21	34 01
Jerusalem Twp...	Franklin.....	3,500	21	1,500	2,000	-	M	8	21	61 78
Johnson Mt. Twp.	Somerset.....	Laid over.								
Jonesboro.....	Washington...	2,100	21	2,100	-	-	S-7 M M M	14 to 16 20 16	24 to 30 26 26	221 30
Jonesport ⁴	Washington...	7,200	23	7,200	-	-	C	-	-	446 95

¹Hersey—\$38.27 was a balance of 1914 State Aid and was used in part payment of culvert used on 1914 section, but is not included in the 1915 expenditure. \$15.20 of the 1915 Joint Fund was used in part payment of this culvert, and is included in the cost (see 1914 table).

²Jackman Pl.—See 1914 table for bill of \$12. (Gravel bill paid in May, 1915, On 1914 work not shown in 1915 cost.)

³Jay—Cost of culverts includes repairing 3 stone culverts, costing \$33.10.

⁴Jonesport—Cost of culverts includes stone and concrete culvert, 28 feet wide, 6 x 6 feet opening.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
300	\$202 50	\$96 84	\$586 00	\$20 85	\$1,017 37	\$1,066 00	\$484 37	\$48 63	-	\$0 84
-	-	235 00	451 37	39 45	896 56	900 10	595 56	3 54	-	0 40
-	-	91 50	39 95	56 13	212 42	200 00	100 00	-	\$12 42	0 70
-	-	359 06	658 09	61 75	1,168 63	1,136 29	602 29	-	32 34	0 73
650	175 00	255 50	310 00	64 89	912 96	900 00	600 00	-	12 96	0 70
-	-	181 09	219 97	134 70	614 13	600 00	400 00	-	14 13	0 30
-	-	72 08	270 26	88 17	516 09	500 00	250 00	-	16 09	0 98
910	257 06	60 00	786 00	13 90	1,216 90	1,074 75	541 75	-	142 15	1 01
120	50 00	306 32	175 00	46 55	652 87	645 72	445 72	-	7 15	0 48
1,100	171 88	842 91	89 75	12 63	1,165 67	1,152 00	552 00	-	13 67	0 89
-	-	243 91	150 00	94 17	575 60	623 55	275 60	47 95	-	0 41
2,305	550 50	697 50	709 50	317 26	2,362 56	2,332 75	999 75	-	29 81	0 68
-	-	801 81	192 25	221 94	1,273 81	1,198 08	665 08	-	75 73	0 66
200	132 12	459 69	314 11	30 30	1,134 16	1,170 15	834 16	35 99	-	0 49
-	-	92 19	588 77	41 00	956 46	921 18	621 18	-	35 28	0 35
350	133 60	518 46	387 80	95 37	1,061 63	1,066 00	468 63	64 37	-	0 87
1,200	859 21	75 00	536 16	67 19	1,764 63	1,731 51	854 91	-	33 12	1 07
632	277 96	179 25	594 50	46 19	1,143 94	1,173 12	610 94	17 18	-	0 81
1,350	211 50	251 26	159 05	55 97	914 45	900 00	600 00	-	14 45	0 64
-	-	337 50	1,217 20	75 16	1,771 71	1,749 63	753 62	-	22 08	0 68
-	-	350 00	360 22	256 92	1,028 92	1,022 16	722 16	-	6 76	0 29
-	-	172 19	401 71	46 48	841 68	906 11	541 68	64 43	-	0 40
-	-	2,462 00	1,278 73	324 96	5,103 83	5,417 53	2,652 03	313 70	-	0 77

TABLE IV

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Kenduskeag	Penobscot	Voted no.								
Kennebunk ¹	York	600	35	-	-	B. M. 600	-	-	-	\$630 84
Kennebunkport ²	York	2,800	21	-	-	B. M. 2,800	2-S M	18 x 24 15	{ 63 30	111 07
Kingfield	Franklin	950	18	950	-	-	3-S	24 x 24	26	60 00
Kingman	Penobscot	1,810	21	1,810	-	-	M	14	24	43 20
Kingsbury Pl.	Piscataquis	Not	com- pleted.							
Kittery ³	York	590	21	-	-	M 590	-	-	-	16 55
Knox	Waldo	1,300	23	1,300	-	-	S	8' x 4'	26	173 15
Kossuth Twp.	Washington	No app.								
Lagrange	Penobscot	1,353	24	-	1,353	-	-	-	-	-
Lake View Pl.	Piscataquis	Voted no.								
Lakeville	Penobscot	1,400	21	1,400	-	-	M	14	30	73 55
Lambert Lake Tp.	Washington	No app.								
							M M M M M M	{ 24 18 16 14 10 24	26	
Lamoine	Hancock	2,534	21	2,534	-	-				231 04
Lang Pl.	Franklin	4,265	21	4,265	-	-				54 92
Lebanon	York	830	25	830	-	-	S	48 x 42	{ 26	207 48
Lee	Penobscot	1,100	24	1,100	-	-	M	30 x 30	26	55 67
Leeds	Androscoggin	600	28	600	-	-	S	16 7' x 7'	24 31	232 00
Letter E Twp ⁴	Franklin	1,649	21	1,229	420	-	-	-	-	127 56
Levant	Penobscot	Voted no.								
Lewiston	Androscoggin	1,085	30	-	-	B. M. 1,085	-	-	-	-
							M M S	14 10 42 x 20	26 26 28	85 15
Lexington Pl ⁵	Somerset	1,325	21	1,325	-	-	-			
Liberty	Waldo	1,600	23	1,600	-	-	2-M	12	26	55 94
Lily Bay Twp	Piscataquis	Voted no.								
Limerick	York	1,860	22	1,860	-	-	M M M M M M	14 18 18 16 12 12	26 26 26 26 26 26	29 79
Limestone	Aroostook	3,050	21	3,050	-	-				151 85
										57 46
Limington	York	2,470	21	2,470	-	-	3-S	W 14 H 8 to 14	-	81 75
Lincoln ⁶	Penobscot	-	-	-	-	-	2 Bridges	21'	12	1,694 40
Lincoln Pl.	Oxford	1,630	21	1,630	-	-	C	14 x 20	10	239 98
Lincolntonville	Waldo	Work	not	report	ed.					

¹ Kennebunk—Cost of culverts includes cost of 6 catch basins and 800 feet of tile.

² Kennebunkport—1914 and 1915 Joint Funds expended together.

³ Kittery—Expenditure includes \$312.65 expended in repairs on Eliot Neck road for which number of linear feet is not included. Cost per linear foot does not include this.

⁴ Letter E Township—1913, 1914, 1915 Joint Funds expended together.

⁵ Lexington—Balance of \$87 in 1911 forfeited. Work not accepted.

⁶ Lincoln—In cost of culverts: 2 reinforced concrete bridges, 21 feet wide, 12-foot span—height 9 feet, 4 inches.

—Continued

Y-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$164 10	\$1,161 17	-	\$1,956 11	\$1,974 00	\$828 11	\$17 89	-	\$3 26
-	\$10C 25	1,420 19	1,314 95	\$56 69	3,003 15	2,994 61	1,464 61	-	\$8 54	1 07
-	-	498 38	45 00	518 21	1,121 59	1,066 00	533 00	-	55 59	1 18
400	160 00	-	640 00	1 50	844 70	903 35	544 70	58 65	-	47
-	-	85 00	902 30	47 70	1,051 55	1,278 72	385 55	227 17	-	1 79
100	32 00	453 87	234 75	70 03	963 80	900 00	600 00	-	63 80	0 74
770	273 81	488 75	204 08	46 91	1,013 55	1,066 00	480 55	52 45	-	0 75
1,000	232 00	45 00	630 75	27 23	1,008 58	994 44	694 44	-	14 14	0 72
-	-	260 84	415 37	22 53	929 78	900 00	630 00	-	29 78	0 37
-	-	286 00	511 80	35 24	855 96	935 15	585 96	49 19	-	0 20
-	-	528 35	326 25	11 85	1,073 93	1,066 00	533 00	-	7 93	1 30
-	1 75	144 67	437 54	49 02	688 65	687 53	487 53	-	1 12	0 62
550	200 00	50 50	182 50	66 64	731 64	700 00	350 00	-	31 64	1 21
-	-	294 10	62 32	-	483 98	285 00	180 00	-	198 98	0 29
-	55 90	-	3,767 50	15 66	3,838 16	4,025 00	1,538 16	186 84	-	3 53
-	-	159 50	142 08	223 31	620 04	600 00	460 50	-	20 04	0 46
1,600	174 50	70 00	270 35	27 42	598 21	600 00	298 21	1 79	-	0 37
1,700	287 49	154 10	608 05	52 46	1,131 91	1,066 00	532 00	-	65 91	0 60
460	286 00	369 00	395 00	15 28	1,217 13	1,285 21	617 13	68 08	-	0 40
-	-	497 75	396 45	54 72	1,088 13	1,071 15	538 15	-	16 98	0 40
-	-	70 29	-	148 44	1,913 13	1,200 16	600 16	-	712 97	-
-	-	163 94	547 45	17 45	968 82	1,000 00	468 82	31 18	-	0 60

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—-inches.	Length—feet.	Cost.
Linneus.....	Aroostook....	2,250	21	2,250	-	-	M	20	26	\$52 22
Lisbon.....	Androscoggin.	454	34	-	-	B. M.	-	-	-	-
Litchfield.....	Kennebec.....	1,260	23	-	1,200	454	-	-	-	-
Littleton.....	Aroostook....	2,200	22	2,200	-	-	2-M	18	26	73 23
Livernore.....	Androscoggin.	1,600	21	1,600	-	-	M	12	26	17 79
Long Island Pl.	Hancock.....	Voted	no.	-	-	-	-	-	-	-
Lovell.....	Oxford.....	3,733	21	3,733	-	-	M	12	26	193 83
Lovell.....	Penobscot....	875	23	875	-	-	M	16	26	
Lubec.....	Washington...	2,680	25	2,680	-	-	S	24 x 24	26	70 24
							C	48 x 36	16	168 08
Ludlow.....	Aroostook....	1,066	23	1,066	-	-	M	14	26	94 16
Lyman.....	York.....	825	23	825	-	-	M	14	2	
							M	24	4	400 00
							S	8' x 9'	22	
							M	30	4	
Machias ¹	Washington...	2,000	21	2,000	-	-	M	16	26	178 30
							M	12	24	
							M	16	24	
Machiasport.....	Washington...	1,475	21	1,475	-	-	M	16	24	111 58
Macwahoc Pl.	Aroostook....	Voted	no.	-	-	-	M	24	26	
Madawaska ²	Aroostook....	2,690	21	2,690	-	-	3-M	12	26	257 47
							M	16	26	
Madison.....	Somerset.....	3,000	26	-	-	S. C.	M	16	34	65 80
Madrid.....	Franklin.....	920	21	920	-	3,000	C	36 x 36	26	209 97
Magalloway Pl.	Oxford.....	2,143	21	2,143	-	-	2-M	12	24	80 50
							M	24	24	
Manchester.....	Kennebec.....	1,050	21	1,050	-	-	M	12	26	45 61
Mapleton.....	Aroostook....	2,725	23	2,725	-	-	S	24 x 16	26	41 25
Mariaville.....	Hancock.....	1,100	23	1,100	-	-	3-M	16	26	182 87
Marion.....	Washington...	700	23	700	-	-	-	-	-	-
Marshfield.....	Washington...	1,200	21	1,200	-	-	M	16	24	73 58
							M	30	26	
Mars Hill.....	Aroostook....	1,900	22	1,900	-	-	M	14	26	114 55
							M	14	26	
Masardis.....	Aroostook....	1,400	23	1,400	-	-	M	10	26	100 49
							M	10	26	
Mason.....	Oxford.....	350	21	350	-	-	S	18 x 18	24	39 85
Matinicus Isle Pl.	Knox.....	No app.	-	-	-	-	S	26 x 36	24	-
Mattamiscontis Tp	Penobscot....	No app.	-	-	-	-	-	-	-	-
Mattawamkeag.	Penobscot....	2,500	24	2,500	-	-	M	12	26	41 77
Maxfield.....	Penobscot....	1,800	23	1,800	-	-	S	24 x 24	26	45 00

¹ Machias \$45.76 was deducted from 1915 balance and added to 1914 balance, which had been previously deducted from 1914 account, leaving \$450, balance of 1914 account, and \$43.52, balance of 1915 account.

² Madawaska 1914 and 1915 expenditures shown together: 1,240 feet of road completed on the 1914 section, costing \$724.59. State Aid approved on this section, \$324.59. 1,450 feet of road completed on the 1915 section, costing \$1,048.46. State Aid approved on this section, \$548.46.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
1,220	\$443 50	\$193 48	\$394 14	\$20 00	\$1,163 34	\$1,066 00	\$533 00	-	\$37 34	\$0 49
-	-	364 43	1,862 90	84 46	2,311 79	2,205 00	945 00	-	106 79	5 09
-	-	730 97	380 97	61 50	1,173 44	1,066 00	533 00	-	107 44	0 97
1,500	250 95	27 50	694 26	18 51	1,064 45	1,066 00	531 45	\$1 55	-	0 48
-	-	691 40	251 75	106 43	1,067 37	1,072 52	534 37	5 15	-	0 66
2,733	950 00	250 00	1,554 12	161 37	3,109 32	3,991 19	1,658 19	-	18 13	0 83
279	74 20	473 98	267 83	74 61	960 86	921 16	621 16	-	39 70	1 09
400	71 00	150 00	707 14	35 59	1,131 81	1,209 48	531 81	77 67	-	0 42
1,066	356 75	-	439 00	18 15	908 06	908 13	608 06	07	-	0 85
60	50 00	280 34	150 00	149 03	1,029 37	1,000 00	500 00	-	29 37	1 23
-	-	269 98	456 40	137 57	1,042 25	1,066 00	443 72	43 52	-	52
-	-	191 00	293 00	32 25	627 83	632 41	327 83	4 58	-	42
840	647 74	161 58	684 99	21 27	1,773 05	1,824 49	873 05	51 44	-	65
-	-	328 40	1,678 15	71 37	2,363 69	2,327 42	1,265 42	-	36 25	79
-	-	103 54	66 00	139 00	308 54	500 00	200 00	-	8 54	34
-	-	275 25	658 40	96 75	1,110 90	1,056 00	533 00	-	44 90	51
1,050	348 37	180 62	178 99	33 95	828 79	800 00	400 00	-	28 79	79
1,305	414 30	-	784 32	32 70	1,231 32	1,229 04	696 04	-	2 28	45
-	-	385 00	200 17	208 88	976 92	934 17	634 17	-	42 75	89
-	-	152 29	104 00	43 25	299 54	390 00	199 54	46	-	43
-	-	217 58	431 45	65 19	787 80	802 35	487 80	114 55	-	66
575	307 00	-	636 00	27 46	1,085 01	1,066 00	532 00	-	19 01	57
400	365 00	103 00	477 00	38 72	1,084 21	1,066 00	533 00	-	18 21	77
-	-	46 54	91 03	3 56	180 92	219 58	130 92	38 66	-	51
-	-	108 13	678 13	20 05	848 08	900 00	548 08	51 92	-	36
1,800	83 75	245 88	456 18	173 63	1,604 44	1,017 26	704 44	12 82	-	56

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Mayfield Pl.	Somerset.	300	20	300	-	-	2-M 1-M	14 12	20 20	\$78 00
							M	12	26	58 48
							M	12	34	27 20
Mechanic Falls. . .	Androscoggin. .	1,950	21	1,950	-	-	M	12	28	22 40
							M	12	34	
							M	24	30	
Meddybemps.	Washington.	2,372	21	2,372	-	-	M	8	20	103 40
Medford.	Piscataquis.	1,200	21	1,200	-	-	C	4' x 8'	20' x 8'	401 37
Medway.	Penobscot.	1,535	20	1,535	-	-	M	18	26	76 12
Mercer.	Somerset.	1,350	23	1,350	-	-	M	12	26	54 86
Merrill Pl.	Aroostook.	3,050	21	3,050	-	-	M	10	26	77 80
							S	16 x 18	28	31 00
Mexico.	Oxford.	1,115	23	540	575	-	2-M	16	45	73 60
							2-M	12	26	
							2-M	10	26	151 34
Milbridge.	Washington.	1,600	21	1,600	-	-				
Milford.	Penobscot.	1,525	24	1,525	-	-	M	16	26	22 80
Millinocket.	Penobscot.	1,700	21	1,700	-	-	M	24	26	58 75
							M	12	28	30 40
							C	7' x 3'	6	401 53
Milo.	Piscataquis.	1,700	21	1,700	-	-				
Milton Pl.	Oxford.	280	24	280	-	-	S	48 x 48	24	160 50
Minot ¹	Androscoggin. .	1,675	23	1,675	-	-				
Molunkus Twp. A, R. 5.	Aroostook.	No app.								
Monhegan Pl.	Lincoln.	Voted	no.				Bridge			1,021 61'
Monmouth ²	Kennebec.	630	23	630	-	-	M	16	30	68 41
							C	5' x 4'	26	446 85
Monroe.	Waldo.	1,000	18	1,000	-	-	M	12	26	41 60
Monson.	Piscataquis.	2,300	21	-	2,300	-	M	16	26	23 40
							S	18 x 18	28	131 80
							M	24	90	
							M	16	174	
Monticello.	Aroostook.	630	40	630	-	-	M	12	78	518 45
							2-M	12	26	84 69
Montville.	Waldo.	1,485	23	1,485	-	-	S	36 x 60	8	36 55
Moose River Pl. . .	Somerset.	Laid over.								
Moro Pl.	Aroostook.	310	23	310	-	-	S	72 x 72	42	355 66
							M	12	34	
							M	12	36	97 35
Morrill.	Waldo.	1,565	23	1,565	-	-	S	24 x 24	26	36 00
Moscow.	Somerset.	Voted	no.							
Mt. Chase.	Penobscot.	800	21	800	-	-	M	10	26	47 59
							M	20	52	
							M	20	52	182 80
Mt. Desert ³	Hancock.	1,760	21	1,760	-	-	Bridge	-	-	418 24
Mt. Vernon.	Kennebec.	1,325	24	1,325	-	-	M	12-14	106	129 65
Moxie Gore.	Penobscot.	798	18	-	798	-				
Muscle Ridge Pl. .	Knox.	No app.								

¹ Minot—Surfacing clay and gravel.² Monmouth—Cost of culverts includes cost of bridge, \$1,021.61. 1914 and 1915 Joint Funds expended together.³ Mt. Desert—Stone bridge: Span 8 feet, height 3 feet, 3 inches; cost, \$418.24, not included in cost per linear foot.

-Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$133 00	-	-	\$211 00	\$206 75	\$154 25	-	\$4 25	\$ 70
-	-	181 43	\$791 79	\$252 80	1,334 10	1,200 00	600 00	-	134 10	68
-	-	18C 49	623 75	54 80	962 44	900 00	600 00	-	62 44	41
360	\$104 51	363 93	140 00	64 64	1,074 45	1,005 03	705 03	-	69 42	90
-	145 00	207 00	428 98	52 38	909 48	900 00	600 00	-	9 48	59
665	253 13	155 71	352 93	31 90	846 53	900 00	546 53	\$53 47	-	63
1,530	371 08	-	414 75	39 48	934 11	922 67	622 67	-	11 44	30
-	-	1,519 11	303 13	86 18	1,932 02	1,066 00	533 00	-	872 42	1 73
-	-	163 01	518 25	106 06	938 60	1,000 00	438 60	61 40	-	59
-	-	50 00	1,001 31	25 35	1,109 46	1,160 96	576 46	51 50	-	73
500	70 63	532 90	905 20	17 01	1,584 49	1,524 01	660 01	-	60 48	93
-	-	227 00	659 95	115 05	1,433 93	1,510 01	701 93	76 08	-	84
-	-	140 00	150 00	12 20	462 70	450 00	300 00	-	12 70	1 65
-	-	354 52	421 20	29 17	804 89	800 00	400 00	-	4 89	48
600	149 25	76 50	239 40	35 80	1,590 97	1,645 58	953 47	54 61	-	2 52
200	60 00	510 00	222 10	75 96	1,356 51	1,066 00	533 00	-	290 51	1 36
425	101 15	408 94	300 00	103 50	1,068 79	1,128 85	535 79	60 06	-	0 47
240	105 00	-	460 50	34 73	1,118 68	1,066 00	533 00	-	52 68	1 78
618	162 06	313 59	231 08	246 91	1,074 88	1,098 71	541 88	23 83	-	0 72
-	-	511 20	99 30	45 81	1,011 97	900 00	600 00	-	111 97	3 26
340	63 20	665 05	81 50	31 14	974 24	900 00	600 00	-	74 24	0 62
500	154 86	224 41	473 69	29 96	930 48	901 48	601 48	-	29 00	1 16
-	-	1,146 15	986 00	50 42	2,783 61	1,858 50	796 50	-	925 11	1 58
475	155 59	417 32	313 13	86 74	1,102 43	1,031 15	548 15	-	21 28	0 83
-	-	348 00	-	51 00	399 00	348 50	232 50	-	50 50	0 50

TABLE VI

TOWN.	County	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			Cost.
							Kind.	Size—Inches.	Length—feet.	
Naples.....	Cumberland..	1,500	21	1,500	-	-	-	-	-	-
Nashville Pl.....	Aroostook....	No app.								
Newburg.....	Penobscot....	3,570	21	3,570	-	-	M M	30 24	26 26	\$86 19
New Canada Pl.....	Aroostook....	1,900	21	1,900	-	-	M M	12 16	26 26	161 35
Newcastle.....	Lincoln.....	1,675	23	1,675	-	-	5-M	-	-	155 39
Newfield.....	York.....	1,100	21	950	150	-	S	24 x 30	30	44 30
New Gloucester...	Cumberland..	1,800	21	1,800	-	-	M M M	10 10 12	26 32 26	189 32
New Limerick....	Aroostook....	1,245	23	1,245	-	-	-	-	-	-
Newport ¹	Penobscot....	395	40	-	-	B. M. 395	-	-	-	-
New Portland....	Somerset.....	2,600	21	2,600	-	-	2-M M M M M M M	10 12 16 14 12 14 20	24 24 24 26 26 26 26	135 00
Newry.....	Oxford.....	1,220	21	-	1,220	-	M	12	26	133 35
New Sharon.....	Franklin.....	1,800	24	1,800	-	-	M	20	26	55 50
New Sweden....	Aroostook....	2,750	21	2,750	-	-	M M	16 30	26 24	43 05 61 22
New Vineyard....	Franklin.....	1,610	21	1,610	-	-	S	12 x 24	7	37 92
Nobleboro.....	Lincoln.....	1,150	21	1,150	-	-	M M	24 12	32 30	92 40 62 72
Norridgewock...	Somerset.....	1,000	21	1,000	-	-	S	24 x 18	26	18 90
North Berwick...	York.....	1,465	23	1,165	-	M 300	-	-	-	-
Northfield.....	Washington...	1,100	21	1,100	-	-	M	12	24	58 85
North Haven....	Knox.....	1,335	26	1,335	-	-	2-M M	8 30	24 26	77 00 105 80
Northport.....	Waldo.....	1,150	23	1,150	-	-	M M M M	12 12 16	30 30 30	62 50
North Yarmouth..	Cumberland..	1,665	21	1,665	-	-	S S	24 x 18 24 x 18	20	65 00
Norway.....	Oxford.....	1,650	23	-	1,650	-	S S S S	36 x 24 24 x 24 24 x 24 24 x 24	26	125 00
No. 6, No. of Weld	Franklin.....	532	18	532	-	-	M	36	28	104 20
No. 7, So. Div....	Hancock.....	1,200	23	1,200	-	-	-	12	20	18 95
No. 8 Pl.....	Hancock.....	570	22	570	-	-	-	-	-	-
No. 9, So. Div....	Hancock.....	5,000	21	-	5,000	-	-	-	-	-
No. 10, So. Div..	Hancock.....	6,000	21	6,000	-	-	-	-	-	-

¹ Newport—90 linear feet omitted in 1914 report, included in this year's report.

-Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$48 00	\$343 25	\$19 69	\$410 94	\$400 00	\$200 00	-	\$10 94	\$0 27
250	\$36 00	432 15	539 63	93 98	1,187 95	1,066 00	523 00	-	121 95	0 30
525	200 00	80 00	380 00	59 27	880 62	900 00	583 87	\$19 38	-	0 46
-	-	185 00	715 37	42 92	1,098 68	1,066 00	533 00	-	32 68	0 66
-	-	639 10	80 50	43 65	807 55	800 00	400 00	-	7 55	0 73
680	228 20	414 10	439 25	37 95	1,208 82	1,281 39	615 39	-	27 43	0 72
945	387 00	-	463 00	14 90	864 90	900 00	564 90	35 10	-	0 69
-	-	175 50	1,374 50	-	1,550 00	1,285 97	685 97	-	264 03	3 22
350	125 00	225 00	441 88	33 01	959 59	1,066 00	426 89	106 11	-	37
-	-	653 18	212 73	14 75	1,014 01	1,000 00	500 00	-	10 01	82
200	37 40	18 00	548 15	20 00	679 05	800 00	279 05	120 95	-	38
1,285	449 75	167 00	329 25	76 52	1,065 57	1,066 00	532 57	43	-	39
640	135 05	126 07	343 90	109 25	813 41	800 00	400 00	-	13 41	51
100	42 80	276 52	297 00	48 51	819 95	800 00	400 00	-	19 95	71
665	540 40	213 30	298 60	15 88	1,087 08	1,066 00	533 00	-	21 08	1 09
300	55 00	-	1,179 20	10 94	1,245 14	1,200 00	600 00	-	45 14	85
-	-	211 52	318 36	231 00	819 73	900 00	519 73	80 27	-	74
400	325 00	190 00	579 89	28 50	1,200 39	1,066 00	533 00	-	134 39	0 89
500	200 00	363 71	213 63	87 61	970 75	1,000 00	470 75	29 25	-	84
-	-	130 00	546 90	29 50	833 90	821 28	421 28	-	12 71	49
-	-	845 00	406 77	95 00	1,471 77	1,436 40	638 40	-	35 37	89
-	-	16 00	10 00	6 00	136 20	75 00	50 00	-	61 20	25
-	-	92 40	170 15	18 50	300 00	300 00	200 00	-	-	25
-	-	40 50	139 47	-	179 97	180 00	180 00	03	-	0 31
-	-	90 00	90 00	-	180 00	180 00	120 00	-	-	-
-	-	112 50	112 50	-	225 00	225 00	150 00	-	-	-

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
No. 21 Pl.	Hancock.	720	21	720	-	-	M	18	26	
No. 22, M. Div.	Hancock.	400	21	400	-	-	M	16	28	
No. 28, M. Div.	Hancock.	Voted	no.				M	14	26	\$162 99
No. 33 Pl.	Hancock.	800	21	800	-	-	M	20	24	34 10
No. 21 Pl.	Washington.	Voted	no.							
Oakfield.	Aroostook.	850	23	850	-	-	S	72 x 54	30	416 88
Oakland.	Kennebec.	*1,500	20	1,500	-	-	M	12	24	151 72
Old Orchard.	York.	2,771	21	-	-	2,771	M	-	-	-
Old Town.	Penobscot.	900	21	-	-	900	M	12	26	64 70
Orient.	Aroostook.	900	23	900	-	-	M	16	24	94 80
Orland.	Hancock.	Voted	no.				M			
Orneville.	Piscataquis.	1,910	21	1,910	-	-	M	20	26	
							M	14	26	117 66
Orono.	Penobscot.	1,800	21	1,800	-	-	M	12	26	
Orrington.	Penobscot.	750	21	750	-	-	M	12	26	56 03
Otis.	Hancock.	1,300	21	1,300	-	-	M	20	26	35 10
Otisfield.	Cumberland.	2,775	25	2,775	-	-	S	30 x 30	27	
							S	18 x 18	26	
							S	30 x 30	30	106 25
							S	18 x 18	35	
Oxbow Pl.	Aroostook.	450	21	450	-	-	M	12 x 12	4'	21 00
							S	6"	26	18 20
Oxford.	Oxford.	2,100	21	2,100	-	-	S	24 x 24	24	
							S	24 x 24	24	26 00
Palermo.	Waldo.	1,000	21	1,000	-	-	2-M	12	26	74 27
Palmyra.	Somerset.	1,350	23	1,350	-	-	C	3 x 7	26	310 75
							S	14	24	
							S	24 x 24	24	15 80
Paris.	Oxford.	990	21	990	-	-	S	24 x 24	24	
Parkman.	Piscataquis.	2,000	21	2,000	-	-	M	14	30	
Parlin Pond, Twp. No. 3, R. 7.	Somerset.	550	21	550	-	-	M	18	26	101 42
							M	12	26	
Parsonsfeld.	York.	1,800	21	1,800	-	-	M	16	26	97 33
							M	18	26	
Passadumkeag.	Penobscot.	1,460	24	1,400	-	-	C	24 x 24	26	98 87
Patten.	Penobscot.	1,000	21	1,000	-	-	M	24 x 24	26	114 66
Pembroke.	Washington.	Voted	no.				M	10	26	39 53
							M	16	38	45 45
Penobscot.	Hancock.	2,270	21	2,270	-	-	S	36 x 48	24	28 70
Perham.	Aroostook.	1,300	21	1,300	-	-	M	14	24	39 71
Perkins.	Sagadahoc.	No app.					M	18	26	100 00

1 Oakland—\$30 reserved to repair end walls. Cost of stone base includes ditching, \$20.

—Continued.

V-drain or stone base— feet.	C-st.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
367	\$72 75	\$137 29 88 30	\$210 07 50 00	\$49 07 12 00	\$632 17 150 30	\$660 00 150 00	\$412 17 100 00	\$27 83	-	\$ 88 38
-	-	307 00	218 08	45 46	604 64	626 02	404 64	15 38	-	76
350	220 00	100 90	139 00	78 24	955 02	902 29	602 29	-	52 73	1 12
-	20 00	976 18	119 62	42 85	1,310 37	1,278 72	582 72	30 00	31 65	0 87
300	125 00	75 50	1,425 50	12 80	1,638 80	1,338 33	613 43	-	300 47	0 59
-	-	399 00	1,355 83	48 28	1,867 81	1,805 99	805 99	-	62 81	2 07
-	-	674 31	188 29	40 39	997 79	1,003 80	697 79	6 01	-	1 10
1,285	125 84	19 25	556 67	77 98	897 40	904 52	597 40	7 12	-	0 47
-	-	46 66	1,044 00	69 74	1,216 43	1,317 60	484 43	101 17	-	0 67
-	-	-	303 74	12 98	316 72	200 00	150 00	-	16 72	0 42
-	-	324 00	248 82	46 40	654 32	643 43	443 43	-	10 89	0 56
200	80 00	440 29	392 73	27 32	1,046 59	1,066 00	513 59	19 41	-	0 38
270	87 84	40 60	169 80	28 12	365 56	300 00	200 00	-	65 56	0 81
302	35 63	123 25	833 14	36 85	1,054 87	1,066 00	521 87	11 13	-	0 50
-	-	666 47	298 31	73 81	1,106 86	1,066 00	533 00	-	40 86	1 10
-	-	458 51	343 50	81 42	1,194 18	1,066 00	533 00	-	28 18	0 77
-	-	393 79	442 25	74 77	926 61	962 50	376 61	35 89	-	0 94
425	185 46	351 56	397 09	67 41	1,102 94	1,103 51	569 94	57	-	0 55
-	-	8 40	233 50	-	241 90	263 20	175 90	21 30	-	0 44
-	-	777 86	168 81	70 98	1,114 98	1,066 00	533 00	-	48 98	0 62
-	-	236 95	358 15	76 30	924 46	951 98	624 46	27 52	-	0 66
1,000	519 50	-	550 30	7 04	1,122 29	1,066 00	523 00	-	56 29	1 12
-	-	161 10	610 83	36 55	877 19	817 64	417 64	-	59 45	0 38
800	300 00	250 00	355 83	19 78	1,025 61	1,066 00	492 61	46 39	-	0 78

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Perkins Twp.....	Franklin.....	2,700	21	2,700	-	-	1-M 3-M	24 12	28 24	\$123 34
Perry.....	Washington.....	1,300	24	1,300	-	-	S	48 x 48	33	422 00
Peru.....	Cxford.....	620	23	620	-	-	M	8	46	75 00
Phillips.....	Franklin.....	3,450	21	3,450	-	-	M M M M M S M M	10 12 16 24 10 10 26 12	24 26 24 26 26 16 16 56	134 20 30 00 227 91
Phippsburg ¹	Sagadahoc.....	1,261	21	1,261	-	-	M	48 x 26	26	-
Pittsfield ²	Somerset.....	600	23	-	600	-	M	12	56	227 91
Pittston.....	Kennebec.....	1,300	21	1,300	-	-	-	-	-	-
Pleasant Ridge Pl.	Somerset.....	255	21	255	-	-	-	-	-	-
Plymouth.....	Penobscot.....	2,000	26	2,000	-	-	M M	12 12	26	98 68
Poland.....	Androscoggin.	2,117	26	2,117	-	-	2-S S M	24 x 24 24 x 24 12	26 33 20	131 70
Portage Lake Pl.	Aroostook.....	1,175	21	1,175	-	-	M	12	26	90 00
Porter.....	Oxford.....	1,090	23	1,090	-	-	M	12	20	25 30
Portland ³	Cumberland..	5,736 7	30	-	-	G. B. 686 7	Title	12 x 15	154 13	53 95
Pownal.....	Cumberland..	1,500	21	1,500	-	B. M. 5,050	Title	18	124	74 40
Prentiss.....	Penobscot.....	1,800	21	1,800	-	-	S M	24 18 x 18	288 5 30	288 50 46 39
Presque Isle.....	Aroostook.....	2,400	22	2,400	-	-	2-M M M 2-M M	14 18 20 16 18	26 28 26 26 22	347 20
Princeton.....	Washington.....	1,450	22	1,450	-	-	2-M M	16 18	26 22	-
Prospect.....	Waldo.....	Voted	no.	-	-	-	S	18 x 60	44	47 76
Randolph.....	Kennebec.....	850	21	850	-	-	M M M	12 12 12	194	214 10
Rangeley.....	Franklin.....	2,000	20	2,000	-	-	M M 2-M M	12 12 12 8	26 26 26 26	84 150 00 98 95
Rangeley Pl.....	Franklin.....	2,500	21	2,500	-	-	M	8	26	-
Raymond ⁴	Cumberland..	2,647	21	2,647	-	-	S M M M	36 x 26 16 12	28 28 16	- 47 34
Readfield.....	Kennebec.....	2,475	24	2,475	-	-	M M	10 10	16 16	-
Reed Pl.....	Aroostook.....	1,760	22	-	1,760	-	2-M M	14 10	26 12	95 30

¹ Phippsburg—Since compilations were made changes amounting to \$61.64 have been made, leaving an unexpended balance of \$41.90 instead of \$103.54, as shown above.

² Pittsfield—Work not completed; town must use enough of 1916 fund to complete work.

³ Portland—Work consisted of 5,050 feet of Bituminous Macadam, 16 feet wide, and 1,634½ square yards Granite Block.

⁴ Raymond—State Aid expended on State Highway "B"—with Highway Loan Fund.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
300	\$45 00	\$570 00	\$75 00	\$21 75	\$225 09	\$900 00	\$535 09	\$64 91	-	\$0 30
-	-	325 00	189 00	80 83	1,016 83	1,195 00	574 33	83 17	-	0 78
-	-	675 00	206 47	87 37	1,043 84	1,066 00	510 84	22 16	-	1 68
-	-	483 63	162 00	280 67	1,061 50	1,175 61	528 50	114 11	-	0 30
200	100 00	594 45	401 92	135 82	1,500 00	1,603 54	1,500 00	103 54	-	1 19
-	-	1,430 00	140 00	101 75	1,671 75	1,632 59	768 59	-	\$39 16	2 78
350	245 99	75 00	744 29	42 18	1,107 46	1,124 79	574 46	17 33	-	0 85
-	-	98 30	-	-	98 30	79 50	53 00	-	18 80	0 38
-	-	204 00	561 03	47 86	911 57	1,078 30	661 57	66 73	-	0 45
1,620	546 99	225 01	335 00	79 77	1,318 47	1,276 72	612 72	-	39 75	0 62
150	90 50	308 25	354 00	19 64	862 39	914 61	562 39	52 22	-	0 73
-	-	267 59	104 50	16 18	413 57	400 00	200 00	-	13 57	0 37
-	-	2,904 72	14,982 85	-	18,304 42	17,943 20	7,832 20	-	361 22	-
700	185 00	207 66	181 12	9 45	444 62	450 00	219 62	5 38	-	0 29
-	-	190 00	440 91	35 81	924 93	943 29	624 93	18 26	-	0 51
780	239 36	-	1,377 55	85 81	2,049 92	2,089 50	855 92	39 58	-	0 85
1,200	250 00	133 30	477 90	46 54	955 50	889 34	489 34	-	66 16	0 65
-	-	80 00	750 85	25 71	1,070 66	1,066 00	533 00	-	4 66	1 25
970	821 08	-	303 34	27 66	1,302 08	1,319 95	636 08	17 87	-	0 65
325	216 84	264 00	300 00	214 66	1,094 45	1,066 00	533 00	-	28 45	0 43
-	-	-	1,016 08	53 70	1,069 78	1,069 78	536 78	-	-	0 40
325	315 00	125 65	565 50	92 80	1,146 29	1,066 00	532 00	-	80 29	0 45
-	-	306 28	535 00	27 80	964 35	900 00	600 00	-	64 38	0 55

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit, macadam, concrete granite block.	CULVER S.			
							Kind.	Size— inches.	Length— feet.	Cost.
Richmond.....	Sagadahoc.....	1,350	21	1,350	-	-	-	-	-	\$262 07
Riley Twp.....	Oxford.....	No app.								
Ripley ¹	Somerset.....	1,575	23	1,575	-	-	M	12	30	31 75
Robbinston.....	Washington.....	1,550	21	1,550	-	-	S M M	30 x 36 18 15	28 28 26	211 10
Rockland.....	Knox.....	Voted	no.							
Rockport.....	Knox.....	1,600	23	1,600	-	-		24	32	136 70
Rome.....	Kennebec.....	625	23	625	-	-	M	12	52	45 90
Roque Bluffs.....	Washington.....	2,000	21	2,000	-	-	M M M	30 48 28	28 28 28	138 97
Roxbury.....	Oxford.....	1,242	21	1,242	-	-	M	24	8 $\frac{3}{4}$	221 94
Rumford.....	Oxford.....	2,100	25	2,100	-	-	C S M	10 x 4 36 x 42 16	24 30 60	614 73 110 00
Saco ²	York.....	1,435	-29	-	-	B. M. 1,435	M M	18	58	245 ³ 96
St. Agatha.....	Aroostook.....	1,656	21	1,656	-	-	2-M	16	26	92 20
St. Albans ³	Somerset.....	1,200	21	-	1,200	-	M	16	24	58 41
St. Francis Pl.....	Aroostook.....	2,100	21	2,100	-	-	M	24	28	113 ⁴ 87
St. George.....	Knox.....	1,450	21	1,450	-	-	M	16	26	152 82
St. John Pl. ⁴	Aroostook.....	1,300	21	1,300	-	-	M M M	16 12 16	26 26 24	39 00 162 57
Salem.....	Franklin.....	2,000	21	2,000	-	-	3-M 2-S	12 x 12	24 26	
Sandy River Pl.....	Franklin.....	2,000	21	2,000	-	-	S	18 x 20	26	112 00
Sandy Bay Twp. 5, R. 3.....	Somerset.....	Laid over.								
Sanford.....	York.....	2,550	21	2,550	-	-	M M 2-M	12 8 10	62 14 26	135 84
Sangerville.....	Piscataquis.....	1,150	21	1,150	-	-	M	12	26	114 47
Scarborough.....	Cumberland.....	1,900	23	1,900	-	-	-	-	-	-
Searsmont.....	Waldo.....	1,375	23	1,375	-	-	S S S	24 x 24 36 x 24 30 x 36	30 32 26	77 56
Searsport ⁵	Waldo.....	2,500	23	2,500	-	-	S	24 x 18	26	120 92
Sebago.....	Cumberland.....	2,950	26	2,950	-	-	S S S	18 x 18 18 x 14 18 x 18	25 26 30	115 06
Sebec.....	Piscataquis.....	600	21	-	600	-	S	18 x 18	27	
Seboeis Pl.....	Penobscot.....	1,600	23	1,600	-	-	S	30 x 20	15	22 00
Sedgwick.....	Hancock.....	5,078	21	5,078	-	-	2-M 1-M	10 12	24 24	64 88
Shapleigh.....	York.....	1,480	21	1,480	-	-	M	18	26	26 92
Sherman.....	Aroostook.....	1,100	23	1,100	-	-	-	-	-	-

¹ Ripley—1912 balance of \$50, which was held to complete 600 feet of road, paid with 1915 Joint Fund. and 1914 balance expended with 1915 Joint Fund.

² Saco—Drainage expenditure was for ditching.

³ St. Albans—\$50 held to complete 1915 State Aid road in 1916. This amount is included in the above balance of \$232.68.

⁴ St. John—\$273.57 was expended in completing 1914 work in connection with the 1915 expenditure and is included in above payment.

⁵ Searsport—\$200 additional fund, voted by commission and an equal amount raised by the town, included in the above.

—Continued.

V-drain or stone base— feet.	Cost.	(Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State aid road.	Amount of State Aid approved.	Unexpended balance	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$55 60	\$657 45	\$18 35	\$903 47	\$960 00	\$460 00	-	\$33 47	\$0 74
455	\$233 00	231 90	217 92	43 29	757 86	673 45	573 45	-	84 45	0 48
-	-	362 60	269 20	63 29	906 19	1,029 09	606 19	\$122 90	-	0 58
150	79 46	328 86	825 00	85 40	1,455 42	1,461 84	723 42	6 42	-	0 90
450	120 00	45 75	178 00	37 79	427 44	400 00	200 00	-	27 44	0 68
-	-	219 91	447 57	135 45	941 90	932 64	632 64	-	9 26	0 47
-	-	351 75	236 55	93 12	903 36	900 00	600 00	-	3 36	0 72
300	300 00	830 69	630 00	71 15	2,556 57	2,565 50	1,090 57	8 93	-	1 21
-	82 50	644 17	1,827 40	113 23	2,916 26	3 123 35	1,417 40	207 09	-	2 03
1,656	496 00	45 00	281 38	15 84	930 42	968 86	630 42	38 24	-	0 58
500	111 70	339 04	293 27	30 90	833 32	1,066 00	300 32	232 68	-	0 69
575	172 00	75 00	310 60	11 19	682 06	859 32	282 66	176 66	-	0 32
-	-	211 75	694 49	103 45	1,162 51	1,066 00	533 00	-	96 51	0 80
-	-	100 85	658 25	21 31	819 41	1,173 57	519 41	354 16	-	0 90
-	-	32 00	183 12	83 30	460 99	450 00	300 00	-	10 99	0 23
-	-	6 50	250 90	602 69	972 09	948 10	648 10	-	23 99	0 48
500	187 35	1,137 54	703 63	206 51	2,370 87	2,352 75	999 75	-	38 12	0 93
415	100 00	614 20	158 62	89 92	1,077 21	1,071 94	538 94	-	38 27	0 93
-	-	700 00	744 40	11 97	1,456 37	1,547 58	592 37	91 21	-	0 76
150	35 50	66 03	429 81	22 72	631 62	600 00	300 00	-	31 62	0 46
425	138 00	689 84	250 00	47 02	1,245 78	1,200 00	600 00	-	45 78	0 49
-	-	355 00	240 00	95 48	805 54	800 00	400 00	-	5 54	0 27
260	50 00	29 00	86 62	29 50	217 13	200 00	100 00	-	17 13	0 36
-	-	129 85	80 00	50 00	305 10	300 00	200 00	-	5 10	0 19
-	-	200 00	767 95	57 75	1,090 58	1,087 24	554 34	-	3 14	0 21
-	-	-	779 09	14 04	820 05	800 00	400 00	-	20 05	0 55
1,100	484 00	269 20	276 70	35 55	1,065 45	1,066 00	532 45	55	-	0 96

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size— inches.	Length—feet.	Cost.
Shirley.....	Piscataquis...	Not	com	pleted.	-	-	-	-	-	\$81 41
Sidney.....	Kennebec.....	1,300	21	1,300	-	-	-	-	-	-
Silver Ridge Pl.	Aroostook.....	900	21	900	-	-	M	14	26	48 29
							M	16	30	
							M	14	4	
							S	48 x 36	9	
							S	48 x 36	30	
							S	60 x 48	30	
							S	48 x 24	7	
							S	36 x 36	8	350 71
Skowhegan.....	Somerset.....	4,100	28	4,100	-	-	-	-	-	-
Smithfield.....	Somerset.....	1,350	23	1,350	-	-	-	-	-	-
							M	14	26	
							M	24	30	
							M	24	28	220 30
							M	14	26	
Smyrna.....	Aroostook.....	1,500	21	1,500	-	-	-	-	-	-
Solon.....	Somerset.....	1,500	23	1,500	-	-	2-M	12	26	80 48
Somerville.....	Lincoln.....	1,779	21	1,779	-	-	-	-	-	-
Sorrento.....	Hancock.....	1,500	21	1,500	-	-	2-M	16	24	95 46
							M	18	26	
							M	12	42	
							M	8	25	120 29
South Berwick... York.....		1,200	21	1,200	-	-	-	-	-	-
Southport..... Lincoln.....		1,200	21	1,200	-	-	-	-	-	-
						C-2,731 G.Blk. 1,100	-	-	-	-
South Portland... Cumberland...		3,831	14	-	-	-	-	-	-	-
South Thomaston Knox.....		1,300	21	1,300	-	-	-	-	-	-
							M	16	26	
							M	16	30	117 12
							2-M	12	26	
							S	14 x 4 '9"	6	
							S	14 x 4 '6"	5 1/2	182 75
Southwest Harbor Hancock.....		685	22	685	-	-	M	12	28	
Springfield..... Penobscot.....		1,400	21	1,400	-	-	M	14	28	83 75
							M	14	26	
Stacyville Pl. ... Penobscot.....		800	21	800	-	-	M	14	26	45 76
Standish..... Cumberland...		1,560	21	-	-	Mac. 1,560	M	16	26	
Starks..... Somerset.....	Laid over.				-	-	M	16	30	71 12
Stetson..... Penobscot.....		1,000	23	-	1,000	-	2-M	12	26	36 38
							2-M	14	24	
							M	20	26	263 38
							M	18	24	
Steuben..... Washington...		1,250	21	1,250	-	-	M	16	26	
Stockholm Pl ... Aroostook.....		2,570	21	2,570	-	-	M	15	26	71 49
							2-M	14	26	
							M	14	18	113 00
							2-M	12	26	105 44
							S	10 x 10	34	
							M	10	34	43 80
Stockton Springs.. Waldo.....		2,100	21	2,100	-	-	2-M	12	26	
Stoneham..... Oxford.....		1,400	22	1,400	-	-	M	14	18	
							2-M	12	26	
Stonington..... Hancock.....		834	23	-	824	-	S	10 x 10	34	
							M	10	34	
							2-M	12	26	45 00
							S	18 x 12	20	15 00
Stow..... Oxford.....		2,150	21	2,150	-	-	M	10	120	98 49
Strong..... Franklin.....		2,500	21	2,500	-	-	M	10	120	98 49
Sullivan..... Hancock.....		1,800	21	1,800	-	-	M	20	26	9C 00

1 South Portland—4,243.3 square yards Concrete Paving. South Portland—2,200 square yards Granite Block Paving.

-Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
- 900	\$109 60 252 70	\$300 26 100 00	\$524 45 483 40	\$38 41 20 62	\$1,054 13 905 01	\$1,066 00 939 98	\$521 13 605 01	\$11 87 34 97	-	\$0 81 1 00
1,900 200	649 30 37 00	1,190 08 557 84	329 27 315 14	121 19 21 10	2,640 55 931 08	2,784 60 900 00	1,174 55 600 00	144 05 -	- \$31 08	0 64 0 67
1,500	94 00	639 56	291 00	27 19	1,272 35	900 00	600 00	-	372 75	0 85
390 800	212 00 79 90	172 00 579 93 417 48	710 00 216 05 385 36	50 25 22 29 52 19	1,294 73 908 17 950 49	1,066 00 900 00 900 00	533 00 600 00 600 00	- - -	158 73 8 17 50 49	0 82 0 51 0 63
400	495 00	- 600 41	671 17 254 01	37 73 94 64	1,354 19 949 06	1,232 10 1,079 09	566 10 416 06	- 128 03	92 09 -	1 10 0 78
-	-	646 34	7,184 24	-	7,830 58	2,565 50	1,099 50	-	5,265 08	2 04
1,000	270 25	-	778 60	18 21	1,067 06	1,068 05	534 06	0 99	-	0 82
-	-	298 76	409 28	78 88	1,086 79	1,066 00	533 00	-	20 79	1 58
-	-	136 03	620 52	52 23	902 53	905 00	602 53	2 47	-	0 64
760	247 50	-	657 37	18 83	969 46	900 00	600 00	-	69 46	1 18
-	11 47	13 95	1,221 92	89 99	1,408 45	1,354 20	622 20	-	54 25	0 90
960	165 00	112 20	222 00	36 47	622 15	600 00	300 00	-	22 15	0 62
-	-	366 60	337 03	97 93	1,064 94	1,066 00	531 94	1 06	-	0 85
1,700	410 00	62 65	300 00	41 04	885 18	900 00	585 18	14 82	-	0 34
360	85 81	426 00 321 13	210 00 247 46	97 61 153 28	932 42 927 31	1,119 45 925 66	399 42 625 66	187 03 -	- 1 65	0 44 0 66
600	500 00	167 92	299 88	54 55	1,066 15	1,066 00	533 00	-	0 15	1 28
1,000	256 73	235 00 510 00 410 00	330 00 439 04 440 00	16 39 65 27 120 22	898 12 1,112 80 1,060 22	900 00 1,144 80 1,066 00	598 12 579 80 527 22	1 88 32 00 5 78	- - -	41 45 50

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.				
							Kind.	Size— inches.	Length— feet.	Cost.	
Summit Twp. 1.											
N. D.	Penobscot.	No app.									
Sumner	Oxford	600	23	600	-	-	2-C	7 x 2	24	\$263	20
Surry ¹	Hancock	185	25	185	-	-	S	5 x 8	35	1,008	96
Swan's Island ²	Hancock	1,740	21	1,740	-	-	M	14	24	57	12
Swanville	Waldo	1,100	23	1,100	-	-	S	18 x 18	26	70	67
Sweden	Oxford	800	21	800	-	-	S	24 x 12	24	45	00
Talmadge	Washington	770	22	770	-	-	2-S	14	26	76	55
Temple	Franklin	2,000	21	700	1,300	-	M	10	24	19	20
The Forks Pl.	Somerset	800	18	800	-	-	S	16 x 18	24	15	90
Thomaston ³	Knox	2,530	21	2,530	-	-	-	-	-	-	-
Thorndike	Waldo	2,700	21	2,700	-	-	M	24	26		
Topsfield	Washington	1,050	21	1,050	-	-	2-M	18	26	278	84
							M	36	26	168	38
Topsham	Cagadahoc	3,300	21	3,300	-	-	C	7 x 5	22	280	75
							2-M	12	26	72	28
							M	16	26		
Tremont	Hancock	650	21	650	-	-	M	12	30	80	10
							M	18	24		
Trenton	Hancock	2,000	21	2,000	-	-	2-M	12	24	147	09
							M	10	24		
							M	8	24	108	57
Trescott	Washington	1,200	23	1,200	-	-	M	12	24		
Troy	Waldo	1,500	26	1,500	-	-	M	24	26	60	24
							M	16	26		
Turner	Androscoggin	2,250	23	2,250	-	-	3-M	12	26	168	79
Union	Knox	2,050	23	2,050	-	-	M	12	26	114	96
							M	18	36		
							M	14	36	130	10
Unity	Waldo	1,070	27	1,070	-	-	M	12	30		
Unity Pl.	Kennebec	700	28	700	-	-	M	12	26	30	51
Upton	Oxford	625	21	625	-	-	S	24 x 18	30		
Van Buren	Aroostook	1,591	32	1,591	-	-	S	24 x 18	30	55	00
							M	12	26		
Vanceboro.	Washington	2,750	23	2,600	150	-	M	16	26	88	50
Vassalboro.	Kennebec	2,800	23	2,800	-	-	M	30	26	50	00
Veazie	Penobscot	1,400	25	1,400	-	-	-	-	-		
Verona	Hancock	Voted	no.								
Vienna	Kennebec	1,450	23	1,450	-	-	S	36 x 24	26	78	98
Vinalhaven	Knox	610	21	610	-	-	M	18	32	67	18
Wade Pl.	Aroostook	800	21	800	-	-	M	12	52	96	93
							M	16	30	43	90

¹ Surry—Stone fill at approaches, 344 linear feet.² Swans Island—Stone base includes a thin layer of stone chips.³ Thomaston—1,930 feet was built under Sec. 19 on State Highway "D", costing \$1,414.78. Thomaston—600 feet was built under Sec. 22 on State Highway "D", costing \$417.52.

—Continued.

V-drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	\$213 25	\$360 00	\$244 94	\$25 70	\$1,047 09	\$1,666 00	\$514 09	\$18 91	-	\$1 75
-	-	-	-	22 84	1,031 74	900 00	600 00	-	\$131 74	5 58
1,170	242 45	2,030 91	473 05	24 47	2,828 00	2,790 00	1,950 00	-	38 00	1 63
-	-	241 00	245 21	112 22	669 10	658 83	458 83	-	10 27	0 60
-	-	360 00	112 59	73 94	591 53	600 00	391 53	8 47	-	0 74
700	250 00	307 75	362 50	31 86	1,028 66	995 18	695 18	-	33 48	1 34
1,200	350 00	283 50	253 00	32 50	954 10	949 93	649 93	-	4 17	48
-	-	-	50 33	-	118 33	204 00	68 83	85 67	-	15
500	178 75	71 08	1,501 70	86 77	1,832 30	6,468 46	1,047 62	2,357 24	-	72
825	168 65	55 17	569 40	68 82	1,140 86	1,097 66	564 06	-	43 80	42
300	55 00	129 55	360 10	22 46	735 49	753 90	535 49	18 41	-	70
-	-	528 86	485 96	50 67	1,418 52	1,436 40	620 52	17 88	-	43
-	-	577 49	420 26	56 60	1,134 45	1,066 00	533 00	-	68 45	1 75
-	-	116 66	615 00	31 13	909 88	908 32	608 32	-	1 56	45
-	15 00	182 95	196 30	55 54	558 36	600 00	358 36	41 64	-	0 47
750	208 92	268 07	295 80	179 33	1,012 36	1,066 00	479 36	53 64	-	0 67
20	35 10	649 25	305 13	52 80	1,211 67	1,208 92	608 92	-	2 15	0 54
-	-	393 44	513 75	22 13	1,044 28	1,066 00	511 28	21 72	-	0 51
140	65 60	519 00	342 00	87 12	1,143 22	1,205 70	610 22	62 48	-	1 06
-	-	21 00	155 20	46 70	253 41	237 40	162 40	-	16 01	0 36
500	200 00	324 39	321 00	26 40	926 79	935 41	626 79	8 62	-	1 48
1,206	482 40	100 00	554 85	17 50	1,154 75	1,156 36	554 75	1 61	-	0 73
-	6 00	884 10	124 97	97 87	1,201 44	1,186 25	886 25	-	14 79	0 44
-	-	678 17	443 00	66 96	1,238 13	1,232 10	566 10	-	6 03	0 44
-	-	347 00	723 23	45 82	1,116 05	1,066 00	533 00	-	50 05	0 79
-	-	365 36	272 70	192 62	976 84	900 00	600 00	-	76 84	0 67
416	150 75	261 00	626 81	66 45	1,201 94	1,217 84	601 94	15 90	-	1 97
650	151 00	8 00	115 00	22 28	346 18	317 50	217 50	-	22 68	0 43

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Waite.....	Washington....	1,200	23	1,200	-	-	M	24	25	\$1047.52
Waldo ¹	Waldo.....	1,260	23	1,200	-	-	M	18	26	
							S	30 x 36	26	74 07
							S	24 x 18	64	196 21
Waldoboro ²	Lincoln.....	1,050	21	1,050	-	-	M	16	26	
							M	18	26	
Wales.....	Androscoggin....	1,900	21	1,900	-	-	M	12	16	1667.85
Wallagrass Pl.	Aroostook.....	1,600	21	1,600	-	-	M	30	30	
Waltham.....	Hancock.....	1,250	21	1,250	-	-	S	24 x 24	25	100 00
Warren.....	Knox.....	2,100	21	2,100	-	-	M	24	28	301 78
							M	18	84	
							M	12	26	
Washburn.....	Aroostook.....	2,000	21	2,000	-	-	M	20	26	108 81
Washington.....	Knox.....	Voted	no.							
Washington Twp.	Franklin.....	300	22	300	-	-				
Waterboro.....	York.....	1,650	21	1,650	-	-	S	24 x 24	25	59 50
							S	18 x 24	25	
							2-S	18 x 18	26	
							M	12	26	
							2-M	16	26	20 00
Waterford ³	Oxford.....	4,800	21	4,800	-	-	Culv. S-20' x 18' x 20'	24 x 18	6	117 79
							S	7 x 4	6	
							S	3 x 2	81	146 35
Waterville.....	Kennebec.....	3,080	23	3,080	-	-	M	12	27	191 47
							M	12	30	
							M	16	30	
							M	20	26	
Wayne.....	Kennebec.....	1,800	23	1,800	-	-	M	14	26	180 80
							M	14	26	
Webster.....	Androscoggin....	750	21	750	-	-	Tile	12	100	517 56
Webster Pl.	Penobscot....	900	21	900	-	-				
Weld.....	Franklin.....	2,900	21	2,900	-	-	4-M	12	24	90 00
							M	18	26	
							2-M	14	26	
Wellington ⁴	Piscataquis....	2,080	21	-	2,080	-	M	12	26	194 11
Wells.....	York.....	Not	com	pleted.						
Wesley.....	Washington....	1,600	21	1,600	-	-	M	10	24	68 45
West Bath.....	Sagadahoc....	750	21	750	-	-	S	36 x 60	30	
										86 50
Westbrook ⁵	Cumberland....	465	45	-	-	U-465				
							M	20	26	122 69
							M	16	26	
Westfeld Pl.	Aroostook....	1,400	23	1,400	-	-	M	12	26	
West Forks Pl. ⁶ ...	Somerset.....	-	-	-	-	-				19 80

¹ Waldo—Cost of drainage shows cost of 54 feet of tile pipe.

² Waldoboro—\$283.56 expended in repairing road between 1914 and 1915 Sections, included in total cost.

³ Waterford—3 stone culverts relaid included in above cost, \$20.

⁴ Wellington—\$25 reserved to complete 1915 work in 1916.

⁵ Westbrook—Engineering, \$145.40 paid by city. Work comprised 1,609.2 square yards concrete paving; the width includes double track street railway.

⁶ West Forks—Number of feet improved not reported.

—Continued.

V. drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
1,200 54	\$175 00 13 44	\$25 00 443 10	\$602 53 197 40	\$23 94 40 12	\$940 99 768 13	\$958 37 750 00	\$640 99 500 00	\$17 38 -	- \$18 13	\$0 78 0 64
900	200 00	356 86	580 43	39 91	1,373 41	1,363 50	697 50	-	-	1 31
850 1,600 -	144 50 415 00 10 00	596 43 144 00 112 71	120 10 264 62 343 69	56 25 25 45 42 43	1,087 13 890 27 608 83	1,066 00 937 78 600 00	533 00 590 27 400 00	- 47 51 -	21 13 - 8 83	0 57 0 55 0 48
-	-	70 00	813 17	54 60	1,239 55	1,200 00	600 00	-	39 55	0 59
1,840	518 00	55 00	376 00	17 73	1,075 54	1,066 00	533 00	-	9 54	0 53
-	-	55 00	30 25	15 00	100 25	75 00	50 00	-	25 25	0 23
600	127 00	664 98	214 50	62 52	1,128 50	1,066 00	533 00	-	62 50	0 70
460	150 00	1,380 19	1,001 39	173 46	2,989 18	3,024 17	1,585 88	34 99	-	0 62
-	-	406 53	2,260 33	450 50	2,308 83	3,263 75	1,398 75	-	45 08	1 07
1,000	260 00	67 57	460 33	83 00	1,051 70	1,066 00	518 70	14 30	-	0 60
-	-	229 65	245 75	189 07	1,182 03	1,066 00	533 00	-	116 03	1 57
100 -	38 68 -	140 00 457 51	351 44 100 90	98 80 52 18	628 92 700 59	661 29 880 82	428 92 300 59	32 37 180 23	- -	0 69 0 24
645	231 28	322 26	153 90	61 43	962 98	900 39	575 59	25 00	62 39	0 46
-	-	-	-	-	-	-	-	-	-	-
-	-	171 65 359 50	456 78 177 00	169 44 42 50	866 32 665 50	947 62 600 00	566 32 300 00	81 30 -	- 65 50	0 54 0 88
-	-	160 92	2,494 26	145 40	2,800 58	2,798 25	1,199 25	-	2 33	6 02
1,079 -	463 80 -	-	444 60 201 00	32 54 -	1,069 63 220 89	1,066 00 325 00	533 60 86 89	- 181 11	3 63 -	0 76 -

TABLE VI

Town.	County.	Total length—feet.	Finished width—feet.	Travel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
West Gardiner ¹	Kennebec.....	1,175	23	1,175	-	-	M	12	26	131 00
Westmanland Pl.	Aroostook....	No app.					M	12	16	
							M	12	30	
Weston.....	Aroostook....	1,600	24	1,600	-	-	2-M	10	16	144 52
							M	16	24	
							M	18	24	
Westport.....	Lincoln.....	Work	not	report ed.						
Whitefield.....	Lincoln.....	Work	not	report ed.						
Whiting ²	Washington...	60	23	60	-	-	S	6 x 9	28	1,327 10
Whitneyville.....	Washington...	1,000	25	1,000	-	-	M	12	42	104 84
							M	12	36	
							S	24 x 15	26	
Williamsburg.....	Piscataquis...	1,850	21	1,850	-	-	S	18 x 12	26	46 50
							S	12 x 24	26	
Willimantic.....	Piscataquis...	1,350	21	1,350	-	-	S	12 x 24	26	92 97
Wilton.....	Franklin.....	2,840	18	2,840	-	-	M	10	32	133 57
Windham ³	Cumberland..	-	-	-	-	-	M	10	35	
Windsor.....	Kennebec.....	Voted	no.							
Winn.....	Penobscot....	1,700	24	1,700	-	-	M	16	26	61 33
Winslow.....	Kennebec.....	Laid over.					M	14	26	
Winter Harbor ⁴	Hancock.....	813	21	813	-	-	M	20	26	
Winterport.....	Waldo.....	1,520	23	1,520	-	-	S	30 x 24	26	332 13
Winterville Pl.	Aroostook....	No app.					S	30 x 15	26	
							S	30 x 30	26	
Winthrop.....	Kennebec.....	1,400	23	1,400	-	-	M	14	35	67 98
							M	16	26	
Wisasset.....	Lincoln.....	1,200	21	1,200	-	-	M	10	16	16 10
							M	12	26	
							M	18	26	
Woodland.....	Aroostook....	2,550	21	2,550	-	-	M	18	26	98 00
							S	24 x 18	26	
Woodstock.....	Oxford.....	2,900	21	2,900	-	-	S	24 x 18	34	56 26
Woodville.....	Penobscot....	1,000	21	-	1,000	-	M	16	26	51 33
Woolwich.....	Sagadahoc....	Laid over.								
Wyman Twp. No. 4, R. 3.	Franklin.....	437	23	437	-	-	C	2½ x 6	30	
Yarmouth.....	Cumberland..	800	21	-	-	B. M.				-
York.....	York.....	Not completed.				800				

¹ West Gardiner—Cost of V-Drain includes \$71.80 on drainage.

² Whiting—The above cost includes about 200 feet of wall constructed.

³ Windham—State Aid Fund expended on State Highway "B" with Loan Fund—See report on same.

⁴ Winter Harbor—Part of the 1915 Joint Fund used to complete 1914 work, also \$200 reserved from 1914, included in above, but not included in cost per linear foot.

TABLE

Tabular Statement of 1914 State Aid

TOWN.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.			
						Kind.	Size—Inches.	Length—feet.	Cost.
Beddington	1,600	21	1,600	-	-	M	10	24	\$56 95
Greenbush	-	-	-	-	-	Bridge	-	-	50 73
Moscow	1,150	21	1,150	-	-	M	16	26	93 09
						M	14	26	
Rockland	1,178	22	-	-	B. M. 1,178	-	-	-	-
*York	3,500	23	3,500	-	-	M	12	38	149 00
						M	12	26	
						M	18	30	

Rockland—Fales and Simmons were the contractors at \$1.00 per sq. yd. complete.

Wells—Report of Reinforced Concrete Bridge reported in State Highway Work.

*York—\$39.72 was paid for inspection in 1914—hence should be added to the total cost, or \$2,303.52.

VII.

Road Work not Reported in 1914.

V. drain or stone base— feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$215 07	\$152 38	\$102 10	\$526 50	\$582 28	\$326 50	\$55 78	-	\$0 33
-	-	-	-	-	50 73	-	50 73	-	-	-
180	\$64 50	243 45	197 10	45 96	644 10	600 00	400 00	-	\$44 10	0 57
-	-	111 36	2,891 25	118 96	3,136 47	1,750 00	750 00	-	-	2 66
350	150 00	-	1,780 76	232 76	2,303 52	2,332 75	999 75	-	1,386 47	0 67

TABLE

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit, macadam, concrete, granite block.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Abbot.....	Piscataquis...	300	21	-	300	-	-	1913	Work	complet

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STATE HIGHWAY COMMISSION.

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-	ed in 1915.	V-drain or stone base—feet.
-		Cost.
-		Grading cost.
\$52 62		Surfacing cost.
-		Miscellaneous cost.
\$52 62		Total cost of State Aid road.
\$38 25		Joint fund for 1915 State Aid road.
\$38 25		Amount of State Aid approved.
-		Unexpended balance.
\$14 37		Expended in excess of joint fund.
-		Cost per linear foot.

TABLE
1913 Automobile Work

TOWN.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, granite block.	CULVERTS.						
							Kind.	Size— inches.	Length— feet.	Cost.			
Blaine ¹	Aroostook.....	550	23	550	-	-	M	19	13	Au	tom	ble	Wor
Belfast ²	Waldo.....	360	26	360	-	-	-	-	-	-	-	-	-

¹ Blaine—Automobile Road: \$95.45 of the 1915 Joint Fund was expended with the above amount, making a total cost of \$299.01. The \$95.45 is included in the 1915 State Aid Table. Total number of feet shown on this table.

² Belfast—600 feet was surfaced in 1913, but a part of this was reported in that year, consequently only 360 feet is shown on the above table.
1913 Automobile work completed in 1915.

IX.

Completed in 1915.

	Y-drain or stone base— est.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund for 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of joint fund.	Cost per linear foot.
k completed in		1915.									
350	\$128 75	-	\$36 55	-	\$203 56	\$197 00	\$197 00	-	\$5 56	-	
-	-	\$218 00	72 00	\$134 79	424 79	79 74	79 74	-	345 05	-	

TABLE

Tabular Statement of 1915

COUNTY.	Total number of towns applying for State Aid.	Amount appropriated by towns and plantations.	Amount appropriated by State.	Total amount available for permanent improvement.	† Total cost of work completed.	Total cost of bridges and culverts.	Total cost of work outside of bridges and culverts.
Androscoggin.....	15	\$15,079 40	\$13,175 16	\$28,254 56	\$27,196 19	\$2,427 12	\$24,769 07
Aroostook.....	61	27,487 57	38,151 91	65,639 48	65,418 69	8,827 00	56,489 69
Cumberland.....	26	31,005 40	26,625 37	57,630 77	62,158 47	2,337 68	59,770 79
Franklin.....	30	11,478 00	15,647 49	27,125 49	26,926 10	2,014 82	23,911 28
Hancock.....	28	16,158 00	21,305 95	37,463 95	38,893 50	5,747 90	33,145 60
Kennebec.....	28	18,595 50	17,468 13	36,063 63	32,897 37	3,984 93	28,012 44
Knox.....	13	9,854 60	10,238 64	20,093 24	15,770 33	1,612 12	14,158 21
Lincoln.....	16	7,895 00	8,884 73	16,779 73	14,972 62	1,136 94	13,835 68
Oxford.....	40	21,065 60	24,992 81	46,058 41	46,908 06	5,167 07	41,740 99
Penobscot.....	59	28,846 00	37,660 00	66,506 00	74,702 09	8,283 56	66,418 53
Piscataquis.....	21	7,977 00	12,021 25	19,998 25	17,749 58	2,540 98	15,208 60
Sagadahoc.....	10	5,181 00	5,475 61	10,656 61	11,318 19	1,452 96	9,865 23
Somerset.....	44	15,036 00	20,174 86	35,210 86	33,854 26	4,788 12	29,066 14
Waldo.....	25	12,022 60	14,302 63	26,325 23	25,840 36	3,847 35	21,993 01
Washington.....	45	18,646 30	28,760 21	47,406 51	43,757 92	8,596 32	35,161 60
York.....	27	30,346 60	24,449 02	54,795 62	52,878 14	2,927 01	49,951 13

† Includes all unexpended balances available from previous years.
Cost per mile includes culverts and bridges.

X.

State Aid Work By Counties.

LENGTH OF ROAD COMPLETED (LINEAL FEET).								AVERAGE COSTS PER MILE.		
Earth.	Gravel.	Macadam.	Bituminous macadam.	Concrete.	Granite block.	Sand-clay.	Total miles completed.	Earth.	Gravel.	Sand-clay.
1,675	27,167	-	1,539	-	-	-	5.75	\$2,534 40	\$3,960 00	-
4,360	96,004	-	-	-	-	-	19.01	2,587 20	3,484 80	-
1,226	48,547	1,560	5,850	3,196	1,786.7	-	11.77	3,696 00	3,009 60	-
3,720	64,688	-	-	-	-	-	12.96	1,900 80	2,112 00	-
5,834	62,203	1,620	-	-	-	-	13.19	1,108 80	3,115 20	-
1,200	31,598	3,311	265	-	-	-	6.89	5,121 60	4,171 20	-
-	21,629	-	-	-	-	-	4.10	-	3,907 20	-
-	18,904	-	-	-	-	-	3.58	-	4,171 20	-
3,445	67,013	-	-	-	-	-	13.34	5,332 80	3,432 00	-
5,313	74,297	2,450	395	3,231.8	140	-	16.25	3,748 80	3,220 80	-
8,680	19,010	1,000	-	-	-	-	5.43	2,956 80	3,379 20	-
-	11,601	-	950	-	-	-	2.39	-	3,432 00	-
7,754	36,896	1,200	-	-	-	3,000	9.25	3,537 60	3,643 20	4,171 20
2,930	31,582	1,075	-	-	-	-	6.74	3,326 40	3,537 60	-
150	66,262	1,400	-	-	-	-	12.84	2,323 20	3,326 40	-
1,450	32,350	3,661	6,175	1,185.3	484.4	-	8.58	4,646 40	3,907 20	-

TABLE XI.
State Highway Maintenance.

State highway.	Town.	Miles.	Total cost.	Town requisition.	Net cost to State.	Remarks.
"A"	Kittery.....	4.31	\$1,068 17	\$258 66	\$809 57	Surface treatment.
"A"	York.....	10.8	3,355 06	648 00	2,707 06	Surface treatment.
"A"	Wells.....	8.99	3,243 86	539 40	2,704 46	Surface treatment.
"A"	Kennebunk.....	2.74	1,363 18	164 40	1,198 78	Surface treatment.
"A"	Kennebunkport.....	4.88	1,726 63	292 80	1,433 83	Surface treatment.
"A"	Biddeford.....	1.2	495 50	72 00	423 50	Surface treatment.
"A"	Scarboro.....	5.47	4,936 82	328 20	4,608 62	Concrete.
"A"	South Portland.....	2.31	24,337 92	138 60	24,199 32	Concrete.
"B"	Fryeburg.....	7.41	635 87	444 60	191 27	Gravel.
"C"	Falmouth.....	4.05	8 98	8 98	-	Federal Post road.
"C"	Cumberland.....	3.17	16 03	16 03	-	Federal Post road.
"C"	Yarmouth.....	3.28	10 02	10 02	-	Federal Post road.
"C"	Freeport.....	7.57	46 63	46 63	-	Federal Post road.
		(4.61)				
"C"	Brunswick.....	1.81	4,621 01	114 91	4,506 10	Federal Post road.
"D"	Woolwich.....	5.68	602 46	340 80	261 66	Gravel.
"D"	Wiscasset.....	3.94	572 26	236 40	335 86	Gravel.
"D"	Waldoboro.....	7.09	636 17	425 40	210 77	Gravel.
"D"	Warren.....	5.86	368 18	351 60	16 58	Gravel.
"D"	Rockland.....	.88	80 35	52 80	27 55	Surf. treatment, bit.
"D"	Rockport.....	4.5	2,231 89	270 00	1,961 89	Surf. treatment, bit., new concrete culv.
"D"	Northport.....	7.65	368 78	368 78	-	Gravel.
"E"	Augusta.....	2.01	4,353 67	120 60	4,233 07	Bituminous surfacing, not completed.
"E"	Winthrop.....	2.8	146 88	146 88	-	Gravel.
"E"	Monmouth.....	4.88	202 48	202 48	-	Gravel.
"E"	Leeds.....	1.45	366 46	87 00	279 46	Gravel.
"E"	Greene.....	2.28	392 75	136 80	255 95	Gravel.
"E"	Auburn.....	4.6	351 29	276 00	105 29	Gravel. Appor. State Aid, \$1,000. Expended \$613.51.
"F"	Farnington.....	3.62	622 33	217 20	405 13	Gravel.
"F"	Strong.....	3.91	92 30	92 30	-	Gravel.
"H"	Madison.....	1.08	215 69	64 80	150 89	Gravel.
"I"	Newport.....	4.3	379 47	258 00	121 47	Gravel.
"I"	Etna.....	4.48	4,283 25	268 80	4,014 45	Gravel.
"I"	Carmel.....	6.96	622 26	417 60	204 66	Gravel.
"J"	Dover.....	6.72	185 45	185 45	-	Gravel.
"K"	Houlton.....	2.72	65 05	65 05	-	Gravel.
"K"	New Limerick.....	6.69	187 03	187 03	-	Gravel.
"M"	Trenton.....	6.02	432 70	361 20	71 50	Gravel.
"N"	Whiting.....	9.23	1,113 88	553 80	560 08	Gravel.
"N"	Edmunds.....	1.95	14 82	14 82	-	Gravel.
"O"	Rumford.....	9.7	1,332 90	582 00	750 90	Bit. Mac. Plain Mac. Gravel.
"S"	Oxtord.....	3.77	109 43	109 43	-	Sand-clay.
41	195.56	\$66,225 86	\$9,476 19	\$56,749 67	

TABLE XII.

Distribution of Cost of Maintenance of Gravel Roads on State Highways 1915.

Town.	Miles.	Inspection.	Cutting bushes.	Raking rocks.	Dragging.	Road machine work.	Cleaning ditches and culverts.	End walls and culverts.	V-drain and stone base.	Guard rails.	Gravel surfacing.	Total cost.	Cost per mile.
Fryeburg.....	8.71	-	-	\$82 88	\$192 56	-	\$83 30	\$0 64	-	-	\$276 49	\$635 87	\$73 00
Woolwich.....	5.68	\$2 97	\$2 88	72 75	132 30	\$7 70	96 09	-	-	-	287 77	602 46	106 07
Wiscasset.....	3.94	-	5 76	82 96	98 13	-	109 83	-	-	-	275 58	572 26	145 24
Waldoboro.....	7.69	7 67	-	180 77	208 74	-	177 86	-	-	-	61 13	636 17	89 73
Warren.....	5.86	-	8 55	114 53	82 84	-	82 95	-	-	-	79 31	368 18	62 83
Northport.....	7.65	-	-	70 40	123 83	-	56 82	9 88	-	-	107 85	368 78	48 20
Auburn.....	4.60	-	-	36 25	215 25	-	102 75	1 00	\$372 18	\$21 75	318 12	1,067 30	232 02
Greene.....	2.28	-	1 00	78 26	61 74	24 33	10 44	136 06	-	-	80 92	392 75	128 39
Leeds.....	1.45	-	-	65 98	37 52	44 75	22 56	73 00	-	-	122 65	366 46	252 73
Monmouth.....	4.88	-	4 34	72 89	50 51	-	46 67	-	-	-	28 07	202 48	41 48
Winthrop.....	2.80	-	33	28 74	20 33	4 17	19 23	2 00	-	-	72 08	146 88	52 45
Farmington.....	3.62	-	-	52 13	59 29	-	227 03	2 88	-	-	281 00	622 33	172 19
Strong.....	3.91	-	-	20 85	45 17	-	14 43	-	-	-	11 85	92 30	23 60
Newport.....	4.30	-	-	44 97	135 72	23 00	27 28	-	-	-	148 50	379 47	88 25
Carmel.....	6.96	-	1 75	158 64	66 38	30 00	20 16	5 92	-	-	339 41	622 26	89 40
Dover.....	6.72	6 60	5 46	46 66	57 05	2 88	41 79	-	-	-	25 01	185 45	27 60
Houlton.....	2.72	-	-	22 24	8 52	-	10 88	-	-	-	23 41	65 05	23 91
New Limerick.....	6.69	-	-	64 22	63 84	-	19 35	-	-	-	39 62	187 03	27 94
Trenton.....	6.02	-	7 54	109 27	146 42	-	43 00	-	-	-	126 47	432 70	71 87
Whiting.....	9.23	-	-	73 74	110 31	40 75	34 84	135 68	-	36 67	681 89	1,113 88	120 68
Oxford.....	3.77	-	-	1 44	21 34	-	10 98	-	-	-	*75 67	109 43	29 02
Totals.....	108.88	\$17 24	\$37 61	\$1480 57	\$1937 79	\$177 58	\$1258 24	\$367 06	\$372 18	\$58 42	\$3,462 80	\$9,169 49	(Average) \$84 21
Percentages.....	-	.188	.41	16.1	21.1	1.93	13.7	4.00	4.05	.63	37.7	-	-
Cost per Mile.....	-	.158	.345	13 60	17 79	1 63	11 55	3.37	3.41	.536	31 80	-	-

* Sand-Clay.

TABLE XIII.
State Aid Maintenance.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Abbot.....	Piscataquis.....	8,093	\$50 00	\$107 29	-	\$28 73	\$186 02	\$181 72
Acton.....	York.....	5,400	30 67	71 59	-	36 06	138 32	137 65
Addison.....	Washington.....	10,290	58 45	136 42	-	33 83	228 70	234 60
Albany.....	Oxford.....	8,188	50 00	108 55	-	21 24	179 79	107 79
Albion.....	Kennebec.....	13,428	150 00	178 01	-	-	328 01	328 31
Alexander.....	Washington.....	5,886	33 43	78 03	-	48	111 94	111 80
Alfred.....	York.....	7,621	43 29	101 03	-	34 56	178 88	101 40
Alna.....	Lincoln.....	7,194	40 86	95 37	-	46 23	182 46	172 29
Alton.....	Penobscot.....	8,423	47 84	111 67	\$1 36	80 94	241 81	227 29
Amherst.....	Hancock.....	6,255	35 54	82 93	-	8 58	127 05	127 51
Amity.....	Aroostook.....	4,285	25 00	56 81	-	6 25	88 06	91 62
Andover.....	Oxford.....	10,054	60 00	133 29	-	9 19	202 48	198 63
Andover, No. S. Twp.....	Oxford.....	1,810	-	24 00	No work.	12 07	-	-
Anson.....	Somerset.....	9,500	53 96	125 95	6 91	70 46	257 28	252 57
Appleton.....	Knox.....	5,995	34 05	79 48	-	4 44	117 97	101 24
Argyle.....	Penobscot.....	5,006	28 43	66 37	-	39 44	134 24	135 77
Arrowsic.....	Sagadahoc.....	6,583	37 39	87 27	-	-	124 66	115 46
Ashland.....	Aroostook.....	20,461	116 22	271 27	-	243 56	631 05	503 35
Athens.....	Somerset.....	7,099	50 00	94 12	-	93 22	237 34	130 49
Atkinson.....	Piscataquis.....	5,984	33 99	79 33	2 11	55 14	170 57	174 87
Auburn.....	Androscoggin.....	6,350	36 07	84 18	-	5 42	125 67	109 92
		M-1,800						
Augusta.....	Kennebec.....	19,862	123 04	311 05	-	-	434 09	451 93
Aurora.....	Hancock.....	5,210	30 00	69 07	-	14 37	113 44	114 48
Avon.....	Franklin.....	8,930	50 72	118 39	-	101 78	270 89	75 06
Baileyville.....	Washington.....	11,677	100 00	154 81	-	78 33	333 14	261 20
Bald Mt. Twp. 2, R. 3.....	Somerset.....	4,005	-	53 10	-	No work.	-	-
Baldwin.....	Cumberland.....	9,365	75 00	124 16	-	2 85	202 01	225 87
Bancroft.....	Aroostook.....	4,395	24 96	58 27	-	48 66	131 89	129 40
Bangor.....	Penobscot.....	3,085	17 52	40 90	-	-	58 42	100 00
Baring.....	Washington.....	9,493	75 00	125 85	-	-	200 85	201 75
Bath.....	Sagadahoc.....	4,150	23 57	110 04	-	-	133 61	773 63

Beddington.....	Washington.....	6,100	34 65	80 87	-	48 54	164 06	162 85
Belfast.....	Waldo.....	M-1,200	9 37	37 79	-	-	47 16	42 00
Belgrade.....	Kennebec.....	12,562	71 35	166 55	-	-	237 90	237 53
Belmont.....	Waldo.....	11,405	64 78	151 21	2 71	106 91	325 61	81 48
Benedicta.....	Aroostook.....	6,445	36 61	85 45	-	23 62	145 68	141 90
Benton.....	Kennebec.....	18,640	175 00	247 12	-	133 58	555 70	542 10
Berwick.....	York.....	M-7,364	100 00	97 63	50 06	133 47	381 16	384 25
Bethel.....	Oxford.....	12,390	100 00	164 36	28 62	62 72	355 60	322 85
Bigelow Pl.....	Somerset.....	2,055	-	27 25	-	No work.	-	-
Bingham.....	Somerset.....	6,242	100 00	82 75	14 81	4 78	202 34	133 52
Blaine.....	Aroostook.....	4,743	40 00	62 88	1 00	16 00	119 88	127 90
Blanchard.....	Piscataquis.....	3,689	20 95	48 91	-	63 12	132 98	93 51
Bluehill.....	Hancock.....	15,500	90 00	205 49	16 38	70 23	382 10	370 05
Boothbay.....	Lincoln.....	8,295	50 06	109 98	-	19 55	179 53	222 08
Boothbay Harbor.....	Lincoln.....	4,402	30 00	58 36	-	-	88 36	91 23
Bowdoin.....	Sagadahoc.....	9,890	60 00	131 12	-	-	191 12	182 83
Bowdoinham.....	Sagadahoc.....	8,930	65 00	118 39	-	41 34	224 73	298 26
Bowerbank.....	Piscataquis.....	4,285	24 34	56 81	-	48 75	129 90	128 50
Bradford.....	Penobscot.....	11,242	63 85	149 04	-	02	212 91	222 40
Bradley.....	Penobscot.....	9,478	70 00	125 65	-	20 61	216 26	143 71
Bremen.....	Lincoln.....	5,932	50 00	78 65	5 40	34 99	169 04	87 40
Brewer.....	Penobscot.....	M-3,240	22 03	94 35	-	-	116 38	327 50
Bridgewater.....	Aroostook.....	7,130	75 00	94 53	-	-	169 53	168 10
Bridgton.....	Cumberland.....	27,524	200 00	364 91	-	249 70	814 61	749 95
Brighton Pl.....	Somerset.....	3,415	25 00	45 28	-	41 69	111 97	103 25
Bristol.....	Lincoln.....	7,579	100 00	100 48	46 42	47 33	294 23	290 50
Brooklin.....	Hancock.....	8,128	46 17	107 75	19 33	39 16	212 41	207 64
Brooks.....	Waldo.....	14,147	120 00	187 55	-	4 56	312 11	308 94
Brooksville.....	Hancock.....	12,300	69 86	163 07	-	15 05	247 98	183 80
Brookton.....	Washington.....	4,450	25 28	59 00	-	27 22	111 50	63 81
Brownfield.....	Oxford.....	11,703	66 47	155 15	-	02	221 64	215 14
Brownville.....	Piscataquis.....	3,351	25 00	44 42	5 93	55 92	131 27	77 60
Brunswick.....	Cumberland.....	8,600	48 85	114 01	-	8 35	171 21	156 76
Buckfield.....	Oxford.....	9,516	75 00	126 16	-	-	201 16	209 50
Bucksport.....	Hancock.....	M-1,619	150 00	109 50	-	-	259 50	274 88
Burlington.....	Penobscot.....	5,262	29 89	69 76	-	31 97	131 62	146 71
Burnham.....	Waldo.....	10,967	62 29	145 39	-	103 32	311 00	134 86
Buxton.....	York.....	6,658	37 82	88 26	-	33	126 41	121 32
Byron.....	Oxford.....	9,080	51 57	120 38	-	79	172 74	143 86
C Twp.....	Oxford.....	1,722	-	22 83	-	12 58	No work.	-
Calais.....	Washington.....	M-9,500	75 00	278 42	-	137 70	491 12	407 60

STATE HIGHWAY COMMISSION.

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TABLE XIII—Continued.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Cambridge	Somerset	5,756	\$50 00	\$76 31	-	\$ 33	\$126 64	\$123 22
Camden	Knox	2,700	15 34	35 80	-	-	51 14	219 05
Canaan	Somerset	8,484	50 00	112 47	\$6 01	79 64	248 12	197 12
Canton	Oxford	7,938	50 00	105 23	-	-	155 23	167 92
Cape Elizabeth	Cumberland	5,388	75 00	71 43	21 63	36 62	204 68	193 00
		3,125						
Caribou	Aroostook	M-1,861	100 00	90 77	27 46	27 63	245 86	281 25
Carmel	Penobscot			State Highway "I".				
Caratunk Pl.	Somerset	540	3 07	7 16	-	-	10 23	23 43
Carroll	Penobscot	9,578	\$4 40	126 97	-	75 73	257 10	270 76
Carrying Place Twp.	Somerset	1,720	-	22 80	-	No work.	-	-
Carthage	Franklin	10,616	60 47	141 14	-	66 92	268 53	225 24
Cary Pl.	Aroostook	7,491	45 00	99 31	10 95	86 70	241 96	242 51
Casco	Cumberland	21,551	122 41	285 72	-	17 09	426 12	416 23
Castine	Aroostook	12,750	75 00	169 03	-	4 06	244 07	244 03
Castle Hill	Aroostook	5,940	33 74	78 75	-	4 96	117 45	139 50
Castwell Pl.	Aroostook	9,016	51 21	119 53	-	71 49	242 23	120 70
Centerville	Washington	13,986	100 00	185 42	8 16	159 47	453 05	473 34
Chapman Pl.	Aroostook	7,552	50 00	100 12	-	24 83	174 95	178 60
Charleston	Penobscot	6,885	60 00	91 28	-	15	151 43	98 42
Charlotte	Washington	8,094	45 97	107 30	-	52 72	205 99	160 05
Chelsea	Kennebec	6,100	34 65	80 87	-	37 10	152 62	68 17
Cherryfield	Washington	7,080	40 21	93 86	6 14	11 19	151 40	208 56
Chester	Penobscot	8,144	50 00	167 97	-	41 88	199 85	196 50
Chesterville	Franklin	8,385	50 00	211 17	2 69	2 69	266 55	239 64
China	Kennebec	18,035	200 00	239 11	-	-	439 11	439 23
Clifton	Penobscot	4,860	30 00	64 43	-	01	94 44	94 43
Clinton	Kennebec	12,947	73 54	171 64	-	-	245 18	236 90
Columbia	Washington	12,830	72 87	176 09	22 10	155 31	420 37	417 27
Columbia Falls	Washington	16,122	57 49	134 20	-	-	191 69	189 20
Concord	Somerset	5,387	30 60	71 42	-	50 76	152 78	93 00
Connor Pl.	Aroostook	12,764	72 50	169 22	-	64 47	306 19	280 25
Cooper	Washington	7,139	40 55	94 65	-	14 56	149 76	144 50
Coplin Pl.	Franklin	11,069	62 91	146 75	-	50 87	260 53	241 70

Corinna.....	Penobscot.....	8,521	75 00	112 96	13 50	45 96	247 42	242 74
Corinth.....	Penobscot.....	7,996	50 00	106 01	-	-	156 01	165 22
Cornish.....	York.....	7,730	60 00	102 48	-	1 50	163 98	240 04
Cornville.....	Somerset.....	4,083	40 00	54 13	19 08	25 73	138 94	45 50
Cranberry Isles.....	Hancock.....	980	-	12 99	-	No work.	-	-
Crawford.....	Washington.....	6,090	34 59	80 74	-	66	115 99	101 44
Crooktown, Twp. 4, R. 2.....	Franklin.....	1,353	-	24 57	-	No work.	-	-
Crystal.....	Aroostook.....	5,798	32 93	76 86	-	78 57	188 36	106 63
Cumberland.....	Cumberland.....	10,488	59 57	139 04	9 19	13 68	221 48	190 00
Cushing.....	Knox.....	5,335	65 00	70 73	-	25 78	161 51	162 94
Cutler.....	Washington.....	1,137	6 46	15 07	-	-	21 53	13 80
Cyr Pl.....	Aroostook.....	9,800	60 00	129 92	-	-	189 92	182 95
Dallas Pl.....	Franklin.....	8,419	47 82	111 62	-	40 61	200 05	174 72
Damariscotta.....	Lincoln.....	M-686	23 55	64 05	29 63	-	117 23	321 38
Danforth.....	Washington.....	8,645	60 00	114 62	4 75	63 67	243 04	274 36
Dayton.....	York.....	9,304	52 85	123 35	-	18	176 38	185 55
Dead River Pl.....	Somerset.....	6,109	34 70	80 99	-	-	115 69	117 55
Deblois.....	Washington.....	2,200	-	29 17	-	15 86	65 03	65 45
Dedham.....	Hancock.....	9,211	52 89	123 44	-	18 64	194 97	56 38
Deer Isle.....	Hancock.....	10,350	60 00	137 22	-	17 60	214 82	168 06
Denmark.....	Oxford.....	10,090	60 00	133 77	-	-	193 77	132 37
Dennistown Pl.....	Somerset.....	8,615	-	114 22	-	No work.	-	-
Dennysville.....	Washington.....	9,852	55 96	130 62	-	127 84	314 42	260 91
Detroit.....	Somerset.....	12,150	75 00	161 08	9 18	100 65	345 91	285 88
Dexter.....	Penobscot.....	M-675	60 00	43 03	-	65 92	168 95	122 04
Dixfield.....	Oxford.....	7,995	45 41	106 00	-	4 79	156 20	157 71
Dixmont.....	Penobscot.....	7,901	50 00	104 74	-	-	154 74	193 00
Dover.....	Piscataquis.....	M-2,219	29 62	98 56	-	21 04	149 22	154 70
Dresden.....	Lincoln.....	10,775	61 20	142 85	-	69 78	273 83	237 60
Drew Pl.....	Penobscot.....	6,475	36 78	85 85	11 57	36 80	171 00	176 49
Durham.....	Androscoggin.....	6,996	50 00	92 75	-	41 25	184 00	32 44
Dyer Brook.....	Aroostook.....	7,021	39 88	93 08	4 55	69 32	206 83	157 95
Eagle Lake Pl.....	Aroostook.....	8,960	50 89	118 79	-	31 83	201 51	203 03
Eastbrook.....	Hancock.....	66 05	39 00	87 57	-	13 28	139 85	130 55
East Livermore.....	Androscoggin.....	2,950	60 00	39 11	-	-	99 11	103 50
East Machias.....	Washington.....	5,956	75 00	78 96	-	-	153 96	153 92
East Millinocket.....	Penobscot.....	11,969	67 98	158 68	-	43 66	270 32	253 55
Easton.....	Aroostook.....	19,504	110 78	258 58	-	25 62	394 98	390 27
Eastport.....	Washington.....	13,394	76 08	177 57	-	121 65	375 30	220 00
Eddington.....	Penobscot.....	M-8,322	100 00	235 67	-	-	335 67	336 75
Eden.....	Hancock.....	M-6,300	35 78	167 04	-	-	202 82	73 00

TABLE XIII—Continued.

TOWN.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Edgecomb.....	Lincoln.....	4,880	\$30 00	\$64 70	-	\$21 24	\$115 94	\$114 18
Edinburg.....	Penobscot.....	16,632	94 47	220 51	\$75 31	249 99	640 28	611 32
Edmunds.....	Washington.....	5,125	29 11	67 95	-	67 79	182 20	160 17
Eliot.....	York.....	13,805	175 00	183 02	-	-	358 02	358 95
		10,600						
Ellsworth.....	Hancock.....	M-1,850	200 00	189 59	-	76 68	474 46	447 98
Einbden.....	Somerset.....	2,920	25 00	38 71	8 19	11 25	74 96	83 54
Enfield.....	Penobscot.....	5,721	75 00	75 84	-	52	151 36	157 47
Etna.....	Penobscot.....	760	4 32	10 08	-	-	14 46	14 46
Eustis.....	Franklin.....	10,790	61 29	143 05	-	115 01	319 35	163 63
Exeter.....	Penobscot.....	7,805	50 00	103 48	1 12	65 62	220 22	207 75
Fairfield.....	Somerset.....	7,465	100 00	98 97	-	-	198 97	258 04
Falmouth.....	Cumberland.....	9,422	75 00	124 92	-	-	199 92	184 00
Farmingdale.....	Kennebec.....	5,454	100 00	72 30	-	60	172 90	172 67
		10,560						
Farmington.....	Franklin.....	M-500	63 33	154 45	-	-	217 78	245 70
Fayette.....	Kennebec.....	8,300	50 00	110 04	-	-	160 04	161 06
Flagstaff Pl.....	Somerset.....	460	-	6 10	-	No work.	-	-
Forest City.....	Washington.....	5,630	31 98	74 64	-	32 43	139 05	16 24
		11,700						
Fort Fairfield.....	Aroostook.....	M-2,232	79 13	214 29	-	-	293 42	479 49
Fort Kent.....	Aroostook.....	11,934	67 79	158 21	-	15 57	241 57	385 22
Foxcroft.....	Piscataquis.....	5,437	30 88	72 08	-	101 11	204 07	199 40
Frankfort.....	Waldo.....	9,655	120 00	128 01	-	-	248 01	248 13
Franklin.....	Hancock.....	5,269	50 00	69 85	-	22 53	142 38	137 73
Freedom.....	Waldo.....	6,185	35 13	82 00	-	27 38	144 51	125 91
Freeman.....	Franklin.....	8,128	46 16	107 75	25 00	60 48	239 39	25 20
Freeport.....	Cumberland.....	1,950	30 00	25 85	-	-	55 85	58 12
Frenchville.....	Aroostook.....	4,000	60 00	53 03	-	2 70	115 73	122 51
Friendship.....	Knox.....	4,791	30 00	63 51	-	-	93 51	93 60
Fryeburg.....	Oxford.....	98 90	60 00	131 12	-	50 50	241 62	236 35
Gardiner.....	Kennebec.....			All compact.				
Garland.....	Penobscot.....	5,177	29 41	68 63	8 54	58 53	165 11	169 80
Georgetown.....	Sagadahoc.....	1,976	11 22	26 20	1 25	46 25	84 92	77 50

Gilead	Oxford	5,227	50 00	69 29	-	-	119 29	122 50
Glenburn	Penobscot	8,618	48 95	114 25	-	37 61	200 81	122 33
Glenwood Pl.	Aroostook	300	1 70	3 98	-	-	5 68	6 00
Gorham	Cumberland	10,625	60 35	140 87	-	28 53	229 75	177 45
Gouldsboro	Hancock	4,391	25 00	58 21	-	5 89	89 10	87 50
Crafton	Oxford	8,907	100 00	118 08	-	13 39	231 47	144 50
Grand Falls Pl.	Penobscot	438	2 49	5 80	-	-	8 29	11 45
Grand Isle	Aroostook	6,768	79 39	89 72	20 61	46 17	235 89	188 60
Grand Lake Stream Pl.	Washington	3,825	21 73	50 71	-	3 00	75 44	86 25
Gray	Cumberland	17,320	300 00	450 00	-	-	750 00	736 60
Greenbush	Penobscot	10,983	62 38	145 61	-	24 90	232 89	234 23
Greene	Androscoggin	10,335	250 00	137 02	-	02	387 04	315 38
Greenfield	Penobscot	10,930	100 00	145 57	-	120 20	365 77	282 00
Greenville	Piscataquis	4,328	50 00	57 37	-	45 45	152 82	134 16
Greenwood	Oxford	5,953	35 00	78 92	-	8 05	121 97	129 28
Guilford	Piscataquis	10,639	60 43	141 05	-	85 26	286 74	289 45
Hallowell	Kennebec	M-1,010	5 74	26 78	-	-	32 52	52 00
Hamlin Pl.	Aroostook	2,680	-	35 53	-	No work.	-	-
Hammond Pl.	Aroostook	2,075	15 00	27 51	8 37	25 08	75 96	76 00
Hampden	Penobscot	14,997	150 00	198 82	-	3 40	352 22	377 52
Hancock	Hancock	6,752	50 00	89 52	-	13 83	153 35	135 00
Hanover	Oxford	4,666	26 50	61 86	21 50	61 50	171 36	146 75
Harmony	Somerset	6,405	50 00	84 92	-	-	134 92	86 20
Harpwell	Cumberland	12,560	100 00	166 52	-	46 07	312 59	303 60
Harrington	Washington	5,000	28 40	66 29	-	17 24	111 93	112 50
Harrison	Cumberland	15,969	100 00	211 71	-	34 61	346 32	350 20
Hartford	Oxford	8,597	48 83	113 97	-	26 58	189 38	169 05
Hartland	Somerset	M-3,019	50 00	147 19	-	61 66	258 85	194 43
Haynesville	Aroostook	6,763	38 00	39 66	-	23 05	150 71	144 75
Hebron	Oxford	2,320	13 18	30 76	-	32 50	76 44	77 75
Hermon	Penobscot	15,740	89 40	208 67	-	174 06	472 13	473 76
Hersey	Aroostook	10,543	59 88	139 77	-	51 25	250 90	305 19
Highland Pl.	Somerset	3,516	20 00	46 61	-	15	66 76	74 08
Hiram	Oxford	5,290	50 00	70 13	6 47	7 89	134 49	113 38
Hodgdon	Aroostook	8,149	100 00	108 04	-	-	208 04	220 30
Holden	Penobscot	11,032	68 00	654 21	-	-	722 21	709 51
Hollis	York	6,710	50 00	38 96	-	7 28	146 24	143 69
Hope	Knox	3,570	20 28	47 33	17 40	-	85 01	124 00
Houlton	Aroostook	M-10,700	200 00	307 41	-	97 38	604 79	691 64
Howland	Penobscot	8,920	75 00	118 26	25 75	84 97	303 98	223 25
Hudson	Penobscot	4,309	48 50	57 13	-	27 82	133 45	97 43
Hurricane Isle	Knox	-	-	918 28	-	-	-	918 28
Indian Twp.	Washington	36,960	-	-	-	-	-	-

TABLE XIII—Continued.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Industry	Franklin	13,950	\$79 24	\$184 94	-	\$114 96	\$379 14	\$197 78
Island Falls	Aroostook	10,085	57 28	133 71	-	4 30	195 29	137 75
Isle au Haut	Hancock	3,000	25 00	39 77	-	7 25	72 02	68 00
Isleboro	Waldo	6,178	100 00	81 90	-	-	181 90	154 96
Jackman Pl.	Somerset	3,625	50 00	48 06	-	-	98 06	153 10
Jackson	Waldo	4,539	30 00	60 18	\$13 18	58 17	161 53	92 05
Jay	Franklin	11,450	65 04	151 80	-	101 18	318 02	370 85
Jefferson	Lincoln	17,645	100 22	233 94	-	150 43	484 59	489 38
Jerusalem Twp.	Franklin	2,664	35 00	35 32	-	-	70 32	34 25
Johnson Mt. Twp.	Somerset	1,650	-	21 87	-	No work.	-	-
Jonesboro	Washington	10,675	60 63	141 53	-	49 89	252 05	256 23
Jonesport	Washington	7,335	50 00	97 25	-	-	147 25	133 41
Kenduskeag	Penobscot	9,456	53 71	125 36	-	39 44	218 51	14 65
Kennebunk	York	-	-	All compact.	-	-	-	-
Kennebunkport	York	-	-	All compact.	-	-	-	-
Kingfield	Franklin	14,155	134 00	187 66	-	133 93	455 59	305 21
Kingman	Penobscot	7,220	56 00	95 72	-	18 67	164 39	147 15
Kingsbury Pl.	Piscataquis	1,550	8 80	20 55	-	-	29 35	30 55
Kittery	York	M-1,050	5 96	27 84	-	-	33 80	155 56
Knox	Waldo	14,577	100 00	193 25	-	-	293 25	351 44
Lagrange	Penobscot	8,034	50 00	106 51	-	52 36	208 87	193 53
Lakeville Pl.	Penobscot	5,604	31 83	74 29	-	9 68	115 80	88 00
Lamoine	Hancock	8,387	47 64	111 19	-	53 88	212 71	194 98
Lang Pl.	Franklin	10,677	60 65	141 55	-	92 95	295 15	247 25
		6,240	-	-	-	-	-	-
Lebanon	York	M-855	50 00	87 16	-	12 86	150 02	128 28
Lee	Penobscot	12,943	73 52	171 59	-	62 72	359 43	322 01
Iceda	Androscoggin	9,286	52 74	123 11	51 60	30 60	206 45	180 27
Letter E Twp.	Franklin	495	15 00	6 57	-	-	21 57	9 00
Lewistown	Penobscot	11,178	63 49	148 19	27 58	87 00	326 26	127 50
Lewiston	Androscoggin	2,162	12 28	28 67	-	03	40 88	108 50
Lexington Pl.	Somerset	4,568	25 95	60 55	-	41 03	127 53	79 20
Liberty	Waldo	5,939	33 73	78 74	-	33 64	146 11	156 48
Limerick	York	7,850	45 00	104 07	-	4 65	153 72	152 56

Limestone.....	Aroostook.....	19,850	55 95	130 59	-	81 57	268 11	248 65
Limington.....	York.....	5,907	33 55	78 31	-	28 02	139 88	117 42
Lincoln.....	Penobscot.....	37,730	300 00	500 22	-	11 45	811 67	816 25
Lincoln Pl.....	Oxford.....	7,867	100 00	104 29	-	6 84	211 13	199 64
Lincolnville.....	Waldo.....	8,795	60 00	116 60	14 22	76 54	267 36	122 85
Linneus.....	Aroostook.....	7,854	50 00	104 12	-	50	154 62	154 86
Lisbon.....	Androscoggin.....	9,500	200 00	125 95	-	-	325 95	351 91
Litchfield.....	Kennebec.....	11,909	75 00	157 88	-	47	233 35	259 97
Littleton.....	Aroostook.....	8,125	100 00	107 72	2 94	8 38	219 04	220 73
		7,805						
Livermore.....	Androscoggin.....	M-360	60 00	113 02	-	20 04	193 06	202 10
Long Pond Pl.....	Hancock.....	1,460	8 29	19 36	-	-	27 65	39 05
Lovell.....	Oxford.....	9,876	100 00	130 93	-	15	231 08	229 87
Lowell.....	Penobscot.....	4,233	24 04	56 12	-	9 08	89 24	61 49
Lubec.....	Washington.....	21,026	240 00	278 76	-	15 56	534 32	522 38
Ludlow.....	Aroostook.....	6,108	75 00	80 97	-	6 43	162 40	152 42
Lyman.....	York.....	7,191	40 84	95 33	-	-	136 17	153 10
Machias.....	Washington.....	12,746	200 00	168 98	-	-	368 98	376 09
Machiasport.....	Washington.....	10,030	56 97	132 97	-	-	189 94	181 05
Macwahoc Pl.....	Aroostook.....	14,150	125 00	187 59	-	77 02	389 61	356 37
Madawaska.....	Aroostook.....	4,250	50 00	56 34	-	18 39	124 73	94 86
Madison.....	Somerset.....	3,100	100 00	41 10	-	-	141 10	25 55
Madrid.....	Franklin.....	11,515	65 41	152 66	3 89	82 14	304 10	254 62
Magalloway Pl.....	Oxford.....	6,335	150 00	83 99	-	20 41	254 40	236 91
Manchester.....	Kennebec.....	1,300	7 38	17 23	-	-	24 61	19 37
Mapleton.....	Aroostook.....	4,462	60 00	59 16	-	10 58	129 74	129 28
Mariaville.....	Hancock.....	3,370	19 14	44 68	-	3 49	67 31	68 70
Marion.....	Washington.....	2,827	16 06	37 48	-	-	53 54	53 53
Marshfield.....	Washington.....	4,285	75 00	56 81	-	7 68	139 49	130 35
Mars Hill.....	Aroostook.....	10,125	100 00	134 24	-	66 83	301 07	292 17
Masardis.....	Aroostook.....	2,865	25 00	37 99	-	25 25	88 24	31 00
Mason.....	Oxford.....	3,642	20 69	48 29	-	12 86	81 84	121 00
Mattamiscontis Twp.....	Penobscot.....	500	-	6 63	-	No work.	-	-
Mattawamkeag.....	Penobscot.....	9,149	51 97	121 29	14 99	115 47	303 72	297 22
Maxfield.....	Penobscot.....	13,029	75 00	172 73	-	88 89	336 62	355 86
Mayfield Pl.....	Somerset.....	310	-	4 11	-	No work.	-	-
Mechanic Falls.....	Androscoggin.....	13,128	100 00	174 04	-	-	274 04	220 59
Moddybemps.....	Washington.....	10,300	58 50	136 55	-	52 93	247 98	238 73
Medford.....	Piscataquis.....	5,608	31 85	74 34	-	55 65	161 84	150 29
Medway.....	Penobscot.....	8,047	45 71	106 68	-	59 04	211 43	215 32
Mercer.....	Somerset.....	5,720	40 00	75 83	-	29 16	144 99	80 93
Merrill Pl.....	Aroostook.....	5,162	30 00	68 44	-	-	98 44	102 00
Mexico.....	Oxford.....	7,275	50 00	96 45	-	-	146 45	142 04
Milbridge.....	Washington.....	11,380	90 00	150 87	-	-	240 87	264 12

TABLE XIII—Continued.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Milford	Penobscot	6,970	\$200 00	\$92 41	-	-	\$292 41	\$397 05
Millinocket	Penobscot	700	-	9 28	-	No work.	-	-
Milo	Piscataquis	10,070	57 20	133 51	-	\$20 99	211 70	210 80
Milton Pl.	Oxford	2,667	25 00	27 40	-	2 74	55 14	49 70
Minot	Androscoggin	4,183	25 00	55 46	-	3 50	83 96	117 69
		3,660	-	-	-	-	-	-
Monmouth	Kennebec	M-1,685	50 00	93 20	\$9 88	16 86	169 94	176 30
Monroe	Waldo	9,587	54 45	127 10	-	52 33	233 88	213 75
Monson	Piscataquis	10,340	58 73	137 08	-	73 03	268 84	258 20
		6,195	-	-	-	-	-	-
Monticello	Aroostook	M-600	100 00	98 03	-	29 02	227 05	251 75
Montville	Waldo	8,576	47 91	113 70	-	45 35	206 96	166 60
Moose River Pl.	Somerset	9,159	75 00	121 43	5 78	69 47	271 68	171 75
Moro Pl.	Aroostook	6,366	40 00	84 40	-	2 00	126 40	119 00
Morrill	Waldo	7,025	50 00	93 14	-	67 46	210 60	210 60
Moscow	Somerset	5,350	50 00	70 93	-	13 87	134 80	124 93
Mt. Chase	Penobscot	5,462	31 02	72 42	-	18 55	121 99	133 50
		9,324	-	-	-	-	-	-
Mt. Desert	Hancock	M-2,804	200 00	197 95	-	-	397 95	564 69
Mt. Vernon	Kennebec	14,402	81 80	190 94	-	93 50	366 24	294 53
Moxie Gore	Somerset	3,850	-	51 04	-	-	-	-
Naples	Cumberland	13,797	150 00	182 91	-	2 50	335 41	314 55
Newburg	Penobscot	21,1394	120 07	280 26	7 52	197 36	605 21	332 30
New Canada Pl.	Aroostook	1,230	6 99	16 31	-	-	23 30	18 50
Newcastle	Lincoln	7,250	60 00	96 12	50 00	97 75	303 87	309 95
Newfield	York	4,500	30 00	59 66	-	15 55	105 21	105 21
New Gloucester	Cumberland	17,170	97 56	227 64	-	142 09	467 29	448 25
New Limerick	Aroostook	5,855	50 00	77 63	-	16	127 79	127 51
Newport	Penobscot	-	-	-	-	-	-	-
New Portland	Somerset	16,070	91 28	213 05	-	-	304 33	162 19
Newry	Oxford	8,588	48 78	113 85	-	33 40	196 03	218 60
New Sharon	Franklin	10,365	58 87	137 42	-	77 45	279 67	280 13
New Sweden	Aroostook	11,948	67 86	158 40	32 14	114 72	373 12	233 07
New Vineyard	Franklin	6,280	35 67	83 26	-	-	118 93	118 33

TABLE XIII—Continued.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Parkman.....	Piscataquis.....	3,118	\$35 00	\$41 33	-	\$12 08	\$88 41	\$71 85
Parlin Pond, Twp. No. 3, R. 7..	Somerset.....	3,060	No work.	40 57	-	No work.	-	-
Parsonsfield.....	York.....	9,733	60 00	129 04	-	72	189 76	152.24
Passadumkeag.....	Penobscot.....	8,388	47 64	111 20	66	76 24	235 74	195 12
		733						
Patten.....	Penobscot.....	M-8,321	225 00	230 34	-	4 39	459 73	291 55
Pembroke.....	Washington.....	6,338	36 00	84 02	-	-	120 02	103 30
Penobscot.....	Hancock.....	11,180	63 50	148 22	-	23 29	235 01	231 56
Perham.....	Aroostook.....	9,125	51 83	120 98	-	47 75	220 56	217 94
Perkins Twp.....	Franklin.....	5,176	29 40	68 62	-	-	98 02	89 10
Perry.....	Washington.....	11,090	75 00	147 03	-	53 13	275 16	212 90
Peru.....	Oxford.....	3,535	60 00	46 87	-	11 33	118 20	112 61
Phillips.....	Franklin.....	17,739	100 77	235 18	64 38	129 38	529 71	527 76
Phippsburg.....	Sagadahoc.....	7,500	42 60	99 43	-	10 31	152 34	134 31
Pittsfield.....	Somerset.....	10,466	200 00	138 75	-	44 23	382 98	321 68
Pittston.....	Kennebec.....	10,561	60 00	140 01	-	53 89	253 90	253 61
Pleasant Ridge Pl.	Somerset.....	670	No work.	8 88	-	No work.	-	-
Plymouth.....	Penobscot.....	6,999	50 00	91 46	-	17 48	158 94	26 84
Poland.....	Androscoggin.....	23,750	240 00	314 88	-	129 23	684 11	658 89
Portage Lake Pl.	Aroostook.....	6,850	40 00	90 81	-	3 02	133 83	136 91
Porter.....	Oxford.....	5,630	31 98	74 64	-	19	106 81	104 46
Portland.....	Cumberland.....				All compact.			
Powall.....	Cumberland.....	8,780	49 87	116 40	-	30 99	197 26	191 08
Prentiss.....	Penobscot.....	8,215	46 65	108 91	-	86 99	242 56	150 32
Fresque Isle.....	Aroostook.....	9,135	150 00	121 11	-	-	271 11	287 00
Princeton.....	Washington.....	6,261	35 56	83 00	-	40 43	158 99	164 45
Prospect.....	Waldo.....	13,625	77 39	180 64	-	3 45	261 48	261 41
		5,509						
Randolph.....	Kennebec.....	M-128	50 00	76 42	-	24 75	151 17	108 86
Rangeley.....	Franklin.....	5,696	60 00	75 52	-	-	135 52	148 18
Rangeley Pl.....	Franklin.....	6,721	75 00	89 10	-	-	164 10	161 37
		12,143						
		Sand-Clay.						
Raymond.....	Cumberland.....	1,664	80 00	183 05	-	88 81	351 86	267 01

Readfield.....	Kennebec.....	11,193	100 00	148 39	-	-	248 39	247 99
Reed Pl.....	Aroostook.....	3,835	30 00	50 85	-	02	80 87	90 27
		7,720						
Richmond.....	Sagadahoc.....	M-800	75 00	123 57	-	-	198 57	198 57
Ripley.....	Somerset.....	5,101	50 00	67 62	-	9 27	126 89	69 39
Robbinston.....	Washington.....	10,395	59 04	137 82	-	69 27	266 13	248 55
Rockland.....	Knox.....	6,958	39 52	92 24	-	45 77	177 53	196 22
Rockport.....	Knox.....	5,781	32 84	76 64	13 75	48 63	171 86	147 84
Rome.....	Kennebec.....	13,731	77 99	182 04	-	111 19	371 22	361 54
Roque Bluffs.....	Washington.....	11,625	66 03	154 12	11 22	116 79	348 16	206 63
Roxbury.....	Oxford.....	6,601	37 49	87 51	-	-	125 00	271 47
Rumford.....	Oxford.....	6,600	37 49	87 50	-	-	124 99	124 93
Saco.....	York.....				All compact.			
St. Agatha.....	Aroostook.....	3,730	30 00	49 45	-	4 75	84 20	84 21
St. Albans.....	Somerset.....	7,431	60 00	98 51	-	43 73	202 24	173 02
St. Francis Pl.....	Aroostook.....	10,505	59 68	139 27	-	144 84	343 79	121 87
St. George.....	Knox.....	17,642	100 21	233 90	-	55	334 66	167 94
St. John Pl.....	Aroostook.....	10,929	62 08	144 89	-	09	207 06	197 50
Salem.....	Aroostook.....	6,250	35 50	82 86	-	2 96	59 50	180 82
Sandy River Pl.....	Franklin.....	9,550	100 00	126 61	-	-	226 61	221 15
Sandy Bay Twp. 5, R. 3.....	Franklin.....	4,400	-	58 33	-	-	-	-
	Somerset.....	11,350	-	-	-	-	-	-
					No work.			
Sanford.....	York.....	M-3,675	500 00	247 91	110 34	-	858 25	863 90
Sangerville.....	Piscataquis.....	4,256	24 14	56 34	25 16	50 16	155 80	146 70
Scarborough.....	Cumberland.....	5,500	175 00	72 92	-	-	247 92	228 76
Searsmont.....	Waldo.....	8,882	50 45	117 75	-	56 25	224 45	217 27
Searsport.....	Waldo.....	13,498	150 00	178 94	-	20 15	349 09	414 45
Sebago.....	Cumberland.....	3,115	50 00	41 50	-	37	91 67	93 25
Sebec.....	Piscataquis.....	4,220	25 00	55 95	-	38 16	119 10	117 10
Seboeis Pl.....	Penobscot.....	1,200	6 82	15 91	-	-	22 93	31 82
Sedgwick.....	Hancock.....	13,164	100 00	174 52	-	79	275 31	280 09
Shapleigh.....	York.....	9,738	125 00	129 10	19 58	39 62	313 30	142 83
Sherman.....	Aroostook.....	6,898	40 00	91 44	-	-	131 44	121 00
Shirley.....	Piscataquis.....	8,930	50 72	118 39	-	69 29	238 40	237 57
Sidney.....	Kennebec.....	6,408	40 00	84 95	-	32 24	157 19	125 20
Silver Ridge Pl.....	Aroostook.....	5,248	29 81	69 57	-	14 89	114 27	97 35
		14,600						
Skowhegan.....	Somerset.....	M-2,800	480 00	267 80	-	200 74	948 54	196 55
Smithfield.....	Somerset.....	10,913	100 00	144 68	-	-	244 68	223 84
Smyrna.....	Aroostook.....	9,975	56 66	132 25	41 48	93 87	324 26	265 80
Solon.....	Somerset.....	6,050	100 00	80 21	-	21 48	201 69	147 15
Somerville.....	Lincoln.....	13,340	75 77	176 86	-	94 65	347 28	329 00
Sorrento.....	Hancock.....	4,581	26 02	60 73	-	-	86 75	85 38
South Berwick.....	York.....				All compact.			

TABLE XIII—Continued.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Southport.....	Lincoln.....	7,615	\$50 00	\$100 96	-	\$41 73	\$192 69	\$197 36
South Portland.....	Cumberland.....	M-1,165	-	30 90	-	No work.	-	-
South Thomaston.....	Knox.....	8,856	50 30	117 41	\$1 64	88 03	257 38	257 69
Southwest Harbor.....	Hancock.....	4,650	30 00	61 65	-	-	91 65	96 10
Springfield.....	Penobscot.....	5,294	30 07	70 18	-	-	100 25	166 43
Stacyville Pl.....	Penobscot.....	3,577	50 00	47 42	-	-	97 42	97 69
Standish.....	Cumberland.....	4,590	-	-	-	-	-	-
Starks.....	Somerset.....	M-5,360	60 00	202 97	-	-	262 97	223 35
Stetson.....	Penobscot.....	5,336	30 31	70 74	-	38 61	139 66	70 40
Steuben.....	Washington.....	8,892	50 49	117 89	-	100 68	269 06	204 42
Stockholm Pl.....	Aroostook.....	8,605	48 88	114 08	-	25 66	188 62	158 25
Stockton Springs.....	Waldo.....	2,900	16 47	38 45	-	-	54 92	45 50
Stoneham.....	Oxford.....	11,220	63 73	148 75	53 75	114 32	380 55	213 37
Stonington.....	Hancock.....	6,216	100 00	82 41	-	21 66	204 07	203 55
Stow.....	Oxford.....	4,794	70 00	63 55	-	6 98	140 53	125 43
Strong.....	Franklin.....	16,000	90 88	212 13	39 63	179 12	521 76	480 78
Sullivan.....	Hancock.....	5,310	30 16	70 40	-	19 98	120 54	107 04
Summer.....	Oxford.....	4,444	25 24	58 91	-	13 58	97 73	65 60
Surry.....	Hancock.....	9,090	100 00	120 51	-	-	220 51	220 51
Swan's Island.....	Hancock.....	15,735	90 00	208 61	-	76 79	375 40	375 40
Swanville.....	Hancock.....	4,746	30 00	62 92	-	-	92 92	80 10
Sweden.....	Waldo.....	14,905	84 66	197 61	-	68 16	350 43	324 88
Talmadge.....	Oxford.....	14,675	83 35	194 56	-	90 88	368 79	291 25
Temple.....	Washington.....	4,119	25 06	54 61	9 71	41 75	131 07	127 88
The Forks Pl.....	Franklin.....	6,042	60 00	80 11	-	6 91	147 02	155 00
Thomaston.....	Somerset.....	1,160	-	15 38	-	No work.	-	-
Thordike.....	Knox.....	5,937	33 72	78 71	-	-	112 43	347 16
Topsfield.....	Waldo.....	13,319	150 00	176 58	-	13 85	340 43	343 67
Topsham.....	Washington.....	7,904	44 89	104 78	-	7 97	157 64	119 87
Tremont.....	Sagadahoc.....	11,755	-	-	-	-	-	-
Trenton.....	Hancock.....	M-4,772	93 87	282 39	-	156 98	533 24	399 56
Trescott.....	Hancock.....	3,335	30 00	44 22	-	11 37	85 59	53 46
	Hancock.....	600	3 41	7 95	-	-	11 36	3 00
	Washington.....	5,543	31 48	73 49	-	9 82	114 79	69 15

Troy	Waldo	8,564	100 00	113 53	-	84 77	298 36	278 69
Turner	Androscoggin	17,038	100 00	225 88	-	-	325 88	338 56
Union	Knox	6,425	36 49	85 18	-	-	121 67	147 24
Unity	Waldo	7,790	100 00	103 28	-	1 03	204 31	185 00
Unity Pl	Kennebec	1,858	10 55	24 63	25 00	21 81	81 99	71 10
Upton	Oxford	4,563	25 92	60 49	8 00	33 00	127 41	65 95
Van Buren	Aroostook	7,012	39 84	92 97	-	8 00	140 81	173 00
Vanceboro	Washington	16,952	96 29	224 75	-	82 13	403 17	332 25
Vassalboro	Kennebec	12,505	71 03	165 79	-	-	236 82	178 25
Veazie	Penobscot	1,860	10 57	24 66	-	-	35 23	47 10
Verona	Hancock	10,150	57 65	134 56	-	-	192 21	154 08
Vienna	Kennebec	18,304	103 97	242 67	-	154 16	500 80	307 12
Vinalhaven	Knox	3,658	45 00	48 49	-	11 60	105 09	63 93
Wade Pl	Aroostook	3,795	50 00	50 32	-	-	100 32	102 00
Waite	Washington	3,850	21 87	51 04	-	15 15	88 06	83 97
Waldo	Waldo	9,967	60 00	132 14	-	99	193 13	191 44
Waldoboro	Lincoln	3,772	21 42	50 61	-	-	71 43	111 72
Wales	Androscoggin	6,195	60 00	82 13	-	60 47	202 60	159 28
Wallagrass Pl	Aroostook	4,802	40 00	63 67	-	68	104 35	103 75
Waltham	Hancock	7,275	41 32	96 45	-	35 75	173 52	29 35
Warren	Knox	4,850	27 55	64 30	19 22	117 31	228 38	220 84
Washburn	Aroostook	8,655	75 00	114 75	-	8 16	197 91	127 80
Washington	Knox	6,092	40 00	80 77	-	-	120 77	133 80
Washington Twp	Franklin	100	5 00	1 33	-	-	6 33	10 25
Waterboro	York	8,982	51 02	119 08	16 17	97 46	283 73	102 93
Waterford	Oxford	9,954	56 54	131 96	-	78 34	266 84	126 67
Waterville	Kennebec	-	-	No work.	-	-	-	-
Wayne	Kennebec	5,593	31 77	74 15	-	11	106 03	95 41
		8,676	-	-	-	-	-	-
Webster	Androscoggin	M-980	75 00	141 00	-	-	216 00	180 72
Webster Pl	Penobscot	4,026	25 00	53 38	-	02	78 40	65 98
Weld	Franklin	16,062	91 23	212 95	-	-	304 18	206 53
Wellington	Piscataquis	5,430	30 84	71 99	-	24 55	127 38	94 80
Wells	York	2,900	16 47	38 45	-	-	54 92	92 63
Wesley	Washington	7,410	50 00	98 24	-	17 73	165 97	165 97
West Bath	Sagadahoc	5,821	33 06	77 17	-	1 95	112 18	246 35
Westbrook	Cumberland	-	-	-	All compact.	-	-	-
Westfield Pl	Aroostook	6,830	75 00	90 55	-	7 76	173 31	166 80
West Forks Pl	Somerset	1,500	-	19 89	-	No work.	-	-
West Gardiner	Kennebec	6,596	37 47	87 45	46 61	36 54	208 07	162 53
Weston	Aroostook	6,542	50 00	86 73	-	4 22	140 95	144 60
Westport	Lincoln	4,530	25 73	60 06	-	24 12	109 91	84 34
Whitefield	Lincoln	7,259	100 00	96 24	-	-	196 24	195 12
Whiting	Washington	6,170	35 05	81 80	-	67 21	184 06	185 05
Whitneyville	Washington	4,816	30 00	63 85	-	-	93 85	92 29

TABLE XIII—Concluded.

Town.	County.	Gravel— Lineal feet.	Town appro- priation.	State appro- priation.	UNEXPENDED BALANCE— 1914.		Tentative joint fund.	Amount expended.
					From town.	From State.		
Williamsburg.....	Piscataquis.....	5,447	\$30 94	\$72 21	-	\$39 40	\$142 55	\$129 07
Willimantic.....	Piscataquis.....	7,250	41 18	96 12	\$94	63 53	201 77	171 50
		10,887						
Wilton.....	Franklin.....	M-1,810	72 12	192 33	11 89	103 84	380 18	357 79
Windham.....	Cumberland.....	18,916	191 28	250 78	-	-	442 06	442 06
Windsor.....	Kennebec.....	17,370	100 00	230 29	-	-	330 29	330 07
Winn.....	Penobscot.....	7,083	100 00	93 90	-	-	193 90	182 70
Winslow.....	Kennebec.....	4,200	100 00	55 68	-	-	155 68	433 67
Winter Harbor.....	Hancock.....	4,642	100 00	61 55	4 91	-	166 46	144 02
Winterport.....	Waldo.....	18,593	125 00	246 50	-	14 61	386 11	427 58
Winthrop.....	Kennebec.....	7,875	44 73	104 40	18 72	51 82	219 68	111 50
Wiscasset.....	Lincoln.....	7,165	50 00	94 99	-	-	144 99	147 25
Woodland.....	Aroostook.....	9,043	100 00	119 89	-	-	219 89	209 89
Woodstock.....	Oxford.....	12,847	150 00	170 32	-	-	320 32	243 50
Woodville.....	Penobscot.....	6,880	50 00	91 21	31 69	94 86	267 76	242 37
Woolwich.....	Sagadahoc.....	5,487	31 17	72 74	-	30 08	133 99	127 80
Wyman Twp. No. 4, R. 3.....	Franklin.....	1,390	-	18 43	No work.	-	-	-
Yarmouth.....	Cumberland.....	6,660	60 00	114 16	-	-	174 16	210 59
York.....	York.....	M-975	43 25	100 96	-	-	144 21	140 27
Lineal feet, Macadam.....		111,720	\$31,519 75	\$58,746 90	\$1,501 12	\$15,847 29	\$105,729 19	\$99,204 38
Grand total.....		4,101,422						
Miles Macadam.....		21.16						
Total mileage.....		776.784						
Milo.....				\$ 6 56	Paid on Milo bridge.			
Indian Twp.....				918 28	Paid in Indian Twp.			
Trescott.....				3 02	Paid in Trescott.			
				*\$927 86				

1914 PAYROLLS RECEIVED TOO LATE FOR 1914 REPORT. PAID IN 1915.

Bridgewater.....	Aroostook	\$ 7 81
New Gloucester.....	Cumberland	18 10
Perkins Twp.....	Franklin.....	25 25

* By the order of the State Highway Commission, this amount was taken from Maintenance and Administration fund and expended on Special Resolve work.

SPECIAL RESOLVE WORK.

The following is a description of work undertaken under special resolves of the 77th Legislature to Jan. 1, 1916.

ABBOT.

Resolved, That there be, and hereby is, appropriated the sum of three hundred dollars to aid in repairing the road in the town of Abbot, leading from the Monson town line to North Guilford, and thence to Howard's siding, so-called, provided that there be appropriated by the town of Abbot, the sum of three hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred and thirty; public laws of nineteen hundred and thirteen.

General repairs were made over a distance of three and one-half miles. The work consisted of clearing the right of way, road machine work, and providing drainage. Two dry stone culverts were rebuilt and four log culverts were constructed. Two thousand five hundred and twenty-five linear feet of the road was surfaced with gravel ten feet wide and nine inches deep. The work was in charge of S. M. Carr, and was inspected by H. S. Towne.

Cost of labor		\$565 95
“ “ materials		14 30
“ “ inspection		19 75
		<hr/>
Total cost		\$600 00
Paid by state	\$300 00	
“ “ town	300 00	
	<hr/>	\$600 00

ADDISON.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for the purpose of repairing Main river bridge in the town of Addison; said sum to be expended under the supervision of the State Highway Commission.

The above bridge was repaired by driving approximately two thousand nine hundred and fourteen linear feet of piles in the fender pier of the draw bridge and approaches. The piles were capped with hard pine timbers. New timbers were added to the bridge, and the bridge was replanked. Repairs were also made to the rolling apparatus of the draw span.

Cost of labor	\$407 62
“ “ materials	469 41
“ “ inspection	18 85
	<hr/>
Total cost	\$895 88
Appropriated by State	\$1,000 00
Paid by state	895 88

Unexpended bal. of state's appropriation..	\$104 12
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The work was in charge of F. N. Thompson, and was inspected by George Mawhinney.

ASHLAND.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for the purpose of aiding in repairing Aroostook river bridge, so-called, in the town of Ashland, provided there be appropriated by the town of Ashland the sum of one thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission.

After an inspection of the above bridge it seemed advisable to make repairs during the winter in order to take advantage of the ice for staging, and as a foundation on which to jack up the old bridge. It is planned to reconstruct the center piers and make such other repairs as may be needed.

Appropriated by state	\$1,000 00
Appropriated by town	1,000 00

\$2,000 00

No expenditures to January 1, 1916.

AURORA.

Resolved, That there be, and hereby is, appropriated the sum of eighty-six dollars to reimburse the town of Aurora for over-expenditure in connection with state aid work done in nineteen hundred thirteen.

Appropriation	\$86 00
Paid June 12, 1915.	

CAMDEN AND LINCOLNVILLE.

Resolved, That there be, and hereby is, appropriated the sum of six hundred dollars in the year nineteen hundred fifteen and six hundred dollars in the year nineteen hundred sixteen for the purpose of widening the turnpike road in the towns of Camden, in the county of Knox, and Lincolnvillie, in the county of Waldo, five hundred dollars to be expended in the town of Camden each year and one hundred dollars in the town of Lincolnvillie each year; provided that said town of Camden shall raise by appropriation or otherwise the sum of five hundred dollars in each of said years for the same purpose; and that said town of Lincolnvillie shall raise by appropriation or otherwise the sum of one hundred dollars in each of said years for the same purpose; all sums to be expended under the supervision of the State Highway Commission. Joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter 130, public laws of nineteen hundred and thirteen.

CAMDEN SECTION.

This section of road was graded 21 feet wide for a distance of 500 feet and surfaced with crushed stone 21 feet wide. A stone guard rail 500 feet long was constructed. Approximately 400 cubic yards of rock were excavated in grading.

Cost of labor	\$1,031 35
" " materials	118 47
" " inspection	111 60
	<hr/>
Total cost	\$1,161 36
Paid by state	\$500 00
" " town	661 36
	<hr/>
	\$1,161 36

The work was in charge of S. G. Ritterbush, and was inspected by C. W. Shorey.

LINCOLNVILLE SECTION.

This section of road was graded 21 feet wide for a distance of 80 feet and surfaced with gravel 21 feet wide. A stone wall for guard rail, 80 feet long, was constructed. The work was in charge of C. D. Cross, and was inspected by C. W. Shorey.

Cost of labor		\$203 94
“ “ material		33 73
“ “ inspection		6 00
		<hr/>
		\$243 67
Paid by state	\$100 00	
“ “ town	143 67	
	<hr/>	\$243 67

CANTON.

Resolved, That the sum of ten thousand dollars be, and hereby is, appropriated to aid the town of Canton in Oxford county in purchasing the toll bridge of the Canton Bridge Company for the purpose of making the same a free bridge; and to further aid said town in making such repairs and alterations on said bridge, as shall be necessary to insure its permanency and safety. The said sum shall be paid by the Treasurer of State to the treasurer of the town of Canton and so much thereof as may be necessary shall be expended by the selectmen of said town for the purchase of said bridge from said bridge company. Provided that within six months after the purchase of said bridge, said town of Canton shall put the same into such a state of repair as shall be approved by the State Highway Commission; provide it with steel stringers of a character to be approved by said commission; forever thereafter keep said bridge in such repair as may be, from time to time, ordered by said commission and maintain the same as a free bridge.

Appropriation	\$10,000 00
Paid July 17, 1915.	

CASTINE.

Resolved, That there be, and hereby is, appropriated the sum of three hundred ninety dollars and forty-five cents to reimburse

the town of Castine for money spent in excess of a state appropriation for an automobile road.

Appropriation	\$390 45
Paid July 29, 1915.	

CONCORD.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars to aid in repairing the road in the town of Concord, beginning at the end of the Bingham and Concord bridge and running north to Pleasant Ridge plantation, provided that there be appropriated by the town of Concord the sum of two hundred and fifty dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, public laws of nineteen hundred and thirteen.

The above section of road was graded 18 feet wide for a distance of 292 feet, and surfaced with gravel 15 feet wide, and 10 inches deep. A section of the road, 166 feet in length, was widened by blasting out rock on the west side of the road and by the construction of a timber retaining wall 14 feet high, on the east side. One 12-inch metal culvert was installed, and 292 feet of wood guard rail was constructed.

The work was in charge of T. G. Hilton, and was inspected by B. J. Libby.

Cost of labor	\$410 75
“ “ materials	313 49
“ “ inspection	23 33
<hr/>	
Total cost	\$747 57
Paid by state	\$497 57
“ “ town	250 00
<hr/>	
	\$747 57
Unexpended balance of State's Appro.....	2 43

COOPER.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for improving a section of State highway in the town of Cooper, leading from Cooper four corners

to township nineteen, past Love Lake, and connecting with the "Air Line" road, so-called, in Crawford; said amount to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred and thirty, public laws of nineteen hundred and thirteen.

The work extended over a distance of six thousand seven hundred and fifty linear feet. The right of way was cleared and the road roughly graded. Eight metal culverts were installed. The work was in charge of J. A. Gould, and was inspected by W. B. Holway.

Cost of labor		\$326 50
“ “ materials		162 59
“ “ inspection		12 75
		<hr/>
Total cost		\$501 84
Paid by state	\$500 00	
“ “ town	1 84	
	<hr/>	\$501 84

CRYSTAL.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in building a bridge across Fish stream in the town of Crystal, provided that there be appropriated by the town of Crystal one thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; provided also that any additional cost above two thousand dollars be borne by said town of Crystal, and further provided that said bridge shall be kept in such repair, as may be directed by the State Highway Commission, at the expense of the town of Crystal.

The above bridge site is at Belvedere, so-called, in the town of Crystal. Plans were made for a steel bridge 18 feet wide with a span of 65 feet. The contract for the construction of the abutments was awarded to the town of Crystal for \$1,600.00. These abutments have been completed. The approach fills were made by the town.

On August 26, the following bids were received for the construction of the steel superstructure:

Boston Bridge Works, Boston, Mass.....	\$1,948 00
Penn Bridge Co., Beaver Falls, Pa.....	1,490 00
United Construction Co., Albany, N. Y.....	1,436 00
Groton Bridge Co., Groton, N. Y.....	1,340 00

The contract was awarded to the Groton Bridge Company for \$1,340.00; time of completion January 1, 1916.

As the bridge is on the state aid highway, the 1915 joint fund for the state aid road was allowed to be used on the work.

The following expenditures were made to January 1, 1916:
Substructure:

Engineering & inspection	\$135 17
Town of Crystal, contract for abutments	1,600 00

\$1,735 17

Superstructure:

Engineering, plans	38 65
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Total expenditures to January 1, 1916 ...	\$1,773 82
Special appropriation by state	\$1,000 00
" " " town	1,000 00
Appropriated by state, state aid road	600 00
" " town, " " " 	300 00
Joint fund	\$2,900 00
Balance, January 1, 1916	\$1,126 18

CUSHING.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for the year nineteen hundred fifteen and the sum of five hundred dollars for the year nineteen hundred sixteen, to aid in repairing the "Back road," so-called, in the town of Cushing, provided that there be appropriated by the town of Cushing, or otherwise, the sum of five hundred dollars for the year nineteen hundred fifteen and the sum of five hundred dollars for the year nineteen hundred sixteen, for the same purpose; all said sums to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty of the public laws of nineteen hundred and thirteen.

The above road was graded 18 feet wide for a distance of 3,300 feet and surfaced with gravel 12 feet wide and six inches deep. 900 linear feet of stone base, 12 feet wide and 8 inches deep, was constructed. Ten metal culverts, varying in size from 8 inches to 18 inches in diameter, were installed.

The work was in charge of Eldrean Orff, and was inspected by A. J. Avery.

Cost of labor		\$763 59
“ “ materials		267 20
“ “ inspection		11 15
		<hr/>
Total cost		\$1,041 94
Paid by state	\$500 00	
“ “ town	541 94	
	<hr/>	\$1,041 94

CUTLER.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for the purpose of aiding in rebuilding the “Turner Bridge,” so-called, in the town of Cutler; provided that there be appropriated by said town of Cutler the sum of five hundred dollars for the purpose, and that any necessary cost above one thousand dollars for rebuilding said bridge shall be borne by the town of Cutler; the expenditure of all sums of money to be under the supervision of the State Highway Commission.

A preliminary survey was made of the above location, and plans of the proposed bridge were prepared. An effort was made to interest several contractors in this job, but no satisfactory arrangements were made. The construction of this bridge will be undertaken as early as possible in the spring of 1916.

Appropriation by state		\$500 00
“ “ town		500 00
		<hr/>
Joint fund		\$1,000 00
Paid by state for engineering		9 00
		<hr/>
Unexpended Bal. of State's appropriation		\$491 00

DALLAS.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in building a bridge across the south branch of Dead river, in the plantation of Dallas, in the county of Franklin, provided that there be appropriated by the said plantation of Dallas the sum of one thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; provided further that any additional cost of said bridge shall be borne by the plantation of Dallas; and said bridge shall be kept in such repair, by the plantation of Dallas as may be decided by the State Highway Commission.

Plans for a concrete bridge were prepared and on August 26th the following proposals were received:

Small & Ingalls, Bar Harbor, Maine	\$3,858 00
Sanders Engineering Co., Portland, Maine	3,100 00
Edmund Cyr & Co., Waterville, Maine	2,843 00

As the above proposals exceeded the joint fund by a considerable amount all proposals were rejected.

An effort will be made to construct this bridge early in the spring of 1916.

Appropriated by state	\$1,000 00
" " town	1,000 00
<hr/>	
Joint fund	\$2,000 00
Expended for advertising by state	22 68
<hr/>	
Unexpended Bal. of joint fund.....	\$1,977 32
Unexpended Bal. of State's appropriation	\$977 32

DEBLOIS.

Resolved, That there be, and hereby is, appropriated the sum of four hundred fifty dollars to be paid to the town of Deblois as partial reimbursement for money expended by said town in building a bridge across the Narraguagus river during the spring of nineteen hundred fourteen.

Appropriated by state	\$450 00
Paid June 12, 1915.	

DEER ISLE AND SEDGWICK.

Resolved, That the sum of five hundred dollars be, and hereby is, appropriated for the construction of team and automobile approaches to the State ferry at Eggemoggin Reach in the towns of Deer Isle and Sedgwick, in the county of Hancock; said sum to be expended under the direction of the State Highway Commissioners.

The above work consisted in the construction of two timber approaches to the state ferry, at Eggemoggin Reach; one in the town of Deer Isle, and the other in the town of Sedgwick.

Each approach was made 100 feet in length and 12 feet wide and consisted of a 12-inch plank floor with four-inch by six-inch stringers supported by timber framework set in the beach.

Pay-rolls	\$237 20
Materials and incidental expenses.....	228 08
	<hr/>
Total	\$465 28
Paid by state	\$465 28
Unexpended balance	\$34 72

DENNYSVILLE AND EDMUNDS.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in rebuilding the bridge across the Dennys river, between the towns of Dennysville and Edmunds, in the county of Washington, provided that there be appropriated by the said towns of Dennysville and Edmunds, in proportion to their respective valuations, the sum of one thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission.

A survey of the above bridge location was made and plans prepared for a timber trestle with one steel I-beam, span of 41 feet. The total length was 148 feet and the width 18 feet. The following bids were received on September 29:

E. E. Pushee, Dennysville, Maine	\$2,700 00
W. H. Leighton, " "	2,823 00

The proposals were rejected.

The steel span was eliminated and informal proposals received for the timber work. The contract for a complete

timber bridge was finally awarded to W. H. Leighton, of Dennysville, Maine, for \$1,925.00.

The bridge as constructed consists of three timber towers, and one single bent supporting a floor system of 7 rows of 6" x 14" stringers and a 3" plank floor. The railing consists of 4" x 4" posts with two lines of 2" x 6" plank. The posts and struts in the towers and bents were made of white pine. The caps, braces, and stringers were of hard pine. The floor was made of 3-inch hemlock plank and the railing was spruce. The span over the main channel of the stream is 41 feet in length, and consists of three shallow King post trusses placed under the floor system.

The total length is 148 feet and the clear width is 18 feet. The height above the bed of the stream varies from 12 feet to 24 feet above the bed of the stream.

The following expenditures were made:

W. H. Leighton, contract for bridge		\$1,925 00
Advertising		11 05
Survey and plans		14 82
Inspection		27 33
		<hr/>
Total cost		\$1,978 20
Paid by town of Dennysville	\$631 45	
" " " " Edmunds	368 55	
Paid by State	978 20	
		<hr/>
		1,978 20
Unexpended balance of State's appropriation		\$21 80

DRESDEN.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars to aid in the repair of bridges in the town of Dresden, viz: two hundred and fifty dollars in the year one thousand nine hundred and fifteen, and two hundred and fifty dollars in the year one thousand nine hundred and sixteen, provided the town of Dresden appropriates a like sum of five hundred dollars for the same purpose, viz: two hundred and fifty dollars in the year one thousand nine hundred and fifteen and two hundred and fifty dollars in the year one thou-

sand nine hundred and sixteen; both sums to be expended under the supervision of the state highway department.

The above appropriation for 1915 was expended in making general repairs to the upper bridge over the Eastern river at Dresden Mills. The bridge has one fixed span 34 feet in length, and one rolling draw span 32 feet in length. New hard pine stringers were added where needed, and the planking was renewed. New iron braces were added to stiffen the structure, and some of the timbers in the trusses of the fixed span were renewed.

The work was in charge of Lester Woodward.

Cost of labor		\$263 50
“ “ materials		221 21
“ “ inspection		4 10
		<hr/>
Total cost		\$488 81
Paid by town	\$250 00	
“ “ state	238 81	
	<hr/>	\$488 81
Unexpended balance of State's appropriation		\$11 19

EAST MILLINOCKET AND MEDWAY.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for replanking and repainting the bridge over the east branch of the Penobscot river, between the towns of East Millinocket and Medway; said sum to be expended and all work to be done under the supervision of the State Highway Commission.

The following proposals for replanking the above bridge were received on September 29:

John T. Daisey, Medway, \$27.15 per thousand feet B. M. for timber in place.

James H. Mack, E. Millinocket, \$44.35 per thousand feet B. M. for timber in place.

No proposals were received on the above date for painting the bridge.

The length planked was 347'-3", and the width, 18 feet. The nailing strips and wheel guards were all renewed.

The following expenditures were made:

Advertising	\$3 50
John T. Daisey, 25.9 thousand feet B. M. at \$27 15	703 19
	<hr/>
Total	\$706 69
Paid by State	\$706 69
Unexpended balance of State's appropriation	\$293 31
An effort will be made to paint this bridge in the spring of 1916.	

EASTPORT AND PERRY.

Resolved, That there be, and hereby is, appropriated the sum of two thousand five hundred dollars for the year nineteen hundred fifteen and the sum of two thousand five hundred dollars for the year nineteen hundred sixteen, to be paid to the city of Eastport for the purpose of aiding in the repair of the toll bridge between the city of Eastport and the town of Perry, in the county of Washington; provided, however, that said sums are appropriated only upon the condition that the city of Eastport shall henceforth make said toll bridge a free bridge.

The above amount will be paid when the city of Eastport accepts the above condition.

FALMOUTH.

Whereas, under the direction of the State Highway Commission concrete bridges have been and are being erected in this State, and in connection with the erection of said bridges, the question of the infringement of certain patents has been raised and,

Whereas, a suit involving this question has been brought against the town of Falmouth in which suit matters of importance to many towns in the State are in issue; be it

Resolved, That the State Highway Commission is hereby authorized to undertake the defence of said suit on behalf of said town of Falmouth, to employ counsel and do any and all things necessary in connection with said suit with the same authority as though the suit were brought against said commission and the sum of two thousand dollars is hereby appropriated to carry out the purposes of this resolve.

Expenditures to January 1, 1916.

Frederic Erb	\$4 15
J. R. Worcester & Co., Boston	323 04
Mrs. Charles P. Emerson	4 09
S. W. Bates, Portland	712 30
	<hr/>
Total	\$1,043 58
Appropriated by State	\$2,000 00
Unexpended	\$956 42

FOREST CITY.

Resolved, That there be, and hereby is, appropriated the sum of four hundred dollars to aid the town of Forest City in repairing and reconstructing a bridge across the arm of Grand lake, on the main road leading from Forest City to Forest station; said sum to be expended under the supervision of the State Highway Commission.

The wooden crib abutments of the above bridge were filled with stone for a distance of 18 feet on each side of the stream. The width of each abutment was 26 feet and the depth, 7 feet. The clear span was 8 feet. The approaches were also widened out by filling with earth and stone. The total length of the bridge and approaches was 350 feet. This length was surfaced with gravel 23 feet wide and a guard rail was constructed on each side.

The work was in charge of A. F. Walls, and was inspected by C. N. Thompson.

Cost of labor	\$359 88
“ “ materials	23 34
“ “ inspection	7 71
	<hr/>
Total cost	\$390 93
Paid by State	\$390 93
Balance	\$9 07

FORE RIVER BRIDGE.

Resolved, That there be, and hereby is, appropriated the sum of ten thousand dollars in the year nineteen hundred fifteen and ten thousand dollars in the year nineteen hundred sixteen

to aid in constructing a concrete, iron and steel bridge across the Fore river between the cities of Portland and South Portland; providing there be expended by the county of Cumberland the sum of three hundred thousand dollars for the same purpose; said appropriations to be expended under the supervision of the county commissioners of Cumberland county.

Appropriated by State for 1915..... \$10,000 00

Paid August 7, 1915.

FORT KENT—ST. FRANCIS.

Resolved, That whereas in order to carry out the purposes of the within resolve it is necessary that the State Highway Commission shall be empowered to make contracts for the building of the bridge herein described, prior to April first, nineteen hundred fifteen and must be authorized to take the matter under advisement with the Canadian government, forthwith, and

Whereas, an emergency exists such as is contemplated by the Constitution and the passage of this resolve is necessary to the public health, peace and safety, and

Whereas, the Legislature of nineteen hundred thirteen, by chapter three hundred twenty-one of the resolves of that year appropriated fifteen thousand dollars to be expended under certain conditions for the building of a bridge across St. John river between Fort Kent and St. Francis, and

Whereas said money has not been expended but remains in the State Treasury, therefore be it further

Resolved, That, provided the conditions of said chapter three hundred twenty-one of the resolves of nineteen hundred thirteen are complied with during the years nineteen hundred fifteen and nineteen hundred sixteen, the said money shall remain in the State Treasury during those years to be used for the purpose for which it was appropriated, and shall be available for such use at any time during said years of nineteen hundred fifteen and nineteen hundred sixteen, to be expended as directed under said former resolve.

In view of the emergency set forth in the preamble, this resolve shall take effect when approved.

Expenditures to Jan. 1, 1916.		
Appropriated by state in 1914		\$15,000 00
Deposited with State Treasurer by town of Ft. Kent		2,500 00
		<hr/>
		\$17,500 00
Paid by State in 1914	\$300 00	
Paid by State in 1915	52 50	352 50
		<hr/>
Balance of appropriations on deposit		\$17,147 50
Required appropriations according to conditions of resolve:		
State of Maine	\$15,000 00	
Aroostook county	10,000 00	
Town of Fort Kent	5,000 00	
Dominion of Canada	30,000 00	
		<hr/>
Total	\$60,000 00	

FRANKFORT.

Resolved, That there be, and hereby is, appropriated the sum of four thousand dollars to be used and expended in the reconstruction of the so-called "Lord bridge" and approaches to same, across Marsh stream in the town of Frankfort, on the road leading from Frankfort to Monroe; said sum to be expended under the supervision of the State Highway Commission.

An investigation was made of the above bridge site and conditions, from which it was learned that at times the approach on the Frankfort side of the stream was overflowed. For this reason it was decided to increase the length of the span from 49 feet to 75 feet.

Plans for two new abutments were prepared and on August 26 alternative proposals were received for the construction of concrete and cement stone masonry abutments. The proposals were compared on an estimated quantity of 290 cubic yards of masonry.

The following bids were received and all were rejected:

	Concrete.	Stone Masonry.
Noyes & Campbell, Augusta, Maine	\$4,785 00	\$
John H. Young, Winterport, Maine	3,480 00	2,900 00
Small & Ingalls, Bar Harbor, Maine	3,480 00	2,900 00
J. & J. T. Mullen, Bangor, Maine ..	3,262 50	3,480 00
Cyr Brothers Co., Waterville, Maine	2,972 50	2,972 50

On August 31 an informal proposal was received from Mr. John H. Young of Winterport, and the contract was awarded to him for the construction of cement stone masonry abutments, for the lump sum of \$2,200 00. These abutments have been completed and are ready to receive the superstructure.

Plans were prepared for a steel superstructure, with a span of 75 feet, and a roadway 18 feet wide. Alternative bids were received for the bridge complete with a wood block floor and for the complete bridge with a 3-inch plank floor. On October 5 the following proposals were received:

	Plank floor.	Wood block floor.
Boston Bridge Works, Boston	\$2,408 00	\$3,210 00
United Construction Co., Albany, N. Y.	2,150 00	2,735 00
Groton Bridge Co., Groton, N. Y.	2,140 00	2,710 00
Penn Bridge Co., Beaver Falls, Pa.	1,940 00	2,475 00

The contract was awarded to the Penn Bridge Company of Beaver Falls, Pa. for the bridge complete with a plank floor; the contract price was \$1,940.00. The contract calls for the steel work to be completed on or before February 1, 1916.

The following expenditures were made to January 1, 1916.
Substructure:

Advertising	\$14 10
Engineering & inspection.	172 83
John H. Young, Contractor	2,200 00
	<hr/>
	\$2,386 93

Superstructure:

Engineering	40 00
	<hr/>
	\$2,426 93

Appropriation	\$4,000 00
Balance	\$1,573 07

The cost of the structure in excess of the appropriation will be paid by the town of Frankfort.

GARDINER AND RANDOLPH.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for the year nineteen hundred fifteen, and the sum of one thousand dollars for the year nineteen hundred sixteen, for the repair and maintenance of the Gardiner and Randolph bridge between Gardiner and Randolph, provided that the sum of one thousand dollars for the year nineteen hundred fifteen and the sum of one thousand dollars for the year nineteen hundred sixteen be appropriated by the city of Gardiner and the town of Randolph for the same purpose; all said sums to be expended under the supervision of the State Highway Commission; and further provided that the unpaid bills for painting said bridge during the season of nineteen hundred fourteen shall be settled by the city of Gardiner out of the fund herein provided for.

In 1914 extensive repairs were made to the piers of the above bridge, and the planking was renewed. The steel superstructure was also repainted.

This bridge should be inspected in 1916, and it is quite probable that it should receive another coat of paint.

In accordance with the above provision, the city of Gardiner has paid \$751.40, on account of the unpaid bills brought forward from 1914.

Appropriated by state for 1915	\$1,000 00
" " city of Gardiner for 1915	750 00
" " town of Randolph " "	250 00
	<hr/>
Joint fund	\$2,000 00
Paid by city of Gardiner from above fund	750 00
	<hr/>
Balance of fund to 1916	\$1,250 00

GREAT NORTHERN PAPER COMPANY ROCKWOOD.

Resolved, That there be, and hereby is, appropriated to be paid to the Great Northern Paper Company the sum of nine

hundred and five dollars and twenty-seven cents to reimburse said company for the amount of money, in excess of one-half the total amount expended, furnished by it and so expended under the supervision of the State Highway Commission in constructing a bridge across Moose river near its mouth, in pursuance of chapter one hundred sixty-four of the resolves of nineteen hundred thirteen.

Appropriated	\$905 27
Paid June 12, 1915.	

GREENWOOD AND WOODSTOCK.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for the year nineteen hundred fifteen, and the sum of five hundred dollars for the year nineteen hundred sixteen, to aid the towns of Greenwood and Woodstock in repairing the road between the north and south ponds, leading from Locke's Mills, in the town of Greenwood, to Bryant's pond, in the town of Woodstock; provided said towns of Greenwood and Woodstock appropriate, each, the sum of two hundred and fifty dollars for the year nineteen hundred fifteen, and a like sum of two hundred and fifty dollars, each, for the year nineteen hundred sixteen the expenditures of all the money to be under the supervision of the State Highway Commission; maintenance to be provided as described in sections ten, twenty-five and thirty-three of chapter one hundred and thirty, public laws of nineteen hundred and thirteen.

GREENWOOD SECTION.

The above section of road was graded 1,100 feet in length and 23 feet wide, and surfaced with gravel 23 feet wide.

The work was in charge of H. M. Swift, and was inspected by H. H. Hutchins.

Cost of labor	\$448 76
" " materials	1 75
" " inspection & engineering	39 10
	<hr/>
Total cost	\$489 61

Paid by town	\$250 00	
“ “ state	239 61	
	<hr/>	\$489 61
Balance, State's appropriation.....		\$10 39

WOODSTOCK SECTION.

The section of road stated in the resolve is on state highway "S," and as the fund provided by the resolve was inadequate for the construction of the section of road laid out, an apportionment of \$1,000.00 from the State Highway Loan Fund was made to be expended with the appropriation provided by the resolve.

This road was graded 24 feet wide for a distance of 2,750 feet, and was surfaced with gravel. Seven cement stone masonry culverts 2 feet x 2 feet x 26 feet were constructed.

The work was in charge of G. L. Cushman.

Cost of labor		\$1,427 25
“ “ materials		29 75
Engineering and inspection		43 40
		<hr/>
Total cost		\$1,500 40
Paid by town	\$250 00	
“ “ state S. R.....	250 00	
“ “ state (State Highway Loan Fund).....	1,000 40	
	<hr/>	\$1,500 40

HARMONY.

Resolved, That there be, and hereby is, appropriated the sum of one thousand five hundred dollars for the purpose of aiding in building a bridge across Higgins brook in the town of Harmony, on the main highway between Harmony village and Mainstream, known as the Bailey road, provided that there be appropriated by said town of Harmony, or otherwise, the sum of one thousand five hundred dollars for the same purpose; provided also that any additional cost above three thousand dollars for said bridge, shall be borne by the town of Harmony,

and further provided that said bridge shall be kept in such repair as may be directed by the State Highway Commission at the expense of the said town of Harmony; all appropriations to be expended under the supervision of the State Highway Commission.

The above bridge is located at Higgins brook on the road running westerly from Mainstream station to Athens. An inspection of the site was made and plans were made for two concrete abutments and a steel bridge with a span of 63 feet and a roadway 14 feet wide.

The following proposals were received on September 29, for the construction of the concrete abutments:

	Wet Excavation Per C. Y.	Concrete Per C. Y.	Total.
Small & Ingalls, Bar Harbor	\$2 00	\$11 00	\$1,640 00
Cyr Bro. Co., Waterville ...	9 00	10 00	1,850 00
H. A. & S. G. Day, Bangor	2 00	13 98	2,057 20

The contract was awarded to Small & Ingalls of Bar Harbor, Maine, time for completion, 30 days. One abutment has been completed. It was found necessary to drive piles to provide a suitable foundation for the abutment on the westerly side of the stream. These piles have been driven and the concrete work is in progress. The cost of the pile foundation will be paid on the basis of cost plus 15 per cent.

On September 29 the following bids were opened for the construction of the steel superstructure:

United Construction Co., Albany, N. Y.....	\$1,100 00
Groton Bridge Company, Groton, N. Y.....	1,127 00
Penn Bridge Co., Beaver Falls, Pa.....	1,240 00

The contract was awarded to the United Construction Company of Albany, N. Y. for \$1,100.00, time of completion, two months.

The contract called for the completion of the steel bridge on or before January 1, 1916. The steel has been delivered at the bridge site and will be erected as soon as the abutments are completed.

The following expenditures have been made.

Substructure:		
Engineering and inspection		\$296 17
Superstructure:		
Engineering, plans		40 00
		<hr/>
Total to Jan. 1, 1916, paid by State.....		\$336 17
Appropriated by State	\$1,500 00	
" " town	1,500 00	
		<hr/>
Joint fund	\$3,000 00	
Balance, January 1, 1916		\$2,663 83

HAYNESVILLE.

Resolved, That there be, and hereby is, appropriated the sum of five thousand dollars to aid in building a bridge across the Mattawamkeag river in the town of Haynesville, in Aroostook county, provided that there be paid by the county of Aroostook the sum of four thousand dollars, and by the town of Haynesville, or otherwise, the sum of three thousand dollars and any necessary balance, for the same purpose; and this amount together with the sum herein appropriated shall be sufficient to complete said bridge without further aid from the state. And said county of Aroostook is hereby authorized and required to raise the sum herein provided for it to raise, by taxation or otherwise, within two years from date of approval of this resolve. Provided further, that said bridge shall be kept in such repair as may be directed by the State Highway Commission, at the expense of the town of Haynesville, and that all sums of money shall be expended under the supervision of the State Highway Department.

Plans were made for two concrete abutments on pile foundations and a steel bridge with a span of 210 feet and a roadway 16 feet wide.

On September 29, the following proposals were received for the substructure:

	Concrete Per C. Y.	Wet Excav. Per C. Y.	Piles in Place. Per Lin. Ft.	Total.
John G. Fleming & Co.				
Lincoln, Maine ...	\$12 00	\$2 00	\$1 00	\$3,956 00
Small & Ingalls, Bar Harbor, Maine	12 00	6 00	60	3,669 60
Wiseman & McPhail, Smyrna Mills, Maine	14 00	3 50	30	3,694 80

The above proposals were compared on the following estimated quantities: 230 cubic yards of concrete, 40 cubic yards of wet excavation, 1,116 linear feet of piles in place. The contract was awarded to Wiseman & McPhail of Smyrna Mills. The contract for making the approach fills was given to Wiseman & McPhail, at 70 cents per cubic yard.

The following proposals were received on the same date for the construction of the steel superstructure:

United Construction Co., Albany, N. Y.....	\$7,900 00
Penn Bridge Co., Beaver Falls, Pa.....	7,140 00
Groton Bridge Co., Groton, N. Y.....	6,900 00

The contract was awarded the Groton Bridge Company.

The abutments and approach fills have been completed and according to the terms of the contract, the steel bridge is to be completed on or before February 1, 1916.

The following expenditures were made to January 1, 1916:
Substructure:

Advertising	\$9 40
Engineering and inspection	217 10
Wiseman & McPhail, 35 C. Y. wet excavation @ \$3.50	122 50
Wiseman & McPhail, 922 L. F. piling in place @ .30	276 78
Wiseman & McPhail, 253-9/10 L. F. piles cut off @ .13	33 01
Wiseman & McPhail, 193-1/4 C. Y. concrete @ \$14.00	2,705 50
Wiseman & McPhail, 1110 C. Y. approach fills @ .70	782 60

Total cost of substructure	\$4,146 89
----------------------------------	------------

Superstructure:

Engineering, plans	165 88
<hr/>	
Total expenditures to January 1, 1916	\$4,312 77
Appropriated by State	\$5,000 00
" " town of Haynesville	3,000 00
" " Aroostook county..	4,000 00
<hr/>	
Joint fund	\$12,000 00
Balance, January 1, 1916	\$7,687 23

HEBRON.

Resolved, That there be, and hereby is, appropriated the sum of three hundred dollars for the year nineteen hundred fifteen and the sum of three hundred dollars for the year nineteen sixteen, to aid the town of Hebron in repairing its highways; said appropriations to be expended under the supervision of the State Highway Commission; maintenance to be provided as described in sections ten, twenty-five, and thirty-three, public laws of nineteen hundred and thirteen.

The above work was done on the road running easterly from Paris toward Hebron Academy. The improvement began about one-eighth of a mile from the Paris town line.

The road was graded 22 feet wide for a distance of 600 feet and surfaced with gravel 22 feet wide. One metal culvert 12 inches in diameter and 34 feet in length was installed with concrete end walls.

The selectmen requested that they be allowed to expend the 1915 and 1916 appropriations in 1915 and be reimbursed in 1916 for the amount of the 1916 appropriation. This request was granted.

The work was in charge of C. W. Cummings and was inspected by George A. Field.

The following expenditures were made:

Labor	\$540 75
Materials	78 27
Inspection	38 30
<hr/>	
Total cost	\$657 32

Paid by State in 1915	\$296 23	
" " town in 1915	361 09	
	<hr/>	\$657 32
Due town from State in 1916 as per signed pay-rolls submitted by town		\$300 50
Total amount of payments by State and vouchers submitted by town for reimbursement		\$596 73
Balance, 1916 appropriation will be		\$3 27

INDIAN TOWNSHIP.

Resolved, That the sum of one thousand dollars in the year nineteen hundred fifteen and one thousand dollars in the year nineteen hundred sixteen be, and hereby is appropriated from the maintenance and administration fund authorized by chapter one hundred thirty of the public laws of nineteen hundred thirteen, for the repair of roads and bridges in Indian township, in the county of Washington; said appropriation to be expended under the supervision of the State Highway Commission.

The work consisted of dragging and making general repairs over about eleven miles of road, and also making repairs on culverts and bridges. The work was in charge of A. L. Dawe of Princeton.

The following expenditures were made and paid from the appropriation for maintenance and administration:

Appropriated by State for 1915.....		\$1,000 00
A. L. Dawe, pay-rolls	\$818 60	
C. F. Eaton, repairs on bridges	99 68	
	<hr/>	918 28
Unexpended balance		<hr/> \$81 72

JACKSON.

Resolved, That there be and hereby is, appropriated the sum of five hundred dollars for the purpose of building a road around Cook hill in the town of Jackson, provided there be appropriated by the town of Jackson the sum of three hundred dollars for the same purpose both sums to be expended under

the supervision of the State Highway Commission; maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, public laws of nineteen hundred and thirteen.

The work was done on the northerly side of Cook hill, and consisted largely of ledge excavation in order to straighten and widen the road and decrease the grade. The road was graded 700 feet in length and 21 feet wide.

There were not enough funds to surface the road with gravel.

The work was in charge of H. S. Morton, and was inspected by C. W. Shorey.

Cost of labor		\$690 46
“ “ materials		182 56
Engineering and inspection		46 39
		<hr/>
		\$919 41
Total cost.		
Paid by State	\$500 00	
“ “ town	419 41	
	<hr/>	\$919 41

JACKMAN—ROCKWOOD.

Resolved, That there be, and hereby is, appropriated, to be paid out of any funds of the State not otherwise appropriated, the sum of twenty-two thousand five hundred dollars, to wit: ten thousand dollars for the year nineteen hundred fifteen, and twelve thousand five hundred dollars for the year nineteen hundred sixteen, for the purpose of building a state road from Jackman, in the county of Somerset, through Long Pond plantation, to Rockwood, on Moosehead lake. This appropriation is made conditional on an appropriation for the same purpose being made by the county of Somerset of seven thousand five hundred dollars, by the town of Jackman of three thousand dollars, by the Long Pond plantation of three thousand dollars and by the citizens of Rockwood of ten thousand dollars, which said various sums of money shall be appropriated and raised and placed at the disposal of the State Highway Commission, one-half in nineteen hundred fifteen, and one-half in nineteen

hundred sixteen and is further conditional upon the State Highway Commission procuring from the abutting land owners a right of way for said road, free of charge to the State, together with a free use of materials for road building within and along said right of way.

Provided said road is built, the State shall take over, as a part thereof, a section of road beginning at Tarratine station, and running westerly about three miles, which said road was built and is owned by the Hollingsworth and Whitney Company; and the State Highway Commissioners shall procure a release of said three miles of road from said company to the State, free of charge to the State, before proceeding to build the road herein provided for; and this appropriation shall be conditional upon said release being given.

The appropriations herein provided shall be expended under the direction of the State Highway Commissioners.

The above road, after being constructed, is to be maintained under the direction of the State Highway Commission, at the joint expense of the State, towns, and proprietors of unorganized townships through which the road passes.

Appropriated by State in 1915.....		\$10,000 00
" " Somerset Co. and paid to State		
Treasurer		7,500 00
" " town of Jackman and paid to		
State Treasurer		3,000 00
" " Long Pond Pl. and paid to State		
Treasurer		3,000 00
Paid to State Treasurer by citizens of Rockwood		10,000 00
		<hr/>
Appropriated and paid in during 1915....		\$33,500 00
Expenditures as follows:		
O. E. Libby, services securing deeds	\$53 88	
Surveys and plans	2,336 67	
J. Frank Pierœ, blank forms	5 00	
	<hr/>	2,395 55
		<hr/>
Balance, January 1, 1916		31,104 45
Appropriated by State for 1916.....		12,500 00
		<hr/>
Available for 1916		\$43,604 45

KINGFIELD.

Resolved, That there be and hereby is, appropriated the sum of ten thousand dollars for the purpose of aiding in building a bridge across the Carrabassett river in the town of Kingfield, where the chain bridge is now situated, provided that there be appropriated by the town of Kingfield, or otherwise, the sum of five thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; and further provided that any additional cost of said bridge above fifteen thousand dollars shall be borne by the town of Kingfield, and also that said bridge shall be kept in such repair, as may be directed by the State Highway Commission, by the town of Kingfield.

Plans were prepared for a steel superstructure with a span of 174 feet and a roadway 20 feet wide with two sidewalks 5 feet wide, and concrete abutments.

Plans were also made for a concrete arch bridge with a clear span of 174 feet and a roadway 18 feet wide, with two sidewalks 5 feet wide.

On September 8 a meeting was held at Kingfield by the Commission, for the purpose of examining the site of the proposed bridge, and holding a conference with the citizens of Kingfield. The citizens of Kingfield seemed to be almost unanimous in favor of a concrete bridge, and the concrete design was accepted.

On September 20, the following proposals for the concrete structure were received:

C. H. Barron, Lewiston, Maine	\$17,262 83
Edmond Cyr & Co., Waterville, Maine	17,321 00
H. P. Cummings, Construction Co., Portland ...	18,487 00
Beaver Contracting Co., Boston, Mass.....	24,377 00

As the proposals were for more than the available funds, all bids were rejected.

On the same date the Sanders Engineering Company of Portland, Maine, submitted an informal proposal to construct the bridge complete on or before August 1, 1916, for \$15,000.00. This proposal was accepted and the contract was awarded to the Sanders Engineering Company.

The following expenditures were made to January 1, 1916:

E. E. Greenwood, plans for steel bridge	\$131 90
M. L. Wilder, work on plans	3 00
Sanders Engineering Co., plans for concrete bridge	517 88
Advertising	24 23
	<hr/>
Total	\$677 01
Appropriated by State.....	\$10,000 00
" " town	6,000 00
	<hr/>
Joint fund	\$16,000 00
Balance of fund, Jan. 1, 1916	\$15,322 99
Balance of State appropriation	\$9,322 99

MERRILL.

Resolved, That there be and hereby is, appropriated the sum of six hundred dollars to aid in rebuilding a bridge in the town of Merrill, in the county of Aroostook, on the road running east and west on the line between Dyer Brook and the town of Merrill, provided that there be raised and appropriated by said town the sum of two hundred dollars for the same purpose; both sums, or so much as may be necessary for building said bridge, to be expended under the supervision of the State Highway Department.

The above bridge is located about three miles from Smyrna Mills, on the road running westerly from Smyrna Mills to Moro and Hersey.

Plans were made for a reinforced concrete slab bridge, with a span of 18 feet and a roadway 18 feet wide. The contract was awarded to the town of Merrill for \$800 with the provisions that necessary engineering and inspection should be charged to the above amount, and that the town should accept the remainder of the joint fund of \$800, after deducting engineering and inspection charges, as full payment on account of the contract.

Appropriated by State.....	\$600 00
" " town	200 00
	<hr/>
Joint fund	\$800 00

Paid for inspection	\$16 83
“ town of Merrill, as per contract	783 17
	<hr/>
Total cost	\$800 00

MILO.

Resolved, That there be and hereby is, appropriated the sum of two thousand five hundred dollars to aid in the construction of a bridge across the easterly part of the west channel of Sebec river in the town and village of Milo, in the county of Piscataquis, provided that there be appropriated by the town of Milo, or otherwise, a like sum of two thousand five hundred dollars for the same purpose.

Provided also, that said bridge shall be built of concrete and that any additional cost above five thousand dollars shall be borne by the town of Milo.

The expenditure of all appropriations and the construction of said bridge shall be under the supervision of the State Highway Department.

Plans for a concrete arch bridge were prepared, with a span of 58 feet, and a roadway 36 feet wide. The following proposals were received on August 26:

	Lump sum for concrete shown on plan.	Extra Culvert per Cu. Yd.	Filling Per Cu. Yd.
John Connor, Oldtown, Me.	\$4,832 00	\$6 50	\$0 75
Cyr. Bros. Co., Waterville	4,900 00	10 00	1 00
Small & Ingalls, Bar Harbor	5,350 00	12 00	1 50
E. T. Hartwell, Oldtown, Me.	5,427 00	9 00	75
Sanders Eng. Co., Portland	5,980 00	14 00	75
H. A. Brawn, Foxcroft	6,500 00	10 00	83
Hobart & Richardson, Oldtown	7,016 00	12 00	85

of said bridge above two thousand dollars shall be paid by the town of Montville; all appropriations to be expended under the supervision of the State Highway Department.

The above bridge is located at Thompson's brook near Montville Center. The old bridge consists of one wooden span about 22 feet in length and 20 feet above the bed of the brook. After investigating the site it was decided that the waterway could be made smaller and plans were prepared for a concrete bridge with a span of 12 feet, a height of 10 feet, and 40 feet long; requiring a fill of about 7 feet over the top of the concrete slab.

On August 26, the following bids were opened for the concrete work:

E. L. Gerald, Clinton	\$2,163 75
Edmund Cyr & Co., Waterville	2,588 00
Sanders Engineering Co., Portland	2,985 72
Noyes & Campbell, Augusta	3,595 40

All proposals were rejected.

Some time was required to call a special town meeting to provide extra funds and on account of the lateness of the season it seemed advisable to carry the job over to 1916.

Appropriated by State	\$1,000 00
" " town	1,000 00
Joint fund	\$2,000 00
Paid Archie G. Norcross, engineering	\$35 21
" for advertising	20 92
Total	\$56 13
Balance of joint fund, 1916	\$1,943 87
Balance of State appropriation.....	\$943 87

MORO PLANTATION—BRIDGE—RESOLVES OF 1913.

A description of this work was shown in the report of 1914. The bridge was completed and final payments made in 1915.

Payments shown in 1914 report	\$3,786 62
Payments made in 1915	931 30

Total cost of bridge	\$4,717 92
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Paid by town of Hersey	\$750 00
Paid by Moro plantation	750 00
Paid by Aroostook county	1,000 00
Paid by State of Maine	2,217 92
	<hr/>
	\$4,717 92

MOSCOW.

Resolved, That there be and hereby is, appropriated the sum of one thousand dollars for the year nineteen hundred fifteen to aid the town of Moscow in the construction of a road from the residence of Mrs. Delia McLaughlin to the Maine Central Railroad station at Deadwater, all in the town of Moscow, provided said town of Moscow appropriates the like sum of one thousand dollars for the same purpose; both sums to be expended under the direction of the State Highway Department; maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, Public Laws of nineteen hundred and thirteen.

The road from Deadwater station to the Collins place, so-called, was located by the county commissioners of Somerset county in 1915. The distance is two miles.

The above appropriation was expended in clearing the right of way for a distance of two miles, all of which was through the woods, grubbing, and roughly grading a wagon road. All necessary culverts were constructed of logs and plank. An unusually large amount of work was accomplished with the funds available.

The above section of road connects with an old abandoned town road from the so-called Collins place to the residence of Mrs. Delia McLaughlin. A few repairs were made on this section including the construction of a small wooden bridge.

The work was in charge of Mr. Eugene Webster of Moscow.	
Appropriated by State.....	\$1,000 00
" " town	1,000 00
	<hr/>
Joint fund	\$2,000 00
Cost of labor and materials	1,982 40
" " engineering and inspection	16 14
	<hr/>
Total cost	\$1,998 54

Paid by town	\$1,000 00	
“ “ State	998 54	\$1,998 54
Balance, State's appropriation		1 46

NEW CANADA.

Resolved, That there be and hereby is, appropriated the sum of five hundred dollars to aid in the construction of a bridge across Perley brook, so-called, in the plantation of New Canada, on the road leading from Fort Kent to Caribou, provided there be appropriated by the plantation of New Canada, or otherwise, the sum of five hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Department.

The above work consisted in making a fill over a concrete culvert constructed in 1914. The fill was made of rock and was 166 feet long on the top and 70 feet wide at the bottom. The width on top was 24 feet and the height above the stream at the culvert was 21 feet. Two hills, one at each end of the fill, were cut down and the material used on the slopes of the fill and in leveling up the top. The total length of the improved road was 950 feet. This distance was surfaced with gravel 21 feet wide. A wooden guard rail 168 feet in length was constructed on each side of the fill.

The contract for the above work was awarded to New Canada plantation for \$1,000 with provision that necessary charges for engineering and inspection should be deducted from the above price, and that New Canada plantation should accept the remainder as full payment for all work done.

The work was inspected by F. O. Landgrane.

Appropriated by State.....		\$500 00
“ “ plantation		500 00
		<hr/>
Joint fund		\$1,000 00
Paid by New Canada by appropriation	\$500 00	
“ “ State as per contract.....	476 40	
“ “ “ for inspection	23 60	
	<hr/>	
Total		1,000 00

NEW SHARON.

Resolved, That there be and hereby is, appropriated the sum of seven thousand five hundred dollars for the year one thousand nine hundred fifteen, and the sum of seven thousand five hundred dollars for the year one thousand nine hundred sixteen, to aid in building a highway bridge across the Sandy river in the town of New Sharon, in Franklin county; provided that the sum of five thousand dollars be paid by said county of Franklin, and the sum of five thousand dollars and any necessary balance by said town of New Sharon, or otherwise, which, together with the amount herein appropriated, shall be sufficient to complete said bridge without further aid from the State. And said county of Franklin is hereby authorized and required to pay the sum herein provided for it to pay within two years from the date of the approval of this Resolve.

An investigation of the proposed site was made and plans prepared for a steel superstructure with concrete abutments. The proposed bridge has a span of 263' 0", with a roadway 20 feet wide, and one sidewalk 5 feet wide.

Proposals will be received as early as possible in 1916.

Appropriated by State in 1915	\$7,500 00
" " town in 1915	5,000 00
	<hr/>
	\$12,500 00
Paid E. E. Greenwood, plans and specifications	256 80
	<hr/>
Balance, 1915 appropriation, Jan. 1, 1916	\$12,243 20
Appropriated by State for 1916	7,500 00
Due from Franklin county as per resolve	5,000 00
	<hr/>
Funds available for 1916	\$24,743 20

OLD TOWN AND MILFORD BRIDGE.

Resolved, That there be, and hereby is, appropriated the sum of three thousand five hundred dollars to be used to settle claims for land damage in connection with the building of the easterly span of the bridge between the city of Old Town and the town of Milford; said sum to be expended under the direction of the State Highway Commission.

Appropriated by state		\$3,500 00
Paid Edson C. Brown, land damage	\$2,000 00	
“ Maine Central R. R. Co.....	13 05	
“ Howard H. Dole, surveying	20 84	
“ Charles S. Allen, surveying	8 22	
	<hr/>	
Total payments		\$2,042 11
		<hr/>
Balance, January 1, 1916		\$1,457 89

OLD TOWN AND MILFORD—COUNTY COMMISSIONERS OF PENOBSCOT COUNTY.

Resolved, That there be, and hereby is, appropriated the sum of three hundred seven dollars and eighty-four cents to reimburse the county commissioners of Penobscot county for the cost of repairs to the state bridge, across the Penobscot river between the city of Old Town and the town of Milford, during the years nineteen hundred thirteen and nineteen hundred fourteen, as provided under chapter three hundred thirty-three of the private and special laws of eighteen hundred ninety-one, as amended by chapter four hundred two of the private and special laws of nineteen hundred seven.

Appropriated		\$307 84
Paid Treasurer of Penobscot Co., June 15, 1915		307 84
		<hr/>

OLD TOWN-MILFORD—BRIDGE—RESOLVES OF 1913.

Unexpended balance from 1914		\$25 26
Paid for engineering		10 50
		<hr/>
Balance to general fund		\$14 76

ORNEVILLE.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for the year nineteen hundred fifteen, and the sum of five hundred dollars for the year nineteen hundred sixteen, to aid in repairing the highway leading from the south line of the town of Milo, in the county of Piscataquis,

to Boyd lake in the town of Orneville, in said county said sums to be expended upon that portion of the highway which lies between said Milo town line and the point where the Bangor and Aroostook railroad crosses said highway, all of said portion being within said town of Orneville. The said sums are to be expended under the direction of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, public laws of nineteen hundred and thirteen.

The work was done on "Colbath" hill, so-called, on the road described above. The length of the road improved was 4,200 feet. The surfacing material was earth, and coarse sand with some gravel. One metal culvert 16 inches in diameter and 30 feet in length, was installed, and also one small wooden culvert. A section of "V" drain, 475 feet in length, and 200 linear feet of stone base were constructed.

The work was in charge of R. C. Hichborn, and was inspected by H. S. Towne.

Appropriated by State for 1915.....		\$500 00
Cost of labor and materials	\$481 87	
" " inspection	17 74	499 61
	<hr/>	<hr/>
Balance, January 1, 1916		\$ 39

OTISFIELD.

Resolved, That there be, and hereby is, appropriated the sum of seven hundred dollars to aid the town of Otisfield in repairing the Coon road, so-called, in said town of Otisfield, provided that said town of Otisfield appropriated the sum of three hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred and thirty of the public laws of nineteen hundred and thirteen.

Work on the above road extended over a distance of two miles and consisted of clearing the right of way, providing drainage, and surfacing as much as the appropriation would allow. One hundred thirty-three feet of V-drain was constructed, and six metal culverts were installed. The work was

in charge of George A. Dyer, and was inspected by E. C. Buzzell.

Cost of labor		\$809 88
“ “ materials		182 30
“ “ inspection		15 74
		<hr/>
Total cost		\$1,007 92
Paid by State	\$700 00	
“ “ town	307 92	
	<hr/>	\$1,007 92

PENOBSCOT.

Resolved, That there be, and hereby is, appropriated the sum of two thousand dollars for the purpose of rebuilding portions of the road through Lowell's woods, so-called, in the town of Penobscot, provided there be appropriated by the town of Penobscot, the sum of five hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Department; joint maintenance to be provided as described in sections ten, twenty-five and thirty-three, of chapter one hundred and thirty, public laws of nineteen hundred and thirteen.

The above section of road was graded five thousand six hundred feet in length, and twenty-one feet wide. The entire length of the road was surfaced with gravel twenty-one feet wide and eight inches deep. Four metal culverts were installed. The work was in charge of George L. Leach, and was inspected by J. E. Gross.

Cost of labor		\$1,973 00
“ “ materials		332 74
“ “ inspection		15 00
		<hr/>
Total cost		\$2,320 74
Paid by State	\$1,820 74	
“ “ town	500 00	
	<hr/>	\$2,320 74
Unexpended balance of State's appropriation		\$179 26

PEOPLE'S FERRY COMPANY.

Resolved, That there be, and hereby is, appropriated the sum of two thousand dollars for the year nineteen hundred fifteen and the sum of two thousand dollars for the year 1916; both sums to be paid to the People's Ferry Company of Bath for maintenance.

Appropriated for 1915	\$2,000 00
Paid July 27, 1915.	

PLEASANT RIDGE PLANTATION.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for the year nineteen hundred fifteen to aid Pleasant Ridge plantation in Somerset county in the repair and alteration of that part of the River road, so-called, in said plantation known as the John Rowe Ledge, provided said Pleasant Ridge plantation appropriates a like sum of one thousand dollars for the same purpose both sums to be expended under the direction of the State Highway Department; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three, of chapter one hundred and thirty, Public Laws of nineteen hundred and thirteen.

A survey was made of the above location and proposals were received on October 9, 1915, based on the following estimate of quantities:

- 185 cubic yards of earth excavation.
- 550 cubic yards of rock excavation.
- 24 linear feet of 12-inch metal culvert in place.
- 24 linear feet of 24-inch metal culvert in place.
- 6 cubic yards of 1-2 1/2-5 concrete.
- 775 linear feet of wood guard rail.

The length of the proposed road was 1,050 feet and the width was 18 feet.

The following proposals were received:

T. G. Hilton, Anson, Maine	\$2,314 65
W. G. H. Simmons	2,495 40
H. A. & S. G. Day, Bangor	3,001 75

These bids were rejected, and T. G. Hilton was employed to take charge of the work on a force account basis.

The road has been graded, the guard rail constructed and culverts installed. The work was stopped in December on account of cold weather, and will be completed as soon as possible in 1916.

Appropriated by State.....		\$1,000 00
" " Somerset county for Pleasant Ridge plantation		1,000 00
		<hr/>
Joint fund		\$2,000 00
Expenditures to January 1, 1916:		
Engineering and inspection	\$22 61	
Labor and materials	1,629 97	
		<hr/>
Total	\$1,652 58	1,652 58
		<hr/>
Balance, January 1 1916		\$347 42

PLYMOUTH.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in repairing Long bridge so-called, across Plymouth pond in the town of Plymouth, provided that there be appropriated by said town of Plymouth the sum of one thousand dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission.

An investigation was made of the above bridge but on account of high water it was thought advisable to carry the work over to 1916.

Appropriated by State		\$1,000 00
" " town		1,000 00
		<hr/>
Joint fund		\$2,000 00
Paid by State, E. E. Smith, for inspection.....		11 87
		<hr/>
Balance of joint fund, January 1, 1916...		\$1,988 13
Unexpended balance, State's appropriation		988 13

ROBBINSTON.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars to aid in repairing the Mill Cove bridge, so-called, in the town of Robbinston, in Washington county, provided that there be appropriated by said town of Robbinston the sum of five hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission.

The above work consisted of the construction of two log crib-abutments filled with stone and a wooden beam bridge with a span of 19 feet and a roadway 25 feet wide. The bridge and approaches for a distance of 300 feet were raised 26 inches. This distance, with the exception of the bridge, was surfaced with gravel 25 feet wide and 8 inches in depth.

The work was in charge of Frank Smith, and was inspected by W. B. Holway.

Appropriated by State		\$500 00
" " town		500 00
Cost of inspection		14 02
" " labor and materials		970 64
		<hr/>
Total cost		\$984 66
Paid by town	\$500 00	
" " State	484 66	
		<hr/>
		\$984 66
Balance of State's appropriation.....		\$15 34

SOLON.

Resolved, That there be, and hereby is, appropriated the sum of three hundred dollars for the purpose of repairing a highway in the town of Solon, in Somerset county, provided there be appropriated by the town of Solon the sum of three hundred dollars for the same purpose; both sums to be expended under the supervision of the State Highway Commission.

The above improvement is located on the Brighton road about three miles from Solon village.

The road was graded 23 feet wide for a distance of 700 feet. 175 linear feet of stone base and 230 linear feet of V-drain

were constructed. One 16-inch metal culvert 30 feet long was installed.

The work was in charge of W. A. Heald, and was inspected by B. J. Libby.

Cost of labor		\$552 80
“ “ materials		35 45
“ “ inspection		14 25
		<hr/>
Total cost		\$602 50
Paid by State	\$300 00	
“ “ town	302 50	
	<hr/>	\$602 50

SOUTHPORT.

Resolved, That there be, and hereby is, appropriated for the year nineteen hundred fifteen the sum of seven thousand and five hundred dollars for the purpose of rebuilding the bridge across Townsend gut, so-called, between the island town of Southport and the town of Boothbay Harbor, in the county of Lincoln; provided that there be appropriated by the town of Southport the sum of ten thousand dollars for the same purpose; and further provided that any additional cost for said bridge above seventeen thousand five hundred dollars shall be borne by said town of Southport.

A preliminary survey was made of the above bridge location and the United States Office of Public Roads and Rural Engineering was requested to furnish assistance in making soundings for the foundations. This cooperation was granted and complete foundations and measurements were made under the direction of O. L. Grover, Bridge Engineer, of the above office.

A design for the proposed bridge is now being made by the U. S. Office of Public Roads and Rural Engineering. The town of Southport has appropriated the required amount of ten thousand dollars which has been deposited with the state treasurer.

Appropriated by State		\$7,500 00
“ “ town		10,000 00
		<hr/>
Joint fund		\$17,500 00

Expenditures to Jan. 1, 1916:

Stephen Litchfield, survey	\$38 10	
Labor and materials on soundings	34 25	72 35
	<hr/>	<hr/>
Balance of joint fund, January 1, 1916 ...	\$17,427	65

SOUTH THOMASTON.

Resolved, That there be, and hereby is, appropriated the sum of twenty-five hundred dollars to aid in rebuilding Spruce Head bridge, so-called, in the town of South Thomaston, provided that there be appropriated by the town of South Thomaston, or otherwise, the sum of twenty-five hundred dollars for the same purpose; provided also that any additional cost for said bridge above five thousand dollars shall be borne by the town of South Thomaston; the expenditure of all sums to be under the supervision of the State Highway Commission; provided further that said bridge shall be kept in such repair as may be directed by the State Highway Commission at the expense of said town of South Thomaston.

A survey was made of the above bridge and preliminary plans prepared for a new structure. The old bridge consists of five steel spans, each approximately 50 feet in length, supported by granite piers. It is proposed to eliminate four spans by making a granite fill between piers, leaving one span open. A substantial wooden bridge is to be constructed over the open span.

Maps of the location with plans of the proposed work were filed with the United States War Department, for the purpose of obtaining permission to make the above changes. A permit was granted by the War Department under date of November 9, 1915.

The work will be undertaken as early as possible in 1916.

Appropriated by State	\$2,500 00
" " town	2,500 00
	<hr/>
Joint fund	\$5,000 00
Expenditures to Jan. 1, 1916 by State:	
Engineering	23 23
Wm. Senter & Co., Portland, (maps)	2 00
	<hr/>
Total	\$25 23
Unexpended balance, State's appropriation.....	\$2,474 77

TOWNSHIPS C AND C SURPLUS, (Oxford County).

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for one year only for the purpose of repairing the Lake road, so-called, in townships C and C surplus in Oxford county said appropriation to be expended under the supervision of the State Highway Department; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, public laws of nineteen hundred and thirteen.

This road was graded 20 feet wide for a distance of 600 feet, and surfaced with gravel. Two cement stone masonry culverts 2 feet x 2 feet x 24 feet were constructed.

Appropriated by State	\$500 00
Paid treasurer of Oxford Co. for labor and materials	\$500 00

TOWNSHIP NO. 29, (Washington Co.)

Resolved, That the sum of one hundred dollars be, and hereby is, appropriated for the purpose of repairing the bridges across Northeast brook and Canoe brook in township number twenty-nine, middle division, Washington county, the same to be expended under the direction of the county commissioners of said county.

Appropriated by State	\$100 00
Paid Hilliard C. Schoppe, labor and materials....	100 00

TOWNSHIP NO. 30, (Washington County.)

Resolved, That the sum of two hundred dollars be, and hereby is, appropriated for the purpose of repairing Mopang bridge in township number thirty, middle division, in Washington county, the same to be expended under the direction of the county commissioners of said county in the year nineteen hundred fifteen.

Appropriated by State.....	\$200 00
Paid treasurer of Washington county, for labor and materials	147 99
	<hr/>
Balance	\$52 01

TRESCOTT.

Resolved, That there be and hereby is, appropriated the sum of two hundred fifty dollars in the year nineteen hundred fifteen and the sum of two hundred fifty dollars in the year nineteen hundred sixteen, for the purpose of repairing the highways of the town of Trescott, in the county of Washington; both sums to be expended under the supervision of the State Highway Department.

The above road was graded 22 feet wide for a distance of 600 feet. A distance of 250 linear feet was surfaced with of the town of Trescott, in the county of Washington; both was installed.

Appropriated by State for 1915.....		\$250 00
Cost of labor	\$186 60	
“ “ materials	50 47	
“ “ inspection	15 95	
	<hr/>	
Total cost		\$253 02
Paid by State from Maintenance and Administration fund		\$3 02

The work was in charge of John Presley, and was inspected by W. B. Holway.

UPTON.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars in the year nineteen hundred fifteen, and one thousand dollars in the year nineteen hundred sixteen, to aid in repairing the highway leading through Grafton notch, so-called, in the town of Upton, provided that there be appropriated by said town of Upton the sum of five hundred dollars in the year nineteen hundred fifteen and the sum of five hundred dollars in the year nineteen hundred sixteen, for the same purpose; all appropriations to be expended under the supervision of the State Highway Commission; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred and thirty of the Public Laws of nineteen hundred and thirteen.

The above appropriation was expended on Brook's Hill, so-called, in the town of Upton.

The road was graded 23 feet wide and about 1,200 feet in length and was partly surfaced with gravel. The necessary culverts were constructed of cement stone masonry. The work included a considerable amount of rock excavation.

The work was in charge of P. J. West, and was inspected by H. H. Hutchins. This work was not entirely finished, but will be completed in 1916 and extended as far as the appropriation will allow.

Appropriated by State.....		\$1,000 00
" " town		500 00
		<hr/>
Joint fund		\$1,500 00
Cost of labor		1,265 00
" " materials		240 80
" " inspection		29 05
		<hr/>
Total cost		\$1,534 85
Paid by town	\$534 85	
" " State	1,000 00	
		<hr/>
		\$1,534 85

UPTON AND MAGALLOWAY.

Resolved, That there be, and hereby is, appropriated the sum of two hundred and fifty dollars for the year nineteen hundred fifteen and the sum of two hundred and fifty dollars for the year nineteen hundred sixteen, for the purpose of aiding in the repair of the Middle Dam Carry road in the town of Upton, and in the plantation of Magalloway, in the county of Oxford; said appropriation to be expended under the supervision of the county commissioners of Oxford county; joint maintenance to be provided as described in sections ten, twenty-five, and thirty-three of chapter one hundred thirty, public laws of nineteen hundred and thirteen.

The work consisted of grading down a hill about 500 feet in length and using the materials to make a fill at the bottom. The road was surfaced with gravel. The total length of the improved road was 1,000 feet and the width 18 feet.

Appropriated by State	\$250 00
Paid treasurer of Oxford county for labor and material	\$250 00

VAN BUREN BRIDGE.

Resolved, That there be, and hereby is, appropriated the sum of two thousand dollars for the purpose of aiding in painting and replanking the International bridge across the St. John river between the towns of Van Buren, Maine, and St. Leonards, New Brunswick; said appropriation to be contingent upon an equal sum being furnished by the Canadian Government for the completion of the work. Said appropriation shall be expended under the supervision of the State Highway Commission.

An inspection was made of the above bridge and two proposals were received for replanking the bridge. The bids were considered too high and were rejected. The work will be carried over to 1916.

Appropriated by state		\$2,000 00
Expenditures to Jan. 1, 1916.		
F. R. Patten, inspection	\$23 51	
Advertising	7 54	\$31 05
	<hr/>	<hr/>
Balance of State's appropriation.....		\$1,968 95

WALLAGRASS PLANTATION.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars for the purpose of aiding in building one additional cement pier and one additional span to the iron bridge across the Fish river at Soldier pond in the plantation of Wallagrass provided the sum of one thousand dollars be appropriated by the plantation of Wallagrass for the same purpose; both sums to be expended under the supervision of the State Highway Department.

A survey was made of the bridge location and plans made for a concrete abutment. The work was advertised for bids but only one proposal was received, which was from Wiseman & McPhail, offering to build the abutment for \$1,792.00.

A proposal was submitted by the Boston Bridge Works to construct and erect one steel span 60 feet in length for \$1,240.00.

Both proposals were rejected.

A new design has been made and an effort will be made to construct the bridge in 1916.

Appropriated by State.....		\$1,000 00
" " plantation		1,000 00
		<hr/>
Joint fund		\$2,000 00
Paid G. M. Hardison, survey	\$10 00	
Advertising	1 97	
		<hr/>
Total payments by State.....		11 97
		<hr/>
Balance joint fund		\$1,988 03
" State's appropriation		\$988 03

WHITNEYVILLE.

Resolved, That there be, and hereby is, appropriated the sum of nine hundred dollars for the purpose of repairing the bridge across the Machias river in the town of Whitneyville; said appropriation to be expended under the supervision of the State Highway Commission.

The above appropriation was expended in constructing a concrete abutment on the west side of the Machias river. The abutment was 28 feet long and 12 feet high. A retaining wall 35 feet in length was constructed on the north side of the road and a retaining wall 14 feet long on the south side. The abutments and walls contained approximately 91 cubic yards of concrete. The work was done by the town of Whitneyville.

Appropriated by State.....		\$900 00
Cost of labor	\$510 00	
" " materials	405 75	
		<hr/>
		\$915 75
Paid by State		\$900 00
Paid by town		15 75

WHITNEYVILLE AND MARSHFIELD.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars in the year nineteen hundred fifteen, and the sum of one thousand dollars in the year nineteen hundred sixteen, to aid in repairing the highway leading from

Mark's Mills in the town of Marshfield through the towns of Whitneyville and Centerville to the town of Northfield, all in the county of Washington; one thousand dollars shall be expended upon said highway in the town of Marshfield and one thousand dollars shall be expended upon said highway in the town of Whitneyville; joint maintenance to be provided as described in section ten, twenty-five and thirty-three of chapter one hundred and thirty, Public Laws of nineteen hundred and thirteen.

The above road has been sub-graded for a distance of 2,600 feet and necessary culverts installed. The grading work was largely rock excavation. The appropriation of \$1,000.00 for 1915 was expended in Marshfield.

The work was in charge of Sanford Smith and was inspected by George Mawhinney. The fund did not permit of surfacing the road with gravel. The Commission has recommended that the joint fund for the State aid road in 1916 be expended in surfacing the above road with gravel.

Appropriated by State for 1915.....		\$1,000 00
Paid for labor and materials	\$990 19	
Paid for inspection	9 81	
	<hr/>	
Total		\$1,000 00

WISCASSET.

Resolved, That there be, and hereby is, appropriated for the year nineteen hundred and fifteen the sum of six hundred and fifty dollars to complete the replanking of the Wiscasset bridge, so-called, between the towns of Wiscasset and Edgecomb, in the county of Lincoln; said sum to be expended under the direction of the State Highway Department.

The contract for replanking the above bridge was awarded in 1914 to F. W. Carlton of Woolwich for the sum of \$24.75 per thousand feet B. M. in place.

The work was completed in May, 1915.

Expenditures:

Advertising and inspection		\$20 69
F. W. Carlton, 173.86 thousand feet B. M.		
@ \$24.75		4,303 04
	<hr/>	
Total cost		\$4,323 73

Payments from 1914 appropriations:

Paid by State.....	\$2,000 00	
“ “ town of Wiscasset	800 00	
“ “ town of Edgcomb	400 00	
“ “ town of Boothbay Harbor	400 00	
“ “ town of Boothbay	300 00	
“ “ town of Southport	100 00	
	<hr/>	
Total payments, 1914 appropriation		4,000 00
		<hr/>
Cost in excess of appropriation (1914)	\$323 73	
Appropriated by State in 1915.....	650 00	
Paid by State to F. W. Carlton.....	323 73	
	<hr/>	
Balance, 1915 appropriation		\$326 27

Tabular Statement of Expenditures and Work

TOWN.	1915.		1916.		Cost of advertising.	Engineering and inspection.
	Required appropriations by towns, etc.	Appropriated by State.	Required appropriations by towns, etc.	Appropriated by State.		
Addison	-	\$1,000 00	-	-	-	\$18 85
Ashland	\$1,000 00	1,000 00	-	-	-	-
Canton	-	10,000 00	-	-	-	-
Corinth	500 00	500 00	-	-	-	-
Crystal	1,000 00	1,000 00	-	-	-	173 82
Cutler	500 00	500 00	-	-	-	9 00
Dallas Plantation	1,000 00	1,000 00	-	-	\$22 68	-
Deblois	-	450 00	-	-	-	-
Dennysville & Edmunds	1,000 00	1,000 00	-	-	11 05	42 15
Dresden	250 00	250 00	250 00	250 00	-	4 10
East Millinocket & Medway	-	1,000 00	-	-	3 50	-
Eastport & Perry	-	2,500 00	-	2,500 00	-	-
Edmundston & Madawaska	-	-	5,000 00	5,000 00	-	-
Enfield & Howland	-	-	500 00	500 00	-	-
Forest City	-	400 00	-	-	-	7 71
Fort Kent & St. Francis, N. B.	45,000 00	15,000 00	-	-	-	52 50
Frankfort	-	4,000 00	-	-	14 10	212 83
Gardner & Randolph	1,000 00	1,000 00	1,000 00	1,000 00	-	-
Hampden	1,000 00	1,000 00	-	-	-	-
Harmony	1,500 00	1,500 00	-	-	-	336 17
Haynesville	7,000 00	5,000 00	-	-	9 40	382 98
Howland (Piscataquis River)	300 00	300 00	-	-	-	-
Howland (Seboeis River)	200 00	200 00	-	-	-	-
Kittery & Portsmouth, N. H.	2,500 00	2,500 00	-	-	-	-
Kingfield	5,000 00	10,000 00	-	-	24 23	652 78
Macniasport & East Machias	750 00	750 00	-	-	-	-
Merrill	200 00	600 00	-	-	-	16 83
Milo	2,500 00	2,500 00	-	-	21 12	206 95
Montville	1,000 00	1,000 00	-	-	20 92	35 21
New Sharon	10,000 00	7,500 00	-	7,500 00	-	256 80
Old Town & Milford	-	3,500 00	-	-	-	-
Old Town & Milford	-	307 84	-	-	-	-
Plymouth	1,000 00	1,000 00	-	-	-	11 87
Portland & South Portland	300,000 00	10,000 00	-	10,000 00	-	-
Robbinston	500 00	500 00	-	-	-	14 02
Rockwood (Great Northern Paper Company)	-	905 27	-	-	-	-
Southport & Boothbay Harbor	10,000 00	7,500 00	-	-	-	72 35
South Thomaston	2,500 00	2,500 00	-	-	-	25 23
Sullivan & Hancock	500 00	500 00	-	-	-	-
Township No. 29, Washington Co.	-	100 00	-	-	-	-
Township No. 30, Washington Co.	-	200 00	-	-	-	-
Van Buren-St. Leonards, N. B.	2,000 00	2,000 00	-	-	7 54	23 51
Wallagrass Plantation	1,000 00	1,000 00	-	-	1 97	10 00
Webster Plantation	1,500 00	1,000 00	-	-	-	-
Whitefield	-	-	1,000 00	1,000 00	-	-
Whitneyville	-	900 00	-	-	-	-
Wiscasset	-	650 00	-	-	-	-
Totals					\$126 51	\$2,565 66

NOTE.—All expenditures to December 31, 1915, except as noted.

STATE HIGHWAY COMMISSION.

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in 1915 Under Special Legislative Resolves.

Payments on contracts or force account.	Total cost.	Paid by State from 1915 appropriation.	Paid by town.	Unexpended balance of State—1915 appropriation.	REMARKS.
\$877 03	\$895 88	\$895 88	-	\$104 12	
-	-	-	-	1,000 00	
-	10,000 00	10,000 00	-	-	No appropriation by town. State appropriation lapsed.
1,600 00	1,773 82	773 82	\$1,000 00	226 18	Not completed.
-	9 00	9 00	-	491 00	
-	22 68	22 68	-	977 32	
-	450 00	450 00	-	-	To reimburse town for expenditures on bridge.
1,925 00	1,978 20	*978 20	1,000 00	21 80	\$631.45 paid by Dennysville — \$368.55 by Edmunds.
484 71	488 81	238 81	250 00	11 19	
703 19	706 69	706 69	-	293 31	
-	-	-	-	2,500 00	
-	-	-	-	-	
383 22	390 93	390 93	-	9 07	
-	52 50	52 50	-	†17,147 50	
2,200 00	2,426 93	2,426 93	-	1,573 07	Not completed.
751 48	751 48	-	751 48	1,000 00	\$751.48 paid by city of Gardiner.
-	-	-	-	-	No appropriation by town. State appropriation lapsed.
-	336 17	336 17	-	1,163 83	Not completed.
3,954 51	4,312 77	4,312 77	-	687 22	\$4,000 by Aroostook Co. \$3,000 by town of Haynesville. Not completed.
-	-	-	-	-	No appropriation by town. State appropriation lapsed.
-	-	-	-	-	No appropriation by town. State appropriation lapsed.
-	-	-	-	-	No appropriation by State of New Hampshire. State appropriation lapsed.
-	677 01	677 01	-	9,322 99	
-	-	-	-	-	No appropriation by town. State appropriation lapsed.
783 17	800 00	600 00	200 00	-	
6,822 00	7,950 07	†2,500 00	4,543 51	-	
-	56 12	56 13	-	943 87	
-	256 80	256 80	-	7,243 20	
-	2,042 11	2,042 11	-	1,457 89	Land damage on account of Old Town-Milford bridge.
-	307 54	307 54	-	-	To reimburse Penobscot Co
-	11 87	11 87	-	988 13	
-	10,000 00	10,000 00	-	-	
970 44	984 66	484 66	500 00	15 34	To reimburse Great Northern Paper Co.
-	905 27	905 27	-	-	
-	72 35	72 35	-	7,427 65	
-	25 23	25 23	-	2,474 77	
-	-	-	-	500 00	
100 00	100 00	100 00	-	-	
147 99	147 99	147 99	-	52 01	
-	31 05	31 05	-	1,968 95	
-	11 97	11 97	-	988 03	
-	-	-	-	-	No appropriation by Penobscot Co. State appropriation lapsed.
915 75	915 75	900 00	15 75	-	
323 73	323 73	323 73	-	326 27	
\$22,942 22	\$49,315 69	\$11,048 39	\$8,260 74	\$60,914 72	

* Includes \$11.92 paid in 1916. \$631.45 paid by Dennysville. \$368.55 by Edmunds.

† Unexpended balance of funds on deposit.

‡ \$6.56 paid by State from Administration Fund, in addition to \$2,500 from legislative appropriation.

§ In addition to total amount paid by State as shown, \$6.56 from administration was paid by State on Milo job.

ROADS.

Town.	1915.		1916.		Engineering and inspection.	Payments on contracts or force account
	Required appro- priations by towns, etc.	Appropriated by State.	Required appro- priations by towns, etc.	Appropriated by State.		
Abbot.....	\$300 00	\$300 00	-	-	\$19 75	\$580 25
Aura.....	-	86 00	-	-	-	-
"C" Twp. & "C" Surplus Twp.....	-	500 00	-	-	-	500 00
Camden & Lincolnville.....	600 00	300 00	600 00	600 00	17 60	1,387 43
Caratunk Plantation.....	500 00	500 00	-	-	-	-
Castine.....	-	399 45	-	-	-	-
Cherryfield & Franklin.....	1,000 00	1,000 00	-	-	-	-
Columbia.....	500 00	500 00	-	-	-	-
Concord.....	250 00	500 00	-	-	23 33	724 24
Cooper.....	-	500 00	-	-	12 75	489 09
Cushing.....	500 00	500 00	500 00	500 00	11 15	1,030 79
Deer Isle & Sedgwick.....	-	500 00	-	-	-	465 28
Glenburn.....	500 00	500 00	-	-	-	-
Greenwood & Woodstock.....	500 00	500 00	500 00	500 00	82 50	1,907 51
Hebron.....	-	300 00	-	300 00	38 30	619 02
Indian Township.....	-	1,000 00	-	1,000 00	-	918 28
Jackman-Rockwood.....	23,500 00	10,000 00	-	12,500 00	2,395 55	-
Jackson.....	300 00	500 00	-	-	46 39	872 92
Jefferson.....	-	270 00	-	-	-	-
Marshfield-Whitneyville.....	-	1,000 00	-	1,000 00	9 81	990 19
Moscow.....	1,000 00	1,000 00	-	-	16 14	1,982 40
Mt. Chase.....	1,000 00	1,000 00	-	-	-	-
New Canada.....	500 00	500 00	-	-	-	-
New Canada.....	500 00	500 00	-	-	23 60	976 40
Orland.....	300 00	700 00	-	-	-	-
Orneville.....	-	500 00	-	500 00	17 74	481 87
Otistfield.....	300 00	700 00	-	-	15 74	992 18
Penobscot.....	500 00	2,000 00	-	-	15 00	2,305 74
Pleasant Ridge Plantation.....	1,000 00	1,000 00	-	-	22 61	1,629 97
Solon.....	300 00	300 00	-	-	14 25	588 25
Stockton Springs.....	1,000 00	1,000 00	-	-	-	-
Trescott.....	-	250 00	-	250 00	15 95	237 07
Upton.....	500 00	1,000 00	500 00	1,000 00	29 05	1,505 80
Upton & Magalloway.....	-	250 00	-	250 00	-	250 00
Totals.....					\$2,827 21	\$21,434 68

NOTE.—All expenditures to December 31, 1915, except as noted.

ROADS.

Total cost.	Paid by State from 1915 appropriations.	Paid by town.	Unexpended balance of State—1915 appropriation.	Miles of road built.	Miles of road repaired.	REMARKS.
\$600 00	\$300 00	\$300 00	-	-	3.50	
86 00	86 00	-	-	-	-	
500 00	500 00	-	-	G 0.114	-	
1,405 03	600 00	805 03	-	G 0.015	-	
-	-	-	-	M 0.095	-	No appropriation by Caratunk Plantation. State appropriation lapsed.
390 45	390 45	-	-	-	-	To reimburse town of Castine.
-	-	-	-	-	-	No appropriation by Hancock County. State appropriation lapsed.
-	-	-	-	-	-	No appropriation by town of Columbia State appropriation lapsed.
747 57	497 57	250 00	\$2 43	G 0.055	-	
501 84	500 00	1 84	-	E 1.136	-	Not completed.
1,041 94	500 00	541 94	-	G 0.625	-	
465 28	465 28	-	34 72	-	-	Construction of approaches to Eggemoggin Reach Ferry.
-	-	-	-	-	-	No appropriation by town of Glenburn. State appropriation lapsed.
1,990 01	*489 61	500 00	10 39	G 0.729	-	
657 32	296 23	361 09	3 77	G 0.114	-	
918 28	-	-	81 72	-	11.50	\$918.28 paid by State from Administration Fund. Unexpended balance is from Administration Fund.
2,395 55	2,395 55	-	7,604 45	-	-	
919 41	500 00	419 41	-	E 0.133	-	To reimburse S. D. Erskine and others for funds expended by them to settle land damages.
270 00	270 00	-	-	-	-	1915 appropriation expended in Marshfield. Not completed.
1,000 00	1,000 00	-	-	G 0.492	-	Payments include \$3.48 paid in 1916.
1,998 54	998 54	1,000 00	1 46	E 2.000	-	No appropriation by Penobscot County. State appropriation lapsed.
-	-	-	-	-	-	No appropriation by New Canada. State appropriation lapsed.
1,000 00	500 00	500 00	-	G 0.180	-	Appropriation used in making fill over Perley Brook culvert.
-	-	-	-	-	-	No appropriation by town of Orland. State appropriation lapsed.
499 61	499 61	-	39	E 0.795	-	
1,007 92	700 00	307 92	-	-	2.00	
2,320 74	1,820 74	500 00	179 26	G 1.061	-	
1,652 58	652 58	1,000 00	347 42	G 0.199	-	Not completed.
602 50	300 00	302 50	-	G 0.133	-	No appropriation by town of Stockton Springs. State appropriation lapsed.
-	-	-	-	-	-	
253 02	†250 00	-	-	G 0.047	-	
1,534 85	1,000 00	534 85	-	E 0.057	-	
-	-	-	-	G 0.227	-	Payments by State include \$970.95 paid in 1916. Not completed.
250 00	250 00	-	-	G 0.095	-	
\$25,008 44	‡15,762 16	\$7,324 58	\$8,266 01			

* \$1,000.40 paid by State on Woodstock section from State Highway Loan Fund in addition to payments shown.

† \$3.02 paid by State from Administration Fund in addition to payments shown.

‡ In addition to payments made by State as shown, \$1,000.40 was paid from Highway Loan Fund and \$921.30 from administration.

All expenditures to December 31, 1915, except as noted.

MISCELLANEOUS.

TOWN.	1915.		1916.		Engineering and inspection.	Payments on contracts or force account.
	Required town appropriation.	Appropriated by State.	Required town appropriation.	Appropriated by State.		
Falmouth.....	-	\$2,000 00	-	-	-	-
Peoples Ferry Co. (Bath).....	-	2,000 00	-	\$2,000 00	-	-
Pownal (Maine School for Feeble Minded).....	-	3,000 00	-	1,000 00	-	-
Totals.....						

SUMMARY OF 1915 EXPENDITURES.

Total payments by State and towns on account of 1915 Special Resolves		\$77,367 71
Paid by State from 1915 Special Legislative appropriations.....	\$59,854 13	
Paid by towns.....	15,585 32	
Paid by State from State Highway Loan Fund.....	1,000 40	
Paid by State from Maintenance and Administration Funds.....	927 86	
		\$77,367 71

PAYMENTS IN 1915 UNDER 1913 RESOLVES.

Moro Plantation bridge—paid by State.....	\$931 30
Old Town—Milford bridge—paid by State.....	10 50
Wiscasset bridge—paid by towns.....	1,085 88

MISCELLANEOUS.

Total payments.	Paid by State from 1915 appropriations.	Paid by town.	Unexpended balance of State—1915 appropriation.	REMARKS.
\$1,043 58	\$1,043 58	-	\$956 42	Expended in defense of law suit brought against town of Falmouth on account of claimed infringement of patents in bridge construction.
2,000 00	2,000 00	-	-	State aid in maintenance of ferry between Bath and Woolwich.
-	-	-	3,000 00	
\$3,043 58	\$3,043 58	-	\$3,956 42	

Unexpended Balances Paid in 1915
ON 1911 WORK NOT REPORTED IN 1911.

Hamlin..... \$400 00

ON 1912 WORK NOT REPORTED IN 1912.

Hamlin.....	\$400 00		
Ripley.....	50 00	Total.....	\$451 00
Wyman Township.....	1 00		

ON 1913 WORK NOT REPORTED IN 1913.

Abbot.....	\$38 25	Whiting.....	334 03
*Greenbush.....	50 73	Wells.....	423 84
Hamlin.....	400 00		
Letter E.....	30 00	Total.....	\$1,295 85
Marshfield.....	19 00		

ON 1914 WORK NOT REPORTED IN 1914.

Bangor.....	\$659 83	Rockland.....	750 00
Beddington.....	326 50	Saco.....	931 74
Bridgewater.....	12 72	†St. George.....	316 27
Grand Lake Stream.....	549 98	St. John.....	273 57
Hamlin.....	600 00	Springfield.....	334 08
Hersey.....	38 27	Whiting.....	400 00
Kennebunkport.....	648 00	Winter Harbor.....	200 00
Letter E.....	100 00	Wyman Township.....	100 00
Madawaska.....	24 49	Yarmouth.....	299 26
Monmouth.....	475 08	York.....	960 03
Moscow.....	370 44		
†Perry.....	90 00	Total.....	\$8,460 26

1914 BALANCES PAID ON 1915 WORK.

Albany.....	\$10 18	Chesterville.....	66 9 ³
Alfred.....	63 97	Clinton.....	7 76
Alna.....	18 08	Columbia.....	55 86
Anson.....	161 96	Columbia Falls.....	555 98
Athens.....	94 06	Concord.....	93 67
Atkinson.....	80 50	Connor Pl.....	77 26
Bancroft.....	84 37	Cooper.....	8 77
Baring.....	140 61	Cornish.....	1 65
Belfast.....	282 46	Crawford.....	34 20
Belgrade.....	36 90	Cumberland.....	54 42
Bigelow Pl.....	37 39	Cyr Pl.....	29 18
Blanchard.....	51 24	Dallas.....	130 98
Bluehill.....	247 83	Dayton.....	7 73
Boothbay Harbor.....	84 96	Deblois.....	20 01
Bowerbank.....	68 59	Deer Isle.....	18 96
Bradley.....	189 17	Denmark.....	59
Brooksville.....	55 96	Dennistown Pl.....	65 85
Brownfield.....	50 20	Detroit.....	86 63
Brownville.....	203 65	Dexter.....	443 56
Buckfield.....	12 38	Dover.....	75 71
Bucksport.....	20 54	Dresden.....	14 08
Burlington.....	79 95	Drew Pl.....	94 35
Calais.....	69 68	Eastbrook.....	47 19
Cambridge.....	15 23	East Millinocket.....	31 64
Carmel.....	116 68	Eastport.....	63 71
Caratunk Pl.....	14 70	Edinburg.....	90 75
Carrying Pl. Twp.....	61 00	Ellsworth.....	382 70
Cary Pl.....	235 12	Enfield.....	111 84
Casco.....	35 16	Etna.....	92 73
Castine.....	8 17	Eustis.....	144 35
Centerville.....	1 64	Farmingdale.....	57 32
Chapman Pl.....	14 04	Flagstaff.....	35 00
Chelsea.....	12 49	Forest City.....	27 91
Chester.....	186 99	Freedom.....	60 08

* Greenbush: \$50.73 of the \$75.00 held to complete 1913 work, has been paid and the balance of \$23.27 was paid out of Greenbush automobile fund.

† Perry: Voucher 1948, \$90 of the balance of \$130, was paid in August.

‡ St. George: 1914 work completed in 1915.

Unexpended Balances Paid in 1915

ON 1915 WORK—CONCLUDED.

Freeman	81 30	Parlin Pond Twp.	65 20
Frenchville	89 82	Passadumkeag	51 98
Fryeburg	82	Pembroke	13 35
Gilead	150 01	Penobscot	17 64
Glenwood Pl.	29 65	*Perry	40 00
Gouldsboro	94 18	Phillips	109 61
Grafton	3 92	Phippsburg	537 54
Grand Isle	163 85	Pittsfield	120 59
Greenbush	121 14	Pittston	58 79
Greenfield	10 24	Plymouth	378 30
Hallowell	286 83	Portage Lake	14 61
Harmony	322 44	Portland	248 95
Harrington	15 90	Prentiss	43 29
Herrmon	70 29	Rangeley	87 85
Hodgdon	8 75	Raymond	3 78
Holden	45 72	Ripley	323 45
Hope	23 55	Robbinston	129 09
Howland	132 08	Rockport	107 64
Hudson	270 15	Rogue Bluffs	32 64
Industry	21 18	St. Agatha	68 66
Jackman Pl.	107 12	St. Francis	59 32
Jay	6 63	Sandy River	48 10
Jerusalem Twp.	122 16	Sangerville	5 94
Jonesboro	6 11	Scarboro	35 58
Jonesport	34 23	Sedgwick	21 34
Kingman	3 35	Silver Ridge	39 98
Lakeville	94 44	Skowhegan	219 10
Lang Pl.	35 15	Southport	11 09
Lee	87 53	South Thomaston	2 05
Limestone	85 21	Stacyville Pl.	567 45
Limington	5 15	Stockton Springs	53 45
Lincoln	16	Stoneham	25 66
Livermore	6 52	Strong	78 80
Lowell	21 19	Swanville	58 83
Lube	9 48	Talmadge	95 18
Ludlow	8 13	Temple	49 93
Machiasport	32 41	The Forks Pl.	55 50
Madawaska	400 00	Thomaston	34 90
Madison	468 92	Thorndike	31 06
Mapleton	163 04	Topsfield	153 90
Mariaville	34 17	Trenton	8 32
Mason	69 58	Turner	56 92
Maxfield	117 26	Unity	139 70
Mayfield	49 25	Unity Pl.	12 40
Medford	105 03	Upton	35 41
Merrill	22 67	Van Buren	4 36
Milford	94 96	Vanceboro	286 25
Millinocket	12 01	Vinalhaven	17 84
Milo	192 41	Wade Pl.	17 50
Monson	62 85	Waite	58 37
Montville	32 71	Waldoboro	84 78
Mt. Chase	1 48	Wallagrass	37 78
Mt. Vernon	11 72	Webster Pl.	61 29
Moxie Gore	0 50	Weld	80 82
Newport	85 97	Wellington	5 59
North Yarmouth	21 28	Wesley	47 62
No. 33 Pl., Hancock Co.	20 02	West Forks	134 00
Oakfield	2 29	West Gardiner	30 43
Old Orchard	27 83	Weston	37 28
Old Town	55 99	Wilton	32 88
Orient	103 80	Winthrop	6 34
Orland	31 10	Wiscasset	24 28
Orneville	4 52	Woodland	211 20
Otis	43 43	Yarmouth	829 79
Parkman	37 51		\$17,170 32

UNEXPENDED BALANCE PAID IN 1915 ON 1915 WORK FROM 1913.

Haynesville	\$ 10	Princeton	89 34
Mt. Vernon	3 43		
New Gloucester	2 67	Total	\$95 54

FORFEITED.

Lexington Plantation	\$87 00	Ellsworth	300 00
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* Perry: Voucher 1948, \$90.00 of the balance of \$130.00 was paid in August.

Unexpended Balances of State Aid Fund Carried Forward to 1916

FROM 1911.

No. 14 Pl., Washington Co.	\$27 50	No. 30, Middle Div., Wash. Co.	32 00
No. 19, East Div., Wash. Co.	33 00		
No. 24, Middle Div., Wash. Co.	24 50	Total	\$150 00
No. 29, Middle Div., Wash. Co.	33 00		

FROM 1912.

Augusta	\$206 99	Washington Twp.	3 00
Avon	44 11		
Mercer	100 00	Total	\$414 10
No. 8 Pl., Hancock Co.	60 00		

FROM 1913.

Avon	\$400 00	Wells	43 16
No. 8 Pl., Hancock Co.	60 00	Wyman Township	31 00
No. 10, So. Div., Hancock Co.	29 00		
No. 31, Middle Div., Hancock Co.	18 95	Total	\$585 11
Washington Township	3 00		

FROM 1914.

Acton	\$497 94	Orland	178 68
Argyle	136 72	Princeton	533 00
Bald Mt. Township	57 00	Sandy Bay	102 00
Beddington	55 78	Shirley	260 67
Corinna	212 37	Starks	17 05
Cutler	584 34	Wade Pl.	60 00
Exeter	171 56	Washington Township	36 00
Ft. Fairfield	98 89	Wells	145 61
Johnson Mt. Township	12 75	Westport	43 44
Kenduskeag	10 76	Whitefield	25 38
Levant	24 15	Winslow	600 00
Lincolnvile	26 68	Woolwich	181 67
Macwahoc Pl.	53 33		
Machias	450 00	Total	\$4,569 77

FROM 1915.

Acton	\$490 44	Casco	7 18
Addison	30 34	Castine	91
Albany	18 25	Castle Hill	34
Albion	149 90	Centerville	57 13
Anson	32 22	Chapman Pl.	127 44
Athens	162 58	Charlotte	62 44
Atkinson	65 98	Cherryfield	73 70
Auburn	34 52	Clinton	19 58
Augusta	650 38	Columbia	41 19
Aurora	1 90	Columbia Falls	70 47
Bald Mt. Township	143 00	Concord	101 81
Beddington	400 00	Connor Pl.	45 28
Benton	483 25	Cooper	15 20
Bethel	36 55	Corinna	533 00
Biddeford	481 25	Crawford	8 58
Blanchard	222 06	Crockertown Township	52 80
Boothbay	4 19	Cumberland	375 66
Boothbay Harbor	145 15	Cutler	600 00
Bowerbank	22 30	Danforth	2 83
Bradley	79 12	Dead River Pl.	24 73
Bremen	15 79	Deblois	52 57
Bridgton	184 52	Deer Isle	11 01
Brighton Pl.	173 51	Dennistown	47 85
Bristol	25 04	Dennysville	1 12
Brownfield	46 15	Dixmont	242 24
Brownville	45 08	Dover	70 88
Brunswick	19 02	Durham	13 17
Bucksport	288 53	Eastbrook	1 51
Burlington	53 17	East Livermore	203 82
Byron	24 53	East Machias	48 45
C Township	138 94	Eastport	97 74
Cambridge	29 69	Eden	4 71
Canton	8 23	Edinburg	103 31
Carmel	63 28	Elliotsville	387 35
Carrying Pl. Township	61 00	Eustis	58 56

Unexpended Balances of State Aid Fund Carried Forward to 1916

FROM 1915—Concluded.

Fairfield	36 78	Peru	22 16
Freedom	52 71	Phillips	114 11
Freeman	32 25	Phippsburg	41 90
Glenwood Pl.	34 04	Pittston	17 33
Gorham	20 73	Plymouth	66 73
Gouldsboro	38 95	Portage Lake	52 22
Grand Isle	36 06	Pownal	5 38
Grand Lake Stream	57 13	Prentiss	18 36
Greene	71 35	Presque Isle	39 58
Greenfield	38	Rangeley	17 87
Hamlin Pl.	153 21	Robbinston	122 90
Harmony	70 96	Rockport	6 42
Harrington	30 45	Rumford	8 93
Hartland	48 43	Saco	207 09
Haynesville	3 54	St. Agatha	38 24
Hope	47 95	St. Albans	232 68
Hudson	35 99	St. Francis	176 66
Island Falls	64 37	St. John Pl.	354 16
Jackman Pl.	17 18	Sandy Bay	102 00
Johnson Mt. Twp.	80 00	Scarboro	91 21
Jonesboro	64 43	Sherman	51 55
Jonesport	313 70	Shirley	592 04
Kennebunk	17 89	Sidney	11 87
Kingsman	58 65	Silver Ridge	34 97
Kingsbury Pl.	86 96	Skowhegan	144 05
Kittery	227 17	Southport	128 03
Lagrange	52 45	South Thomaston	99
Lang Pl.	49 19	Springfield	2 47
Lewiston	186 84	Starks	200 00
Liberty	1 79	Steuben	1 06
Limestone	68 08	Stockholm Pl.	14 82
Lincoln Pl.	31 18	Stockton Springs	187 03
Lincolnville	501 62	Stow	1 88
Littleton	1 55	Strong	32 00
Livermore	5 15	Sullivan	5 78
Lubec	77 67	Sumner	18 91
Ludlow	07	Sweden	8 47
Machias	43 52	The Forks Pl.	85 67
Machiasport	4 58	Thomaston	2,357 24
Madawaska	51 44	Topsfield	18 41
Marion	46	Topsham	17 88
Marshfield	114 55	Trescott	41 64
Mason	38 66	Troy	53 64
Mattawamkeag	51 92	Union	21 72
Maxfield	12 82	Unity	62 48
Mercer	53 47	Upton	8 62
Milbridge	61 40	Van Buren	1 61
Milford	51 50	Vinalhaven	15 90
Milo	76 08	Waite	17 38
Monmouth	54 61	Wallagrass Pl.	47 51
Monson	60 06	Waterford	34 99
Montville	23 83	Waterville	50 00
Moose River	91 60	Wayne	14 30
New Canada Pl.	19 38	Webster Pl.	32 37
New Limerick	35 10	Weld	180 23
New Portland	106 11	Wellington	25 00
New Sharon	120 95	Wells	585 60
New Sweden	43	Wesley	81 30
Northfield	80 27	West Forks Pl.	181 11
Northport	29 25	West Gardiner	4 13
No. 8 Pl., Hancock Co.	03	Weston	231 87
No. 21 Pl., Hancock Co.	27 83	Westport	274 20
No. 33 Pl., Hancock Co.	15 38	Whitefield	386 43
Oakland	30 00	Whitneyville	33 40
Orient	6 01	Willimantic	24 42
Orneville	7 12	Wilton	39 34
Orono	101 17	Winn	3 20
Otisfield	19 41	Winslow	846 00
Oxford	11 13	Wiscasset	9 84
Paris	35 89	Woodland	24 31
Parkman	57	Woolwich	391 90
Parlin Pond	21 30	Wyman Township	11 70
Passadumkeag	27 52	York	976 15
Perham	40 39		
Perkins Township	64 91		
Perry	88 17		
			\$22,959 96

Unexpended Automobile Balance Paid in 1915

ON 1913 WORK.

Augusta.....	\$302 19	Mexico.....	500 00
Belfast.....	79 74	Monson.....	2,880 06
Blaine.....	197 00	Solon.....	158 73
Dixfield.....	42 24		
Greenbush.....	23 27	Total.....	\$4,183 23

ON 1914 WORK.

Carmel.....	\$426 54	Yarmouth.....	1,325 00
Peru.....	6 18		
Prospect.....	393 05	Total.....	\$2,150 77

Unexpended Balances of Automobile Fund to 1916

FROM 1912.

Casco.....	\$ 04	Windsor.....	14 43
Gray.....	03		
Lincoln to Springfield.....	4 28	Total.....	\$18 78

FROM 1913.

Albany.....	\$192 15	Orono.....	55
Belfast and Searsport.....	2 25	Orrington.....	3 70
Clifton.....	101 56	Patten.....	8 50
Farmingdale.....	11 30	Solon.....	41 27
Fryeburg.....	70	Springfield.....	78
Grand Lake Stream.....	32	Steam drill.....	17 26
Harpswell.....	59 06	The Forks.....	28 49
Holden.....	36 26	Tremont.....	32 21
Howland.....	28 74	Vassalboro.....	496 60
*Lewiston.....	15 00	Washburn.....	22 66
Lincoln.....	4 10	Winn.....	9 16
Lovell.....	06		
Monson.....	119 94	Total.....	\$1,232 62

FROM 1914.

Belgrade.....	\$53 64	Paris.....	65 06
Easton.....	50	Skowhegan.....	250 00
Grand Isle.....	33	Whitneyville.....	103 52
Merrill.....	40		
Oakland.....	250 00	Total.....	\$723 45

* Lewiston Held to build end walls of culvert constructed in 1914.

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

No. of district.	NAME.	Expenses and salary.	Total cost of work.	Cost of inspection—Per cent.	No. of towns.
1	E. C. Milliken.....	\$467 46	\$31,253 10	1 49	25
2	E. C. Butzell.....	521 81	27,359 71	1 97	25
3	H. H. Hutchins.....	547 71	25,963 67	2 11	25
4	George A. Field.....	1,263 80	39,241 86	3 22	25
5	J. J. Spinney.....	508 95	30,076 58	1 69	23
6	A. J. Avery.....	484 64	23,011 19	2 10	22
7	C. W. Shorey.....	737 81	28,208 76	2 62	27
8	H. W. Gilman.....	486 83	27,158 47	1 79	27
9	B. J. Libby.....	561 48	27,801 60	2 02	27
10	E. E. Smith.....	518 18	26,450 40	1 96	25
11	H. S. Towne.....	507 08	18,573 70	2 78	19
12	J. E. Gross.....	294 36	14,689 54	2 00	13
13	J. V. Whitten.....	599 32	23,977 87	2 49	22
14	George Mawhinney.....	546 23	19,389 47	2 82	19
15	W. B. Holway.....	387 56	15,483 69	2 50	16
16	C. N. Thompson.....	564 22	17,558 83	3 21	20
17	A. A. Adams.....	600 02	24,055 36	2 49	23
18	O. J. Parsons.....	307 52	17,822 70	1 72	17
19	J. W. Davidson.....	453 14	19,897 90	2 33	18
20	F. O. Landgrane.....	419 63	26,217 87	1 60	24
	Totals.....	\$10,777 75	\$484,192 27	2 23 Average.	442

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

A part of inspection for Bridgton and Raymond in District No. 2 included in State Highway Work.

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