

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 1916

VOLUME II

FOURTH ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

FROM JANUARY 1, 1916 TO
DECEMBER 31, 1916



WATERVILLE
SENTINEL PUBLISHING COMPANY
1917

STATE OF MAINE.

OFFICE OF STATE HIGHWAY COMMISSION,

AUGUSTA, MAINE, June 5, 1917.

*To His Excellency, Carl E. Milliken, Governor, and the
Honorable Council:*

We have the honor to present the fourth annual report of
the State Highway Commission from January 1, 1916 to
December 31, 1916.

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

REPORTS OF THE STATE HIGHWAY COMMISSION
FOR THE YEAR ENDING DECEMBER 31, 1916.

To the Honorable Governor and Council:

In accordance with section thirty-four, chapter one hundred thirty, Public Laws of 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 ending December 31, 1916.

PERSONNEL OF COMMISSION.

There has been no change in the personnel of the commission during the year. Upon the expiration of the term of Commissioner Peabody he was re-appointed by His Excellency, Governor Curtis; the appointment was confirmed by the Council and Mr. Peabody duly qualified as a commissioner, his term being for a period of three years from June 7, 1916, to June 7, 1919.

Commissioner Deering has continued through the year as chairman.

OFFICE ORGANIZATION.

There have been several changes in the personnel of the office organization during the year. On January 7 the commission received the resignation of Mr. Frederic H. E. Bragg, as accountant and bookkeeper. On January 19 the commission accepted this resignation and promoted Mr. Harry O. Barney, who, prior to that time had acted as assistant bookkeeper, to be accountant and bookkeeper. Mr. Barney has held this position since in a capable and satisfactory manner. Shortly after Mr. Bragg's resignation he was taken ill with pneumonia, which proved fatal.

On April 12, the commission received and accepted the resignation of assistant engineer, William T. Allen, who for a

period of three years had been assistant in the Division of State Aid. Mr. Allen resigned to take the position of street commissioner for the city of Augusta.

On May 18, to be effective June 1, the commission received the resignation of assistant engineer, Parker L. Hardison, who for a period of three years prior to the organization of the present commission was State Highway Commissioner, and who had from that time until his resignation been in charge of the State Aid Division of the work. This resignation was brought about by ill health and it was with deep regret that the commission accepted the same. The commission regrets to report that on November 4, Mr. Hardison passed away.

Since June 1 the State Aid Division has been in immediate charge of Assistant Engineer Lucius D. Barrows. Mr. Barrows has also looked after the details of the special resolve work, as he had during the past two years.

STATE HIGHWAY SYSTEM.

With the exception of the following change the state highway system remains the same as reported one year ago.

On March 28, 1916, the commission re-located a portion of state highway "K," between Bangor and Enfield, as follows:

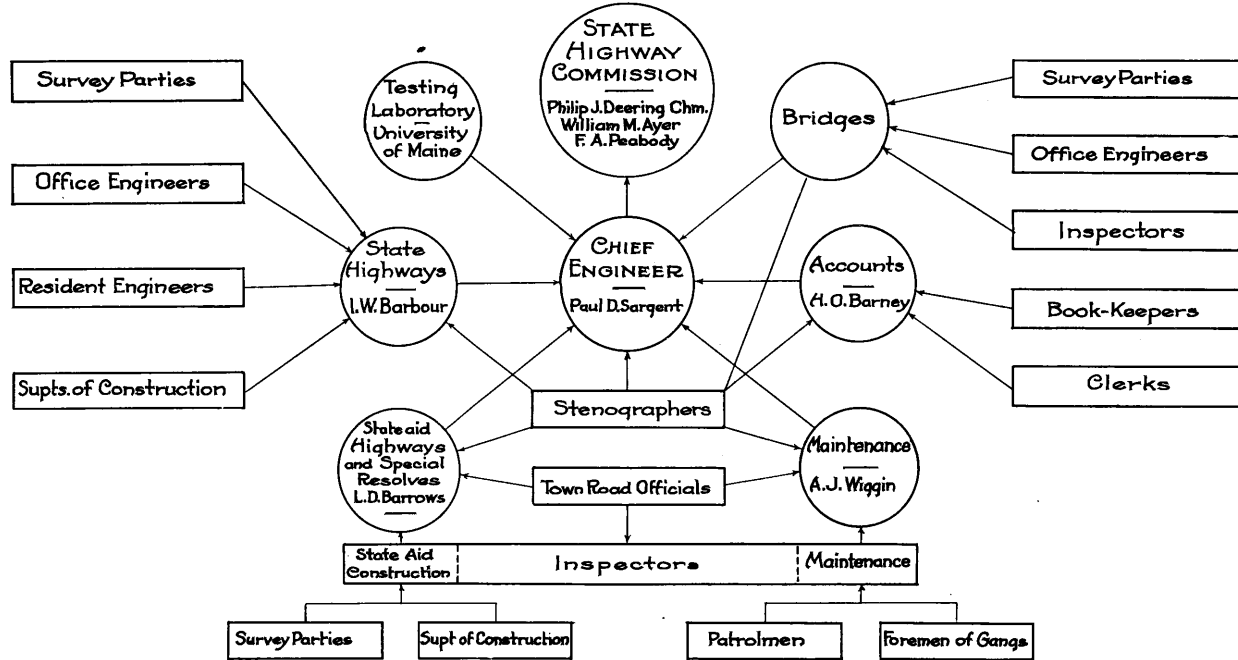
"Beginning at Bangor, running out State street, through Veazie, Orono, crossing the Stillwater river, proceeding by the University of Maine, to the corner in Stillwater where the trolley cars turn for Oldtown; thence turning to the left crossing the bridge in Stillwater village over the Stillwater river, thence turning to the right and proceeding to Alton, Lagrange and Howland, crossing the bridge over the Penobscot river into Enfield."

On the same day the commission re-located a section of state highway "X," between Bangor and Foxcroft, as follows:

"Leaving state highway 'K' at Lagrange, running across the northeast corner of Orneville into Milo, thence through Sebec to Foxcroft."

After having given an all-day hearing in February to proponents of the "River Road," so-called, and having spent a day in May in examining all possible routes between Gardiner and Brunswick, on June 15, the commission passed the following

ORGANIZATION CHART



vote with respect to the location of state highway "Q," from Gardiner to Brunswick:

"Voted to adhere to the location previously determined upon; that is, via Brunswick avenue, Richmond Corner, Bowdoinham and over the Mallet road, through Topsham to Brunswick, with the addition of a spur from Richmond Corner to Richmond village."

STATE AID SYSTEM.

During the year the commission has been asked to make but few changes in the location of the designated state aid roads, but probably not less than one hundred requests have been made by municipal officers for changes in the location of work from one part of the designated state aid road to another part of the same road. We would like to call attention at this time to the provision of section 20, of the state highway law, which provides that each year "Between the fifteenth day of July and the fifteenth day of August the municipal officers shall prepare and file with the commission suggestions for the improvement during the next calendar year of state aid highways." In accordance with the provisions of the same section the commission carefully examines each of these suggestions and reports back to each board of municipal officers prior to February 15 its approval or disapproval of the location suggested. This, of course, involves a considerable amount of work and thought and while the commission is anxious to meet the wishes of the municipal officers with respect to the location of state aid work we would at this time urge municipal officers to refrain as far as possible from requesting changes in location after the location has once been approved. Hereafter the commission will not entertain requests for changes unless such requests can be substantiated by a better reason than the personal convenience of one or more members of the new board of selectmen.

The commission desires to renew its recommendation made one year ago that for all towns located upon the state highway system, at least, the traveling public will be inconvenienced in far greater numbers and the town will relieve itself of the burden of maintenance by the continuous expenditure of its state aid joint fund upon the state highway until said highway is completed.

PATROL MAINTENANCE.

During the year the first attempt at patrol maintenance on any extensive scale was undertaken. Under the provisions of chapter 272, Public Laws of 1915, 3,379 miles of road located in 423 towns were under constant daily care of 373 patrolmen. Patrol work started about April 15 and continued until about November 1. Substantially \$275,000.00 was expended on this work. As must be expected in connection with the undertaking of any new method for doing work there was more or less objection on the part of the municipal officers and there has been more or less criticism of the work done by patrolmen.

The objection of the municipal officers to having patrol maintenance organized has generally shown itself to be on account of concentrating this work in the hands of one man and consequently not being able to employ a considerable number of voters for longer or shorter periods, when no other form of employment was in sight. The commission thoroughly believes that for the most part patrol maintenance has been successful. The commission has received comments to this effect from many people who have measured their judgment solely by results obtained on the roads. Many reports have been received indicating that until the snow covered the roads it was easy for travelers to distinguish between sections which had been under patrol and those which had not been under patrol, even though no patrol work had been done for a period of six weeks. Many of the most interested supporters of the good roads movement have suggested that patrol maintenance ought to be extended to cover all of the main thoroughfares in every town.

SPECIAL RESOLVES.

During the year special resolve jobs for which funds were appropriated by the last Legislature, and upon which work was begun in 1915, have been completed and those for which funds became available in 1916 have been completed, or are now under way. The scarcity of labor and the difficulty in securing material, especially steel bridges, has very materially retarded much of this work.

GRADE CROSSINGS.

Work on the elimination of Blind Crossing, in Bath, which the commission was instrumental in getting under way in 1914 was completed during the construction season of 1916.

The commission have tried several times, without results, to bring about improvement in the physical condition of the under-grade pass at Goose Fair hill, so-called, in Saco, and at the overhead crossing at Skunk hill, in South Portland. In the first case by re-locating the easterly abutment and making other changes consequent upon such re-location a short section of the state highway can be made straight which now contains a reverse curve.

At Skunk hill the bridge and its approaches should be widened to properly safeguard highway traffic.

AUTOMOBILE FEES.

The commission desires to call attention to the fact that during the last two years a portion of the funds received from registering automobiles and licensing operators has been used to pay for automobile plates and transportation of same and for clerk hire in connection with the collection of the fees. It would seem that the Legislature intended that *all* of these fees should be used in connection with state highway work, from a reading of section 31, chapter 130, Public Laws of 1913, which is as follows:

“All fees received by the secretary of state under section twenty-one of chapter one hundred sixty-two of the public laws of nineteen hundred and eleven shall be delivered to the state treasurer each calendar month and shall be appropriated and used in the following order, namely: First to pay interest due on all bonds issued under this act; second, to create such fund to meet maturing bonds as the governor and council may deem necessary; third, to apply the balance to the fund for maintenance and administration as hereinafter provided.”

COMPENSATION TO INJURED EMPLOYEES.

The state highway commission, in common with other departments of state, have carried their own insurance under the workmen's Compensation Act. We have carried on construc-

tion work during the year amounting to \$111,124.70 with accidents to 7 employees, necessitating medical attendance to the amount of \$43.00 and the payment of compensation amounting to \$20.18.

STATE AND COUNTY AID TO BRIDGES.

On December 6, chapter 319, of the Public Laws of 1915, providing for state and county aid in the construction of bridges on main thoroughfares became effective. No appropriation was provided by the Legislature for meeting the State's obligations under this law. Some eight applications calling for assistance were received during December. The commission has in contemplation the organization of a Bridge Division, under the immediate supervision of a structural engineer qualified to design and superintend the construction of all classes of highway structures and will proceed with the organization of this division when funds are in hand for carrying on the work.

FEDERAL AID.

By Act of Congress, approved July 11, 1916, the State of Maine can draw Federal aid for highways to the amount of \$731,250.00 during the five years, 1916 to 1920, as follows:

1916	\$48,750 00
1917	97,500 00
1918	146,250 00
1919	195,000 00
1920	243,750 00

The provisions of the law are briefly as follows: The state must furnish an equal amount; the secretary of agriculture and the state highway commission must agree upon the roads to be improved; the state must agree to maintain the roads after construction. Funds apportioned for any year, if not applied for during that year, will stand to the credit of the state for the succeeding year and may be applied for during that time; if not applied for during the two year period the funds will be reapportioned to states which have co-operated with the government.

The secretary of agriculture has promulgated rules and regulations for carrying out the provisions of the Federal Aid Act. A careful examination of these rules and regulations discloses the fact that this commission will not have to change a single detail or do anything more or less than it has done in its handling of all state highway construction work in order to meet the requirements of the Federal Government for the proper laying out and supervision of Federal aid highway work.

This commission has not applied for Federal aid for the reason that when the law was passed contracts had been let against all available state highway funds. The state highway bonds to be issued in 1917 will be sufficient to secure the State's allotment of Federal aid for 1916 and 1917, but if we are to secure Federal funds to be available in 1918, 1919 and 1920 further state funds must be provided. This matter, according to advice from the secretary of agriculture, must be settled during the session of the Legislature to convene in January, 1917. A bill will be presented to the Legislature signifying the State's acceptance of the provisions of the Federal aid law.

FUNDS FOR FUTURE STATE HIGHWAY WORK.

Only \$200,000.00 of state highway bonds remain to be issued. Some provision for carrying on the work must be made at the forthcoming session of the Legislature. As this question has been discussed quite generally by the citizens of this state for a year or more an extended discussion seems unnecessary at this time. We desire to state as the unanimous opinion of this commission that the best method of providing funds for the securing of Federal aid and the continuing of state highway work is through the medium of a mill tax. Nine states have already adopted this method of providing funds for state highway work and other states are considering adopting the mill tax for similar purposes.

RECOMMENDATIONS.

We recommend that the state highway law be amended so that the commission may do work without first advertising for bids.

That the Legislature consider the question of limiting the weight of loads which may be carried over improved highways and some regulation as to the use of certain classes of improved state highways during freezing and thawing weather.

Respectfully submitted,

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

State Highway Commission.

MAINE STATE HIGHWAY COMMISSION.

FINANCIAL STATEMENT DECEMBER 31, 1915 TO DECEMBER 30,
1916.

MAINTENANCE AND ADMINISTRATION.

CREDITS.

Unexpended Balance December 31, 1915.....	\$148,370 52
Appropriation for 1916.....	50,000 00
Interest received from cities and towns on over-due maintenance shares..	89 33
*Reimbursement from State Highway Loan Funds on account of advances for construction work on the following sections in 1915:	
"M" Dedham.....	4,085 66
"S" Poland.....	8,537 38
Cities' and Towns' Appropriations deposited with Treasurer of State for 1916 patrolled highways.....	134,703 58
Towns' Appropriations not deposited with Treasurer of State but ex- pended under supervision of the Department.....	8,495 23
Miscellaneous credits.....	2,482 87
Automobile Fees credited to Maintenance, December 30, 1916.....	127,550 61
Balance of Improvement State Roads Appropriation Account December 30, 1916.....	40 00
AVAILABLE FUNDS.....	\$484,355 18

* Ordered by Governor and Council.

DEBITS.

ADMINISTRATION.

Salaries of Commissioners.....	\$3,000 00
Expenses of Commissioners.....	1,367 41
Commissioners' Automobile.....	2,089 69
Salary of Chief Engineer.....	5,000 00
Expenses of Chief Engineer.....	503 36
Salaries of Assistants.....	8,441 66
Expenses of Assistants.....	1,534 00
Salaries of Stenographers and Clerks.....	5,922 70
Salaries of Engineers (I).....	1,709 79
Expenses and Wages of Inspectors.....	1,628 54
Office Furnishings.....	1,045 01
Office Stationery and Supplies.....	666 29
Telephone and Telegraph Service.....	708 12
Printing and Binding Annual Report.....	784 34
General Printing Account.....	874 51
Drafting Room Supplies.....	546 93
Incidental Expenses.....	510 18
Postage.....	1,069 88
Total Administration Charges.....	\$37,402 41

MAINTENANCE.

Transfer to Improv't State Roads—Appro. Acct.	\$600 00	
State Funds expended on State Aid Highways, Section 18	5,759 86	
Town Funds Expended on State Aid Highways, Section 18	8,495 23	
Amount expended on <i>Imp.</i> State Aid Patrolled Highways	51,038 29	
Amount expended on <i>Unimp.</i> State Aid Pa- trolled Highways	91,521 77	
*Amount expended on <i>Imp.</i> State Highways Patrolled	87,475 98	
Amount expended on <i>Unimp.</i> State Highways Patrolled	54,000 64	
Maintenance Charges		\$298,886 77
Amount charged to Maintenance and Administration in 1916		\$336,289 18
Unexpended Balance carried to 1917		\$148,066 00

1 Items of salaries which cannot be classified.

* \$10,436.25 included in above figures construction of "M" Dedham section which will be reimbursed in 1917.

FUNDS FOR STATE AID AND CONSTRUCTION.

CREDITS.

Unexpended Balance from previous years	\$52,233 78
Towns' Appropriations deposited with Treasurer of State	17,173 26
Towns' Appropriations not deposited with Treasurer of State but expended under supervision of the Department	195,892 17
State's Apportionments, Section 21	279,323 08
State's Apportionments, Section 22	20,554 17
Miscellaneous Credits	173 44
Available funds	\$565,349 90

DEBITS.

Payments for Labor and Material	\$476,042 41
Payments for Engineering	2,438 87
Payments for Inspection	10,036 65
Amount expended for State Aid Construction	\$488,517 93
Unexpended Balance Carried to 1917	\$ 76,831 97

STATE HIGHWAY LOAN FUNDS.

CREDITS.

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	3,300 00	
Issue of March 1, 1916	500,000 00	
Premium	11,100 00	
Total funds		\$1,822,645 00
Federal Aid received in 1914	\$39,976 14	
Appro. for <i>Imp.</i> Postal Roads, 1914	20,000 00	
Private Subscription	100 00	
		60,076 14
Federal Aid received in 1915	25,023 86	
Town Funds received in 1915	13,723 98	
Subscriptions received in 1915	1,000 00	
		39,747 84
Town Funds received in 1916		7,510 14
Available funds		\$1,929,979 12

STATE HIGHWAY COMMISSION.

DEBITS.

Amount expended in 1913.....		\$19,286 17	
Amount expended Jan. 1, 1914 to March 1, 1915.....		829,142 37	
Amount expended March 1, 1915 to Dec. 31, 1915, as follows:			
Labor and Material.....	\$519,158 75		
Engineering.....	30,648 52		
Advertising.....	202 21		
General Expense and Right of Way.....	1,178 21		
		\$551,187 69	
Amount expended Dec. 31, 1915 to Dec. 30, 1916, as follows:			
Labor and Material.....	\$445,889 81		
Engineering.....	28,544 31		
Advertising.....	324 95		
General Expense and Right of Way.....	449 40		
		475,208 47	
Total expenditures for highway construction.....			\$1,874,824 70
Unexpended Balance carried to 1917.....			\$55,154 42

SPECIAL APPROPRIATIONS.

CREDITS.

Unexpended Balance from previous years.....		\$121,908 24	
State's Appropriations for 1916.....		52,978 38	
Towns' Appropriations for 1916 (deposited).....		15,706 13	
Towns' Appropriations for 1916 (not deposited) but expended under supervision of the Department.....		6,812 75	
Private Subscription.....		125 00	
Cash for lumber at Harmony bridge.....		7 00	
Available funds.....			\$197,537 50

DEBITS.

Amount expended in 1916 on Special Appropriations.....	\$144,957 19		
Balances Lapsed.....	16,544 62		\$161,501 81
Unexpended balance.....			\$36,035 69
Payments for Labor and Material.....	\$138,138 66		
Payments for Engineering.....	6,186 10		
Payments for Inspection.....	518 21		
Payments for Advertising.....	114 22		
Total payments.....		\$144,957 19	

REGISTRATION OF AUTOMOBILES.

CREDITS.

Unexpended Balance from previous years.....		\$2,675 82	
---------------------------------------------	--	------------	--

DEBITS.

Amount charged in 1916 for Labor and Material.....	\$820 91		
Amount charged in 1916 for Inspection.....	70		821 61
Unexpended balance carried to 1917.....			\$1,854 21

RECAPITULATION.

APPROPRIATION.	Administration.	Engineering.	Inspection.	Advertising.	General expense and right of way.	Labor and material.	Total funds under supervision of the department.
Administration	\$37,402 41	-	-	-	-	-	\$37,402 41
Maintenance:							
State Aid Highways	-	-	\$9,541 18	-	-	\$147,268 97	-
State Highways	-	-	4,930 55	-	-	126,109 82	-
Transfer to Imp. State Roads- Appro. Acct.	-	-	-	-	-	600 00	288,450 52
State Aid Construction	-	\$2,438 87	10,036 65	-	-	476,042 41	488,517 93
State Highway Construction	-	28,544 31	-	\$324 95	\$449 40	445,889 81	475,208 47
State Highway Construction(1)	-	-	-	-	-	10,436 25	10,436 25
Registration of Automobiles	-	-	-	-	-	820 91	821 61
Special Appropriations	-	6,186 10	518 21	114 22	-	138,138 66	144,957 19
TOTALS	\$37,402 41	\$37,169 28	\$25,027 29	\$439 17	\$449 40	\$1,345,306 83	\$1,445,794 38

SUPERVISION CHARGES.

Administration	\$37,402 41
Engineering	37,169 28
Inspection	25,027 29
Advertising	439 17
General Expense and Right of Way	449 40
	<u>\$100,487 55</u>

LABOR AND MATERIAL.

Maintenance	\$284,415 04
State Aid Construction	476,042 41
State Highway Construction	445,889 81
Registration of Autos	820 91
Special Appropriations	138,138 66
	<u>\$1,345,306 83</u>

Supervision equals .074 + of Net Construction..... \$1,345,306 83
 Supervision equals .069 + of Gross Expenditure..... 1,445,794 38

NOTE: (1) State Highway Construction charged to Maintenance in 1916, by order of the Governor and Council, but not shown in Maintenance figures.

The remainder of this report is made upon descriptive and tabular statements of work performed under the following classifications:

- State highways.
- State aid highways.
- Special resolves.
- Maintenance.

STATE HIGHWAYS 1914-1915-1916.

COUNTY.	High-way.	Work Done.	Town.	Type of Construction.	Length Miles.
Androscoggin.	E	1914	Greene*	Gravel	2.27
	E	1914	Leeds*	Gravel	1.45
	S	1915	Poland No. 1	Gravel	3.65
	S	1915-1916	Poland No. 2	Macadam	2.10
	E	1916	Greene, No. 2	Gravel	1.80
	E	1916	Lewiston †	Gravel	2.60
	S	1916	Mechanic Falls	Gravel	2.60
Aroostook	K	1914-1915	New Limerick*	Gravel	6.69
	K	1914-1915	Houlton*	Gravel	2.72
	K	1915	Presque Isle*	Gravel	6.02
	K	1915	Caribou*	Gravel	5.48
	K	1916	Ludlow*	Gravel	0.24
	K	1916	Smyrna*	Gravel	0.64
	K	1916	Bridgewater*	Gravel	6.55
Cumberland	A	1915	Scarboro, No. 1	Concrete	5.47
	A	1915	South Portland	Concrete	2.09
	B	1915	Raymond*	Sand-Clay	2.00
	B	1915	Windham*	Sand-Clay	0.98
	C	1914-1915	Falmouth	Bit. Mac.	4.05
	C	1914-1915	Cumberland	Bit. Mac.	3.16
	C	1914-1915	Yarmouth	Bit. Mac.	3.12
	C	1914-1915	Freeport	Bit. Mac.	7.56
	C	1914-1915	Brunswick	Bit. Mac.	2.98
	B	1915	Bridgton	Gravel	1.08
	B	1915	Bridgton*	Gravel	0.50
	A	1916	Scarboro, No. 2	Concrete	0.64
	C	1916	Brunswick*	Bit. Mac.	4.59
					38.22
Franklin	F	1914-1915	Farmington	Gravel	3.62
	F	1914-1915	Strong	Gravel	3.44
	F	1915	Sandy River*	Gravel	4.66
	F	1916	Sandy River*	Gravel	1.40
					13.12
Hancock	M	1915	Dedham*	Gravel	2.23
	M	1915	Ellsworth*	Gravel	0.91
	M	1915	Ellsworth*	Gravel	0.77
	M	1914-1915	Trenton	Gravel	6.02
	M	1916	Dedham*	Gravel	1.35
	M	1916	Ellsworth*	Gravel	1.23
	N	1916	Sullivan	Gravel	0.66
					13.17
Kennebec	E	1914-1915	Monmouth	Gravel & Mac.	4.88
	E	1914-1915	Winthrop*	Gravel	1.86
	E	1915	Manchester	Macadam	2.68
	I	1916	Clinton	Gravel	4.89
	Q	1916	Gardiner	Gravel	4.55
					18.86
Knox	D	1914-1915	Warren	Gravel	5.86
	D	1915	Thomaston*	Gravel	1.28
	D	1915	Thomaston* †	Gravel	0.36
	D	1916	Thomaston †	Concrete	0.12
					7.62

* Force account.

† State aid.

STATE HIGHWAYS 1914-1915-1916—Concluded.

COUNTY.	Highway.	Work Done.	Town.	Type of Construction.	Length Miles.
Lincoln.....	D	1914-1915	Wiscasset	Gravel	3.94
	D	1914	Waldoboro	Gravel	7.09
	D	1916	Damariscotta	Gravel	3.22 14.25
Oxford.....	B	1914	Fryeburg	Gravel	3.41
	S	1915	Oxford	Sand-Clay	3.77
	S	1915	Woodstock*	Gravel	0.52
	S	1916	Bethel	Gravel	4.38
	S	1916	Woodstock*	Gravel	0.44 16.52
Penobscot....	I	1914	Newport	Gravel	1.59
	I	1914-1915	Etna	Gravel	3.08
	I	1914-1915	Carmel	Gravel	4.93
	I	1915	Hermon, No. 1	Gravel	1.09
	M	1915	Brewer	Gravel	0.44
	M	1915	Holden, No. 1 *	Gravel	2.67
	I	1916	Hermon, No. 2	Gravel	3.08
	J	1916	Garland	Gravel	1.22
	J	1916	Dexter	Gravel	0.11
M	1916	Holden, No. 2*	Gravel	1.00 19.21	
Piscataquis...	J	1914-1915	Dover	Gravel	6.72
	J	1915-1916	Monson	Gravel	2.27
	J	1916	Guilford	Gravel	3.20 12.19
Sagadahoc....	D	1914	Woolwich	Gravel	5.65
	C	1915	Bath*	Gravel	1.04
	Q	1916	Richmond	Gravel	0.56 7.25
Somerset.....	H	1915	Fairfield, No. 1	Gravel	2.29
	H	1914-1915	Norridgewock	Gravel	5.61
	H	1914	Madison	Gravel	1.08
	H	1916	Fairfield, No. 2	Gravel	1.88
	I	1916	Palmyra	Gravel	2.56
	I	1916	Detroit	Gravel	2.85 16.27
		1916	Jackman-Rockwood†	Clearing and Grub'g	31.14
Waldo		1916	Jackman-Long† Pond	Grading	8.93
	I	1914	Burnham	Bridge	7.65
	D	1914-1915	Northport*	Gravel	2.53
	L	1915-1916	Searsport	Gravel	0.34
	L	1915	Prospect	Gravel	3.50
	D	1916	Lincolnvilleville	Gravel	2.53 16.55
Washington...	N	1914	Whiting	Gravel	9.22
	N	1915	Edmunds, No. 1	Gravel	1.95
	N	1916	Edmunds, No. 2	Gravel	2.00
	N	1916	Cherryfield	Gravel	3.01 16.18
York.....	A	1914	York*	Bit. Mac.	4.15
	A	1914	Wells*	Bit. Mac.	2.08
	A	1914	Kennebunkport*	Gravel	0.83
	A	1914	Biddeford*	Gravel	1.20
	A	1916	Saco, No. 1	Concrete	2.44
	A	1916	Saco, No. 2	Concrete	1.04 11.74
					306.03

* Force Account.

† Special Resolve.

SUMMARY.

Gravel.....	206.06 miles
Macadam.....	4.78
Concrete.....	11.80
Sand-Clay.....	6.75
Bituminous Macadam.....	31.69
Gravel and Macadam.....	4.88
Clearing and Grubbing.....	31.14
Grading.....	8.93

306.03 Miles.

STATE HIGHWAYS.

A brief description of all construction work undertaken in 1916 and all the unfinished construction work of previous years completed during the year is herewith submitted. Each description gives the name of the town, the location of the road, the length, type of surface, name of contractor, or superintendent, and the expenditures for engineering and advertising, also for labor and materials. These expenditures are shown more in detail in the table of "Expenditures on State Highways from State Highway Loan Fund, January 1, 1916 to December 30, 1916."

STATE HIGHWAY "A."

Saco—Work done in Saco begins at the top of Goosefare Hill at the east end of the state aid improved road and extends easterly to the town line of Scarboro. The length is 3.48 miles. The type of surface is Portland Cement Concrete having a width of 16 feet and a depth of 6 inches. The work was let in two parts; contract No. 1 to David J. Sheehan & Co., Lynn, Mass., length 2.44 miles. Contract, No. 2 to Forgione & Romano Co., Portland, Maine, length 1.04 miles.

Expenditures for engineering and advertising amount to \$1,341.03. Expenditures for labor and materials amount to \$43,849.02. Total \$45,190.05.

Scarboro—Work in Scarboro begins at the Saco line and extends easterly to join the improved state highway at Dunstan, thus making a continuous section of improved highway across the town. The length is 0.54 miles. The type of surface is Portland Cement Concrete 16 feet wide and 6 inches in depth. The contract for this section was let to Forgione & Romano Co., Portland, Maine. Expenditures for engineering and advertising amounted to \$360.07 and for labor and materials \$9,518.08, making a total of \$9,878.15.

STATE HIGHWAY "C."

Brunswick—Work in Brunswick begins at the east end of improved state highway near Bowdoin College and extends easterly through Cook's Corner via Ham's Hill road to the New Meadows river connecting at that point with improved state highway in Bath. The length is 4.59 miles. Type of surface is bituminous macadam having a width of 16 feet and a depth of 6 inches. The work, after being advertised for bids, was done by force account under Charles R. McCormick, superintendent, and was about 50% completed at the end of the year. Considerable difficulty was experienced on account of sand sub-grade, also scarcity of suitable rock for surfacing. One quarry furnishes rock for the whole length and is located, on the road, about one-half mile from the east end, at Ham's Hill. Expenditures for engineering and advertising amount to \$948.80. Expenditures for labor and materials amount to \$29,907.18. Total expenditures \$30,855.98.

STATE HIGHWAY "D".

Damariscotta—Work in Damariscotta begins at the east and of state aid work at the edge of the village, at the junction of the back street with the state highway and extends easterly to the town line of Nobleboro. The length is 3.22 miles. The width of gravel is 16 feet and the depth 5 inches. The work was let to James McGregor & Co. of Rumford. Expenditures for engineering and advertising amounted to \$1,012.62. Expenditures for labor and materials amounted to \$14,977.23. Total \$15,989.85. This contract is completed.

Lincolnton—Work done in Lincolnton begins at the east end of the improved road west of the village and extends through Lincolnton Beach to the town line of Northport. The length is 3.50 miles. Width 16 feet of gravel surface, depth 7 inches. The work was done by H. L. Baker, Woolwich, Maine. Expenditures for engineering and advertising amounted to \$1,404.63. Expenditures for labor and materials amounted to \$17,616.87. Total \$19,021.50. This contract was 95% completed.

Thomaston State Aid—A short section of road was built in the village of South Thomaston with state aid joint funds begin-

ning at Greene street and ending at Knox street. The length is 0.12 miles, width variable from 18 feet to 36 feet, not including single track trolley location of 8 feet in the middle of the street. Depth is 6 inches and the type of surface is Portland cement concrete. The work was let to A. Williams & Co., Boston, Mass. Expenditures are shown in the state aid table.

STATE HIGHWAY "E".

Greene—The work begins at the cemetery which is about 2 miles west of Greene Station and extends westerly to the line between the city of Lewiston and the town of Greene. The length is 1.80 miles. The width is 16 feet of gravel surface; depth 7 inches, excepting 3,700 feet which on account of the scarcity of gravel was built of waterbound macadam, having the same width and a depth of 6 inches. The contract was let to James McGregor & Co., Rumford, Maine. Expenditures for engineering and advertising amount to \$647.52. Expenditures for labor and materials amount to \$11,739.78. Total \$12,387.30. This contract was 90% completed.

Lewiston State Aid—The work in Lewiston begins at the Maine Central Railroad crossing at the Fair Grounds and extends easterly to the town line of Greene connecting at that point with state highway construction in Greene. Length 2.6 miles; type of surface is gravel having a width of 16 feet and a depth of 8 inches. The work was let to James McGregor & Co. of Rumford. The expenditures are shown in state aid table. The work is 88% completed.

STATE HIGHWAY "F".

Sandy River—The work of previous years is Sandy River was continued under the superintendence of B. W. Rackliff. The total length built was 1.4 miles, although considerable other work, which cannot be expressed as length, was done on a retaining wall 415 feet long and from 6 feet to 8 feet high. There were no expenditures for engineering and advertising and the total expenditures for labor and materials amounted to \$5,896.99.

STATE HIGHWAY "H".

Fairfield—Work in Fairfield, contract No. 2, begins at the north end of the section of state highway built in 1915 and extends northerly across the Good Will Farm. The length is 1.88 miles, the width of surfacing is 16 feet of gravel and the depth averages 7 inches, except that on a portion of the road where sand and clay were available, an agreement was made with the contractors to build a 7-inch sand-clay road and on top of this a 2-inch covering of gravel at the same price as called for in the contract for a 7-inch gravel road. The contract was let to Greenwood & Ford of Skowhegan, Maine. Expenditures for engineering and advertising amount to \$787.89. Expenditures for labor and material amount to \$14,738.37. Total \$15,526.26. The work is completed.

STATE HIGHWAY "I".

Clinton—Work in Clinton begins about one-half mile south of the village and extends northerly through the village to the town line of Burnham. The length is 4.89 miles. The width of gravel is 16 feet and the depth of gravel 8 inches. The contract was let to Doran & Fellows of Farmington and Mercer, Maine. Expenditures for engineering and advertising amount to \$1,036.72. Expenditures for labor and materials amount to \$25,573.59. Total \$26,560.31. The contract is 80% completed.

Burnham—Work in Burnham begins at the Clinton town line and runs easterly to the Pittsfield town line through Burnham village. The length is 2.53 miles. The width of gravel surface is 16 feet and the depth 8 inches. The contract was let to John G. Fleming, Lincoln, Maine and was 92% completed at the end of the year. Expenditures for engineering and advertising amount to \$1,084.97. Expenditures for labor and materials amount to \$12,532.03. Total \$13,617.

Detroit—Work in Detroit begins at the Pittsfield town line and extends easterly to the Palmyra town line. The length is 2.85 miles, width 16 feet of gravel surface 8 inches in depth. The contract was let to H. A. & S. G. Day, Bangor, Maine, and was 85% completed at the end of the season. Expenditures for engineering and advertising amount to \$894.68; expenditures for labor and materials amount to \$13,027.35. Total \$13,922.03.

Palmyra—Work in Palmyra begins at the town line of Detroit and extends easterly to the town line of Newport. Length 2.56 miles. Width of gravel surface is 16 feet and the depth 8 inches. The contract was let to A. Williams & Co., Boston, Mass., and was 90% completed at the end of the season. Expenditures for engineering and advertising amount to \$581.68; expenditures for labor and materials amount to \$16,590.45. Total \$17,172.13.

Hermon—Work in Hermon, contract No. 2, begins at the town line of Carmel and extends easterly to Hermon Center Village, connecting with a section of state highway built in 1915. The length is 3.08 miles; width of gravel surface 16 feet and the depth 8 inches. The contract was let to Doran & Fellows of Farmington and Mercer and was 95% completed at the end of the season. Expenditures for engineering and advertising amount to \$1,459.67; expenditures for labor and materials amount to \$21,531.78. Total \$22,991.45. The town of Hermon contributed to this amount for Black Stream Bridge, \$500.

STATE HIGHWAY "J".

Dexter—A short section of road in Dexter beginning at the town line of Garland and extending southerly was added to the Garland contract which had been awarded to Noyes & Campbell, Augusta, Maine. Length 0.11 miles, width of gravel surface 16 feet, average depth 7 inches. Expenditures for engineering and advertising amount to \$120.61; expenditures for labor and materials amount to \$1,018.73. Total \$1,139.34. The work was 90% completed at the end of the season.

Garland—Work in Garland begins at the town line of Dexter and extends northerly to the town line of Dover connecting at that point with improved state highway built in 1915. Length 1.22 miles. Width of gravel surface 16 feet. Average depth 7 inches. The contract was let to Noyes & Campbell of Augusta, Maine, and was 85% completed at the end of the season. Expenditures for engineering and advertising amount to \$885.40; expenditures for labor and materials amount to \$11,007.42. Total \$11,892.82. The town of Garland appropriated \$500 towards a bridge on this section of road which is included in the above figures.

Guilford—Work in Guilford begins at the town line of Foxcroft and extends northerly to connect with state aid improved road. The length is 3.2 miles. The width of gravel surface is 16 feet. The depth averages 7 inches. The contract was let to James H. Kerr, Rumford, Maine and the work was completed. Expenditures for engineering and advertising amounted to \$760.76; expenditures for labor and materials amounted to \$25,500.53. Total \$26,261.29.

Monson—Work in Monson undertaken in 1915 was completed during the year. This section of road is 2.27 miles long and is located on the east side of Doughty Hill. Expenditures during 1916 for engineering and advertising amount to \$664.36; expenditures for labor and materials amount to \$8,666.08. Total \$9,330.44.

STATE HIGHWAY "K".

Smyrna—Work in Smyrna was done by force account under the direction of George Small. The length is 0.64 miles. The expenditures for engineering amount to \$225.78; expenditures for labor and materials amount to \$2,851.96. Total for 1916 \$3,077.74. The surface was gravel.

Ludlow—Work in Ludlow was continued during the year 1916 under the direction of George Small. The length of gravel was 0.24 miles. Expenditures for engineering amount to \$152.25; expenditures for labor and materials amount to \$1,119.74. Total \$1,271.99.

Bridgewater—Work in Bridgewater begins at the town line of Monticello and extends northerly 6.55 miles to the town line of Blaine. The work consists of grading and surfacing with gravel about 6 inches in depth covering a width of 21 feet. Joseph W. Luce was superintendent and the work was done by force account. Expenditures for engineering amount to \$2,648.76; expenditures for labor and materials amount to \$30,883.81. Total \$33,532.57. The town of Bridgewater appropriated \$3,510.14 toward a bridge on this section of road. The total credits including the bridge and miscellaneous credits amount to \$6,028.77. This amount is included in the expenditures given above.

STATE HIGHWAY "L".

Searsport—Work in Searsport begins at the town line of Stockton Springs and runs easterly 2.53 miles. The contract was begun in 1915 and continued during 1916. A final settlement has not been made with the contractor as the state highway commission took over the work and carried it along. The expenditures for engineering amount to \$522.08; expenditures for labor and material amount to \$5,996.97. Total expenditures for 1916 amount to \$6,519.05.

STATE HIGHWAY "M".

Holden—The work in Holden consisted of graveling by force account under H. C. Schoppe. The length covered about one mile. Expenditures for engineering amount to \$19.69; expenditures for labor and materials amount to \$4,411.66. Total \$4,431.35.

Dedham—Work in Dedham was continued during 1916, consisting of grading and graveling 1.35 miles, under the superintendence of H. C. Schoppe. Expenditures for engineering amount to \$301.72 and for labor and materials \$19,932.48. Total \$20,234.20. This section of road covers a new location around Mann Hill extending easterly as far as the Green Lake road.

Ellsworth—Work in Ellsworth consisted of grading and graveling 1.23 miles under the supervision of H. C. Schoppe. Expenditures for engineering amount to \$25.00; expenditures for labor and materials amount to \$7,347.29. Total \$7,372.29.

STATE HIGHWAY "N".

Sullivan—Work in Sullivan is located in the village of Sullivan Harbor. The length is 0.66 miles. The contract was let to Smith & Havey of West Sullivan. Expenditures for engineering and advertising amount to \$185.87; expenditures for labor and materials amount to \$3,440.05. Total \$3,625.92.

Cherryfield—Work in Cherryfield begins at the south end of the covered bridge in the village and extends southerly toward the town of Millbridge. The length is 3.01 miles. This work was done by force account under the superintendence of W. D. Smith. It consists of grading and gravel surface about 8 inches

in depth and 16 feet wide. Expenditures for engineering and advertising amount to \$1,462.78; expenditures for labor and materials amount to \$17,847.68. Total \$19,310.46.

Edmunds—Work in Edmunds, contract No. 2, begins at the east end of the improved state highway and extends easterly 2.00 miles. The contract was let to A. Williams & Co., Boston, Mass., and was completed. The width of gravel surface is 18 feet. The thickness is 6 inches in the middle and nothing at the sides, making an average of 3 inches. Expenditures for engineering and advertising amount to \$1,326.77; expenditures for labor and materials amount to \$17,274.69. Total \$18,601.46.

STATE HIGHWAY "Q".

Gardiner—Work in Gardiner begins at the Iron Mine Hill on the Post Road and extends southerly to the Richmond town line. The length is 4.55 miles; width of gravel surface 16 feet and the depth 8 inches. The contract was let to Smith & Havey, West Sullivan, Maine, and the work was about 25% completed at the end of the season. Expenditures for engineering and advertising amount to \$964.33 and for labor and materials \$5,737.19. Total \$6,701.52.

Richmond—Work in Richmond begins at the Gardiner town line and extends southerly 0.56 miles. It is located on the Post Road. The width of gravel surface is 16 feet and the depth 8 inches. This contract was let to Smith & Havey and is 70% completed. Expenditures for engineering and testing amount to \$338.50. Expenditures for labor and materials amount to \$1,961.21. Total \$2,299.71.

STATE HIGHWAY "S".

Mechanic Falls—Work in Mechanic Falls begins at the town line of Poland and extends northerly to the town line of Norway. The length is 2.6 miles. The width of gravel surface is 16 feet and the depth 8 inches. The contract was let to Marco Lavorgna, Canton, Maine. Expenditures for engineering and advertising amount to \$791.18; expenditures for labor and material amount to \$14,035.53. Total \$14,826.71.

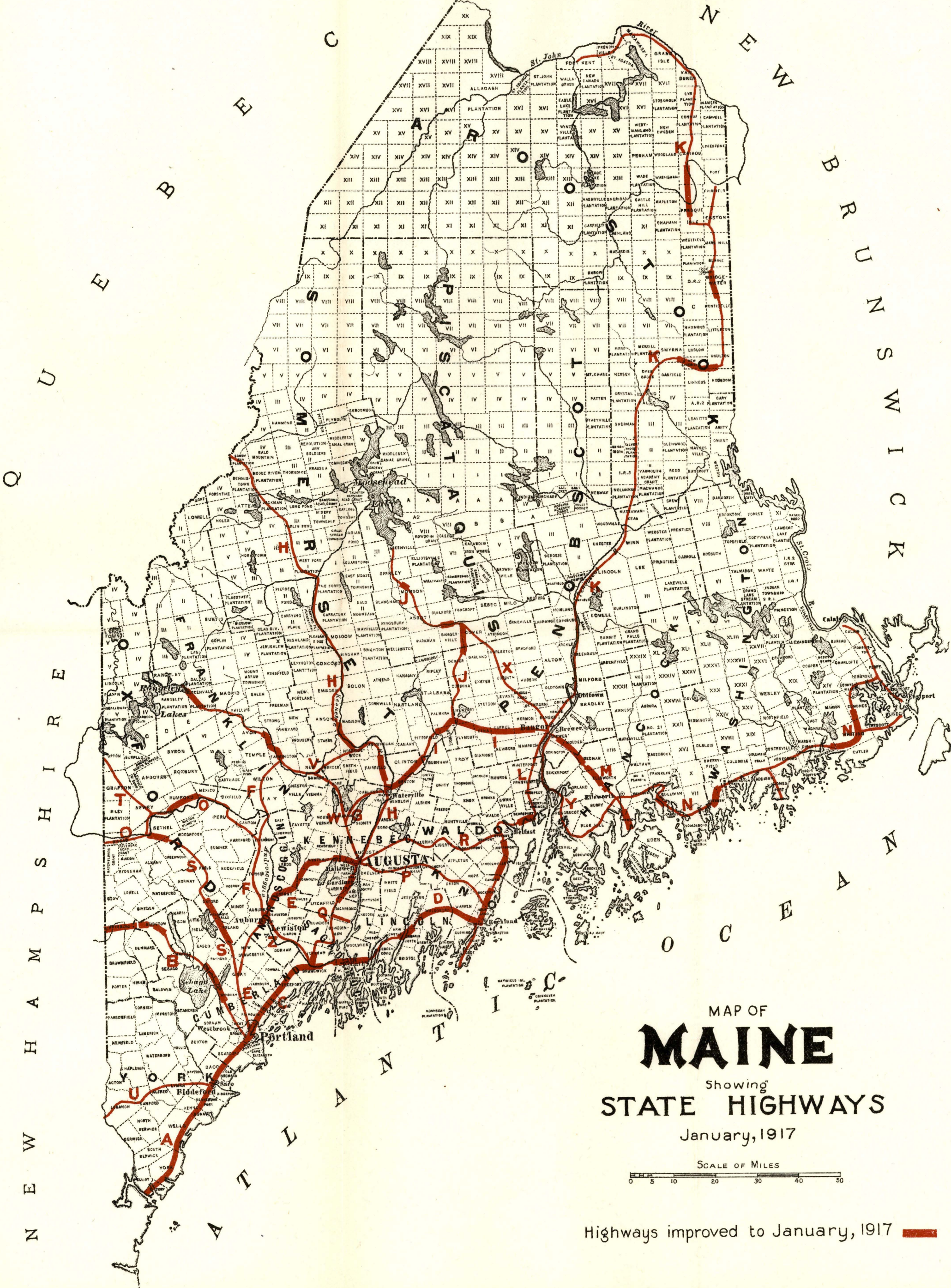
Poland—Work in Poland, contract No. 2, begun in 1915 was completed during the year. Expenditures for engineering amount to \$256.15; expenditures for labor and materials amount to \$4,757.32. Total \$5,013.47.

Bethel—Work in Bethel begins at the Greenwood town line and extends northerly to Bethel village. The length is 4.38 miles. Width of gravel is 16 feet and the depth 8 inches. Contract was let to Marco Lavorgna, Canton, Maine and is 89% completed. Expenditures for engineering and advertising amount to \$1,850.19; expenditures for labor and materials amount to \$21,033.99. Total \$22,884.18.

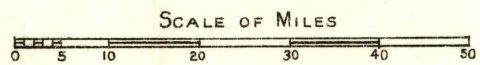
Woodstock—The section of road in Woodstock built by force account under the superintendence of George L. Cushman is 0.44 miles long and 21 feet wide. The work consisted of grading and graveling about three or four inches in depth. Labor and materials cost \$1,012.04. In connection with the above work \$500 was expended under a Special Resolve which will be shown in the table of Special Resolves.

Jackman-Rockwood Special Resolve—Contract was let to Murray Brothers Co., Bangor, Maine, for clearing and grubbing 31.14 miles of road between the above named places. Expenditures are shown in the table of special resolves.

Jackman-Long Pond Special Resolve—Contract was let to E. T. Mitchell, Oakland, Maine for grading 8.93 miles on the Jackman-Rockwood Road. The contract was 75% completed. Expenditures are shown in the table of special resolves.



MAP OF
MAINE
Showing
STATE HIGHWAYS
January, 1917



Highways improved to January, 1917 █

"A" SACO NO. 1—2.44 MILES.

CONTRACTOR—DAVID J. SHEEHAN Co., 424 BROADWAY, LYNN,
MASS.

NOT ACCEPTED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	2,343	C. Y. Earth Excavation	\$0 50	\$1,171 50	2,271	C. Y. \$1,135 50
2	120	C. Y. Rock Excavation	3 00	360 00	280	C. Y. 840 00
3	2,510	C. Y. Borrow	0 75	1,882 50	2,162	C. Y. 1,621 50
4	251	C. Y. St. V-drain	0 80	200 80	124	C. Y. 99 20
5	-	C. Y. Gr. V-drain	0 80	-	-	-
6	150	C. Y. Stone Base	1 25	187 50	-	-
7	50	C. Y. "A" Concrete	14 00	700 00	35.14	C. Y. 491 96
8	59.4	C. Y. "B" Concrete	12 50	742 50	47.52	C. Y. 594 00
9	-	C. Y. "C" Concrete	11 00	-	-	-
10	20	C. Y. St. M asry	5 00	100 00	-	-
11	108	L. F. 12 in. pipe	0 50	54 00	328	L. F. 164 00
12	-	L. F. 16 in. pipe	0 50	-	-	-
13	96	L. F. 18 in. pipe	0 60	57 60	96	L. F. 57 60
14	-	L. F. 24 in. pipe	0 70	-	-	-
15	265	C. Y. Side Drains	1 40	371 00	246.7	C. Y. 345 38
16	1,200	L. F. Wd. Gd. Rail	0 20	240 00	1,268	L. F. 253 60
20	22,922	S. Y. Cem. Concrete	1 33	30,486 26	22,141.5	S. Y. 29,448 20
21	20	S. Y. Cobble Paving	1 25	25 00	-	-
22	-	L. F. Ir. Gd. Rail	2 50	-	-	-
23	94	L. F. 14 in. pipe	0 50	47 00	94	L. F. 47 00
24	450	C. Y. Gravel Base	1 00	450 00	1,069	C. Y. 1,069 00
	Overhaul		-	-	-	150 98
				\$37,075 66		\$36,317 92

"A" SACO NO. 2—1.04 MILES.

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

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	907	C. Y. Earth Excavation	\$0.50	\$453 50	1,260	C. Y. \$630 00
2	-	C. Y. Rock Excavation	3 00	-	7	C. Y. 21 00
3	400	C. Y. Borrow	1 25	500 00	14	C. Y. 17 50
4	-	C. Y. St. V-drain	2 00	-	-	-
5	-	C. Y. Gr. V-drain	2 00	-	-	-
6	-	C. Y. St. Base	1 50	-	-	-
7	-	C. Y. "A" Concrete	15 00	-	-	-
8	5.6	C. Y. "B" Concrete	15 00	84 00	7.22	C. Y. 108 30
9	-	C. Y. "C" Concrete	15 00	-	-	-
10	-	C. Y. St. Masry	8 00	-	-	-
11	82	L. F. 12 in. pipe	0 60	49 20	82	L. F. 49 20
12	-	L. F. 16 in. pipe	0 75	-	-	-
13	-	L. F. 18 in. pipe	1 00	-	-	-
14	-	L. F. 24 in. pipe	1 00	-	28	L. F. 28 00
15	-	C. Y. Side Drains	2 00	-	-	-
16	-	L. F. Wd. Gd. Rail	0 40	-	74.4	L. F. 29 76
20	9,778	S. Y. Cem. Concrete	1 19	11,635.82	9,758.2	S. Y. 11,612 26
21	-	S. Y. Cobble Paving	1 50	-	-	-
22	-	L. F. Ir. Gd. Rail	1 00	-	-	-
23	78	L. F. 14 in. pipe	0 70	54 60	52	L. F. 36 40
24	-	C. Y. Gravel Base	1 50	-	272	L. F. 408 00
	Overhaul					3 22
				\$12,777 12		\$12,943 64

"A" SCARBORO NO. 2—0.64 MILES.

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

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	1,200	C. Y. Earth Excavation	\$0.50	\$600 00	1,445	C. Y. \$722 50
2	50	C. Y. Rock Excavation	3 00	150 00	44	C. Y. 132 00
3	100	C. Y. Borrow	1 00	100 00	342	C. Y. 342 00
4	-	C. Y. St. V-drain	2 00	-	-	-
5	-	C. Y. Gr. V-drain	2 00	-	-	-
6	-	C. Y. St. Base	2 00	-	30	C. Y. 60 00
7	-	C. Y. "A" Concrete	15 00	-	-	-
8	75	C. Y. "B" Concrete	12 00	900 00	86.87	- 1,042 44
9	-	C. Y. "C" Concrete	15 00	-	-	-
10	-	C. Y. St. Masry	8 00	-	-	-
11	-	L. F. 12 in. pipe	0 75	-	-	-
12	-	L. F. 16 in. pipe	0 75	-	-	-
13	-	L. F. 18 in. pipe	1 00	-	-	-
14	-	L. F. 24 in. pipe	1 00	-	-	-
15	-	C. Y. Side Drains	2 00	-	-	-
16	100	L. F. Wd. Gd. Rail	0 40	40 00	345.5	L. F. 138 20
20	6,000	S. Y. Cement Concrete	1 15	6,900 00	6,004.8	S. Y. 6,905 52
21	-	S. Y. Cobble Paving	2 00	-	-	-
22	300	L. F. Ir. Gd. Rail	0 75	225 00	64.5	L. F. 48 38
23	72	L. F. 14 in. pipe	0 70	50 40	92	L. F. 64 40
	Overhaul					1 44
				\$8,965 40		\$9,456 88

"D" THOMASTON STATE AID.

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

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	367	C. Y. Earth Excavation.	\$0.65	\$238.55	349.6	C. Y. \$227.24
2		C. Y. Rock Excavation.	2.00	-	-	-
3		C. Y. Borrow.	0.65	-	-	-
4		C. Y. St. V-drain.	1.50	-	-	-
5		C. Y. Gr. V-drain.	1.25	-	-	-
6		C. Y. Stone Base.	1.50	-	-	-
7		C. Y. "A" Concrete.	11.00	132.00	10.11	C. Y. 111.21
8	12	C. Y. "B" Concrete.	10.00	25.00	1.79	C. Y. 17.90
9	2.5	C. Y. "C" Concrete.	9.00	-	-	-
10		C. Y. Stone Masry.	5.00	-	-	-
11		L. F. 12 in. pipe.	0.50	-	-	-
12		C. Y. 16 in. pipe.	0.60	-	-	-
13		C. Y. 18 in. pipe.	0.75	-	-	-
14		L. F. 24 in. pipe.	1.00	-	-	-
15		C. Y. Side Underdr.	1.50	-	-	-
16		L. F. Wd. Gd. Rail.	0.28	-	-	-
18	1,903	S. Y. Cement Concrete.	1.16	2,207.48	1,868.89	S. Y. 2,167.91
20	313	L. F. Cobble Paving.	0.50	156.50	300	L. F. 150.00
				\$2,759.53		\$2,674.26

"D" DAMARISCOTTA—3.22 MILES.

CONTRACTOR—JAMES MCGREGOR & Co., RUMFORD, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	4,170	C. Y. Earth Excavation.	\$0.65	\$2,710.50	5,593	C. Y. \$3,635.45
2	450	C. Y. Rock Excavation.	2.50	1,125.00	259.2	C. Y. 648.00
3	1,166	C. Y. Borrow.	0.63	734.58	556	C. Y. 350.28
4		C. Y. St. V-drain.	1.35	-	-	-
5		C. Y. Gr. V-drain.	1.45	-	-	-
6	158	C. Y. St. Base.	1.35	213.30	81.5	C. Y. 110.02
7		C. Y. Gravel Base.	1.45	-	-	-
8	12	C. Y. "A" Concrete.	14.00	168.00	25.7	C. Y. 359.80
9	55	C. Y. "B" Concrete.	11.00	605.00	73.3	C. Y. 806.30
10		C. Y. "C" Concrete.	10.00	-	10.5	C. Y. 105.00
11		C. Y. Stone Masry.	6.00	-	4.8	C. Y. 28.80
12	214	L. F. 12 in. pipe.	0.35	74.90	198	L. F. 69.30
13		L. F. 14 in. pipe.	0.40	-	-	-
14		L. F. 16 in. pipe.	0.45	-	-	-
15	238	L. F. 18 in. pipe.	0.50	119.00	200	L. F. 100.00
16	54	L. F. 24 in. pipe.	0.60	32.40	54	L. F. 32.40
17		C. Y. Side Drains.	2.00	-	56.4	C. Y. 112.80
18	200	L. F. Wd. Gd. Rail.	0.40	80.00	552	L. F. 220.80
19		L. F. Ir. Gd. Rail.	Cost	-	-	-
			+15%	-	-	-
21	5,727	C. Y. Gravel Surface.	1.44	8,246.88	5,475	C. Y. 7,884.00
25		S. Y. Cobble Paving.	1.00	-	-	-
				\$14,109.56		\$14,462.95

"D" LINCOLNVILLE—3.50 MILES.

CONTRACTOR—H. L. BAKER, WOOLWICH, MAINE.

95% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	4,900	C. Y. Earth Excavation.	\$0 50	\$2,450 00	5,700	C. Y.	\$2,850 00
2	87	C. Y. Rock Excavation.	2 00	174 00	200	C. Y.	400 00
3	300	C. Y. Borrow.	0 60	180 00	2,117	C. Y.	1,270 20
4	-	C. Y. St. V-drain.	2 00	-	-	-	-
5	-	C. Y. Gr. V-drain.	1 75	-	-	-	-
6	100	C. Y. Stone Base.	1 50	150 00	222	C. Y.	333 00
7	-	C. Y. Gravel Base.	1 75	-	-	-	-
8	-	C. Y. "A" Concrete.	14 00	-	-	-	-
9	72	C. Y. "B" Concrete.	12 00	864 00	58	C. Y.	696 00
10	-	C. Y. "C" Concrete.	10 00	-	-	-	-
11	22	C. Y. Stone Masry.	6 00	132 00	65	C. Y.	390 00
12	354	L. F. 12 in. pipe.	0 60	212 40	334	L. F.	200 40
13	-	L. F. 14 in. pipe.	0 70	-	-	-	-
14	84	L. F. 16 in. pipe.	0 75	63 00	52	C. Y.	39 00
15	248	L. F. 18 in. pipe.	0 80	198 40	296	L. F.	236 80
16	112	L. F. 24 in. pipe.	1 00	112 00	54	L. F.	54 00
17	-	C. Y. Side Drains.	4 00	-	-	-	-
18	368	L. F. Wd. Gd. Rail.	0 40	147 20	1,192	L. F.	476 80
19	-	L. F. Ir. Gd. Rail.	1 00	-	-	-	-
21	6,650	C. Y. Gravel Surface.	1 58	10,507 00	6,764	C. Y.	10,687 12
26	216	L. F. 12 in. Tile Pipe.	1 00	216 00	-	-	-
	Extra Work.						62 00
				\$15,406 00			\$17,695 32

"E" LEWISTON STATE AID—2.6 MILES.

CONTRACTOR—JAMES MCGREGOR & Co., RUMFORD, MAINE.

88% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	2,407	C. Y. Earth Excavation.	\$0 70	\$1,684 90	2,632	C. Y.	\$1,842 40
2	50	C. Y. Rock Excavation.	3 00	150 00	311.1	C. Y.	933 30
3	200	C. Y. Borrow.	0 70	140 00	54	C. Y.	37 80
4	100	C. Y. St. V-drain.	1 25	125 00	-	-	-
5	-	C. Y. Gr. V-drain.	1 50	-	94.4	C. Y.	141 60
6	200	C. Y. Stone Base.	1 25	250 00	59.2	C. Y.	74 00
7	100	C. Y. Gravel Base.	1 50	150 00	19.8	C. Y.	29 70
8	5	C. Y. "A" Concrete.	14 00	70 00	-	-	-
9	26.32	C. Y. "B" Concrete.	11 00	289 52	29.14	C. Y.	320 54
10	10	C. Y. "C" Concrete.	10 00	100 00	-	-	-
11	4	C. Y. Stone Masry.	6 00	24 00	-	-	-
12	80	L. F. 12 in. pipe.	0 35	28 00	120	L. F.	42 00
13	-	L. F. 14 in. pipe.	0 40	-	-	-	-
14	218	L. F. 16 in. pipe.	0 45	98 10	200	L. F.	99 00
15	30	L. F. 18 in. pipe.	0 50	15 00	60	L. F.	30 00
16	-	L. F. 24 in. pipe.	0 60	-	28	L. F.	16 80
17	30	L. F. Side Drains.	3 00	90 00	-	-	-
18	865	L. F. Wd. Gd. Rail.	0 40	346 00	1,360	L. F.	544 00
19	-	L. F. Ir. Gd. Rail.	Cost	-	-	-	-
			+10	%			
21	5,409	C. Y. Gravel Surface.	1 79	9,682 11	4,934.1	C. Y.	8,832 04
25	20	S. Y. Cobble Paving.	1 00	20 00	623.7	S. Y.	623 70
	Extra Work.						54 21
				\$13,262 63			\$13,621 09

"E" GREENE NO. 2—1.80 MILES.

CONTRACTOR—JAMES MCGREGOR & Co., RUMFORD, MAINE.

90% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	2,763	C. Y. Earth Excavation.	\$0 70	\$1,934 10	3,585.7	C. Y.	\$2,509 99
2	264	C. Y. Rock Excavation.	3 00	792 00	208.6	C. Y.	625 80
3	100	C. Y. Borrow	0 70	70 00	226.5	C. Y.	158 55
4	-	C. Y. Stone V-drain	1 25	-	206.1	C. Y.	257 63
5	-	C. Y. Gravel V-drain	1 50	-	-	-	-
6	100	C. Y. Stone Base	1 25	125 00	559.3	C. Y.	699 13
7	-	C. Y. Gravel Base	1 50	-	-	-	-
8	-	C. Y. "A" Concrete	14 00	-	2.59	C. Y.	36 26
9	24.5	C. Y. "B" Concrete	11 00	269 50	25.53	C. Y.	280 83
10	-	C. Y. "C" Concrete	10 00	-	-	-	-
11	34	C. Y. Stone Masry	6 00	204 00	62.5	C. Y.	375 00
12	158	L. F. 12 in. Pipe	0 35	55 30	178	L. F.	62 30
13	-	L. F. 14 in. Pipe	0 40	-	-	-	-
14	56	L. F. 16 in. Pipe	0 45	25 20	86	L. F.	38 70
15	30	L. F. 18 in. Pipe	0 50	15 00	30	L. F.	15 00
16	30	L. F. 24 in. Pipe	0 60	18 00	30	L. F.	18 00
17	-	C. Y. Side Drains	3 00	-	-	-	-
18	444	L. F. Wd. Gd. Rail	0 40	177 60	1,304	L. F.	521 60
19	-	L. F. Ir. Gd. Rail	Cost	-	-	-	-
			10%	-	-	-	-
21	50	C. Y. Gravel Surface	1 50	75 00	2,318.3	C. Y.	3,477 45
22	16,178	S. Y. 6 in. Macadam	0 50	8,089 00	6,739.7	C. Y.	3,369 85
25	-	S. Y. Cobble Paving	1 00	-	-	-	-
26	50	L. F. 12 in. Vit. Pipe	0 50	25 00	-	-	-
	Extra Work						255 77
				\$11,874 70			\$12,701 86

"H" FAIRFIELD NO. 2—1.88 MILES.

CONTRACTORS—GREENWOOD & FORD, SKOWHEGAN, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	2,246	C. Y. Earth Excavation.	\$0 70	\$1,572 20	3,824	C. Y.	\$2,676 80
2	351	C. Y. Rock Excavation.	2 70	947 70	596	C. Y.	1,609 20
3	500	C. Y. Borrow.	0 85	425 00	1,316	C. Y.	1,118 60
4	-	C. Y. St. V-drain.	2 75	-	-	-	-
5	-	C. Y. Gr. V-drain.	2 75	-	-	-	-
6	-	C. Y. Stone Base.	2 50	-	380	C. Y.	950 00
7	-	C. Y. Gravel Base.	1 25	-	-	-	-
8	23.9	C. Y. "A" Concrete.	15 00	358 50	68.27	C. Y.	1,024 05
9	42.6	C. Y. "B" Concrete.	14 00	596 40	60.50	C. Y.	847 00
10	-	C. Y. "C" Concrete.	13 00	-	-	-	-
11	-	C. Y. Stone Masonry.	13 00	-	-	-	-
12	104	L. F. 12 in. Pipe.	0 50	52 00	176	L. F.	88 00
13	-	L. F. 14 in. Pipe.	0 55	-	-	-	-
14	52	L. F. 16 in. Pipe.	0 60	31 20	46	L. F.	27 60
15	-	L. F. 18 in. Pipe.	0 65	-	-	-	-
16	68	L. F. 24 in. Pipe.	0 75	51 00	60	L. F.	45 00
17	-	C. Y. Side Drains.	2 75	-	120	L. F.	330 00
18	548	L. F. Wd. Gd. Rail.	0 55	301 40	1,032	L. F.	567 60
19	-	L. F. Ir. Gd. Rail.	1 00	-	-	-	-
20	-	C. Y. Sand-Clay Surface	1 20	-	-	-	-
21	4,132	C. Y. Gravel Surface	1 10	4,545 20	3,744	L. F.	4,118 40
		Overhaul and Extra Work.					99 75
				\$8,880 60			\$13,502 00

"I" CLINTON—4.89 MILES.

CONTRACTORS—DORAN & FELLOWS, MERCER, MAINE.

80% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	5,250	C. Y. Earth Excavation	\$0 65	\$3,412 50	7,900	C. Y.	\$5,135 00
2	260	C. Y. Rock Excavation.	3 50	910 00	401	C. Y.	1,403 50
3	2,160	C. Y. Borrow.	0 65	1,404 00	2,251	C. Y.	1,463 15
4	10	C. Y. Stone V-drain.	1 30	13 00	18	C. Y.	23 40
5	-	C. Y. Gravel V-drain.	1 30	-	-	-	-
6	1,007	C. Y. Stone Base.	1 30	1,309 10	768.2	C. Y.	998 66
7	-	C. Y. Gravel Base.	1 30	-	390.5	C. Y.	507 65
8	53.58	C. Y. "A" Concrete.	15 00	803 70	36.54	C. Y.	548 10
9	108.36	C. Y. "B" Concrete.	13 00	1,408 68	69.19	C. Y.	782 47
10	-	C. Y. "C" Concrete.	13 00	-	-	-	-
11	-	C. Y. Stone Masonry.	8 00	-	-	-	-
12	454	L. F. 12 in. Pipe.	0 60	272 40	156	L. F.	93 60
13	104	L. F. 14 in. Pipe.	0 70	72 80	130	L. F.	91 00
14	26	L. F. 16 in. Pipe.	0 80	20 80	106	L. F.	84 80
15	62	L. F. 18 in. Pipe.	0 85	52 70	78	L. F.	66 30
16	26	L. F. 24 in. Pipe.	1 00	26 00	26	L. F.	26 00
17	-	C. Y. Side Drains.	1 10	-	-	-	-
18	1,982	L. F. Wd. Gd. Rail.	0 30	594 60	-	-	-
19	-	L. F. Ir. Gd. Rail.	0 75	-	-	-	-
20	10,212	C. Y. Gravel Surface	1 80	18,381 60	9,200	C. Y.	16,560 00
25	-	S. Y. Cobble Paving	0 75	-	-	-	-
		Extra Work					16 20
				\$28,681 88			\$27,799 83

"I" BURNHAM—2.53 MILES.

CONTRACTOR—JOHN G. FLEMING, LINCOLN, MAINE.

92% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	3,276	C. Y. Earth Excavation.	\$0 65	\$2,129 40	4,669	C. Y.	\$3,034 85
2	15	C. Y. Rock Excavation.	3 00	45 00	64	C. Y.	192 00
3	351	C. Y. Borrow.	0 65	228 15	1,620	C. Y.	1,053 00
4	100	C. Y. Stone V-drain.	1 25	125 00	-	-	-
5	-	C. Y. Gravel V-drain.	1 25	-	-	-	-
6	140	C. Y. Stone Base.	1 25	175 00	724	C. Y.	905 50
7	300	C. Y. Gravel Base.	1 25	375 00	118.4	C. Y.	148 00
8	13.5	C. Y. "A" Concrete.	15 00	202 50	13.11	C. Y.	196 65
9	17.5	C. Y. "B" Concrete.	14 00	245 00	38.07	C. Y.	532 98
10	-	C. Y. "C" Concrete.	12 00	-	-	-	-
11	-	C. Y. Stone Masonry.	10 00	-	-	-	-
12	32	L. F. 12 in. Pipe.	1 00	32 00	80	L. F.	80 00
13	26	L. F. 14 in. Pipe.	1 10	28 60	26	L. F.	28 60
14	-	L. F. 16 in. Pipe.	1 20	-	26	L. F.	31 20
15	28	L. F. 18 in. Pipe.	1 30	36 40	28	L. F.	36 40
16	-	L. F. 24 in. Pipe.	1 40	-	-	-	-
17	-	L. F. Side Drains.	2 00	-	31.6	C. Y.	63 20
18	1,524	L. F. Wd. Gd. Rail.	0 40	609 60	2,000	L. F.	*600 00
19	-	L. F. Ir. Gd. Rail.	1 00	-	-	-	-
20	5,271	C. Y. Gravel Surface.	1 25	6,588 75	4,947	C. Y.	6,186 25
21	-	S. Y. Cobble Paving.	2 00	-	-	-	-
25	Riprap.	-	1 00	-	162	C. Y.	162 00
				\$10,820 40			\$13,250 63

* Guard rail not finished.

"I" DETROIT—2.85 MILES.

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

85% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	2,265	C. Y. Earth Excavation.	\$0 60	\$1,359 00	3,400	C. Y.	\$2,040 00
2	10	C. Y. Rock Excavation.	3 50	35 00	21	C. Y.	73 50
3	3,367	C. Y. Borrow.	0 65	2,188 55	1,000	C. Y.	650 00
4	100	C. Y. Stone V-drain.	0 90	90 00	-	-	-
6	1,256	C. Y. Stone Base.	0 90	1,130 40	1,335	C. Y.	1,201 50
8	29.6	C. Y. "A" Concrete.	14 00	414 40	35.48	C. Y.	496 72
9	61.0	C. Y. "B" Concrete.	12 00	732 00	58.70	C. Y.	704 40
10	-	C. Y. "C" Concrete.	10 00	-	-	-	-
11	-	C. Y. Stone Masonry.	7 00	-	-	-	-
12	26	L. F. 12 in. Pipe.	0 50	13 00	26	L. F.	13 00
13	54	L. F. 14 in. Pipe.	0 50	27 00	28	L. F.	14 00
14	26	L. F. 16 in. Pipe.	0 60	15 60	52	L. F.	31 20
15	52	L. F. 18 in. Pipe.	0 60	31 20	-	-	-
16	104	L. F. 24 in. Pipe.	0 70	72 80	130	L. F.	91 00
18	352	L. F. Wd. Gd. Rail.	0 75	264 00	368	L. F.	276 00
21	6,115	C. Y. Gravel Surface.	1 55	9,478 25	5,461	L. F.	8,464 55
26	26	L. F. 20 in. Pipe.	0 70	18 20	50	L. F.	35 00
				\$15,869 40			\$14,090 87

"I" PALMYRA—2.56 MILES.

CONTRACTOR—A. WILLIAMS CO., BOSTON, MASS.

90% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	1,840	C. Y. Earth Excavation.	\$0 65	\$1,196 00	2,507.4	C. Y.	\$1,629 81
2	10	C. Y. Rock Excavation.	2 00	20 00	22.5	C. Y.	45 00
3	1,865	C. Y. Borrow	0 65	1,212 25	3,984.4	C. Y.	2,589 86
4	-	C. Y. St. V-drain	1 35	-	-	-	-
5	-	C. Y. Gr. V-drain	2 00	-	-	-	-
6	971	C. Y. Stone Base	1 50	1,456 50	1,688.62	C. Y.	2,532 93
7	-	C. Y. Gravel Base	2 00	-	124.00	C. Y.	248 00
8	-	C. Y. "A" Concrete.	14 00	-	-	-	-
9	35.5	C. Y. "B" Concrete.	15 00	532 50	35.5	C. Y.	532 50
10	-	C. Y. "C" Concrete.	14 00	-	-	-	-
11	42.5	C. Y. St. Masry	6 00	255 00	-	-	-
12	28	L. F. 12 in. Pipe	0 50	14 00	28	L. F.	14 00
13	-	L. F. 14 in. Pipe	0 50	-	-	-	-
14	48	L. F. 16 in. Pipe	0 65	31 20	30	L. F.	19 50
15	6	L. F. 18 in. Pipe	0 65	3 90	-	-	-
16	132	L. F. 24 in. Pipe	1 00	132 00	132	L. F.	132 00
17	-	C. Y. Side Drains	1 25	-	-	-	-
18	112	L. F. Wd. Gd. Rail	0 35	39 20	-	-	-
19	-	L. F. Ir. Gd. Rail	1 00	-	-	-	-
21	5,485	C. Y. Gravel Surface	1 90	10,421 50	5,264.37	C. Y.	10,002 31
25	-	S. Y. Cobble Paving	0 75	-	-	-	-
26	52	L. F. 20 in. Pipe	0 75	39 00	52	L. F.	39 00
				\$15,353 05			\$17,784 91

"I" HERMON—3.08 MILES.

CONTRACTOR—DORAN & FELLOWS, MERCER, MAINE.

95% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	2,568	C. Y. Earth Excavation.	\$0 60	\$1,540 80	5,590	C. Y.	\$3,354 00
2	300	C. Y. Rock Excavation.	3 00	900 00	522	C. Y.	1,566 00
3	4,055	C. Y. Borrow	0 60	2,433 00	1,600	C. Y.	960 00
4	-	C. Y. St. V-drain	1 25	-	1,888	C. Y.	2,360 00
5	-	C. Y. Gr. V-drain	1 30	-	-	-	-
6	158	C. Y. Stone Base	1 10	173 80	316	C. Y.	347 60
7	544	C. Y. Gravel Base	1 30	707 20	817	C. Y.	1,062 10
8	-	C. Y. "A" Concrete.	15 00	-	-	-	-
9	36	C. Y. "B" Concrete.	12 00	432 00	41 53	C. Y.	498 36
10	-	C. Y. "C" Concrete.	12 00	-	-	-	-
11	-	C. Y. Stone Masry	7 00	-	-	-	-
12	52	L. F. 12 in. Pipe	0 65	33 80	78	L. F.	50 70
13	-	L. F. 14 in. Pipe	0 70	-	-	-	-
14	156	L. F. 16 in. Pipe	0 75	117 00	208	L. F.	156 00
15	148	L. F. 18 in. Pipe	0 80	118 40	444	L. F.	355 20
16	-	L. F. 24 in. Pipe	1 00	-	-	-	-
17	110	C. Y. Side Underdrain	1 20	132 00	115	C. Y.	138 00
18	1,648	L. F. Wd. Gd. Rail	0 30	494 40	1,300	L. F.	*325 00
19	-	L. F. Ir. Gd. Rail	0 75	-	-	-	-
20	-	C. Y. Sand Clay Surface	1 35	-	-	-	-
21	6,582	C. Y. Gravel Surface	1 60	10,531 20	6,555	C. Y.	10,488 00
25	-	S. Y. Cobble Paving	0 75	-	-	-	-
				\$17,613 60			\$21,660 96

* Guard rail not finished.

"J" GARLAND—1.22 MILES.

CONTRACTOR—NOYES-CAMPBELL CO., AUGUSTA, MAINE.

85% COMPLETED.

Item.	ESTIMATED QUANTITIES			Price Bid.	Amount	Actual Quantities.		Amount.
1	2,078	C. Y.	Earth Excavation.	\$0 65	\$1,350 70	2,177	C. Y.	\$1,415 05
2	772	C. Y.	Rock Excavation..	2 50	1,930 00	683	C. Y.	1,707 50
3	1,956	C. Y.	Borrow.....	0 75	1,467 00	1,976	C. Y.	1,482 00
4	10	C. Y.	Stone V-drain.....	1 60	16 00	-	-	-
5	-	C. Y.	Gravel V-drain.....	1 70	-	-	-	-
6	50	C. Y.	Stone Base.....	1 60	80 00	47.4	C. Y.	75 84
7	-	C. Y.	Gravel Base.....	2 50	-	-	-	-
8	35.3	C. Y.	"A" Concrete.....	20 00	706 00	35.3	C. Y.	706 00
9	69.7	C. Y.	"B" Concrete.....	16 00	1,115 20	66.7	C. Y.	1,067 20
12	78	L. F.	12 in. Pipe.....	0 50	39 00	78	L. F.	39 00
13	-	L. F.	14 in. Pipe.....	0 50	-	-	-	-
14	26	L. F.	16 in. Pipe.....	0 50	13 00	26	L. F.	13 00
15	-	L. F.	18 in. Pipe.....	0 75	-	-	-	-
17	-	C. Y.	Side Drains.....	2 00	-	-	-	-
18	1,200	L. F.	Wd. Gd. Rail.....	0 40	480 00	400	L. F.	160 00
19	84	L. F.	Ir. Gd. Rail.....	1 25	105 00	84	L. F.	105 00
21	2,453	C. Y.	Gravel Surface....	2 33	5,715 49	2,303	C. Y.	5,365 99
					\$13,017 39			\$12,136 58

"J" DEXTER—.10 MILES.

CONTRACTOR—NOYES-CAMPBELL CO., AUGUSTA, MAINE.

90% COMPLETED.

Item.	ESTIMATED QUANTITIES.			Price Bid.	Amount.	Actual Quantities.		Amount.
1	15.2	C. Y.	Earth Excavation.	\$0 65	\$9 88	5	C. Y.	\$3 25
2	-	C. Y.	Rock Excavation..	2 50	-	4	C. Y.	10 00
3	681.8	C. Y.	Borrow.....	1 00	681 80	663	C. Y.	663 00
4	-	C. Y.	Stone V-drain.....	1 60	-	-	-	-
5	-	C. Y.	Gravel V-drain.....	1 70	-	-	-	-
6	-	C. Y.	Stone Base.....	1 60	-	-	-	-
7	-	C. Y.	Gravel Base.....	2 50	-	-	-	-
8	-	C. Y.	"A" Concrete.....	20 00	-	-	-	-
9	2	C. Y.	"B" Concrete.....	16 00	32 00	2	C. Y.	32 00
12	-	L. F.	12 in. Pipe.....	0 50	-	-	-	-
13	-	L. F.	14 in. Pipe.....	0 50	-	-	-	-
14	28	L. F.	16 in. Pipe.....	0 50	14 00	-	-	-
15	-	L. F.	18 in. Pipe.....	0 75	-	28	L. F.	21 00
17	-	L. F.	Side Drains.....	2 00	-	-	-	-
18	-	L. F.	Wd. Gd. Rail.....	0 40	-	-	-	-
19	-	L. F.	Ir. Gd. Rail.....	1 25	-	-	-	-
21	236	C. Y.	Gravel Surface....	2 33	549 88	158	C. Y.	368 14
					\$1,287 56			\$1,097 39

"J" GUILFORD—3.20 MILES.

CONTRACTOR—JAMES H. KERR, RUMFORD, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	8,772.1	C. Y. Earth Excavation.	\$0 75	\$6,579 08	9,723	C. Y.	\$7,292 25
2	469.3	C. Y. Rock Excavation.	3 00	1,407 90	383.5	C. Y.	1,150 50
3	1,450	C. Y. Borrow.	0 75	1,087 50	660	C. Y.	495 00
4	200	C. Y. St. V-drain.	1 50	300 00	684.4	C. Y.	1,026 60
5	-	C. Y. Gr. V-drain.	1 75	-	-	-	-
6	630	C. Y. Stone Base.	1 50	945 00	1,496.6	C. Y.	2,244 00
7	60	C. Y. Gravel Base.	1 75	105 00	-	-	-
8	22.6	C. Y. "A" Concrete.	15 00	339 00	14.29	C. Y.	214 35
9	36.8	C. Y. "B" Concrete.	14 00	795 20	71.3	C. Y.	998 20
10	-	C. Y. "C" Concrete.	12 00	-	-	-	-
11	-	C. Y. Stone Masry.	8 00	-	182.25	C. Y.	1,458 00
12	298	L. F. 12 in. Pipe.	0 50	149 00	298	L. F.	149 00
13	-	L. F. 14 in. Pipe.	0 50	-	-	-	-
14	168	C. Y. 16 in. Pipe.	0 65	109 20	168	L. F.	109 20
15	26	L. F. 18 in. Pipe.	1 00	26 00	26	L. F.	26 00
16	-	L. F. 24 in. Pipe.	1 00	-	-	-	-
17	-	C. Y. Side Drains.	3 00	-	-	-	-
18	3,560	L. F. Wd. Gd. Rail.	0 40	1,424 00	1,972	L. F.	788 80
19	-	L. F. Ir. Gd. Rail.	1 50	-	45	L. F.	67 50
21	6,427	C. Y. Gravel Surface.	1 41	9,062 07	6,429	C. Y.	9,064 89
25	-	S. Y. Cobble Paving.	1 00	-	-	-	-
				\$22,328 95			\$25,084 29

"J" MONSON—2.27 MILES.

CONTRACTOR—JAMES H. KERR, RUMFORD, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	9,538	C. Y. Earth Excavation	\$0 65	\$6,199 70	16,026.6	C. Y.	\$10,417 29
2	1,808	C. Y. Rock Excavation.	1 91	3,453 28	787.25	C. Y.	1,503 65
3	130	C. Y. Borrow.	0 55	71 50	-	-	-
4	-	C. Y. St. V-drain.	1 31	-	-	-	-
5	-	C. Y. Gr. V-drain.	1 31	-	-	-	-
6	-	C. Y. Stone Base.	1 31	-	120.7	C. Y.	158 12
7	129	C. Y. "A" Concrete.	12 00	1,548 00	110.41	C. Y.	1,324 92
8	170	C. Y. "B" Concrete.	10 00	1,700 00	202.52	C. Y.	2,025 20
9	-	C. Y. "C" Concrete.	10 00	-	-	-	-
10	-	C. Y. Stone Masry.	6 00	-	-	-	-
11	142	L. F. 12 in. Pipe.	0 25	35 50	272	L. F.	68 00
12	104	L. F. 16 in. Pipe.	0 30	31 20	104	L. F.	31 20
13	-	L. F. 18 in. Pipe.	0 50	-	-	-	-
14	78	L. F. 24 in. Pipe.	0 50	39 00	78	L. F.	39 00
15	-	L. F. Side Drains.	2 30	-	-	-	-
16	1,184	L. F. Guard Rail.	0 33	390 72	416	L. F.	137 28
-	-	8 in. Pipe.	0 25	-	128	L. F.	32 00
Overhaul				-	699	L. F.	3 50
				\$13,468 90			\$15,740 16

"L" SEARSPORT—2.53 MILES.

CONTRACTOR—MANZIE ROGERS, BANGOR, MAINE.

COMPLETED BUT NOT ACCEPTED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	4,000	C. Y. Earth Excavation	\$0 50	\$2,000 00	6,314.2	C. Y.	\$3,157 10
2	-	C. Y. Rock Excavation	2 00	-	18.2	C. Y.	36 40
3	100	C. Y. Borrow	0 55	55 00	-	-	-
4	785	C. Y. St. V-drain	1 20	942 00	655	C. Y.	786 00
5	-	C. Y. Gr. V-drain	1 75	-	-	-	-
6	178	C. Y. Stone Base	0 95	169 10	1,072.1	C. Y.	1,018 49
7	37	C. Y. "B" Concrete	10 00	370 00	45.85	C. Y.	458 50
10	80	C. Y. Stone Masy.	5 00	400 00	164.2	C. Y.	821 00
11	206	L. F. 12 in. Pipe	0 35	72 10	144	L. F.	50 40
12	216	L. F. 16 in. Pipe	0 37	79 92	240	L. F.	88 80
14	-	L. F. 24 in. Pipe	0 65	-	52	L. F.	33 80
15	-	C. Y. Side Drains	0 50	-	231	C. Y.	115 50
16	-	C. Y. Guard Rail	0 30	-	1,192	C. Y.	357 60
17	3,217	C. Y. Gravel Surface	1 75	5,629 75	4,215	C. Y.	7,376 25
25	-	S. Y. Cobble Paving	0 50	-	-	-	-
	Extra Work						244 05
				\$9,717 87			\$14,543 89

"N" EDMUNDS NO. 2—2.00 MILES.

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

100% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	5,433	C. Y. Earth Excavation	\$0 75	\$4,074 75	10,196	C. Y.	\$7,647 00
2	1,503	C. Y. Rock Excavation	2 16	3,246 48	733	C. Y.	1,583 28
3	640	C. Y. Borrow	0 75	480 00	2,496	C. Y.	1,872 00
4	-	C. Y. St. V-drain	1 50	-	104	C. Y.	156 00
8	14.28	C. Y. "A" Concrete	15 00	214 20	16.1	C. Y.	241 50
9	45.71	C. Y. "B" Concrete	12 00	548 52	57.9	C. Y.	694 80
12	198	L. F. 12 in. Pipe	0 65	128 70	266	L. F.	172 90
14	32	L. F. 16 in. Pipe	0 75	24 00	40	L. F.	30 00
15	120	L. F. 18 in. Pipe	1 00	120 00	120	L. F.	120 00
18	294	L. F. Wd. Gd. Rail	0 35	102 90	3,312	L. F.	1,159 20
21	2,660	L. F. Gravel Surface	1 15	3,059 00	2,709	C. Y.	3,115 35
	Extra Work						107 04
				\$11,998 55			\$16,899 07

"N" SULLIVAN—0.66 MILES.

CONTRACTOR—BRADBURY SMITH, WEST SULLIVAN, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	1,299	C. Y. Earth Excavation.	\$0 55	\$714 45	1,734	C. Y.	\$953 70
2	-	C. Y. Rock Excavation.	4 00	-	15	C. Y.	60 00
3	533	C. Y. Borrow.	0 55	293 15	355	C. Y.	195 25
4	-	C. Y. St. V-drain.	2 50	-	-	-	-
5	-	C. Y. Gr. V-drain.	2 50	-	-	-	-
6	158	C. Y. Stone Base.	1 40	221 20	174	C. Y.	243 60
7	-	C. Y. Gravel Base.	2 00	-	-	-	-
9	8.45	C. Y. "B" Concrete.	10 00	84 50	9.71	C. Y.	97 10
10	-	C. Y. "C" Concrete.	8 00	-	-	-	-
11	-	C. Y. Stone Masry.	6 00	-	1.5	C. Y.	9 00
12	88	L. F. 12 in. Pipe.	0 50	44 00	114	L. F.	57 00
13	-	L. F. 14 in. Pipe.	0 50	-	-	-	-
14	28	L. F. 16 in. Pipe.	16 80	-	28	L. F.	16 80
16	-	L. F. 24 in. Pipe.	0 70	-	-	-	-
17	-	C. Y. Side Drains.	1 50	-	-	-	-
18	-	L. F. Wd. Gd. Rail.	0 35	-	160	L. F.	56 00
21	1,042.9	C. Y. Gravel Surface.	1 31	1,366 20	1,250	C. Y.	1,637 50
				\$2,723 50			\$3,325 95

"Q" RICHMOND—0.56 MILES.

CONTRACTOR—SMITH & HAVEY, WEST SULLIVAN, MAINE.

70% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	886	C. Y. Earth Excavation.	\$0 55	\$487 30	815	C. Y.	\$448 25
2	137	C. Y. Rock Excavation.	2 25	308 25	106.5	C. Y.	239 63
3	491	C. Y. Borrow.	0 55	270 05	142	C. Y.	78 10
4	-	C. Y. St. V-drain.	1 15	-	-	-	-
6	464.2	C. Y. St. Base.	1 00	464 20	374	C. Y.	374 00
8	5.24	C. Y. "A" Concrete.	13 00	68 12	-	-	-
9	18.74	C. Y. "B" Concrete.	11 00	206 14	13.01	C. Y.	143 11
12	26	L. F. 12 in. Pipe.	0 30	7 80	26	L. F.	7 80
14	26	L. F. 16 in. Pipe.	0 35	9 10	78	L. F.	27 30
15	26	L. F. 18 in. Pipe.	0 40	10 40	26	L. F.	10 40
16	26	L. F. 24 in. Pipe.	0 60	15 60	52	L. F.	21 20
18	-	L. F. Wd. Gd. Rail.	0 50	-	-	-	-
21	1,176	C. Y. Gravel Surface.	1 39	1,634 64	498	C. Y.	692 22
				\$3,481 60			\$2,042 01

"Q" GARDINER—4.55 MILES.

CONTRACTOR—SMITH & HAVEY, WEST SULLIVAN, MAINE.

25% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	4,575	C. Y. Earth Excavation.	\$0 55	\$2,516 25	2,403	C. Y. \$1,321 65
2	1,709	C. Y. Rock Excavation.	2 25	3,845 25	687.9	C. Y. 1,547 78
3	2,378	C. Y. Borrow	0 55	1,307 90	133	C. Y. 73 15
4	225.3	C. Y. Stone V-drain	1 15	259 10	282.1	C. Y. 324 41
6	468.1	C. Y. Stone Base	1 00	468 10	177.7	C. Y. 177 70
8	40.33	C. Y. "A" Concrete.	13 00	524 29	31.02	C. Y. 403 26
9	109.68	C. Y. "B" Concrete.	11 00	1,206 48	64.45	C. Y. 708 95
12	250	L. F. 12 in. Pipe	0 30	75 00	104	L. F. 31 20
14	156	L. F. 16 in. Pipe	0 35	54 60	104	L. F. 36 40
15	108	L. F. 18 in. Pipe	0 40	43 20	104	L. F. 41 60
16	106	L. F. 24 in. Pipe	0 60	63 60	26	L. F. 15 60
21	9,500	C. Y. Gravel Surface	1 39	13,205 00	618	C. Y. 859 02
				\$23,568 77		\$5,540 72

"S" MECHANIC FALLS—2.60 MILES.

CONTRACTOR—MARCO LAVORGNA, CANTON, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	3,237	C. Y. Earth Excavation.	\$0 52	\$1,683 24	5,450	C. Y. \$2,834 00
2	182	C. Y. Rock Excavation.	2 00	364 00	178	C. Y. 356 00
3	555	C. Y. Borrow	0 52	288 60	-	-
4	480.4	C. Y. Stone V-drain	1 15	552 46	119	C. Y. 136 85
5	-	C. Y. Gravel V-drain	1 15	-	-	-
6	1,582	C. Y. Stone Base	0 82	1,297 24	2,195	C. Y. 1,799 90
7	-	C. Y. Gravel Base	1 06	-	-	-
8	10.4	C. Y. "A" Concrete.	9 50	98 80	11.61	C. Y. 110 30
9	45.32	C. Y. "B" Concrete.	9 50	430 54	68.26	C. Y. 648 47
10	-	C. Y. "C" Concrete.	10 50	-	-	-
11	54.8	C. Y. Stone Masry.	5 00	274 00	27	C. Y. 135 00
12	-	L. F. 12 in. Pipe	0 40	-	82	L. F. 32 80
13	-	L. F. 14 in. Pipe	0 40	-	-	-
14	156	L. F. 16 in. Pipe	0 40	62 40	216	L. F. 86 40
15	78	L. F. 18 in. Pipe	0 40	31 20	170	L. F. 68 00
16	-	L. F. 24 in. Pipe	0 40	-	32	L. F. 12 80
17	-	C. Y. Side Drains	0 55	-	99	C. Y. 54 45
18	32	L. F. Wd. Gd. Rail	0 40	12 80	473	L. F. 189 20
19	-	L. F. Ir. Gd. Rail	1 00	-	-	-
21	5,418.8	C. Y. Gravel Surface	1 06	5,743 93	5,112	C. Y. 5,418 72
22	-	C. Y. Gravel Surface	1 75	-	811	C. Y. 1,419 25
Extra Work						
25	-	S. Y. Cobble Paving	1 25	-	-	198 35
26	8	L. F. 20 in. Pipe	0 50	4 00	-	-
				\$10,843 21		\$13,500 49

"S" POLAND NO. 2—2.10 MILES.

CONTRACTOR—JAMES MCGREGOR, RUMFORD, MAINE.

COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	3,400	C. Y. Earth Excavation.	\$0 60	\$2,040 00	4,170.7	C. Y.	\$2,502 42
2	127	C. Y. Rock Excavation.	2 45	311 15	229.8	C. Y.	563 01
3	100	C. Y. Borrow.	0 60	60 00	91	C. Y.	54 60
4	60	C. Y. Stone V-drain.	1 25	75 00	-	-	-
5	-	C. Y. Gravel V-drain.	1 25	-	-	-	-
6	269	C. Y. Stone Base.	1 25	336 25	326.6	C. Y.	408 25
7	6	C. Y. "A" Concrete.	11 00	66 00	5.78	C. Y.	63 58
8	25	C. Y. "B" Concrete.	10 50	262 50	34.52	C. Y.	362 46
9	-	C. Y. "C" Concrete.	10 00	-	-	-	-
10	188	C. Y. Stone Masry.	5 35	1,005 80	146.44	C. Y.	783 45
11	168	L. F. 12 in. Pipe.	0 30	50 40	232	L. F.	69 60
12	78	L. F. 16 in. Pipe.	0 40	31 20	78	L. F.	31 20
13	52	L. F. 18 in. Pipe.	0 50	26 00	52	L. F.	26 00
14	26	L. F. 24 in. Pipe.	0 50	13 00	26	L. F.	13 00
15	-	L. F. Side Drains.	1 50	-	80.32	C. Y.	120 48
16	134	L. F. Guard Rail.	0 40	53 60	914	C. Y.	365 60
22	3,279	C. Y. Macadam Surface.	2 30	7,541 70	3,279.4	C. Y.	7,542 62
23	10	S. Y. Cobble Paving.	1 00	10 00	-	-	-
		Extra Work					68 57
		Overhaul.					0 67
				\$11,882 60			\$12,975 51

"S" BETHEL—4.38 MILES.

CONTRACTOR—MARCO LAVORNA, CANTON, MAINE.

89% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	10,250	C. Y. Earth Excavation.	\$0 64	\$6,560 00	10,900	C. Y.	\$6,976 00
2	25	C. Y. Rock Excavation.	2 50	62 50	114	C. Y.	285 00
3	1,250	C. Y. Borrow.	0 64	800 00	2,200	C. Y.	1,408 00
4	50	C. Y. St. V-drain.	1 25	62 50	343	C. Y.	428 75
5	50	C. Y. Gr. V-drain.	1 15	57 50	-	-	-
6	553.3	C. Y. Stone Base.	1 25	691 63	156.1	C. Y.	195 13
7	100	C. Y. Gravel Base.	1 15	115 00	393.8	C. Y.	452 87
8	49.2	C. Y. "A" Concrete.	11 25	553 50	95.3	C. Y.	1,072 12
9	148.7	C. Y. "B" Concrete.	10 25	1,524 18	145	C. Y.	1,486 25
10	-	C. Y. "C" Concrete.	11 25	-	-	-	-
11	24.5	C. Y. Stone Masonry.	5 75	140 88	-	-	-
12	146	L. F. 12 in. Pipe.	0 35	51 10	180	L. F.	63 00
13	-	L. F. 14 in. Pipe.	0 37	-	-	-	-
14	94	L. F. 16 in. Pipe.	0 38	35 72	130	L. F.	49 40
15	194	L. F. 18 in. Pipe.	0 40	77 60	64	L. F.	25 60
16	30	L. F. 24 in. Pipe.	0 50	15 00	172	L. F.	86 00
17	-	C. Y. Side Drains.	1 15	-	91.8	C. Y.	105 57
18	2,252	L. F. Wd. Gd. Rail.	0 34	765 68	-	-	-
19	-	L. F. Ir. Gd. Rail.	1 00	-	-	-	-
21	9,139.7	C. Y. Gravel Surface.	1 32	12,064 40	7,770	C. Y.	10,256 40
25	-	S. Y. Cobble Paving.	1 25	-	-	-	-
		Extra Work					252 69
				\$23,577 19			\$23,142 78

JACKMAN—LONG POND SPECIAL RESOLVE—
8.93 MILES.

CONTRACTOR—E. T. MITCHELL, OAKLAND, MAINE.

75% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	16,000	C. Y. Earth Excavation	\$0 80	\$12,800 00	14,038	C. Y.	\$11,230 40
2	739	C. Y. Rock Excavation	3 00	2,217 00	700 4	C. Y.	2,101 20
3	2,000	C. Y. Stone fill	1 25	2,500 00	436 1	C. Y.	545 13
4	1,700	L. F. Wd. Gd. Rail.	0 45	765 00	846	L. F.	380 70
5	7	- log culverts 20 ft.	50 00	350 00	7	-	350 00
6	10	- log culverts 20 ft.	30 00	300 00	11	-	330 00
7	19	- log culverts 20 ft.	30 00	570 00	11	-	330 00
8	10	- log culverts 20 ft.	15 00	150 00	38	-	570 00
9	3	- timber bridges	225 00	675 00	3	-	675 00
	Extra Work						131 79
	Overhaul						3 30
				\$20,327 00			\$16,647 52

JACKMAN—ROCKWOOD SPECIAL RESOLVE—
31.14 MILES.

CONTRACTORS—MURRAY BROTHERS CO., BANGOR, ME.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	161.2	Acres Clearing 66 ft. wide	\$55	\$8,866 00	152.99	Acres	\$8,414 45
2	50	Acres Grubbing 24 ft. wide	145	7,250 00	54.09	-	7,843 05
				\$16,116 00			\$16,257 50

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									
Wells	-	-	-	-	-	-	-	-	-
Saco	C	-	\$88 00	\$47 48	\$1,204 35	\$1 20	\$1,341 03	\$3,809 46	\$1,725 89
Scarboro	-	-	34 80	18 15	307 12	-	360 07	1,197 94	60 00
South Portland	-	-	7 00	-	-	-	7 00	-	-
HIGHWAY B									
Bridgton	-	-	13 28	-	-	-	13 28	-	-
Naples	-	-	25 39	-	-	-	25 39	-	-
Raymond	-	-	3 00	-	-	-	3 00	-	-
Windham	-	-	13 50	-	15 80	-	29 30	-	-
HIGHWAY C									
Falmouth	-	-	3 85	-	15 59	-	19 44	-	-
Cumberland	-	-	7 69	-	15 60	-	23 29	-	-
Yarmouth	-	-	7 69	-	15 60	-	23 29	-	-
Freeport	-	-	30 77	-	15 59	-	46 36	-	-
Brunswick	B M	81 58	37 74	9 19	782 29	38 00	948 80	6,729 04	1,546 37
Bath	-	-	7 70	-	4 60	-	12 30	20 81	-
HIGHWAY D									
Wiscasset	-	-	-	-	-	-	-	296 50	186 33
Damariscotta	G	-	29 35	9 14	974 13	-	1,012 62	4,633 73	222 82
Nobleboro	-	-	-	9 13	5 60	-	14 73	-	-
Warren	-	1 50	-	-	-	-	1 50	-	-
Thomaston	-	31 19	40 57	-	-	-	71 76	-	-
Thomaston St. George Spur	-	-	-	35 51	8 75	-	44 26	-	-
Camden	-	-	-	-	1 92	-	1 92	-	-
Lincolnville	G	-	104 25	9 13	1,291 25	-	1,404 63	4,323 62	318 52
Northport	-	-	34 17	-	-	-	34 17	-	50 00
South Thomaston St. George Spur	-	138 80	31 73	18 20	61 90	-	250 63	-	-
HIGHWAY E									
Falmouth	-	-	5 77	-	-	-	5 77	-	-
Auburn	-	256 58	-	-	3 28	-	259 86	-	-
Greene	M	3 20	69 11	9 13	566 08	-	647 52	3,110 14	861 08
Leeds	-	-	-	-	1 58	-	1 58	-	-
Monmouth	-	-	-	-	1 58	-	1 58	-	-
Winthrop	-	-	-	-	1 58	-	1 58	-	-
HIGHWAY F									
Farmington	-	-	-	-	14 88	-	14 88	-	-
Sandy River	-	-	-	-	-	-	-	3,840 16	-
HIGHWAY G									
Oakland	-	96 95	-	-	-	-	96 95	-	-
Waterville	-	99 71	-	-	-	-	99 71	-	-
HIGHWAY H									
Vassalboro	-	573 29	-	-	-	-	573 29	-	-
Winslow	-	248 75	32 31	-	-	-	281 06	-	-
Fairfield	-	-	-	8 85	779 04	-	787 89	5,634 19	1,392 14
Norridgewock	-	-	-	-	-	30 00	30 00	-	-

NOTE:—C—Cement Concrete Surface. G—Gravel Surface. S C—Sand Clay Surface. B M—Bituminous Macadam Surface. M—Water-bound Macadam Surface.

TABLE I.

LOAN FUND FROM JANUARY 1, 1916, TO DECEMBER 30, 1916.

LABOR AND MATERIALS.						Amount approved for payment.	CREDITS.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	-	Cash for small build'gs	\$18 00
\$1,848 61	\$36,222 78	\$242 28	-	-	\$43,849 02	\$45,190 05	Checks returned for cancellation.....	10 00
1,168 04	6,905 52	186 58	-	-	9,518 08	9,878 15	-	-
-	-	-	-	-	-	7 00	-	-
-	-	-	-	-	-	13 28	-	-
-	-	-	-	-	-	25 39	-	-
-	-	-	-	-	-	3 00	-	-
-	142 50	-	-	91 44	233 94	263 24	Refund on Telephone Bills.....	1 25
-	-	-	-	-	-	19 44	Miscellaneous Credits	133 94
-	-	-	-	-	-	23 29	-	-
-	-	-	-	-	-	23 29	-	-
505 71	21,126 06	-	-	-	29,907 18	46 36	Miscellaneous Credits	237 02
114 25	-	-	-	-	135 06	30,855 98	-	-
-	-	-	-	-	-	147 36	Miscellaneous Credits	-
52 20	362 90	2 07	-	-	900 00	900 00	-	-
2,015 88	7,884 00	220 80	-	-	14,977 23	15,989 85	Miscellaneous Credits	104 26
-	-	-	-	-	-	14 73	-	-
18 00	-	-	-	-	18 00	19 50	-	-
-	-	-	-	-	-	71 76	Check for Culverts...	17 28
29 06	-	-	-	-	29 06	73 32	Town Appropriation..	1,500 00
2,286 74	10,222 35	465 64	-	-	17,616 87	1 92	-	-
324 48	-	-	-	-	50 00	19,021 50	-	-
-	-	-	-	-	324 48	84 17	Town Appropriation..	1,500 00
-	-	-	-	-	-	575 11	-	-
-	-	-	-	-	-	5 77	-	-
1,127 54	6,171 58	469 44	-	-	11,739 78	259 86	Jas. MacGregor Est. (stakes).....	5 13
-	-	-	-	-	-	1 58	-	-
-	-	-	-	-	-	1 58	-	-
-	-	-	-	-	-	1 58	-	-
-	-	-	-	-	-	14 88	-	-
448 24	1,608 59	-	-	-	5,896 99	5,896 99	Exchange of checks...	22 50
-	-	-	-	-	-	96 95	-	-
-	-	-	-	-	-	99 71	-	-
-	-	-	-	-	-	-	-	-
-	-	-	-	-	-	573 29	-	-
2,325 36	4,709 70	676 98	-	-	14,738 37	281 06	-	-
-	-	-	-	-	-	15,526 26	-	-
-	-	-	-	-	-	30 00	-	-

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 I									
Benton.....	-	-	-	2 46	6 90	-	9 36	-	-
Clinton.....	G	3 35	60 00	2 46	959 79	11 12	1,036 72	7,204 94	1,376 74
Burnham.....	G	3 35	54 62	2 46	1,013 42	11 12	1,064 97	4,154 90	1,047 17
Pittsfield.....	-	69 40	129 63	-	43 20	-	242 23	-	-
Palmyra.....	G	7 68	17 64	11 41	533 82	11 13	581 68	3,838 20	2,734 34
Newport.....	-	-	12 37	2 46	6 70	-	21 53	-	-
Hermon.....	-	-	11 16	8 85	1,439 66	-	1,459 67	5,599 12	3,721 04
Detroit.....	G	4 33	31 15	11 41	836 66	11 13	894 68	2,484 37	1,081 35
HIGHWAY J									
Dexter.....	G	-	21 20	-	99 41	-	120 61	608 62	-
Dover.....	-	-	-	-	-	-	-	-	-
Foxcroft.....	-	-	33 66	2 46	-	-	36 12	-	-
Guilford.....	G	-	68 53	2 46	689 77	-	760 76	8,937 75	3,270 60
Monson.....	-	-	1 50	-	662 86	-	664 36	5 115 41	42 44
Garland.....	G	-	42 55	2 46	840 39	-	885 40	4,144 09	68 26
HIGHWAY K									
Orono.....	-	73 51	-	-	-	-	73 51	-	-
Enfield.....	-	187 80	23 30	-	-	-	211 10	-	-
Lincoln.....	-	141 69	-	-	-	-	141 69	-	-
Mattawamkeag.....	-	77 57	16 88	-	-	-	94 45	-	-
Smyrna.....	G	-	-	-	225 78	-	225 78	915 97	590 82
Ludlow.....	G	-	-	2 46	149 79	-	152 25	76 75	179 63
New Limerick.....	-	-	-	-	-	-	-	6 70	-
Houlton.....	-	-	-	-	-	-	-	1,837 97	-
Monticello.....	-	22 66	65 33	2 46	2 89	-	93 34	233 86	-
Bridgewater.....	G	6 77	285 98	2 46	2,353 55	-	2,648 76	9,281 13	832 87
Blaine.....	-	-	113 76	2 47	-	-	116 23	-	-
Presque Isle.....	-	-	-	-	-	-	-	-	-
Caribou.....	-	-	-	-	-	-	-	-	-
Van Buren.....	-	401 21	-	-	-	-	401 21	-	-
HIGHWAY L									
Searsport.....	-	-	-	-	522 08	-	522 08	1,274 62	1,054 56
HIGHWAY M									
Holden.....	-	-	1 80	-	17 89	-	19 69	912 67	1,008 49
Dedham.....	G	82 45	25 50	-	32 07	161 70	301 72	16,363 42	644 25
Ellsworth.....	-	-	-	-	-	25 00	25 00	4,475 46	-
Trenton.....	-	-	-	-	-	-	-	14 00	-
HIGHWAY N									
Sullivan.....	G	-	38 54	2 47	144 86	-	185 87	1,208 95	243 60
Cherryfield.....	G	-	83 21	9 14	1,370 43	-	1,462 78	6,958 77	844 84
Jonesboro.....	-	112 63	-	-	-	-	112 63	-	-
Whiting.....	-	12 00	-	-	-	-	12 00	-	-
Edmunds.....	G	-	105 42	9 14	1,068 21	144 00	1,326 77	11,209 32	156 00
HIGHWAY O									
Rumford.....	-	-	-	-	15 23	-	15 23	-	-

G—Gravel Surface.

—Continued.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	9 36	-	-
2,037 91	14,904 00	-	-	-	25,573 59	26,560 31	Miscellaneous Credits	39 34
965 39	5,801 92	562 65	-	-	12,532 03	13,617 00	-	-
-	10 44	-	-	-	10 44	252 67	-	-
988 18	9,029 73	-	-	-	16,590 45	17,172 13	-	263 63
-	35	-	-	-	35	21 88	-	-
1,762 14	9,987 00	309 48	153 00	-	21,531 78	22,991 45	Town's Appropriation (Block Str. Brk.)...	500 00
1,603 49	7,609 74	248 40	-	-	13,027 35	13,922 03	-	-
78 78	331 33	-	-	-	1,018 73	1,139 34	-	-
69 28	-	-	-	-	69 28	69 28	-	-
-	-	-	-	-	36 12	36 12	-	-
3,370 99	9,064 89	856 30	-	-	25,500 53	26,261 29	-	-
1,498 79	1,874 55	134 89	-	-	8,666 08	9,330 44	-	-
1,727 18	4,829 39	238 50	-	-	11,007 42	11,892 82	Town Appropriation..	500 00
-	-	-	-	-	-	73 51	-	-
-	-	-	-	-	-	211 10	-	-
-	-	-	-	-	-	141 69	-	-
259 28	1,085 89	-	-	-	2,851 96	3,077 74	-	-
228 00	635 36	-	-	-	1,119 74	1,271 99	-	-
-	172 05	-	-	-	178 75	178 75	Transfer to "K" Houlton.....	1,837 97
-	-	-	-	-	1,837 97	1,837 97	-	-
294 10	47 37	-	-	-	575 33	668 67	-	-
1,158 26	13,519 16	136 51	3,734 96	2,220 92	30,883 81	33,532 57	Town Appropriation Bridges \$3,510.14; Mis. Credits.....	6,028 77
-	-	-	-	-	-	116 23	-	-
-	2,102 37	-	-	-	2,102 37	2,102 37	-	-
-	249 65	-	-	-	249 65	249 65	-	-
-	-	-	-	-	-	401 21	-	-
616 93	2,892 57	158 29	-	-	5,996 97	6,519 05	Miscellaneous Credits	332 37
1,550 30	940 20	-	-	-	4,411 66	4,431 35	Miscellaneous Credits	39 12
378 06	2,546 75	-	-	-	19,932 48	20,234 20	Miscellaneous Credits	159 10
387 04	2,484 79	-	-	-	7,347 29	7,372 29	Transfer to "M" Trenton.....	14 00
-	-	-	-	-	14 00	14 00	-	-
294 00	1,637 50	56 00	-	-	3,440 05	3,625 92	-	-
2,729 78	6,964 35	349 94	-	-	17,847 68	19,310 46	Miscellaneous Credits	201 21
-	-	-	-	-	-	112 63	-	-
-	-	-	-	-	-	12 00	-	-
1,634 82	3,115 35	1,159 20	-	-	17,274 69	18,601 46	Check for Culvert....	24 64
-	-	-	-	-	-	15 23	-	-

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 Q									
Topsham.....	-	16 15	12 21	2 69	-	-	31 05	-	-
Brunswick.....	-	-	-	1 49	-	-	1 49	-	-
Bowdoinham.....	-	402 59	23 74	2 69	-	-	429 02	-	-
Richmond.....	G	152 88	56 59	22 36	106 67	-	338 50	689 38	336 60
Gardiner.....	G	36 14	121 08	22 36	784 75	-	964 33	2,648 32	451 90
Farmingdale.....	-	-	-	1 00	-	-	1 00	-	-
Hallowell.....	-	-	-	1 01	-	-	1 01	-	-
Augusta.....	-	-	-	1 01	-	-	1 01	-	-
Bowdojn.....	-	27 50	46 11	2 71	-	-	76 32	-	-
HIGHWAY S									
Mechanic Falls.....	G	-	5 55	9 14	776 49	-	791 18	3,190 00	1,991 20
Oxford.....	-	-	1 85	-	-	-	1 85	-	-
Woodstock.....	G	-	-	-	-	-	-	646 69	-
Greenwood.....	-	-	44 97	2 62	10 08	-	57 67	-	-
Bethel.....	G	-	106 20	2 47	1,736 52	5 00	1,850 19	7,498 17	1,061 28
Poland.....	-	-	-	-	256 15	-	256 15	464 36	54 11
Sub Totals.....		\$3,373 21	\$2,289 70	\$324 95	\$22,794 13	\$449 40	\$29,231 39	\$145,589 50	\$29,155 24
Expense of issuing Bonds Mach'ry & Equip'm't.....	-	-	-	-	-	-	-	-	-
Maintenance and Rental Mach'ry & Equip'm't.....	-	-	-	-	-	-	-	-	-
TOTALS.....	-	-	-	-	-	-	-	-	-

NOTE:—G—Gravel Surface.

—Concluded.

LABOR AND MATERIALS.						Amount approved for payment.	CREDITS.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	31 05	-	-
-	-	-	-	-	-	1 49	-	-
-	-	-	-	-	-	429 02	-	-
312 23	623 00	-	-	-	1,961 21	2,299 71	-	-
1,863 85	773 12	-	-	-	5,737 19	6,701 52	-	-
-	-	-	-	-	-	1 00	-	-
-	-	-	-	-	-	1 01	-	-
-	-	-	-	-	-	1 01	-	-
-	-	-	-	-	-	76 32	-	-
1,628 81	7,036 32	189 20	-	-	14,035 53	14,826 71	-	-
-	-	-	-	-	-	1 85	-	-
82 85	282 50	-	-	-	1,012 04	1,012 04	-	-
-	-	-	-	-	-	57 67	-	-
3,150 57	9,323 97	-	-	-	21,033 99	22,884 18	-	-
572 54	3,299 67	366 64	-	-	4,757 32	5,013 47	-	-
\$43,507 66	\$218,531 26	\$7,029 79	\$3,887 96	\$2,312 36	\$450,099 89	\$479,245 16		\$13,489 53
-	-	-	-	-	-	416 91		-
-	-	-	-	-	-	1,509 42		2,058 68
-	-	-	-	-	-	2,984 43		3,796 17
-	-	-	-	-	-	\$484,155 92		\$19,344 38

STATE AID ROAD WORK AND SPECIAL RESOLVES.

STATE AID.

Expenditures to February 10, 1917.

During 1916 the total expenditure on account of state aid road work amounted to \$554,557.03; against this cost \$277,320.39 was paid by the state; of this amount \$255,794.48 was paid from the 1916 appropriation and \$21,525.91 was paid from balances brought forward from previous years. Of the total amount paid by the state \$12,504.67 was paid for inspection and engineering and \$264,815.72 was paid as state aid to towns completing state aid road work.

Of the work laid out for 1916, 153.813 miles were completed; 2.651 miles of 1915 state aid highway and 0.592 miles of 1914 state aid highway were completed in 1916, making a total of 157.056 miles completed in 1916.

Applications for state aid in 1916 were received from 499 towns including cities and townships.

Twelve of the above increased their appropriations and applied for additional state aid under section 22 of chapter 130. P. L., 1913. The additional state aid applied for amounted to \$37,439.56; this amount in addition to the regular apportionments of state aid under section 21 was enough to more than exhaust the state's appropriation and it was necessary to scale down the additional apportionments to 51%.

Of the above 499 towns, 12 towns did not complete the 1916 work, 7 towns failed to file completion papers, work was not accepted in one town and 18 towns have been permitted to lay over their joint funds to 1917, leaving 461 towns which completed their 1916 work.

Ten towns completed their 1915 work and 2 towns completed their 1914 work in 1916.

Unexpended balances of state aid apportionments from 1916 and previous years amounting to \$53,036.49 have been carried

over to 1917 and stand to the credit of various towns which did not expend the full amount of the available apportionments in 1916.

The balances will be available for use in 1917.

STATEMENT OF 1916 APPROPRIATION.

Appropriation for state aid roads.....	\$300,000 00
Apportioned to 499 towns.....	299,960 00
	<hr/>
Unapportioned balance	\$40 00
	<hr/>
Total amount apportioned	\$299,960 00
Transferred to Rockland state aid account from state highway loan fund.....	700 00
	<hr/>
Available for 1916	\$300,660 00
State aid paid on construction work in 1916	\$255,320.06
Misc. payments for inspection.....	474 42
Unexpended balances from 1916.....	44,865 52
	<hr/>
	\$300,660 00

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

SPECIAL RESOLVES.

The total expenditures under special resolves in 1916 amounted to \$142,304.28; against this cost the state paid \$77,167.96.

The above includes the construction of 3.143 miles of highway and repairs to 1.8 miles. The balance of the work consisted of work on uncompleted sections of highways, bridge construction, repairs to bridges and miscellaneous expenditures provided for by the resolves.

A complete description of each job and a tabular statement of all work and expenditures under special resolves will be found in another part of this report.

SUMMARY.

STATE AID ROADS AND SPECIAL RESOLVES.

Item.	Cost of Work.	State Aid.
1916 State aid highways	\$540,315 08	\$269,731 58
1915 State aid highways completed in 1916	9,475 73	4,747 80
1914 State aid highways completed in 1916	2,598 15	672 94
Miscellaneous expenditures (construction)	1,403 72	1,403 72
Miscellaneous expenditures for inspection	764 35	764 35
Special Resolves	142,304 28	77,167 96
Total	\$696,861 31	\$354,488 35
Total number of miles constructed		160 199
Total number of miles repaired		1 8

TABLE II.
SUMMARY OF 1916 STATE AID ROAD WORK.
EXPENDITURES TO FEBRUARY 10, 1917.

STATE HIGHWAY COMMISSION.

No. of towns	NATURE OF IMPROVEMENT.	Square Yards.	Length —Feet.	Cost of Work.	Total State Aid Approved	Length —Miles.	Cost Per Mile.	Cost Per Sq. Yd.
*417	Gravel.....	-	730,621	\$468,186 51	\$239,139 82	138.376	\$3,383 43	-
27	Earth.....	-	57,739	32,631 57	16,755 28	10.935	2,984 14	-
8	Macadam.....	17,481	10,047	14,082 94	5,881 19	1.902	7,404 27	\$0 856
5	Bituminous Macadam.....	16,209	8,495	18,602 97	5,489 86	1.609	11,561 82	1 147
2	Sand-Clay.....	-	4,600	2,991 18	1,238 59	0.871	3,434 19	-
	Concrete.....	1,868.89	634	2,916 81	935 00	0.12	24,306 75	1 56
2	Bridges and Culverts.....	-	-	903 10	290 94	-	-	-
461	Total.....	-	812,136	\$540,315 08	\$269,731 58	153.813	\$3,506 03 Average	-

- 18 Towns laid 1916 joint fund over to 1917.
- 12 Towns 1916 work not completed.
- 7 Towns completion papers not received.
- 1 Town 1916 work not accepted.

499 Number of towns which received 1916 apportionments.

* NOTE.—Of 417 towns, which reported gravel construction, 10 towns also constructed 13,958 lineal feet of earth road at a cost of \$6,700.60 and received state aid amounting to \$3,419.38; one town constructed 2,300 lineal feet of bituminous macadam at a cost of \$5,118.13 and received state aid amounting to \$1,199.25; one town constructed 627 lineal feet of water bound macadam road at a cost of \$829.63 and received state aid amounting to \$175.56; one town constructed 634 lineal feet of concrete road, cost and state aid shown in table.

The above lengths, costs and amounts of state aid approved have been separated from the towns reporting gravel construction, with which they were included, and have been added to the other towns under the proper classification.

TABLE III.
SUMMARY OF 1915 STATE AID ROAD WORK NOT REPORTED IN 1915.

No. of towns.	NATURE OF IMPROVEMENT.	Square Yards.	Length —Feet.	Cost of Work.	Total State Aid Approved	Length —Miles.	Cost Per Mile.	Cost Per Sq. Yd.
6	Gravel.....	-	11,209	\$6,757 15	\$3,062 22	2.122	\$3,184 33	-
3	Earth.....	-	2,790	2,553 11	1,520 11	0.529	4,826 29	-
1	Culverts.....	-	-	165 47	165 47	-	-	-
	Total.....	-	13,999	\$9,475 73	\$4,747 80	2.651	\$3,574 39 Average.	-

TABLE IV.
SUMMARY OF 1914 STATE AID ROAD WORK NOT REPORTED IN 1914.

No. of towns.	NATURE OF IMPROVEMENT.	Square Yards.	Length —Feet.	Cost of Work.	Total State Aid Approved	Length —Miles.	Cost Per Mile.	Cost Per Sq. Yd.
2	Gravel.....	-	3,125	\$2,598 15	\$672 94	0.592	\$4,304 30	-
	Total.....	-	3,125	\$2,598 15	\$672 94	0.592	\$4,304 30 Average.	-

TABLE V.
SUMMARY OF MISCELLANEOUS EXPENDITURES.

No. of towns.	EXPLANATION.	Amount Paid
8	Expended by state on account of construction work in previous years.....	\$1,403 72
28	Miscellaneous expenditures by state for inspection.....	764 35
	Total.....	\$2,168 07

STATE AID TABLES

TABLE VI—
(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Abbot	Piscataquis	1,700	23	1,700	-	-	M	16	30	\$72 29
Acton	York	Not completed.								
Addison	Washington	1,550	21	1,550	-	-	M	12	26	48 15
Albany	Oxford	1,940	23	1,940	-	-	M	14	24	30 92
							2-M	12	48	55 60
							S	25 x 25	25	55 00
Albion	Kennebec	3,700	21	3,700	-	-	M	16	30	113 38
							M	12	32	
Alexander	Washington	700	24	700	-	-	-	-	-	-
Alfred	York	850	21	850	-	-	-	-	-	-
Allagash Pl.	Aroostook	No app.								
Alna	Lincoln	2,100	21	2,100	-	-	M	36	28	
							M	30	26	
							M	24	26	556 00
							2-M	16	52	
							M	12	26	
							M	10	26	
Alton	Penobscot	1,500	21	1,500	-	-	C	72 x 84	26	536 03
Amherst	Hancock	940	21	940	-	-	-	-	-	-
Amity	Aroostook	1,300	21	1,300	-	-	M	18	36	65 40
Andover	Oxford	1,996	23	1,996	-	-	S	30 x 36	26	108 91
Andover W.S. Twp	Oxford	No app.								
Andover N.S. Twp	Oxford	1,400	19	1,400	-	-	S	18 x 18	24	15 00
Anson	Somerset	2,000	21	2,000	-	-	M	8	26	30 10
Appleton	Knox	1,650	23	1,650	-	-	S	24 x 33	26	57 00
							M	16	26	41 60
Argyle	Penobscot	1,278	24	1,278	-	-	M	10	26	27 20
Arrowsic	Sagadahoc	1,900	23	1,900	-	-	M	12	26	67 67
							M	12	26	
Ashland	Aroostook	1,150	21	1,150	-	-	M	16	26	197 40
							M	14	26	
							M	12	52	
Athens	Somerset	1,400	21	1,400	-	-	2-M	12	52	60 20

STATE AID TABLE.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund—1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	\$659 11	\$200 00	\$83 32	\$1,014 72	\$900 00	\$600 00	-	\$114 72	\$ 60
-	-	172 04	365 83	23 74	609 76	630 34	309 76	20 58	-	39
-	-	180 00	588 08	32 95	942 55	918 25	618 25	-	24 30	48
-	-	595 05	485 06	18 49	1,211 98	1,215 90	678 98	3 92	-	33
-	-	269 51	-	29 06	298 57	300 00	198 57	1 43	-	42
300	96 95	545 67	792 62	107 06	1,542 30	1,066 00	533 00	-	476 30	1 82
-	-	211 02	34 00	8 70	809 72	900 00	509 72	90 28	-	32
-	-	274 84	204 38	73 35	1,088 60	1,078 50	727 50	-	10 10	72
200	92 95	510 00	226 17	60 82	889 94	900 00	589 94	10 06	-	94
1,300	390 00	24 00	438 80	26 75	944 95	900 00	600 00	-	44 95	72
-	-	694 00	264 34	18 00	1,085 25	1,066 00	533 00	-	19 25	54
-	-	374 60	477 87	17 26	884 73	900 00	584 73	15 27	-	63
300	40 50	320 00	537 60	147 69	1,075 89	1,098 22	542 89	22 33	-	53
-	-	394 50	316 80	27 25	795 55	800 00	395 55	4 45	-	48
-	-	73 30	860 86	11 50	1,014 46	1,036 72	714 46	22 26	-	87
-	-	192 05	627 44	18 40	905 56	900 00	600 00	-	5 56	47
850	350 00	100 00	363 55	27 95	1,038 90	1,066 00	505 90	27 10	-	81
575	147 65	116 43	178 15	16 20	518 63	502 58	302 58	-	16 05	37

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete. 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Atkinson.....	Fiscataquis....	1,300	21	1,300	-	-	M	10	26	45 89
Auburn.....	Androscoggin....	2,750	21	2,750	-	-	M	12	202	349 46
Augusta.....	Kennebec.....	2,020	21	-	-	2,020	M	14	20	
							M	16	26	177 03
							M	12	30	
							M	24	26	
Aurora.....	Hancock.....	1,120	21	1,120	-	-	S	17 x 17	23	112 38
							S	24 x 24	23	
Avon.....	Franklin.....	2,200	22	2,200	-	-	M	12	24	143 60
							M	14	24	
Baileysville.....	Washington....	1,550	24	1,550	-	-	M	14	26	44 10
Bald Mt. Twp. 2, R. 31.....	Somerset.....	300	21	300	-	-	S	-	-	33 50
Baldwin.....	Cumberland....	2,760	21	2,760	-	-	S	16 x 16	30	10 39
							S	18 x 18	26	31 75
Bancroft.....	Aroostook.....	1,650	22	-	1,650	-	M	24	26	
							M	18	28	182 10
							M	10	26	
							M	10	26	
Bangor ²	Penobscot.....	1,442	21	1,442	-	-	C	30	40	352 00
Baring.....	Washington....	1,000	24	1,000	-	-	M	18	26	63 80
							C	36 x 42	25.5	144 25
Barnard Pl.....	Fiscataquis....	No app.								
Bath.....	Sagadahoc....	Not	com	pleted.						
Beddington.....	Washington....	1,500	21	1,500	-	-	M	12	26	77 72
Belfast.....	Waldo.....	Voted	No.							
Belgrade.....	Kennebec.....	1,200	23	1,200	-	-	S	36 x 44	11	56 03
Belmont.....	Waldo.....	1,720	23	-	1,720	-	-	-	-	
Benedicta.....	Aroostook....	600	21	600	-	-	M	22	26	103 12

¹Bald Mt. Twp.—1915 joint fund made available with 1916 joint fund; state aid approved consists of \$57, 1914 balance and \$87.75 from 1915 apportionment.—Unexpended balance consists of \$55.25 from 1915 apportionment and \$143, the 1916 apportionment.

²Bangor—Work 66% completed—743 lineal feet to be reported in 1917. At request of city \$2,250 of state apportionment was made available for 1916 with \$3,000 of the city's appropriation. \$1,796.26 of unexpended balance is available for 1916 job; \$844.50 of state's 1916 apportionment will be available when city furnishes \$1,126, the remainder of the 1916 appropriation.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid approved.	Joint fund—1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
915	287 37	70 19	523 19	15 60	942 24	965 98	642 24	23 74	-	72
425	361 30	961 29	2,106 56	82 69	3,861 30	3,996 52	1,597 30	135 22	-	1 40
100	50 00	606 00	2,549 28	33 55	3,415 88	3,646 88	1,417 86	231 02	-	1 69
-	-	197 00	253 16	32 05	594 59	601 90	394 59	7 31	-	53
-	-	416 14	329 37	24 92	914 03	944 11	614 03	30 08	-	41
150	200 00	955 10	505 55	9 81	1,714 56	1,365 00	585 00	-	349 56	1 10
-	-	170 50	83 75	-	287 75	486 00	144 75	198 25	-	95
-	-	311 75	705 83	99 36	1,159 08	1,066 00	533 00	-	93 08	41
-	-	466 48	400 00	13 35	1,061 93	900 00	600 00	-	161 93	64
1,335	1,737 50	500 63	841 05	22 56	3,453 74	7,220 50	453 74	2,640 76	-	2 39
-	-	569 04	148 62	21 37	947 08	900 00	600 00	-	47 08	94
-	-	181 10	171 61	20 50	450 93	505 78	300 93	54 85	-	30
-	-	483 62	527 00	20 87	1,037 52	1,066 00	533 00	-	21 52	90
850	92 00	420 32	300 00	13 26	885 58	900 00	585 58	14 42	-	51
600	288 20	46 00	514 52	12 84	964 68	900 00	600 00	-	64 68	1 60

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete. 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, length—feet.	CULVERTS.				
							Kind.	Size—Inches.	Length—feet.	Cost.	
Benton	Kennebec	Voted	No.	-	-	-	-	-	-	-	
Berwick	York	1,800	24	-	-	Mac.	-	-	-	-	
Bethel	Oxford	2,300	24	2,300	-	-	4-M	12	104	143 04	
Biddeford	York	2,500	21	2,500	-	-	S	24 x 60	14	297 48	
Bigelow Pl. ¹	Somerset	-	ver.	-	-	-	Bridge	Abutment.	-	152 84	
Bingham	Somerset	Laid O	ver.	-	-	-	-	-	-	-	
Blaine	Aroostook	1,200	21	1,200	-	-	M	14	26	100 75	
Blanchard	Piscataquis	1,035	21	-	1,035	-	M	16	26	214 70	
							M	16	26		
							M	10	8		
Bluehill	Hancock	3,600	21	3,600	-	-	M	24	26	160 00	
							2-M	12	24		
							2-M	14	26		
Boothbay	Lincoln	900	23	900	-	-	-	-	-	-	
Boothbay Harbor	Lincoln	700	22	700	-	-	M	30	28	394 35	
Bowdoin	Sagadahoc	1,550	21	1,550	-	-	M	30	28	29 29	
							M	12	24		
							S	30 x 30	60		78 48
							S	30 x 24	25		30 16
Bowdoinham	Sagadahoc	1,350	23	1,350	-	-	M	12	30	34 80	
Bowerbank	Piscataquis	1,560	21	1,560	-	-	M	18	34	55 34	
							S	24 x 18	26		30 00
							S	30 x 20	26		25 00
Bradford	Penobscot	2,350	24	2,350	-	-	S	18 x 12	26	23 00	
							M	24	28		38 88
Bradley	Penobscot	1,050	24	1,050	-	-	C	18 x 20	26	68 22	
Bremen	Lincoln	1,600	21	1,600	-	-	S	24 x 24	26	92 00	
							S	24 x 24	26		
Brewer ²	Penobscot	950	38	-	-	Mac.	-	-	-	-	
						950	-	-	-	-	
Bridgewater ³	Aroostook	1,200	23	1,200	-	-	-	-	-	22 70	
Bridgton	Cumberland	3,650	21	3,650	-	-	M	18	30	159 04	
							M	16	30		
							M	20	30		
Brighton Pl.	Somerset	Laid O	ver.	-	-	-	-	-	-	-	

¹Bigelow Pl.—Constructed one cement-stone masonry abutment.²Brewer—Contract sublet by city to Russell and Davies. Distribution of cost estimated.³Bridgewater—Concrete end walls cost \$22.70.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint balance.	Cost per linear foot.
-	-	225 00	1,042 84	13 32	1,281 16	1,278 72	612 72	-	2 44	71
-	-	429 44	521 98	187 35	1,281 81	1,315 27	615 81	33 46	-	56
-	-	162 25	2,439 29	88 29	2,987 31	3,794 00	856 31	806 69	-	1 19
-	-	-	-	-	152 84	117 00	78 00	-	35 84	-
1,200	300 00	220 00	369 10	28 40	1,018 25	1,066 00	485 25	47 75	-	84
210	105 22	377 88	234 15	24 02	955 97	1,122 06	655 97	166 09	-	92
-	-	292 35	575 00	15 25	1,042 60	1,066 00	509 60	23 40	-	29
-	-	304 67	738 18	26 35	1,069 20	1,070 19	536 20	99	-	1 18
-	-	706 11	294 38	7 90	1,402 74	1,499 35	670 74	96 61	-	2 00
-	-	229 17	374 79	15 05	756 94	800 00	356 94	43 06	-	48
-	-	115 00	618 92	19 10	843 16	800 00	400 00	-	43 16	62
275	115 00	415 00	286 40	24 65	919 05	922 20	619 05	3 25	-	58
1,050	202 50	388 45	682 35	25 21	1,337 39	1,066 00	533 00	-	271 39	57
-	-	347 50	338 00	32 06	785 78	1,019 12	315 78	233 34	-	75
-	-	448 00	358 87	16 92	915 79	915 79	615 79	-	-	57
-	-	550 00	1,550 00	60 36	2,160 36	1,974 00	846 00	-	186 36	2 27
1,200	589 00	-	457 90	16 07	1,085 67	1,066 00	533 00	-	19 67	90
350	167 00	552 04	791 54	31 59	1,701 21	1,696 52	832 52	-	4 69	47

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Bristol.....	Lincoln.....	1,200	21	1,200	-	-	S	30 x 30	24	55 54
Brooklin.....	Hancock.....	2,500	21	2,500	-	-	S	18 x 18	24	117 20
Brooks.....	Waldo.....	1,200	23	1,200	-	-	4-M	12	88	50 00
Brooksville.....	Hancock.....	1,700	21	1,700	-	-	S	36 x 60	22	468 27
Brookton.....	Washington.....	1,200	21	1,200	-	-	C	120x54	24	44 00
Brownfield.....	Oxford.....	1,175	23	1,175	-	-	M	12	24	97 45
Brownville.....	Piscataquis.....	1,500	21	1,500	-	-	M	24	26	-
Brunswick.....	Cumberland.....	1,900	21	1,900	-	-	M	14	26	153 72
Buckfield.....	Oxford.....	1,400	21	1,400	-	-	S	36 x 24	26	453 81
							C	60 x 84	21.5	33 20
							M	12	26	24 70
							M	12	26	50 00
							S	48 x 48	10	
Bucksport.....	Hancock.....	Voted	No.							
Burlington.....	Penobscot.....	920	23	920	-	-	S	24 x 24	26	61 60
Burnham.....	Waldo.....	1,200	21	-	1,200	-	M	16	26	95 69
							M	16	26	
Buxton.....	York.....	1,250	23	1,250	-	-	M	14	26	32 00
Byron.....	Oxford.....	1,300	21	1,300	-	-	S	16	26	10 00
							M	12	24	40 35
							M	12	24	32 15
C Twp.....	Oxford.....	Voted	No.				S	24 x 24	24	6 25
Calais.....	Washington.....	2,000	25	2,000	-	-				-
Cambridge.....	Somerset.....	2,325	21	2,325	-	-				-
Camden.....	Knox.....	1,425	26	1,425	-	-	M	12	26	31 11
							M	12	26	31 11
							M	14	26	35 03
							M	16	26	38 66
Canaan.....	Somerset.....	1,475	21	1,475	-	-	S	36 x 24	26	24 03
Canton.....	Oxford.....	234	24	234	-	-	M	14	27	39 60
Cape Elizabeth.....	Cumberland.....	1,550	21	1,550	-	-	S	48 x 84	26	98 33
Caribou.....	Aroostook.....	21,550	21	15,550	6,000	-	7-M	18	186	850 70
							2-M	16	52	
							2-M	14	52	
Carroll.....	Penobscot.....	1,600	21	1,600	-	-	M	16	26	50 00
Caratunk Pl.....	Somerset.....	Voted	No.							

¹ Caribou—3 Sections: New Sweden Road, 11,100 feet (8700', gravel; 2,400', earth); cost \$2,835.00—Van Buren Road: 8,250 feet (6,850' gravel, 1,400' earth); cost \$4,328.43;—Limestone Road: 2,200 feet, earth, cost \$830.63.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	465 68	604 10	19 22	1,144 54	1,177 04	544 54	32 50	-	95
200	140 00	215 00	454 00	14 21	990 41	1,066 00	457 41	75 59	-	39
300	150 00	36 50	384 58	21 45	1,060 80	1,066 00	527 80	5 20	-	88
-	-	445 00	279 83	49 25	818 08	800 00	400 00	-	18 08	48
1,200	132 50	148 40	457 00	38 58	873 93	900 00	573 93	26 07	-	72
-	-	335 12	722 00	16 69	1,073 81	1,112 15	540 81	38 34	-	91
-	250	195 00	655 16	33 59	1,097 47	1,111 08	564 47	13 61	-	73
-	-	698 25	1,202 95	214 67	2,569 68	2,584 52	1,103 68	14 84	-	1 35
150	98 93	860 65	204 83	38 90	1,311 21	1,066 00	533 00	-	245 21	93
646	127 25	452 20	436 34	17 25	1,094 64	953 17	653 17	-	141 47	1 19
1,000	128 00	59 75	320 26	13 69	617 39	600 00	300 00	-	17 39	51
800	250 00	6 60	968 23	26 15	1,292 98	1,278 72	612 72	-	14 26	1 03
-	-	74 00	761 87	26 40	941 02	924 53	624 53	-	16 49	72
-	-	106 20	1,492 12	63 39	1,661 71	1,575 00	675 00	-	86 71	83
1,095	392 47	158 00	325 85	27 00	913 32	929 69	613 32	16 37	-	39
600	323 22	852 52	760 22	57 02	2,128 89	2,089 50	895 50	-	39 39	1 49
154	80 25	73 50	397 86	18 13	593 77	600 00	293 77	6 23	-	40
-	-	304 04	45 00	13 90	402 54	408 23	202 54	5 69	-	1 72
-	-	-	1,148 00	120 70	1,367 03	1,512 00	503 03	144 97	-	88
12,307	2,989 11	903 36	3,250 89	175 16	8,169 22	7,584 32	3,541 12	-	584 90	38
-	-	190 00	778 60	23 54	1,042 14	1,063 28	542 14	21 14	-	65

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Carroll.....	Penobscot.....	1,500	21	1,500	—	—	M	18	28	55 15
Carrying Pl. Twp.	Somerset.....	960	16	960	—	—	—	—	—	40 50
Carthage.....	Franklin.....	1,830	24	1,830	—	—	S	24 x 36	24	19 78
							S	24 x 24	24	
Cary Pl.....	Aroostook.....	1,350	21	1,350	—	—	M	18	26	55 00
Casco.....	Cumberland.....	Voted	No.				M			
Castine.....	Hancock.....	4,600	22	4,600	—	—	M	16	26	207 13
							3-M	12	78	
Castle Hill.....	Aroostook.....	1,450	23	1,450	—	—	—	—	—	—
Caswell Pl.....	Aroostook.....	2,968	21	2,000	968	—	M	20	28	68 00
							M	14	26	61 00
							S	24 x 24	26	82 20
Centerville.....	Washington.....	2,000	21	2,000	—	—	—	—	—	—
Chapman Pl. 1.....	Aroostook.....	2,490	21	2,490	—	—	M	24	28	80 20
Charleston.....	Penobscot.....	1,700	21	1,700	—	—	—	—	—	—
Charlotte.....	Washington.....	1,000	21	1,000	—	—	—	—	—	—
Chelsea.....	Kennebec.....	1,000	21	—	1,000	—	M	12	26	35 95
Cherryfield.....	Washington.....	1,850	26	1,850	—	—	M	12	38	120 30
Chester.....	Penobscot.....	1,200	24	1,000	200	—	M	14	26	111 00
							M	16	26	
Chesterville.....	Franklin.....	1,800	21	1,800	—	—	2-M	14	52	68 85
							M	12	26	31 40
							2-M	8	72	50 40
China.....	Kennebec.....	1,900	21	1,900	—	—	M	12	26	47 42
Clifton.....	Penobscot.....	1,400	24	1,400	—	—	C	48 x 72	—	529 66
							M	12	26	55 50
Clinton.....	Kennebec.....	1,800	21	1,800	—	—	M	24	28	66 40
							M	18	26	45 01
Codyville Pl.....	Washington.....	No app.					—	—	—	—
Columbia ²	Washington.....	2,720	21	2,720	—	—	M	24	24	92 00
							M	10	40	62 00
Columbia Falls.....	Washington.....	3,300	21	3,300	—	—	M	12	26	116 88
							M	12	24	
Concord.....	Somerset.....	1,100	23	1,100	—	—	M	12	26	55 25
							M	12	26	58 25
							S	36 x 48	26	370 00
Connor Pl.....	Aroostook.....	1,600	21	1,600	—	—	—	—	—	—
Cooper.....	Washington.....	1,975	21	1,975	—	—	—	—	—	—
Coplin Pl.....	Franklin.....	Voted	No.				—	—	—	—
Corinna.....	Penobscot.....	Laid O. ver.					—	—	—	—

¹Chapman Pl.—2 Sections: Sec. 1, 1760 feet, cost \$428.25—Sec. 2, 730 feet, cost \$590.80.

²Columbia—Unexpended balance reserved to pay for gravel.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
850	321 37	168 00	360 00	16 42	920 94	900 00	600 00	-	20 94	61
-	-	48 00	134 50	-	182 50	244 00	121 50	61 50	-	19
-	-	178 75	650 22	22 10	911 35	900 00	600 00	-	11 35	50
1,100	261 00	46 00	593 75	17 40	973 15	900 00	600 00	-	73 15	72
-	-	216 58	593 51	79 50	1,096 72	1,066 91	533 91	-	29 81	24
1,150	530 50	39 00	282 00	18 46	869 96	900 34	569 96	30 38	-	60
710	316 00	115 00	452 61	28 15	1,040 76	900 00	600 00	-	140 76	35
-	-	405 35	347 47	29 00	864 02	957 13	564 02	93 11	-	43
530	194 50	33 00	711 35	15 45	1,034 50	1,027 44	727 44	-	7 06	41
800	400 00	241 98	438 00	17 33	1,097 31	1,066 00	533 00	-	31 31	64
-	-	613 89	318 96	17 85	950 70	962 44	650 70	11 74	-	95
-	-	150 00	204 17	8 35	398 47	400 00	198 47	1 53	-	39
-	-	170 00	533 38	26 80	850 48	1,073 70	350 48	223 22	-	46
300	126 00	336 63	222 15	26 60	822 38	900 00	522 38	77 62	-	68
-	-	219 60	635 83	25 00	1,031 08	1,066 00	498 08	34 92	-	57
125	30 00	75 00	526 65	10 49	1,219 22	1,066 00	533 00	-	153 22	64
-	-	513 00	331 50	15 00	915 00	900 00	600 00	-	15 00	65
-	-	369 00	582 40	9 26	1,072 07	1,085 58	539 07	13 51	-	59
-	-	169 00	592 72	21 75	937 47	941 19	550 89	90 30	-	34
-	-	299 60	472 31	30 00	918 79	970 47	618 79	51 68	-	27
227	150 00	475 50	324 72	13 75	1,447 47	1,001 81	701 81	-	445 66	1 31
1,225	390 00	95 00	462 10	19 20	966 30	945 28	645 28	-	21 02	60
-	-	529 60	301 75	15 00	846 35	915 20	546 35	68 85	-	43

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Corinth.....	Penobscot....	2,200	21	2,200	-	-	M	16	26	55 39
Cornish.....	York.....	750	23	750	-	-	M	12	26	43 31
Cornville.....	Somerset....	1,000	21	1,000	-	-	Tile M	12 14	80 26	110 87 49 58
Cranberry Isles Crawford.....	Hancock.... Washington..	Papers not 1,900 21	received. 21	1,900	-	-	M	12	24	116 63
Criehaven Pl.	Knox.....	No app.					M	20	24	
Crockettown Twp. Crystal..... C. Surplus Twp.	Franklin.... Aroostook... Oxford.....	1,200 Papers not No app.	21 not 21	1,200 receiv ed.	-	-	-	-	-	40 00
Cumberland.....	Cumberland..	1,600	23	1,600	-	-	M S	14 24	140 26	143 00 20 50
Cushing.....	Knox.....	2,015	21	2,015	-	-	M M	12 16	25 24	23 25 42 21
Cutler.....	Washington..	Laid O ver.					M	12	24	36 45
Cyr Pl.....	Aroostook... Franklin....	1,100 2,000	21 21	1,100 2,000	-	-	M 3-M M	14 10 12	26 66 22	50 30 89 50
Damariscotta.	Lincoln.....	Laid O ver.								
Danforth ²	Washington..	1,400	22	-	1,400	-	M M	24 16	26 26	94 20 58 40
Dayton.....	York.....	1,600	23	1,600	-	-	M	14	26	51 69
Dead River Pl.	Somerset....	950	21	950	-	-	M	12	26	35 69
Deblois.....	Washington..	2,300	21	2,300	-	-	M	12	24	36 35
Dedham.....	Hancock....	900	21	900	-	-	-	-	-	-
Deer Isle.....	Hancock....	3,200	21	3,200	-	-	S S	12 x 18 24 x 18	24 5	50 00 30 00
Denmark.....	Oxford.....	2,100	21	2,100	-	-	M M	16 12	26 26	35 98 30 78
Dennistown Pl. Dennysville.....	Somerset.... Washington..	1,000 Not com	21 pleted.	1,000	-	-	M	12 12	26 34	30 78 35 64
Detroit.....	Somerset....	2,000	21	1,600	400	-	M	16	26	44 80
Dexter.....	Penobscot....	1,000	30	-	-	Mac. 1,000	-	-	-	-
Dixfield ³	Oxford.....	1,000	21	1,000	-	-	Bridge	-	-	306 77

¹Crockettown Twp.—Size of culvert not shown.²Danforth—Cost of stone base not shown.³Dixfield—Concrete slab constructed on old stone abutments; cost \$306.77; not included in cost per foot.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	138 30	870 28	22 89	1,086 86	1,066 00	533 00	-	20 86	49
-	-	183 36	223 30	249 04	809 88	800 00	400 00	-	9 88	1 08
1,000	281 66	8 00	199 16	11 20	549 60	500 00	250 00	-	49 60	55
400	143 13	220 12	430 07	14 25	924 20	908 58	608 58	-	15 62	49
-	-	240 00	353 00	3 25	636 25	652 80	436 25	16 55	-	53
445	22 46	400 00	874 63	36 36	1,520 20	1,654 38	854 20	134 18	-	95
-	-	-	-	-	-	-	-	-	-	-
-	-	174 24	616 41	33 02	902 33	900 00	600 00	-	2 33	44
550	100 25	48 50	151 00	10 00	360 05	300 00	200 00	-	60 05	32
-	-	478 99	263 25	32 28	864 02	900 00	564 02	35 98	-	43
1,300	-	420 78	617 63	24 00	1,266 70	1,068 83	535 83	-	197 87	90
-	-	214 56	522 37	13 66	786 28	800 00	386 28	13 72	-	49
550	275 00	294 00	225 63	26 82	971 45	924 73	624 73	-	46 72	1 02
-	-	164 00	611 01	30 29	841 65	952 57	541 65	110 92	-	37
-	-	517 25	376 37	10 00	903 62	900 00	600 00	-	3 62	1 00
-	-	593 13	397 12	13 70	1,083 95	1,077 01	544 01	-	6 94	34
-	-	-	-	-	-	-	-	-	-	-
-	-	509 00	476 30	15 78	1,067 84	1,066 00	533 00	-	1 84	51
-	-	233 75	326 00	-	595 39	595 85	429 39	46	-	50
800	200 08	284 16	420 74	14 33	964 11	900 00	600 00	-	64 11	48
250	90 00	320 78	1,050 79	54 69	1,516 26	1,512 00	648 00	-	4 26	1 52
-	-	613 69	147 40	55 76	1,123 62	1,066 00	533 00	-	57 62	1 12

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Dixmont ¹	Penobscot....	500	26	500	-	-	M Bridge	30	160	468 14
Dover.....	Piscataquis...	1,700	23	975	725	-	M M M	16 12 20	26 28 26	611 51 124 37
Dresden.....	Lincoln.....	1,750	21	1,750	-	-	M	20	26	94 65
Drew Pl.....	Penobscot....	2,000	21	2,000	-	-	M	12	26	28 60
Durham.....	Androscoggin..	1,400	21	1,400	-	-	M M	30 12	28 24	286 20
Dyer Brook.....	Aroostook....	1,350	24	1,350	-	-	-	-	-	-
E Plantation.....	Aroostook....	No app.								
Eagle Lake Pl....	Aroostook....	1,280	21	1,280	-	-	M M M	16 14 24	34 30 32	70 00 56 00 92 00
Eastbrook.....	Hancock.....	Voted	No.							
East Livermore...	Androscoggin..	2,200	23	2,200	-	-	6-M M M	12 36 20	168 28 26	331 60 105 99
East Machias....	Washington...	1,050	21	1,050	-	-	M	12	26	154 77
E. Millinocket....	Penobscot....	1,400	21	1,400	-	-	M M	14 12	26 26	
Easton.....	Aroostook....	1,882	24	1,882	-	-	M 2-M M M	14 12 8 20	28 48 20	117 20
Eastport.....	Washington...	2,500	22	2,500	-	-	M	14	26	37 27
Eddington.....	Penobscot....	1,475	21	1,475	-	-	M M	18 14	26 26	46 20 37 48
Eden ²	Hancock.....	2,088	21	2,088	-	-	3-M M M M 4-M	20 16 12 18	24 8 8 104	393 64
Edgecomb.....	Lincoln.....	700	21	700	-	-	-	-	-	-
Edinburg.....	Penobscot....	1,500	23	1,500	-	-	M M M M	14 14 14 14	26 26 26 26	236 06
Edmunds.....	Washington...	Voted	No.							
Eliot.....	York.....	3,700	21	3,700	-	-	M M M	10 12 10	24 26 22	22 96 27 75 21 36
Elliottville Pl....	Piscataquis...	No app.								

¹Dixmont—Concrete bridge.²Eden—Contract awarded to Small & Ingalls, Bar Harbor, Me.—Distribution of cost figured from unit prices submitted by contractor.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	50 75	163 13	59 67	1,353 20	1,308 24	775 24	-	44 96	2 70
1,020	485 00	343 00	333 20	30 95	1,316 52	1,349 60	650 52	33 08	-	77
-	-	503 96	547 62	9 10	1,155 33	1,066 00	533 00	-	89 33	66
-	-	181 06	763 21	24 75	997 62	1,435 50	544 62	437 88	-	49
-	-	123 50	638 08	111 83	1,159 61	1,079 17	546 17	-	80 44	82
850	157 00	380 50	336 40	54 03	927 93	900 00	600 00	-	27 93	69
-	-	464 97	334 00	28 40	1,045 37	1,066 00	512 37	20 63	-	82
-	150	60 00	637 18	829 03	57 58	1,915 39	1,715 82	851 82	199 57	87
-	-	-	419 67	290 82	18 00	834 48	848 45	434 48	13 97	79
-	-	807 28	268 84	28 93	1,259 82	1,066 00	533 00	-	193 82	89
200	75 00	104 60	812 50	17 92	1,127 22	1,066 00	533 00	-	61 22	59
-	-	873 56	280 68	26 30	1,217 81	1,235 24	567 81	17 43	-	48
-	-	225 80	290 58	31 95	632 01	600 00	300 00	-	32 01	42
550	487 50	626 40	1,252 80	288 23	3,048 57	3,035 71	1,303 71	-	12 86	1 45
-	-	709 12	141 00	236 56	1,086 68	1,066 00	533 00	-	20 68	1 55
-	-	172 62	476 33	12 90	897 91	1,003 31	597 91	105 40	-	59
-	-	201 25	1,178 21	19 38	1,470 91	1,436 40	638 40	-	34 51	39

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.				
							Kind.	Size—inches.	Length—feet.	Cost.	
Ellsworth	Hancock	1,700	23	1,700	-	-	M	16	26	157 80	
Embden	Somerset	Laid O	ver.				M	16	26		
Enfield	Penobscot	1,600	23	1,600	-	-	M	16	26		
Etna	Penobscot	1,075	21	1,075	-	-	-	-	-	-	
Eustis ¹	Franklin	900	25	900	-	-	Bridge.	-	-	668 86	
Exeter	Penobscot	1,810	21	1,810	-	-	M	20	26	138 73	
							M	14	26		
Fairfield	Somerset	3,000	23	3,000	-	-	M	12	38	56 42	
Falmouth	Cumberland	2,000	21	2,000	-	-	S	18 x 18	24	22 00	
Farmingdale	Kennebec	1,400	23	1,400	-	-	S	18 x 18	26	25 50	
Farmington ²	Franklin	3,000	22	-	S. C.	3,000	M	10	28	33 20	
Fayette	Kennebec	1,633	22	1,633	-	-	M	8	26	26 20	
							M	12	26	22 24	
							S	24 x 24	26	29 50	
							S	12 x 12	8	18 00	
Flagstaff Pl.	Somerset	Culverts	-	-	-	-	M	10	32	169 16	
							M	12	24		
Forest City	Washinton	275	21	275	-	-	M	16	24	45 85	
Forkstown Twp.	Aroostook	No app.	21		-	-	-	-	-	-	
Fort Fairfield	Aroostook	1,700	21	1,700	-	-	M	18	26	84 00	
							C	96 x 48	24	650 00	
							C	48 x 48	33	420 00	
Fort Kent	Aroostook	1,900	33	1,900	-	-	-	-	-	-	
Foxcroft	Piscataquis	1,000	21		-	Mac.	1,000	M	12	26	34 96
Frankfort	Waldo	Voted	No.								
Franklin	Hancock	Voted	No.								
Freedom	Waldo	Not	com								
Freeman ³	Franklin	3,550	21	3,550	-	-	-	-	-	50 77	
Freeport	Cumberland	1,700	21	1,700	-	-	M	16	26	118 79	
							M	12	26		
							M	12	26		
Frenchville	Aroostook	1,400	21	1,400	-	-	-	-	-	-	
Friendship	Knox	1,250	21	1,250	-	-	-	-	-	-	

¹Eustis—Steel bridge, span 12 feet, width 26 feet, cost \$668.86.²Farmington—3,000 feet, sand-clay surface.³Freeman—Repairs to bridge, cost \$50.77.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length, feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint balance.	Cost per linear foot.
1,215	581 80	359 47	484 40	50 45	1,633 92	1,743 00	637 92	109 08	-	96
-	-	276 37	674 45	2 00	1,046 85	1,066 00	513 85	19 15	-	65
-	-	163 00	347 86	18 00	528 86	600 00	328 86	71 14	-	48
-	-	55 00	400 00	13 80	1,137 66	1,124 56	591 56	-	13 10	1 26
1,040	261 00	120 00	473 74	26 31	1,019 78	971 56	571 56	-	48 22	56
-	-	439 00	1,124 55	55 04	1,675 01	1,664 28	734 28	-	10 73	55
680	450 00	454 50	535 00	17 64	1,504 64	1,512 00	640 64	7 36	-	75
-	-	584 67	487 95	12 00	1,084 62	1,066 00	533 00	-	18 62	77
1,180	602 00	365 00	860 43	79 76	1,966 59	1,743 00	747 00	-	223 59	65
-	-	336 00	348 07	28 30	782 11	800 00	382 11	17 89	-	41
-	-	-	-	-	169 16	135 00	90 00	-	34 16	-
-	-	80 00	38 45	14 85	179 15	150 00	100 00	-	29 15	65
645	482 00	402 78	690 00	44 05	2,772 83	2,188 39	994 39	-	584 44	1 63
575	262 50	52 00	791 14	37 20	1,142 84	1,066 00	533 00	-	76 84	60
515	235 50	72 00	913 39	21 00	1,276 85	1,278 72	610 85	1 87	-	1 27
-	-	467 13	378 67	33 47	930 04	932 25	630 04	2 21	-	26
200	4 10	804 36	500 00	23 13	1,450 38	1,436 40	638 40	-	13 98	85
460	140 00	125 00	321 46	24 00	610 46	600 00	300 00	-	10 46	43
-	-	445 05	584 48	21 10	1,050 63	1,066 00	517 63	15 37	-	84

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Fryeburg ¹	Oxford.....	6,050	23	2,350	3,700	-	2-M M 2-M M M	18 16 10 12 12	{ 86 16 42 38 38	331 91
Gardiner.....	Kennebec.....	2,000	21	2,000	-	-	M	12	26	49 16
Garfield Pl.....	Aroostook.....	No app.								
Garland.....	Penobscot.....	1,400	21	1,400	-	-	M M	12 12	26 26	76 05
Georgetown.....	Sagadahoc.....	Not satisfactor y.								
Gilead.....	Oxford.....	1,800	21	1,800	-	-	3-C	12	23	50 00
Glenburn.....	Penobscot.....	2,525	24	2,525	-	-	M M M	36 18 14	{ 28 26 26	212 80
Glenwood Pl.....	Aroostook.....	Voted No.								
Gorham.....	Cumberland.....	2,000	21	2,000	-	-	M	20	18	57 00
Gouldsboro.....	Hancock.....	1,500	21	1,500	-	-	M M	14 12	{ 26 26	82 94
Grafton.....	Oxford.....	1,500	21	1,500	-	-	S S S	24 x 24 24 x 24 24 x 24	26 26 26	70 00 65 00 35 00
Grand Falls Pl....	Penobscot.....	465	12	300	165	-	-	-	-	-
Grand Isle.....	Aroostook.....	950	21	950	-	-	M M	42 12	{ 40 26	271 80
Grand Lake Stream Pl.....	Washington.....	1,400	21	1,400	-	-	M M M	18 12 12	{ 26 26 26	41 90
Gray.....	Cumberland.....	1,800	23	1,800	-	-	M	12	26	96 20
Greenbush.....	Penobscot.....	Not completed.								
Greene.....	Androscoggin.....	1,650	23	1,650	-	-	M M M	12 12 16	{ 26 26 26	108 40 32 60 27 40
Greenfield.....	Penobscot.....	2,800	24	2,800	-	-	M	12	26	
Greenville.....	Piscataquis.....	Voted No.								
Greenwood ²	Oxford.....	850	25	-	850	-	M C	12 120x48	26	18 14 300 00
Guilford.....	Piscataquis.....	2,560	21	2,560	-	-	M M M	16 12 12	26 22 26	109 00

¹Fryeburg—Two sections; Sec. 1, 2,350 feet, gravel, cost \$1,213.91—Sec. 2: 3,700 feet, earth, cost \$2,717.92.

²Greenwood—Cost of bridge not included in cost per foot.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
2,655	1,347 70	750 11	1,239 23	262 63	3,931 58	3,954 00	2,107 58	22 42	-	65
-	-	1,036 10	600 00	88 67	1,773 93	1,750 00	750 00	-	23 93	88
600	115 63	230 77	361 20	67 06	850 71	800 00	400 00	-	50 71	60
-	-	440 00	277 99	173 88	941 87	900 00	600 00	-	41 87	52
-	-	59 00	596 76	17 50	886 06	900 00	586 06	13 94	-	35
-	-	-	1,719 40	17 86	1,794 26	1,763 73	767 73	-	30 53	89
600	325 00	389 31	300 00	20 45	1,117 70	1,104 95	571 95	-	12 75	74
-	-	154 00	564 88	11 60	900 48	900 00	600 00	-	48	60
-	-	96 50	54 10	11 50	162 10	150 00	100 00	-	12 10	35
740	164 00	175 00	235 65	60 60	907 05	936 06	607 05	29 01	-	95
800	104 70	335 05	452 50	26 67	960 82	957 13	657 13	-	3 69	68
350	270 00	150 75	526 45	19 33	1,062 73	1,066 00	529 73	3 27	-	59
-	-	221 95	767 37	34 55	1,132 27	1,137 35	599 27	5 08	-	68
500	350 00	101 00	412 50	30 75	954 25	900 38	600 38	-	53 87	30
250	57 57	417 51	251 78	22 70	1,067 70	1,066 00	533 00	-	1 70	90
900	321 80	224 09	553 01	20 15	1,228 05	1,200 00	600 00	-	28 05	47

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete. 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Hallowell.....	Kennebec.....	450	21	-	-	Mac.	-	-	-	-
Hamlin Pl.....	Aroostook.....	1,600	21	1,600	-	-	M	16	30	41 00
Hammond Pl.....	Aroostook.....	Laid over.								
Hampden ¹	Penobscot.....	1,500	23	1,500	-	-	M	16	23	38 35
							M	8		10 45
							M	12	26	
Hancock ²	Hancock.....	1,300	21	1,300	-	-	M	16	28	159 60
							S	14	26	
Hanover.....	Oxford.....	Voted	No.					16 x 16	26	
Harmony.....	Somerset.....	1,100	21	-	1,100	-	M	18	24	58 80
Harpeswell.....	Cumberland.....	1,670	21	1,670	-	-	M	16	26	47 70
Harrington.....	Washington.....	2,550	21	2,550	-	-	M	14	26	78 13
							S	54 x 48	26	200 99
Harrison ³	Cumberland.....	1,800	23	1,800	-	-	M	16	26	36 85
							S	36 x 48	27	86 00
							S	48 x 48	-	181 15
Hartford.....	Oxford.....	706	21	706	-	-	M	20	26	75 00
Hartland.....	Somerset.....	1,070	33	1,070	-	-	M	14	26	44 29
							M	16	26	55 22
							M	14	26	50 02
Haynesville.....	Aroostook.....	1,800	21	1,800	-	-	-	-	-	-
Hebron.....	Oxford.....	500	21	500	-	-	-	-	-	-
Hermon.....	Penobscot.....	1,835	22	1,835	-	-	M	10	20	34 41
Hersey.....	Aroostook.....	1,300	21	1,300	-	-	-	-	-	-
Highland Pl.....	Somerset.....	1,550	27	1,550	-	-	2-M	12	26	69 63
							2-M	24	26	123 00
							M	16	26	43 74
Hiram.....	Oxford.....	1,600	21	1,600	-	-	M	20	26	42 54
Hodgdon ⁴	Aroostook.....	3,965	21	3,965	-	-	4-M	14	104	167 73
							M	16	26	46 60
							M	18	26	48 80
							M	30	30	150 00
Holden.....	Penobscot.....	870	21	870	-	-	M	12	24	69 22
Hollis.....	York.....	1,700	21	1,700	-	-	M	14	24	-

¹Hampden—Length of 8 inch culvert not shown.

²Hancock—Two sections: Sec. 1—550 feet cost \$254.50; G. L. Stewart, contractor. Sec. 2—750 feet, cost \$390.00; McKay & Young, contractor.

³Harrison—Length of stone culvert not shown.

⁴Hodgdon—Four sections: Sec. 1—1,175 feet, cost \$1,091.55; Sec. 2—650 feet, cost \$632.08; Sec. 3—1,040 feet, cost \$704.31; Sec. 4—1,100 feet, cost \$768.15.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	36 00	665 75	17 45	719 20	700 00	300 00	-	19 20	-
1,600	476 00	-	372 75	28 00	917 75	753 21	553 21	-	164 54	1 59
-	-	145 30	723 40	15 33	932 83	900 00	450 00	-	32 83	62
-	-	145 00	339 90	55 95	700 45	700 00	350 00	-	45	53
200	110 00	439 20	202 96	59 47	870 43	1,136 96	337 43	266 53	-	79
-	-	645 48	569 40	11 00	1,273 58	1,152 00	552 00	-	121 58	76
-	-	168 61	624 40	33 50	1,105 63	1,096 45	563 45	-	9 18	43
425	272 80	201 95	259 38	51 62	1,089 75	1,066 00	533 00	-	23 75	60
500	200 00	448 84	200 00	51 87	975 71	1,066 00	442 71	90 29	-	1 38
675	211 96	174 66	567 19	18 10	1,121 44	1,114 63	581 63	-	6 81	1 04
-	-	100 00	663 85	94 99	858 84	903 54	558 84	44 70	-	47
-	-	140 25	45 34	16 70	202 29	200 00	100 00	-	2 29	40
100	65 63	693 51	307 50	17 30	1,118 35	1,066 00	533 00	-	52 35	60
850	221 50	255 00	356 00	110 44	942 94	900 00	600 00	-	42 94	71
92	30 00	415 85	216 50	11 50	910 22	900 00	600 00	-	10 22	58
200	55 00	619 88	300 00	49 70	1,067 12	1,066 00	533 00	-	1 12	66
3,865	1,022 86	-	1,910 10	20 90	3,216 99	2,213 50	1,170 50	-	1,003 49	81
560	200 00	133 57	100 00	23 65	607 22	600 00	400 00	-	7 22	69
900	160 00	317 30	594 47	18 54	1,159 53	1,152 00	552 00	-	7 53	68

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Hope.....	Knox.....	1,300	21	1,300	-	-	M	18	32	49 97
Houlton.....	Aroostook....	3,750	21	3,750	-	-	S	24	28	6 00
							M	12	26	40 96
							M	18	28	62 08
Howland.....	Penobscot....	724	21	724	-	-	M	14	26	49 55
							M	18	26	58 59
							M	16	26	32 20
Hudson.....	Penobscot....	Voted	No.							
Hurricane Isle.....	Knox.....	No app.								
Industry.....	Franklin.....	4,850	21	4,850	-	-	S	18 x 20	25	145 00
							S	16 x 20	40	
							S	14 x 18	35	
							S	12 x 18	28	
Island Falls 1.....	Aroostook....	Bridge.	-	-	-	-	Bridge.	-	-	730 44
Isle au Haut.....	Hancock.....	700	21	700	-	-	M	30	-	119 95
Isleboro.....	Waldo.....	1,275	22	1,275	-	-	S	18 x 24	26	22 00
Jackman.....	Somerset....	1,800	21	1,800	-	-	M	12	26	37 96
							M	12	26	37 96
							M	12	26	47 46
Jackson.....	Waldo.....	836	23	-	836	-	-	-	-	-
Jay.....	Franklin....	4,300	24	4,300	-	-	4-S	24 x 36	96	170 00
							S	36 x 24	36	
Jefferson.....	Lincoln.....	2,050	21	2,050	-	-	M	16	24	53 47
							M	16	24	52 70
Jerusalem Twp....	Franklin....	7,450	21	7,450	-	-	M	12	24	23 04
Johnson Mt. Twp.	Somerset....	Laid O ver.								
Jonesboro.....	Washington..	1,900	21	1,900	-	-	M	12	24	93 10
							M	12	24	
							S	48 x 60	26	
Jonesport.....	Washington..	2,000	23	2,000	-	-	M	36	26	296 02
Kenduskeag.....	Penobscot....	2,100	27	2,100	-	-	M	12	26	200 64
Kennebunk.....	York.....	700	21	-	-	B M	-	-	-	-
						700				
Kennebunkport...	York.....	1,300	21	1,300	-	-	M	14	26	147 00
							M	14	26	
							M	14	26	
Kingfield.....	Franklin....	2,750	21	2,750	-	-	S	18	26	146 87
							S	24	26	
							S	24	26	
							S	30	26	
Kingsman.....	Penobscot....	Papers	not	receiv	ed.	-	-	-	-	-
Kingsbury Pl....	Piscataquis..	2,235	21	2,235	-	-	4-M	12	26	143 78
Kittery.....	York.....	Not	com	pleted.						

Island Falls—Constructed one concrete abutment, cost \$730.44.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	424 00	508 54	28 13	1,016 64	1,113 95	483 64	97 31	-	78
2,930	1,172 00	29 50	1,112 33	142 66	2,559 53	2,332 75	999 75	-	226 78	68
-	-	655 78	297 10	18 00	1,111 22	1,066 00	533 00	-	45 22	1 53
850	375 00	150 00	208 70	30 30	909 00	900 00	600 00	-	9 00	19
-	-	-	-	3 50	733 94	1,130 37	200 94	396 43	-	-
500	214 41	267 26	243 59	16 40	861 61	900 00	561 61	38 39	-	1 23
500	475 00	363 46	249 98	51 95	1,162 39	1,278 72	496 39	116 33	-	91
287	163 00	126 00	669 10	14 35	1,095 83	1,083 18	550 18	-	12 65	60
-	-	682 34	195 71	10 98	889 03	900 00	589 03	10 97	-	1 06
-	-	789 80	729 65	20 55	1,710 00	1,743 00	714 00	33 00	-	40
2,050	450 00	250 00	392 04	18 40	1,216 61	1,066 00	533 00	-	-	60
-	-	447 95	447 95	9 42	928 36	900 00	600 00	-	150 61	12
100	78 75	112 10	340 46	56 51	976 94	964 43	664 43	-	12 51	51
-	-	746 00	372 30	49 85	1,368 79	1,313 70	813 70	-	55 09	68
50	14 75	465 49	406 84	24 30	911 38	910 76	610 76	-	62	43
-	-	325 75	1,664 53	11 76	2,002 04	1,991 89	863 89	-	10 15	2 86
437	137 00	826 96	230 50	76 64	1,418 10	1,396 50	598 50	-	21 60	1 39
-	-	601 30	266 35	27 08	1,041 60	1,066 00	508 60	24 40	-	38
-	-	373 48	509 33	14 18	1,040 77	1,034 96	686 96	-	5 81	46

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Knox.....	Waldo.....	1,650	23	1,650	-	-	M	16	26	183 45
							M	18	26	
							M	18	26	
Kossuth Twp.....	Washington.....	No app.								39 11
Lagrange.....	Penobscot.....	2,200	32	2,200	-	-	M	18	34	
Lake View Pl.....	Piscataquis.....	Laid O	ver.							43 00
Lakeville Pl.....	Penobscot.....	900	21	900	-	-	M	14	30	
Lambert Lake Twp	Washington.....	No app.								
Lamoine.....	Hancock.....	1,900	21	1,900	-	-	M	24	26	72 00
Lang Pl.....	Franklin.....	Papers	not	receiv	ed.			36 x 36	26	166 99
Lebanon.....	York.....	Voted	No.							
Lee.....	Penobscot.....	1,500	23	1,500	-	-	M	14	26	102 00
Leeds ¹	Androscoggin.....	1,040	21	1,040	-	-	M	16	26	
Letter E Twp.....	Franklin.....	Papers	not	receiv	ed.			24	26	
Levant.....	Penobscot.....	2,500	21	2,500	-	-	M	18	28	92 00
Lewiston ²	Androscoggin.....	13,728	21	13,728	-	-	Culverts	-	-	432 42
Lexington Pl.....	Somerset.....	1,200	27	1,200	-	-	M	12	26	29 62
							S	36 x 36	38	135 00
Liberty.....	Waldo.....	1,300	23	1,300	-	-	M	14	26	41 00
Lily Bay Twp.....	Piscataquis.....	No app.								
Limerick.....	York.....	1,600	23	1,600	-	-	M	16	30	59 37
							S	24 x 24	25	53 42
							M	14	26	53 00
							M	16	26	55 00
Limestone.....	Aroostook.....	8,300	21	-	8,300	-	M	16	26	53 00
							M	14	26	53 00
Limington.....	York.....	1,600	21	1,600	-	-	M	10	20	39 52
							M	12	20	45 82
							M	16	30	
Lincoln.....	Penobscot.....	1,900	30	1,900	-	-	M	14	30	220 50
							M	30	30	
							M	24	2	
Lincoln Pl.....	Oxford.....	1,560	21	1,560	-	-	2-M	16	48	162 66
Lincolnvile.....	Waldo.....	1,900	23	1,900	-	-	S	12	48	
Linneus.....	Aroostook.....	1,400	24	1,400	-	-	M	48 x 96	26	200 00
								20	28	55 80

¹Leeds—Considered 80% completed. Surfacing to be completed from 1917 joint fund. 260 linea feet to be reported with 1917 work.

²Lewiston—Details shown in report of state highways; joint fund shown does not include \$3,461.00, city's appropriation under section 19. Work not entirely completed.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	331 20	358 61	30 80	904 06	900 00	600 00	-	4 06	55
-	-	18 73	1,104 21	24 77	1,186 82	1,118 45	585 45	-	68 37	54
400	150 00	378 82	300 00	16 82	888 64	900 00	588 64	11 36	-	98
-	-	234 09	369 14	26 17	868 39	900 00	568 39	31 61	-	45
-	-	550 40	231 48	15 16	899 04	900 00	599 04	96	-	59
-	-	405 68	35 00	104 93	639 30	500 00	250 00	-	139 30	61
-	-	81 00	728 32	14 15	915 56	1,090 15	382 56	174 59	-	36
-	-	-	-	12,936 44	13,368 86	14,478 39	5,329 86	1,296 37	-	97
-	-	435 00	300 10	16 30	916 02	900 00	600 00	-	16 02	76
900	180 00	150 00	276 64	22 12	669 76	601 79	301 79	-	67 97	51
580	175 00	300 05	428 00	20 94	1,036 78	1,066 00	503 78	29 22	-	64
1,295	259 00	25 00	816 95	26 60	1,341 55	1,268 08	668 08	-	73 47	16
-	-	552 19	451 80	110 23	1,199 56	1,066 00	533 00	-	133 56	74
500	180 00	100 85	734 00	23 30	1,258 65	1,200 00	600 00	-	58 65	66
-	-	320 27	545 28	29 70	1,057 91	1,031 18	531 18	-	26 73	67
340	56 67	342 45	410 98	59 63	1,069 73	1,066 00	533 00	-	3 73	56
1,050	410 00	135 38	512 43	11 95	1,125 56	1,066 00	533 00	-	59 56	88

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Lisbon 1.....	Androscoggin.	248	-	-	-	B. M. 248	-	-	-	-
Litchfield.....	Kennebec.....	1,500	21	1,500	-	-	-	-	-	-
Littleton.....	Aroostook.....	1,950	21	1,950	-	-	M	30	25	88 86
Livernore.....	Androscoggin.	Voted	no.	-	-	-	-	-	-	-
Long Island Pl.....	Hancock.....	No app.	-	-	-	-	-	-	-	-
Lovell.....	Oxford.....	1,000	24	1,000	-	-	M	16	26	40 20
Lowell.....	Penobscot.....	700	23	700	-	-	-	-	-	-
Lubec.....	Washington.....	2,900	24	2,900	-	-	M	12	26	-
Ludlow.....	Aroostook.....	1,342	23	1,342	-	-	M	20	26	81 04
Lyman.....	York.....	1,390	23	1,390	-	-	-	-	-	-
Machias.....	Washington.....	2,000	21	2,000	-	-	M	16	24	98 85
Machiasport.....	Washington.....	800	21	800	-	-	M	16	24	-
							M	36	30	139 65
Maewahoc Pl.....	Aroostook.....	1,500	24	1,500	-	-	M	18	26	44 00
Madawaska 2.....	Aroostook.....	100	21	100	-	-	Bridge	-	-	870 83
Madison.....	Somerset.....	3100	26	3,100	-	-	M	16	30	76 60
Madrid 3.....	Franklin.....	750	21	750	-	-	S	24 x 24	23	52 62
							M	12	24	44 00
							M	12	24	44 00
Magalloway Pl...	Oxford.....	3,000	23	3,000	-	-	M	12	24	24 00
							S	20 x 24	26	-
							2-S	20 x 30	34.5	-
Manchester.....	Kennebec.....	1,500	16	1,500	-	-	3-S	12 x 18	26	79 45
							M	18	26	-
Mapleton.....	Aroostook.....	2,100	21	2,100	-	-	M	14	26	88 55
Mariaville.....	Hancock.....	450	23	450	-	-	M	15	26	37 41
Marion.....	Washington.....	1,465	23	1,465	-	-	M	12	24	39 89
Marshfield.....	Washington.....	1,800	23	1,800	-	-	-	-	-	-
Mars Hill.....	Aroostook.....	700	30	700	-	-	-	-	-	-
Masardis.....	Aroostook.....	1,050	24	1,050	-	-	M	20	26	79 38
							S	20 x 22	6	-
							S	12 x 20	22	-
							S	12 x 18	22	-
							S	12 x 18	22	172 75
Mason.....	Oxford.....	3,050	18	3,050	-	-	-	-	-	-
MatinicusIsle Pl..	Knox.....	No app.	-	-	-	-	-	-	-	-
Mattamiscontis Tp	Penobscot.....	No app.	-	-	-	-	-	-	-	-

1 Lisbon: 200 linear feet, 46 feet wide; 48 linear feet, 16 feet wide.

2 Madawaska: Concrete bridge, span 15 feet, height 9 feet, roadway 22 feet; not included in cost per foot.

3 Madrid: No cost shown for surfacing.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length in feet.	Cost	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per lineal foot.
-	-	332 26	1,816 89	47 05	2,196 20	2,205 00	936 20	8 80	-	8 85
1,650	156 30	543 72	470 00	27 35	1,041 07	-	508 07	24 93	-	69
		49 73	773 92	15 65	1,084 46	1,067 55	534 55	-	16 91	55
930	486 75	419 77	54 66	79 21	1,080 59	1,066 00	533 00	-	14 59	1 05
-	-	866 00	60 00	58 77	984 77	900 00	600 00	-	84 77	1 40
848	188 20	308 24	653 51	13 75	1,244 74	1,277 67	644 74	32 93	-	42
400	200 00	249 40	434 35	16 33	900 08	900 07	600 07	-	01	67
-	-	500 00	410 73	18 65	929 38	1,066 00	396 38	136 62	-	66
-	-	466 08	528 98	28 00	1,121 91	1,109 52	576 52	-	12 39	50
-	-	219 71	227 97	28 27	615 60	604 58	304 58	-	11 02	W 76
200	100 00	314 85	500 00	12 20	971 05	953 33	653 33	-	17 72	64
-	-	165 00	25 00	115 30	1,176 13	1,117 44	584 44	-	58 69	3 00
-	-	148 00	1,627 76	16 30	1,868 66	1,858 50	796 50	-	10 16	60
-	-	248 57	-	1 91	303 10	300 00	200 00	-	3 10	40
-	-	135 00	763 11	17 80	1,027 91	1,066 00	494 91	38 09	-	34
1,500	634 32	76 63	190 56	28 86	1,009 82	1,000 00	500 00	-	9 82	67
2,100	438 15	50 00	448 85	19 28	1,044 83	1,066 00	511 83	21 17	-	49
-	-	89 65	268 85	34 42	430 33	450 00	280 33	19 67	-	95
-	-	128 69	225 05	28 50	422 13	450 46	272 13	28 33	-	28
-	-	326 89	623 17	18 00	968 06	1,014 55	668 06	46 49	-	53
350	40 00	-	955 71	44 60	1,040 31	1,066 00	507 31	25 69	-	1 47
1,000	450 00	30 00	480 00	20 37	1,059 75	1,066 00	526 75	6 25	-	1 00
-	-	357 50	289 50	57 52	877 27	938 66	577 27	61 39	-	28

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Mattawamkeag	Penobscot	2,600	24	2,600	-	-	M	16	26	65 65
Maxfield	Penobscot	Laid over.	21				M	14	26	
Mayfield Pl.	Somerset	360	21	360	-	-	-	-	-	
Mechanic Falls	Androscoggin	2,050	20	2,050	-	-	M	14	26	41 25
							S	36	26	18 00
							M	12	24	
Meddybemps	Washington	2,700	21	2,700	-	-	M	16	24	174 57
							M	20	26	
							M	14	24	
							C	36 x 24	26	159 52
Medford	Piscataquis	1,700	21	1,700	-	-	-	-	-	
Medway	Penobscot	1,240	21	1,240	-	-	M	24	26	91 80
Mercer	Somerset	1,250	23	1,250	-	-	S	24 x 24	26	49 00
Merrill	Aroostook	Not completed.								
Mexico	Oxford	1,135	21	1,135	-	-	M	16	26	30 42
							M	12	26	49 58
							M	12	26	41 10
							M	14	26	
Milbridge	Washington	2,000	21	2,000	-	-	M	24	24	119 55
Milford	Penobscot	1,600	24	1,600	-	-	S	30 x 30	26	52 00
Millinocket	Penobscot	1,800	22	1,800	-	-	M	12	26	121 91
							M	16	26	
							M	16	26	
							M	16	30	
Milo	Piscataquis	1,300	21	1,300	-	-	M	8	8	180 03
							S	24 x 24	28	
Milton Pl.	Oxford	223	21	223	-	-	-	-	-	
Minot	Androscoggin	850	21	850	-	-	M	12	26	45 50
							M	24	26	86 10
							M	14	26	47 73
Molunkus Twp.	Aroostook	No app.								
Monhegan Pl.	Lincoln	No app.								
Monmouth	Kennebec	1,500	23	1,500	-	-	M	20	26	162 60
							M	14	28	
Monroe	Waldo	1,136	23	1,136	-	-	M	14	26	97 00
							M	12	26	
Monson	Piscataquis	1,800	21	1,800	-	-	M	12	26	142 42
							M	12	26	
Monticello	Aroostook	1,200	23	1,200	-	-	M	18	26	47 77
Montville	Waldo	1,300	23	1,300	-	-	M	16	26	51 34
							M	12	30	53 87
							C	30 x 30	28	48 60
Moose River Pl.	Somerset	600	23	600	-	-	M	16	26	62 89
							M	12	26	52 74

1Moose River Pl.—Expended 1915 and 1916 joint funds together.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain, or stone base— length feet.	Cost.	Grading cost.	Surfacing cost	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	135 00	717 04	13 50	931 19	951 92	631 19	20 73	-	35
-	-	-	\$182 00	-	\$182 00	\$157 50	\$105 00	-	\$24 50	51
100	39 50	217 50	918 14	78 35	1,312 74	1,200 00	600 00	-	112 74	64
66	35 00	158 44	536 77	17 08	921 86	900 00	600 00	-	21 86	34
590	218 12	386 76	162 42	43 59	970 41	900 00	600 00	-	70 41	57
870	389 80	130 00	389 14	42 04	1,042 78	900 00	600 00	-	142 78	84
626	151 50	247 09	459 88	69 05	976 52	953 47	653 47	-	23 05	78
400	48 62	679 30	252 26	99 95	1,201 21	1,066 00	533 00	-	135 23	1 04
125	37 00	281 46	481 70	23 20	942 91	1,061 40	442 91	118 49	-	47
-	-	308 50	759 73	19 06	1,139 29	1,117 50	584 50	-	21 79	71
250	175 00	605 00	700 00	40 56	1,642 47	1,627 50	697 50	-	14 97	91
540	364 70	35 00	609 40	54 32	1,243 45	1,393 68	511 45	150 23	-	95
100	87 01	40 71	88 10	12 10	227 92	225 00	150 00	-	2 92	12
-	-	478 97	243 00	184 80	1,086 10	1,066 00	533 00	-	20 10	1 27
1,500	294 57	354 88	350 42	56 01	1,218 48	1,254 61	618 48	36 13	-	81
-	-	751 47	186 17	61 30	1,095 94	1,066 00	533 00	-	29 94	95
265	110 00	381 00	359 24	23 13	1,015 79	1,126 06	482 79	110 27	-	55
800	300 00	50 00	764 95	18 10	1,180 82	1,066 00	533 00	-	114 82	98
350	72 00	551 29	219 97	68 25	1,065 32	1,089 83	532 32	24 51	-	81
-	-	431 36	127 75	16 14	690 88	591 60	291 60	-	99 28	1 15

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Moro Pl.	Aroostook	1,500	21	1,500	-	-	-	-	-	-
Morrill	Waldo	600	22	600	-	-	C	60 x 72	24	502 75
Moscow	Somerset	Laid O	ver.							
Mt. Chase	Penobscot	1,150	21	1,150						
Mt. Desert	Hancock	Not com	pleted.							
Mt. Vernon	Kennebec	Papers	not receiv	ed.						
Moxie Gore Twp.	Somerset	Laid O	ver.							
Naples	Cumberland	1,480	22	1,380	100	-	M	-	22	-
Nashville Pl.	Aroostook	260	26	260	-	-	M	12	22	45 39
Newburg 1	Penobscot	3,456	21	3,456	-	-	M	16	26	51 00
New Canada Pl.	Aroostook	Voted No.								
Newcastle	Lincoln	1,550	21	1,550	-	-	M	16	26	144 29
							M	16	26	
							M	10	26	
Newfield	York	1,600	21	1,200	400	-	S	36x 24	26	159 60
New Gloucester	Cumberland	1,400	23	1,400	-	-	S	24 x 24	30	31 00
							M	12	26	35 03
							M	14	26	35 03
							M	16	26	39 01
New Limerick ...	Aroostook	1,100	24	1,100	-	-	M	12	30	35 25
Newport	Penobscot	2,500	21	2,500	-	-	M	12	34	28 00
New Portland	Somerset	850	21	850	-	-	M	24 x 36	28	10 53
							M	14	26	70 00
							M	12	51	
Newry	Oxford	1,140	21	1,140	-	-	M	18	52	154 71
New Sharon	Franklin	3,200	23	3,200	-	-	M	-	-	85 00
New Sweden	Aroostook	2,400	21	2,400	-	-	M	24	36	62 00
							M	14	26	62 00
							M	14	26	62 00
							M	16	24	
New Vineyard ...	Franklin	1,800	22	1,800	-	-	M	12	24	207 77
							C	32 x 38	26	
Nobleboro	Lincoln	700	21	700	-	-	M	24	24	60 25
Norridgewock	Somerset	1,240	23	1,240	-	-	-	-	-	-
North Berwick 2	York	2,127	23	1,500	-	Mac. 627	S	24 x 24	54	
							S	24 x 18	32	64 10
Northfield	Washington	1,270	21	1,270	-	-	M	12	26	119 20
North Haven	Knox	1,150	21	1,150	-	-	M	14	24	56 33
N. Kennebunkport	York	Voted No.						10	26	

1Newburg—Three sections: sec. 1—1,700 feet, cost \$395.10; Sec. 2—600 feet, cost \$325.20; Sec. 3—1,156 feet, cost \$347.00.

2No. Berwick—Two sections: Sec. 1, 627 feet macadam, cost \$829.63; Sec. 2, 1,500 gravel, cost \$628.91

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State A1' road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
550	234 00	154 00	439 52	47 49	875 01	900 00	575 01	24 99	-	58
550	120 28	-	244 17	21 78	888 98	900 00	588 98	11 02	-	1 46
1,050	225 00	390 92	375 00	11 12	1,002 04	900 00	600 00	-	102 04	87
-	-	150 00	234 70	6 40	391 10	400 00	191 10	8 90	-	26
260	121 20	1 20	111 10	16 40	295 29	310 26	191 87	14 97	-	1 15
600	63 25	322 41	613 64	30 48	1,080 78	1,066 00	533 00	-	14 78	30
-	-	308 35	628 90	23 65	1,105 19	1,066 00	533 00	-	39 19	71
600	309 72	420 35	134 11	33 80	1,057 58	1,066 00	524 58	8 42	-	66
1,400	622 00	102 59	429 96	41 89	1,301 44	1,278 72	612 72	-	22 72	92
1,100	417 20	4 50	476 40	11 65	945 00	935 10	635 10	-	9 90	85
-	-	570 00	674 71	32 32	1,305 93	1,200 00	600 00	-	105 93	52
-	-	526 60	406 06	117 05	1,227 21	1,172 11	639 11	-	55 10	1 44
-	-	373 15	417 01	20 65	965 52	1,000 00	465 52	34 48	-	84
400	235 50	-	865 25	30 00	1,130 75	1,120 95	620 95	-	9 80	35
610	188 00	160 00	429 50	46 65	1,033 15	1,066 43	500 15	33 28	-	43
1,384	181 72	341 51	224 61	19 00	974 61	800 00	400 00	-	174 61	54
596	316 39	125 25	348 50	20 95	871 34	1,066 00	338 34	194 66	-	1 24
1,240	502 49	155 18	417 50	10 63	1,085 80	1,066 00	533 01	-	19 80	87
787	307 63	20 00	1,066 81	13 31	1,471 85	1,200 00	600 00	-	271 85	69
-	-	496 14	320 00	25 25	960 59	980 27	660 59	19 68	-	75
-	-	452 48	613 77	13 05	1,135 63	1,066 00	533 00	-	69 63	98

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Northport.....	Waldo.....	1,600	23	1,600	-	-	M	24	26	101 13
							M	18	26	72,28
							M	14	26	45,37
North Yarmouth ¹	Cumberland..	2,015	21	2,015	-	-	-	-	-	104,50
Norway.....	Oxford.....	1,800	21	-	1,800	-	S	24 x 24	26	54 00
No. 9, R. 5.....	Aroostook....	490	18	490	-	-	-	-	-	-
No. 6, No. of Weld	Franklin.....	565	18	565	-	-	M	-	28	106 10
No. 7, So Div....	Hancock.....	840	21	840	-	-	-	-	-	-
No. 8, Pl.....	Hancock.....	1,000	21	1,000	-	-	M	18	26	61 70
No. 9, So. Div....	Hancock.....	1,050	21	1,050	-	-	S	18 x 18	22	25 00
No. 10, So. Div..	Hancock.....	2,277	21	2,277	-	-	-	-	-	-
No. 21 Pl.....	Hancock.....	1,182	21	1,182	-	-	M	16	28	58 88
No. 22, M. Div..	Hancock.....	585	16	585	-	-	-	-	-	-
No. 28, M. Div..	Hancock.....	350	16	350	-	-	-	-	-	-
No. 33 Pl. 2.....	Hancock.....	1,200	21	1,200	-	-	-	-	-	-
Oakfield.....	Aroostook....	700	23	700	-	-	C	144x84	20	467 18
							M	12	24	
Oakland.....	Kennebec....	1,757	21	1,757	-	-	M	12	24	101 14
							M	18	27	
Old Orchard.....	York.....	2,000	21	2,000	-	-	M	14	23	118 74
							M	10	21	
Old Town ³	Penobscot....	Not	com	pleted.	-	-	-	-	-	-
Orient ⁴	Aroostook....	1,100	26	1,100	-	-	M	16	24	-
Orland.....	Hancock.....	2,300	23	2,300	-	-	M	12	24	43 96
							M	12	34	67 29
Orneville.....	Piscataquis..	1,400	21	1,400	-	-	M	12	26	53 12
							M	12	26	
Orono.....	Penobscot....	1,800	21	1,800	-	-	M	12	26	182,41
							M	12	26	
							M	10	10	
Orrington.....	Penobscot....	2,000	21	2,000	-	-	S	24x 18	4	9 00
Otis.....	Hancock.....	1,200	21	1,200	-	-	M	18 x 12	26	38 85
							S	18 x 18	28	
Otisfield.....	Cumberland..	2,360	21	-	2,360	-	S	24 x 12	30	82 00
							S	24 x 12	30	
							S	24 x 24	30	
Oxbow Pl.....	Aroostook....	700	21	700	-	-	-	-	-	-
Oxford.....	Oxford.....	2,250	21	-	2,250	-	3-M	8	72	92 40
							M	12	26	35 70
							S	48 x 72	26	31 00
Palermo.....	Waldo.....	1,250	21	1,250	-	-	M	12	26	63 34

¹No. Yarmouth—Cost of rebuilding end walls, \$104.50.

²No. 33 Pl.—Two Sections: Sec. 1, 450 feet, cost \$274.97; Sec. 2, 750 feet, cost \$237.80.

³Old Town—Contract awarded to Roundy & Davis.

⁴Orient—Culvert bought in 1915.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
350	155 77	440 58	299 05	31 08	1,145 26	1,095 25	562 25	-	50 01	71
-	-	346 80	558 82	42 59	1,052 71	1,066 00	519 71	13 29	-	52
450	206 97	702 50	393 49	45 43	1,402 39	1,436 40	604 39	34 01	-	77
-	-	10 00	294 50	21 80	326 30	304 74	203 16	-	21 56	66
-	-	121 00	50 00	-	277 10	150 00	100 00	-	127 10	48
-	-	145 55	121 25	16 50	283 30	300 00	183 30	16 70	-	34
-	-	78 95	200 00	30 34	370 99	360 03	240 03	-	10 96	37
90	25 00	110 00	114 87	-	274 87	270 00	180 00	-	4 87	26
350	175 00	355 00	369 99	-	899 99	900 00	599 99	01	-	36
-	-	269 50	262 64	34 18	625 20	627 83	425 20	2 63	-	52
50	68 00	384 00	146 96	-	598 96	600 00	398 96	1 04	-	1 02
100	42 00	164 00	93 20	-	299 20	300 00	199 20	80	-	85
-	-	140 06	372 71	28 66	541 43	615 38	341 43	73 95	-	45
450	280 00	150 00	168 61	75 88	1,141 67	900 00	600 00	-	241 67	1 63
-	-	822 95	326 77	4 55	1,255 41	1,308 72	589 41	53 31	-	71
-	-	500 00	810 05	17 92	1,446 71	1,317 60	585 60	-	129 11	72
100	26 00	496 21	338 75	41 33	902 29	906 01	602 29	3 72	-	82
-	-	41 51	421 63	9 50	583 89	578 68	378 68	-	5 21	25
525	108 98	210 75	432 82	101 18	906 85	907 12	606 85	27	-	64
-	-	327 23	1,002 92	27 25	1,539 81	1,537 57	739 57	-	2 24	85
-	-	-	1,059 40	13 00	1,081 40	1,066 00	533 00	-	15 40	54
-	-	170 00	344 79	30 45	584 09	600 00	384 09	15 91	-	48
250	135 18	559 27	291 75	10 66	1,078 86	1,085 41	545 86	6 55	-	45
700	197 86	123 53	188 98	12 62	522 99	609 48	319 83	86 49	-	74
-	-	177 00	723 01	47 50	1,106 61	1,077 13	544 13	-	29 48	49
-	-	665 92	262 25	22 50	1,014 01	1,066 00	481 00	52 00	-	81

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size— inches.	Length— feet.	Cost.
Palmyra	Somerset	1,280	21	1,280	-	-	M 4-M	20 18	{ 26 104	433 63
Paris	Oxford	950	21	-	950	-	M M M M M	14 14 12 8 42	{ 24 24 24 120 22	188 75
Parkman ¹	Piscataquis	980	20	980	-	-	M M	42	{ 22	191 39
Parlin Pond Twp.	Somerset	Laid Over								
Parsonfield	York	2,600	21	2,600	-	-	M S	12 18 x 18	{ 26 -	37 72 5 00
Passadumkeag	Penobscot	1,200	23	1,200	-	-	C	24 x 36	{ 26	109 32
Patten	Penobscot	1,200	21	1,200	-	-	M M	14 14	{ 26 26	88 80
Pembroke	Washington	Voted	No.							
Penobscot	Hancock	2,000	21	2,000	-	-	M S	24 42 x 36	{ 26 26	60 00 41 00
Perham	Aroostook	1,500	21	1,500	-	-	M M	12 18	{ 26 26	31 00 62 00
Perkins	Sagadahoc	Voted	No.							
Perkins Twp.	Franklin	2,000	21	2,000	-	-	3-M	12	{ 72	71 00
Perry	Washington	1,300	21	1,300	-	-	M M M	14 14 12	{ 24 26 26	57 45 70 12
Peru	Oxford	1,050	23	1,050	-	-	M	10	{ 26	60 30
Phillips	Franklin	3,275	21	3,275	-	-	2-M 3-M	18 14	{ 44 66	203 46
Phippsburg	Sagadahoc	950	21	950	-	-	M M 600 M	14 18 18	{ 26 26 26	26 80 104 73
Pittsfield ²	Somerset	600	23				Bridge.	-	{ -	132 37
Pittston	Kennebec	2,900	21	2,900	-	-	M	12	{ 56	82 76
Pleasant Ridge Pl.	Somerset	540	18	540	-	-	-	-	{ -	30 00
Plymouth	Penobscot	2,650	21	2,650	-	-	M 3-M	12 10	{ 26 64	78 24 59 56
Poland	Androscoggin	2,500	21	2,500	-	-	S S S	24 x 48 36 x 48 24 x 24	{ 26 26 31	179 51

¹Parkman—\$200 reserved to complete bridge²Pittsfield—Cost includes \$132.37 on account of construction of Sibley bridge; not included in cost per foot.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Coet.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	320 18	423 10	22 19	1,199 10	1,066 00	533 00	-	133 10	93
800	84 36	220 71	496 43	20 20	1,010 45	998 39	448 39	-	12 06	1 06
-	-	638 87	484 76	385 71	1,700 73	1,640 32	652 32	200 00	60 41	1 73
-	-	652 30	346 48	22 09	1,063 59	1,066 00	530 59	2 41	-	40
-	-	352 90	435 30	17 75	915 27	927 52	615 27	12 25	-	76
1,200	318 00	257 00	548 00	9 90	1,221 70	1,066 00	533 00	-	155 70	1 01
-	-	205 59	600 00	27 00	933 59	800 00	400 00	-	133 59	46
343	142 00	370 00	395 56	22 41	1,022 97	1,106 39	489 97	83 42	-	68
600	145 62	632 25	88 12	22 62	959 61	964 91	659 61	5 30	-	47
-	-	511 96	246 60	21 75	907 88	1,153 17	375 38	245 29	-	69
-	-	827 53	146 30	47 02	1,081 15	1,088 16	548 15	7 01	-	1 02
275	215 97	297 76	451 69	24 92	1,199 80	1,180 11	647 11	-	19 89	36
-	-	615 07	424 88	36 00	1,102 75	1,107 90	569 75	5 15	-	1 16
300	185 50	456 53	613 62	22 46	1,515 21	1,512 00	648 00	-	3 21	2 30
-	-	64 00	892 05	31 34	1,070 15	1,083 33	537 15	13 18	-	36
-	-	93 50	19 00	-	142 50	79 50	53 00	-	63 00	26
-	-	109 00	467 17	20 96	675 37	666 73	366 73	-	8 64	25
388	167 63	597 95	316 66	25 73	1,347 04	1,278 72	612 72	-	68 32	53

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Portage Lake Pl. ¹	Aroostook	6,700	21	6,700	-	-	M M 2-M	18 16 12	26 26 52	331 66
Porter	Oxford	2,300	21	2,300	-	-	M M S	36 12 48 x 48	26 26 26	30 13 92 98
Portland	Cumberland	Not completed.								
Pownal	Cumberland	1,500	21	1,500	-	-	C M	24 x 24 20	26 28	64 75
Prentiss	Penobscot	1,400	20	1,400	-	-	M M	24 24	28 28	161 50
Presque Isle	Aroostook	2,500	21	2,500	-	-	4-M M M	14 16 18	104 26 26	224 40
Princeton	Washington	1,727	21	1,727	-	-	S	48 x 42	25	135 74
Prospect	Waldo	3,000	21	3,000	-	-	S M M	15 x 18 12 12	32 26 8	78 60 43 99 33 20
Randolph	Kennebec	635	32	635	-	-	M S M	48 x 60 12	15 18	97 79 21 60
Rangeley	Franklin	1,425	22	1,425	-	-	M	18	42	
Rangeley Pl.	Franklin	Voted	No.				3-M	12	78	77 62
Raymond	Cumberland	700	23	700						
Readfield	Kennebec	3,550	21	3,550	-	-	M M	8 16	26 26	66 35 56 00
Reed Pl.	Aroostook	2,000	22	2,000	-	-	M	12	15	
Richmond	Sagadahoc	1,550	21	1,550	-	-	M	15	104	179 00
Riley Twp.	Oxford	No app.								
Ripley	Somerset	645	21	-	645	-	S	20 x 20	26	12 74
Robbinston	Washington	2,100	21	2,100	-	-	M S	14 36 x 36	26 27	68 00 130 00
Rockland ²	Knox	10,100	14.5 21	7,800	-	Bit. Mac 2,300	M M M	18 12 12	28 26 26	149 99
Rockport	Knox	1,000	21	1,000	-	-	M 5-M	14 10	28 112	42 00 135 15
Rome ³	Kennebec	1,500	23	1,500	-	-	M M	16 16	26 26	62 98

¹Portage Lake—Three sections: Sec. 1: 1,200 feet, cost \$404.01; Sec. 2: 4,000 feet, cost \$2,014.50; Sec. 3: 1,500 feet, cost \$507.62.

²Rockland—Two sections: Sec. 1: Main street, 2,300 lineal feet, bituminous macadam, cost \$5,113.13; Sec. 2: 7,800 lineal feet, gravel, cost \$6,628.26; joint fund includes \$700 apportioned for Sec. 2 on Thomaston Road from state highway loan fund; state aid approved includes \$676.42 from above apportionment. Of 7,800 feet constructed on Thomaston Road, 3,705 feet were in Rockland and 4,095 feet was in Thomaston.

³Rome—Two sections: Sec. 1: 500 feet, cost \$459.33; Sec. 2: 1,000 feet, cost \$599.10.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length, feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
1,835	630 00	25 00	1,939 47	47 10	2,973 23	3,094 22	2,061 23	120 99	-	44
-	-	494 10	378 77	21 20	1,017 18	1,066 00	484 18	48 82	-	44
-	-	167 25	255 11	3 60	490 71	505 38	240 71	14 67	-	32
-	-	244 39	513 50	14 62	934 01	1,918 36	618 36	-	15 65	66
1,300	600 00	225 00	922 97	71 81	2,044 18	2,129 08	850 18	84 90	-	81
300	180 60	207 24	246 96	39 87	810 41	800 00	400 00	-	10 41	46
-	-	210 40	438 50	44 98	849 67	900 00	549 67	50 33	-	28
-	-	357 33	432 89	52 60	962 21	1,000 00	462 21	37 79	-	1 51
1,325	662 50	142 38	407 75	27 93	1,318 18	1,249 97	583 97	-	68 21	91
150	192 38	96 20	113 71	185 87	588 16	600 00	288 16	11 84	-	84
-	-	138 90	862 50	41 39	1,109 14	1,066 00	533 00	-	43 14	31
160	135 00	10 00	701 75	17 08	919 83	900 00	600 09	-	19 83	45
-	-	108 10	719 00	18 35	1,024 45	960 00	460 00	-	64 45	66
645	316 89	6 00	181 73	20 65	538 01	450 00	300 00	-	88 01	83
-	-	405 46	300 00	53 00	956 46	1,022 90	656 46	66 44	-	45
-	-	3,637 97	7,522 90	435 53	11,746 39	9,450 09	4,755 59	23 58	2,319 88	1 16
350	220 19	327 04	620 75	32 55	1,377 68	1,360 62	628 62	-	17 06	1 37
500	300 00	225 00	470 45	37 80	1,096 23	1,050 00	525 00	-	46 23	73

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.				
							Kind.	Size—inches.	Length—feet.	Cost.	
Roque Bluffs.....	Washington...	900	21	900	-	-	M	12	24	30	370 26
Roxbury.....	Oxford.....	1,000	22	1,000	-	-	M	36			
							M	18	30	50 17	
							M	16	28	22 64	
							M	14	8	56 00	
Rumford.....	Oxford.....	4,000	21	4,000	-	-	5-M	24	28	239 00	
								16	134		
Saco.....	York.....	1,147	10.5	-	-	1,147	B. M.	-	-	-	-
St. Agatha.....	Aroostook.....	2,000	21	2,000	-	-	M	16	26	48 00	
St. Albans.....	Somerset.....	1,950	21	-	1,950	-	M	16	26	77 60	
							M	12	26	42 46	
							M	12	26	42 46	
St. Francis Pl.	Aroostook.....	1,500	21	1,500	-	-	M	30	38	121 84	
							M	18	30	53 59	
							M	18	28	57 29	
St. George.....	Knox.....	1,700	21	1,700	-	-	M	24	26	96 71	
St. John Pl.....	Aroostook.....	No appli	cati	on	-	-	M	12	24		
Salem.....	Franklin.....	1,200	21	1,200	-	-	M	12	24	24	90 48
							M	12			
							M	10	24		
							M	10	24		
Sandy River Pl.	Franklin.....	1,480	21	1,480	-	-	S	16 x 16	24	15 00	
Sandy Bay Twp.	Somerset.....	Laid O ver.					S	12 x 18	24		
							S	12 x 12	24		
Sanford.....	York.....	3,150	22	3,150	-	-	M	12	26	30 40	
							M	12	26	30 40	
Sangerville.....	Piscataquis.....	750	21	-	750	-	-	-	-	-	-
Scarboro.....	Cumberland.....	940	28	940	-	-	-	-	-	-	-
Searsmont.....	Waldo.....	900	21	-	900	-	S	24 x 15	27.5	9 00	
Searsport.....	Waldo.....	750	21	750	-	-	-	-	-	-	-
Sebago.....	Cumberland.....	2,050	21	2,050	-	-	S	18 x 18	30	25 00	
Sebec.....	Piscataquis.....	1,600	21	-	1,600	-	S	18 x 12	26	27 10	
Seboeis Pl.....	Penobscot.....	1,100	21	1,100	-	-	-	-	-	-	-
Sedgewick 1.....	Hancock.....	7,150	23	7,150	-	-	M	36	26	26	300 14
							M	12			
							M	30	26		
							S	-	234		

1Sedgewick—8 stone culverts, various sizes: 12 inches to 36 inches; total length 234 feet.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

Y-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	93 22	134 01	19 25	616 74	600 00	400 00	-	16 74	68
125	61 25	227 86	391 34	15 10	885 96	900 00	535 96	14 04	-	88
-	-	586 85	1,529 03	232 10	2,586 98	2,574 43	1,108 43	-	12 55	64
-	-	304 07	1,435 07	8 00	1,747 14	2,772 59	281 14	1,025 45	-	1 52
1,072	275 00	-	518 91	20 63	910 54	938 24	610 54	27 70	-	45
1,100	199 20	388 01	277 00	19 50	1,046 23	1,066 00	513 23	19 77	-	53
-	-	170 00	445 62	28 15	876 49	976 66	476 49	100 17	-	58
5	7 42	504 57	499 48	24 40	1,132 58	1,066 00	533 00	-	66 58	66
-	-	175 00	149 43	14 57	429 48	450 00	279 48	20 52	-	35
-	-	738 78	107 25	55 01	916 04	900 00	600 00	-	16 04	61
-	-	318 00	1,817 37	82 91	2,279 08	2,332 75	946 08	53 67	-	72
-	-	596 23	350 00	104 20	1,050 43	1,066 00	517 43	15 57	-	1 40
-	-	445 69	222 86	478 63	1,147 18	1,603 21	283 18	456 03	-	1 22
-	-	335 81	228 60	20 59	594 00	600 00	294 00	6 00	-	66
700	451 70	644 78	155 00	38 78	1,290 26	1,200 00	600 00	-	90 26	1,72
500	150 00	490 15	138 35	42 65	846 15	800 00	400 00	-	46 15	41
650	200 00	333 10	250 00	18 27	828 47	1,066 00	295 47	237 53	-	51
300	200 00	461 28	175 00	17 00	853 28	900 00	553 28	46 72	-	77
-	-	265 00	444 51	42 25	1,051 90	1,066 00	518 90	14 10	-	14

TABLE VI
(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Shapleigh.....	York.....	1,450	21	1,450	-	-	-	-	-	-
Sherman.....	Aroostook.....	780	23	780	-	-	-	-	-	-
Shirley.....	Piscataquis.....	Voted	No.							
Sidney ¹	Kennebec.....	1,000	21	-	1,000	-	M	12	24	30 00
Silver Ridge.....	Aroostook.....	Laid O	ver.							
Skowhegan.....	Somerset.....	3,300	25	3,300	-	-	S	36 x 48	10	69 34
Smithfield.....	Somerset.....	1,400	23	1,400	-	-	M	12	26	71 80
Smyrna.....	Aroostook.....	Papers	not	receiv	ed.		M	12	26	-
Solon.....	Somerset.....	1,100	23	-	1,100	-	S	36 x 60	26	195 72
							M	12	26	20 65
Somerville.....	Lincoln.....	2,600	21	2,600	-	-	M	14	26	38 92
							M	12	26	36 96
Sorrento.....	Hancock.....	1,000	21	1,000	-	-	M	12	26	41 00
South Berwick.....	York.....	1,200	21	-	1,200	-	S	24 x 24	30	76 50
South Bristol.....	Lincoln.....	1,470	21	1,470	-	-	M	18	26	47 00
Southport.....	Lincoln.....	1,250	21	1,250	-	-	S	24 x 60	25	68 00
South Portland ² ..	Cumberland..	2,500	20	-	-	B. M. 2,500				
South Thomaston.	Knox.....	1,375	21	1,375	-	-				
Southwest Harbor.	Hancock.....	3,000	21	3,000	-	-	M	12	28 26 36 96	470 80
							M	12		
							M	18		
							6-M	16		
Springfield.....	Penobscot.....	1,300	23	1,300	-	-	M	24	26	154 92
Stacyville Pl.....	Penobscot.....	1,100	24	1,100	-	-				
Standish.....	Cumberland..	1,600	22	-	-	Mac. 1,600	M	16	30 20 40	130 50
							M	8		
							2-M	12		
Starks ³	Somerset.....	625	23	-	625	-				
Stetson.....	Penobscot.....	1,560	21	1,560	-	-	M	18	26	51 20
Steuben ⁴	Washington..	1,408	21	1,408	-	-	M	24	26	80 00
							M	12	26	42 00
							S	24 x 24	28	186 00
Stockholm.....	Aroostook.....	1,725	21	-	1,725	-	M	16	26	58 00
							M	16	26	58 00
							M	12	26	45 00

¹Sidney—Distribution of cost estimated.

²South Portland—Distribution of cost estimated.

³Starks—Expended 1915 and 1916 joint funds together.

⁴Steuben—Contract awarded to W. A. Smith; distribution of cost estimated.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
250	145 00	353 46	295 00	22 58	816 04	800 00	400 00	-	16 04	56
780	622 60	255 60	321 40	16 47	1,216 07	1,066 55	533 55	-	149 52	1 55
1,000	500 00	195 52	337 60	20 90	1,084 02	1,077 87	544 87	-	6 15	1 08
2,000	822 00	1,328 59	312 51	181 58	2,714 02	2,709 55	1,243 55	-	4 47	82
430	150 00	420 35	200 34	45 93	888 42	900 00	588 42	11 58	-	63
-	-	582 93	301 80	37 69	1,138 79	1,066 00	533 00	-	72 79	1 03
-	-	270 00	527 49	14 00	887 37	900 00	587 37	12 63	-	41
400	127 00	506 79	150 00	68 65	893 44	900 00	593 44	6 56	-	89
-	-	541 00	590 67	12 40	1,220 57	1,232 10	554 57	11 53	-	1 01
50	23 50	113 63	775 19	31 48	990 80	1,000 00	490 80	9 20	-	67
-	-	766 71	320 00	53 46	1,208 17	1,194 03	661 03	-	14 14	96
-	-	375 00	4,447 33	8 25	4,830 58	2,565 50	1,099 50	-	2,265 08	1 93
800	163 25	664 09	232 56	12 95	1,072 85	1,066 99	533 99	-	5 86	78
-	-	1,481 29	1,424 09	120 50	3,496 68	3,512 47	1,876 36	15 79	-	1 16
600	167 56	395 00	213 12	11 05	941 65	902 47	602 47	-	39 18	72
1,100	349 18	189 00	360 00	13 78	911 96	900 00	600 00	-	11 96	82
-	-	100 00	1,123 87	14 04	1,368 41	1,354 20	622 20	-	14 21	85
-	-	642 97	83 00	40 98	766 95	817 05	366 95	50 10	-	1 22
900	190 00	160 60	280 99	19 75	702 54	695 90	347 95	-	6 64	45
100	50 00	82 40	598 00	60 83	1,099 23	1,067 06	534 06	-	32 17	77
1,060	338 00	95 00	297 07	28 67	919 74	914 82	614 82	-	4 92	53

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Stockton Springs.	Waldo	1,850	23	1,850	-	-	M 3-M C	12 12 36 x 36	26 48 28	527 07
Stoneham	Oxford	1,300	21	1,300	-	-	M M M M M	12 12 24 26 26	26 26 26 26 26	152 33
Stonington	Hancock	1,830	24	1,830	-	-	S S	12 x 12 20 x 36	27 28	285 00
Stow	Oxford	1,050	23	1,050	-	-	M M M M	12 12 12 16	26 26 26 34	108 20
Strong	Franklin	3,350	21	3,350	-	-	M	12	24	71 10
Sullivan	Hancock	800	21	800	-	-	M	16	26	42 00
Summit Twp.	Penobscot	No app.								
Sumner	Oxford	1,860	21	-	1,860	-	M M M 2-M	20 20 12 16	24 24 24 48	243 03
Surry	Hancock	1,600	23	1,600	-	-	M	12	24	123 86
Swan's Island	Hancock	1,192	21	1,192	-	-	M	18	26	103 15
Swanville	Waldo	1,500	23	1,500	-	-	S S S	18 x 18 18 x 18 18 x 18	25 25 26	60 00 60 00
Sweden	Oxford	2,100	21	2,100	-	-	S	18 x 18	40	76 26
Talmage	Washington	900	22	900	-	-	-	-	-	-
Temple	Franklin	2,562	21	1,262	1,300	-	S S	18 x 18 12 x 12	24 24	75 00
The Forks Pl.	Somerset	Laid Over.								
Thomaston ²	Knox	2,818	21	2,184	-	634	Con.	-	-	-
Thorndike	Waldo	3,008	21	3,008	-	-	M	16	26	127 28
Topsfield	Washington	1,200	22	1,200	-	-	M	24	26	105 00

¹Sullivan—Contract awarded to H. H. Havey for \$1.25 per linear foot; distribution of cost estimated.

²Thomaston—Concrete section: 634 feet cost \$2,916.81; Gravel section estimated 70% completed or 2,184 feet. To be completed in 1917; 936 linear feet to be reported with 1917 work.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "B. M." indicates
 "S. C." indicates sand-clay.
 metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
250	73 00	407 80	96 00	106 73	1,210 60	987 03	587 03	-	223 57	65
300	36 38	355 87	266 23	34 77	845 58	900 00	545 58	54 42	-	65
-	-	666 10	135 00	12 95	1,099 05	1,066 00	533 00	-	33 05	60
1,050	170 78	256 00	356 38	8 95	900 31	901 88	600 31	1 57	-	86
-	-	342 85	504 43	29 27	917 6.	1,098 00	414 65	150 35	-	28
375	300 00	400 00	258 00	50 24	1,050 24	1,071 78	517 24	21 54	-	1 31
-	-	533 00	263 34	26 85	1,066 22	1,084 91	533 22	18 69	-	57
1,400	300 00	45 00	466 70	6 25	941 81	900 00	600 00	-	41 81	58
-	-	608 49	367 19	24 50	1,103 33	900 00	600 00	-	203 33	92
400	155 00	482 11	178 00	13 44	948 55	900 00	600 00	-	48 55	63
-	-	541 82	231 76	23 48	876 32	908 47	576 32	32 15	-	41
200	105 00	34 13	791 85	27 24	958 22	900 00	600 00	-	58 22	1 06
1,024	374 25	-	411 67	29 50	890 42	900 00	590 42	9 58	-	34
-	-	315 83	3,948 76	246 40	4,510 99	6,033 53	1,447 39	1,522 57	-	1 60
758	153 25	145 25	635 98	20 65	1,082 41	1,066 .	533 00	-	16 41	35
-	-	107 00	688 99	24 72	925 71	913 .	618 41	-	7 30	77

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Topsbam	Sagadahoc	3,600	21	3,600	-	-	M	16	26	47 04
							M	12	26	41 22
Tremont ¹	Hancock	2,648	21	2,648	-	-	3-M	12	78	397 24
							M	16	26	
							M	14	28	
							M	20	26	
							M	24	6	
Trenton	Hancock	2,600	21	2,600	-	-	M	24	26	228 63
							M	14	26	
							M	12	26	
							M	12	26	
							M	12	26	
Trescott	Washington	1,900	22	1,900	-	-	M	12	26	36 00
Troy	Waldo	810	23	810	-	-	C	40 x 48	26	135 00
							M	24	26	93 19
Turner	Androscoggin	1,900	21	1,900	-	-	3-M	16	78	165 00
Union	Knox	1,900	21	1,900	-	-	C	36 x 48	26	303 00
Unity	Waldo	1,600	21	1,600	-	-	M	20	26	53 80
Unity Pl.	Kennebec	615	22	615	-	-	-	-	-	-
Upton	Oxford	600	21	600	-	-	S	12 x 12	24	24 00
Van Buren	Aroostook	No app.					S	12 x 12	24	23 00
Vanceboro	Washington	1,900	30	1,900	-	-	M	12	28	81 90
							S	-	8	-
Vassalboro	Kennebec	1,750	22	1,750	-	-	M	48	27	125 00
Veazie	Penobscot	Voted	No.				M	20	27	
Veroia	Hancock	Voted	No.							
Vienna	Kennebec	1,200	23	1,200	-	-	M	10	18	14 40
Vinalhaven	Knox	Not completed.								
Wade Pl.	Aroostook	Voted	No.							
Waite	Washington	1,200	23	1,200	-	-	M	12	26	15 00
Waldo	Waldo	1,500	23	1,500	-	-	M	18	26	61 45
							M	12	26	40 56
							M	14	26	44 10
							M	12	26	44 16
Waldoboro	Lincoln	1,557	23	1,557	-	-	S	24 x 30	45	42 75
							S	42 x 36	43	97 86

¹Tremont—Three sections: Sec. 1: 922 feet cost \$1,145.51; Sec. 2 and 3: 1,726 feet cost \$2,388.30.

—Continued.

February 10, 1917)

surfaced "Mac." indicates macadam, "Bit. Mac." indicates "S. C." indicates sand-clay.
metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	\$46 00	\$1,215 32	\$17 35	\$1,366 93	\$1,454 28	\$568 93	\$87 35	-	\$ 36
375	\$214 10	1,207 50	1,714 97	122 60	3,056 41	3,512 47	1,892 15	-	\$143 94	1 38
-	-	260 00	394 84	21 16	904 63	900 00	600 00	-	4 63	37
170	40 81	284 15	321 18	106 74	923 88	941 64	623 88	17 76	-	48 Mc
980	331 00	288 17	204 63	28 32	945 31	1,119 64	412 31	174 33	-	1 16
-	-	636 66	449 24	27 90	1,278 80	1,152 00	552 00	-	126 80	67
225	128 60	86 20	626 93	20 79	1,165 52	1,087 72	554 72	-	77 80	61
1,200	300 00	210 50	420 25	31 00	1,015 55	1,128 48	482 55	112 92	-	63
-	-	71 80	138 60	5 86	216 26	225 00	141 26	8 74	-	35
-	-	508 75	304 84	29 15	889 74	908 62	589 74	18 88	-	1 48
-	-	642 10	157 25	29 50	910 75	900 00	600 00	-	10 75	47
850	157 00	511 08	449 00	14 30	1,256 38	1,232 10	566 10	-	24 28	71
-	-	196 40	377 01	20 50	608 31	600 00	400 00	-	8 31	50
1,200	275 00	133 00	502 88	26 91	952 79	917 38	617 38	-	35 41	79
100	24 40	495 93	197 00	22 89	930 49	900 00	600 00	-	30 49	62
660	160 13	86 88	857 19	38 15	1,282 96	1,278 72	612 72	-	4 24	80

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.			
							Kind.	Size—inches.	Length—feet.	Cost.
Wales.....	Androscoggin.	1,700	23	1,700	-	-	Tile	12	134	\$67 30
									26	
									28	
									26	
									30	
Wallagrass Pl.	Aroostook.....	1,200	21	1,200	-	-	M	10x12	26	103 00
									28	
									30	
									26	
									26	
Waltham.....	Hancock.....	1,700	21	1,700	-	-	M	12	26	95 82
									28	
Warren.....	Knox.....	2,200	21	2,200	-	-	M	18	24	25 00
Washburn.....	Aroostook.....	2,085	21	2,085	-	-	M	18	30	131 00
Washington.....	Knox.....	Voted	No.				M	16	28	
Washington Twp.1	Franklin.....	400	21	400	-	-	S	-	-	-
Waterboro.....	York.....	1,650	21	1,650	-	-	S	18x24	25	132 00
Waterford ²	Oxford.....	1,600	21	-	1,600	-	S	48x96	26	
Waterville.....	Kennebec.....	3,845	23	3,845	-	-	S	24x36	10	303 83
									26	
									26	
Wayne.....	Kennebec.....	1,250	23	1,250	-	-	M	24	30	61 45
									26	32 13
									38	
Webster.....	Androscoggin.	900	21	900	-	-	M	12	30	249 00
									38	
									28	
Webster Pl.....	Penobscot.....	Not	com	pleted.	-	-	S	18x18	24	10 00
Weld.....	Franklin.....	2,600	21	2,600	-	-	S	18x18	24	10 00
							M	12	26	25 00
									26	
									26	
Wellington.....	Piscataquis...	1,300	21	1,300	-	-	M	16	26	159 73
Wells.....	York.....	2,424	21	2,424	-	-	M	14	26	102 92
									26	
Wesley.....	Washington...	2,100	21	2,100	-	-	M	16	24	43 29
									26	
									24	
West Bath ⁴	Sagadahoc...	250	21	250	-	-	M	10	24	33 20
									24	
Westbrook.....	Cumberland...	1,600	16	-	-	B. M.	-	-	-	-
Westfield.....	Aroostook.....	1,100	21	1,100	-	-	M	18	28	57 40
Wst Forks Pl.	Somerset.....	Laid O	ver.							
West Gardiner.....	Kennebec.....	1,030	21	1,030	-	-	-	-	-	1 72
Westmanland Pl.	Aroostook.....	No app.								W
Weston.....	Aroostook.....	1,700	21	1,700	-	-	M	12	26	176 70
									26	
									26	

¹ Washington Twp.—Expended 1912-1913-1914 and 1916 joint funds together.

² Waterford—Sand-clay surface.

³ Wells—Joint fund includes \$55.50 due from town on 1913 account.

⁴ West Bath—Surfacing includes cost of resurfacing 3,800 feet of old State Aid road.

—Continued.

February 10, 1917)

*"S. C." indicates sand-clay.**surfaced "Mac." indicates macadam, "Bit. Mac." indicates metal, "S." indicates stone, "C." indicates concrete.*

V-drain or stone base— length.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1914 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
400	\$150 00	\$357 18	\$200 00	\$11 20	\$1,047 76	\$1,066 00	\$514 76	\$18 24	-	\$ 61
795	478 00	25 00	341 20	32 10	979 30	947 51	647 51	-	\$31 79	
-	-	119 89	370 67	14 29	600 67	600 00	400 00	-	67	35
-	-	240 00	855 77	17 40	1,138 17	1,200 00	538 17	61 83	-	51
1,965	509 00	75 00	497 90	20 30	1,233 20	1,066 00	533 00	-	167 20	58
-	-	100 00	45 75	-	145 75	207 00	74 75	61 25	-	71
-	-	514 35	635 81	20 65	1,302 81	1,066 00	533 00	-	236 81	20
-	-	370 00	364 56	90 03	1,024 59	1,100 99	491 59	76 40	-	64
-	-	645 02	2,586 36	109 94	3,735 15	3,263 75	1,398 75	-	471 40	97
-	-	244 29	663 39	17 35	1,018 61	1,080 30	485 61	61 69	-	81
-	-	540 46	383 31	17 75	1,190 52	1,066 00	533 00	-	124 52	1 32
600	100 00	571 37	250 00	24 13	990 50	980 23	580 23	-	10 47	38
257	107 13	424 23	326 28	52 73	1,070 10	900 00	600 00	-	170 10	82
337	88 00	141 28	1,182 49	23 61	1,538 30	1,671 21	750 80	132 91	-	63
-	-	304 80	536 24	39 00	992 38	981 30	681 30	-	11 08	47
-	-	80 00	409 45	16 45	505 90	600 00	205 90	94 10	-	2 02
-	-	-	2,559 96	148 92	2,708 88	2,798 25	1,109 88	89 37	-	1 69
840	232 60	454 59	190 00	16 95	951 54	1,066 00	418 54	114 46	-	86
-	-	166 95	908 16	24 85	1,101 68	1,070 13	537 13	-	31 55	1 06
400	160 00	164 58	520 00	18 21	1,039 49	1,131 87	739 49	92 38	-	61

TABLE VI

(Expenditures to

NOTE:—In column showing material with which road is bituminous macadam, "Con." indicates concrete, 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, length—feet.	CULVERTS.				
							Kind.	Size—inches.	Length—feet.	Cost.	
Westport.....	Lincoln.....	500	21	500	-	-	-	12	24	-	
Whitefield.....	Lincoln.....	2,200	21	2,200	-	-	M	12	24	131 60	
							M	16	26		
							M	10	24		
Whiting.....	Washington...	914	21	914	-	-	M	10	24	16 80	
Whitneyville.....	Washington...	1,200	25	1,200	-	-	M	12	26	184 54	
							M	10	26		
							M	10	26		
Williamsburg.....	Piscataquis...	1,675	23	-	1,675	-	M	18	26	54 00	
Willimantic.....	Piscataquis...	1,400	21	1,400	-	-	M	12	26	159 40	
							M	14	26		
							M	14	26		
Wilton.....	Franklin.....	3,760	20	3,760	-	-	M	10	16	14 80	
							M	12	24	23 60	
							M	10	22	17 60	
							S	34x24	40	85 00	
Windham.....	Cumberland..	1,800	23	1,800	-	-	3-M	12	78	139 08	
Windsor.....	Kennebec.....	2,200	21	2,200	-	-	M	12	30	51 42	
							M	14	26	78 70	
Winn.....	Penobscot.....	1,550	24	1,550	-	-	M	16	26	52 01	
Winslow ¹	Kennebec.....	400	21	400	-	-	Bridge	-	-	4,008 06	
Winter Harbor...	Hancock.....	1,000	21	1,000	-	-	M	20	26	97 21	
Winterport.....	Waldo.....	2,400	26	2,400	-	-	C	30x30	26	153 73	
Winterville Pl.	Aroostook.....	No app.	-	-	-	-	-	-	-	-	
Winthrop.....	Kennebec.....	1,500	23	1,500	-	-	M	24	26	47 46	
Wiscasset.....	Lincoln.....	1,200	21	1,200	-	-	-	-	-	-	
Woodland.....	Aroostook.....	3,200	21	3,200	-	-	M	16	26	114 00	
							M	16	26		
							S	24x30	32		
Woodstock ²	Oxford.....	1,063	21	1,063	-	-	S	18x24	31	67 50	
							S	18x20	29		
							S	18x20	29		
Woodville.....	Penobscot.....	2,300	21	-	2,300	-	M	16	26	62 70	
							M	14	26		50 58
							M	18	26		54 60
Woolwich ³	Sagadahoc.....	2,200	21	2,200	-	-	M	18	26	54 60	
							2-M.....	12	52		92 40
							Br idge	-	-		489 75
Wyman Twp.....	Franklin.....	1,485	21	1,485	-	-	M	8	20	10 00	
Yarmouth.....	Cumberland..	Laid O ver.	-	-	-	-	-	-	-	-	
York.....	York.....	2,100	23	2,100	-	-	M	12	26	53 10	
							Tile	6	26		

¹ Winslow—Expended 1914, 1915 and 1916 joint funds together; concrete bridge, span 30 feet; roadway 22 feet, 2 inches; not included in cost per foot.

² Woodstock—Considered 85% completed; to be completed in 1917; 187 feet to be reported with 1917 work.

³ Woolwich—Expended 1915 and 1916 joint funds together; concrete bridge.

—Concluded.

February 10, 1917)

surfaced "Mac." indicates macadam, "Bit. Mac." indicates "S. C." indicates sand-clay. metal, "S." indicates stone, "C." indicates concrete.

V-drain or stone base— length feet.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1916 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1916 joint fund.	Cost per linear foot.
-	-	197 50	89 00	17 65	304 15	600 00	17 65	282 35	-	60
-	-	319 40	341 47	19 18	811 65	803 42	403 42	-	8 23	36
-	-	177 66	220 22	56 67	490 55	600 00	290 55	109 45	-	53
-	-	53 56	339 15	10 60	587 85	633 40	387 85	45 55	-	48
350	100 00	308 00	337 43	22 75	822 18	900 00	522 18	77 82	-	49
725	199 03	293 44	244 60	26 60	923 07	924 42	623 07	1 35	-	65
-	-	500 00	680 00	38 94	1,359 94	1,318 06	652 06	-	41 88	36
300	212 33	538 04	384 65	18 08	1,343 60	1,354 20	611 60	10 60	-	74
-	-	400 68	587 25	11 25	1,077 88	1,066 00	533 00	-	11 88	48
775	225 72	110 82	492 78	12 60	893 63	903 20	593 63	9 57	-	57
-	-	938 87	437 66	64 51	5,448 00	5,348 00	2,282 00	-	100 00	3 60
-	-	515 20	420 00	35 40	1,067 81	1,066 00	533 00	-	1 81	1 06
-	-	336 66	458 76	67 52	1,016 67	1,066 00	483 67	49 33	-	42
1,000	528 49	448 00	337 50	48 65	1,410 10	1,436 40	612 10	26 30	-	94
1,040	315 00	235 00	451 16	12 75	1,013 91	1,075 84	480 91	61 93	-	84
1,332	260 00	120 00	531 49	21 38	1,046 87	1,090 31	513 87	43 44	-	32
1,150	421 35	320 75	243 67	9 40	1,062 67	1,066 00	529 67	3 33	-	99
-	-	553 37	225 00	11 65	912 30	900 00	600 00	-	12 30	39
-	-	255 19	595 00	34 05	1,520 99	1,598 57	720 99	77 58	-	69
-	-	139 00	162 50	3 25	314 75	373 70	183 75	58 95	-	21
100	50 00	110 00	2,118 75	55 14	2,386 99	2,332 75	999 75	-	54 24	1 13

TABLE
Tabular Statement of 1915 State Aid
 (Expenditures to

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, length—feet.	CULVERTS.			
							Kind.	Size—Inches.	Length—feet.	Cost.
Acton.....	York.....	1,350	21	1,350	-	-	M	24	24	\$82 50
							M	20	26	
							M	16	28	
Corinna ¹	Penobscot.....	1,240	21	-	1,240	-	M	24 x 24	28	156 62
							M	24 x 15	26	
							M	30 x 15	26	
Elliottsville.....	Piscataquis...	1,400	21	-	1,400	-	M	24 x 15	26	86 60
							M	24 x 15	26	
							M	24 x 15	26	
Lincolntonville.....	Waldo.....	1,900	23	1,900	-	-	-	-	-	-
St. Albans.....	Somerset.....	350	26	350	-	-	S	30 x 30	26	25 00
St. John Pl. ²	Aroostook.....	-	-	-	-	-	C	60 x 30	26	145 52
Shirley ³	Piscataquis...	150	22	-	150	-	Bridge	96 x 51	24	778 40
							M	16	36	
							M	12	22	
Whitefield.....	Lincoln.....	2,100	21	2,100	-	-	M	-	-	98 29
Wells.....	York.....	3,550	21	3,550	-	-	M	-	-	
York.....	York.....	1,959	23	1,959	-	-	M	12	26	41 60
							M	12	26	

¹ Corinna: Road constructed in 1916 with 1915 joint fund.

² St John Pl.: Culvert constructed in 1916 with 1915 balance.

³ Shirley: Bridge constructed in 1916 with 1915 joint fund; cost of bridge not included.

VII.

Road Work Not Reported in 1915.

February 10, 1917.)

V-drain or stone base— length.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1915 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1915 joint fund.	Cost per linear foot.
-	-	\$662 66	\$298 85	\$21 99	\$1,066 00	\$1,023 44	\$490 44	-	\$42 56	\$ 79
1,240	522 96	132 46	166 33	44 81	1,023 18	1,271 67	490 18	248 49	-	82
185	43 00	323 50	113 77	9 60	576 47	587 35	376 47	10 88	-	41
-	133 85	342 70	482 51	105 00	1,064 06	1,061 30	528 30	-	2 76	56
-	-	108 14	74 10	-	207 24	182 68	182 68	-	24 56	59
-	-	-	-	19 95	165 47	354 16	165 47	188 69	-	-
-	-	99 75	20 93	54 38	953 46	1,152 71	653 46	199 25	-	1 16
300	17 50	218 80	473 80	-	808 39	808 39	408 39	-	-	38
-	-	73 78	1,134 48	-	1,208 26	1,208 26	476 26	-	-	34
600	900 00	90 00	1,347 90	23 70	2,403 20	2,309 15	976 15	94 05	-	1 23

TABLE
Tabular statement of 1914 State Aid
 (Expenditures to

Town.	County.	Total length—feet.	Finished width—feet.	Gravel length—feet.	Earth length—feet.	Macadam, bit. macadam, concrete, length—feet.	CULVERTS.			Cost.
							Kind.	Size—inches.	Length—feet.	
Acton.....	York.....	2,800	27	2,800	-	-	M	12	28	\$131 81
Woolwich.....	Sagadahoc.....	325	21	325	-	-	M	16	28	
							M	18	28	
							M	18	26	

VIII.

Road Work Not Reported in 1914.

February 10, 1917.)

V-drain or stone base— length.	Cost.	Grading cost.	Surfacing cost.	Miscellaneous cost.	Total cost of State Aid road.	Joint fund 1914 State Aid road.	Amount of State Aid approved.	Unexpended balance.	Expended in excess of 1914 joint fund.	Cost per linear foot.
200	\$250 00	\$1,944 19 4 35	\$185 68 45 00	\$14 12 20 00	\$2,528 80 69 35	\$1,030 94 175 00	\$497 94 175 00	-	\$1497 86 -	\$ 90 21

TABLE IX.

Tabular Statement of 1916 State Aid Road Work by Counties.

COUNTY.	Number of towns	Amount appropriated by cities, towns and plantations.	Amount appropriated by State.	*Total amount available.	Total cost of work completed.	Total cost of bridges and culverts.	Total cost of work not including bridges and culverts.	Length of Road Completed (Lineal Feet.)					Total number of miles completed.	Average cost per mile.	
								Earth.	Gravel.	Macadam.	Bituminous Macadam.	Concrete.			Sand-clay.
Androscoggin	13	\$20,669 00	\$14,919 81	\$35,588 81	\$31,535 89	\$2,822 80	\$28,713 09	-	32,668	-	248	-	-	6.24	\$5,053 82
Aroostook	57	29,287 36	38,219 88	67,507 34	70,319 70	3,758 17	61,633 53	18,643	99,724	-	-	-	-	22.42	3,159 06
Cumberland	23	16,992 00	14,928 42	31,920 42	32,640 32	2,313 31	31,327 01	2,460	34,215	1,600	4,100	-	-	8.02	4,194 55
Franklin	27	10,691 00	14,173 65	24,864 65	25,137 66	2,920 12	22,217 54	1,300	61,382	-	-	-	3,000	12.44	3,020 71
Hancock	37	16,575 64	21,182 48	37,758 12	37,942 36	4,542 51	33,399 79	-	66,702	-	-	-	-	6.83	3,004 14
Kennebec	28	16,845 00	18,029 19	37,874 19	35,483 88	6,658 16	31,825 78	2,000	42,265	2,470	-	-	-	5.66	4,348 46
Knox	13	11,760 92	13,441 91	25,202 83	29,173 85	1,135 68	28,038 17	-	26,949	-	-	-	-	4.55	5,154 39
Lincoln	17	8,362 00	9,237 23	17,599 23	17,276 15	1,966 34	15,309 81	-	24,027	-	-	-	-	4.72	3,796 95
Oxford	38	19,040 00	22,358 65	41,398 65	41,395 63	4,658 25	36,737 38	11,410	48,872	-	-	-	1,600	11.72	3,532 05
Penobscot	56	27,529 95	34,824 36	62,354 31	59,466 91	5,907 63	53,559 28	2,665	84,260	1,950	-	-	-	16.83	3,533 39
Piscataquis	19	8,632 00	12,076 30	20,708 30	20,323 12	2,103 43	18,219 69	5,785	21,710	1,000	-	-	-	5.40	3,763 54
Sagadahoc	8	4,031 00	4,186 75	8,220 75	8,026 68	1,226 55	6,800 13	-	13,350	-	-	-	-	2.53	3,172 60
Somerset	34	13,580 50	16,447 21	30,027 71	30,991 13	3,674 70	27,316 43	5,820	36,650	600	-	-	-	8.16	3,797 93
Waldo	23	9,996 00	12,400 74	22,396 74	22,351 76	3,476 22	18,875 54	4,656	29,629	-	-	-	-	6.49	3,444 03
Washington	44	15,844 50	24,480 84	40,325 34	39,931 17	5,023 51	34,907 66	1,400	71,904	-	-	-	-	13.88	2,874 70
York	24	18,635 50	16,413 73	35,049 23	34,246 87	1,826 25	32,420 62	1,600	36,314	2,427	1,847	-	-	7.99	4,286 23

* Includes balances from previous years.

TABLE X.

MISCELLANEOUS EXPENDITURES.

Expenditures by state on account of construction work in previous years.

(Expenditures to February 10, 1917.)

Town.	EXPLANATION.	Amount Paid.
Augusta.....	Reserved from 1915 to complete 1915 work.....	\$500 00
Biddeford.....	Surface treatment, 1915 state aid road.....	416 50
Brighton Pl.....	Reserved from 1915 to complete 1915 state aid road....	150 00
C Twp. Oxford Co.	Paid to Oxford Co. on account of 1914 state aid road...	138 94
Kittery.....	Surface treatment, 1915 state aid road.....	56 28
Waterville.....	Reserved from 1915 to paint guard rail.....	50 00
Wellington.....	Reserved from 1915 to complete work.....	25 00
West Forks Pl....	Paid to Somerset Co. on account of 1914 work.....	67 00
	Total.....	\$1,403 72

*Expenditures for inspection—No construction work reported—
Paid by state from state aid apportionments.*

Town.	EXPLANATION.	Amount Paid.
Acton.....	1916 state aid road not completed.....	\$26 07
Bath.....	1916 state aid road not completed.....	17 93
Dennysville.....	1916 state aid road not completed.....	10 00
Freedom.....	1916 state aid road not completed.....	17 13
Greenbush.....	1916 state aid road not completed.....	17 97
Kittery.....	1916 state aid road not completed.....	237 69
Merrill.....	1916 state aid road not completed.....	11 32
Mt. Desert.....	1916 state aid road not completed.....	70 94
Old Town.....	1916 state aid road not completed.....	58 11
Portland.....	1916 state aid road not completed.....	9 11
Vinalhaven.....	1916 state aid road not completed.....	66 82
Webster Pl.....	1916 state aid road not completed.....	11 06
Bingham.....	1916 joint fund laid over to 1917.....	3 92
Damariscotta.....	1916 joint fund laid over to 1917.....	2 00
Hammond Pl.....	1916 joint fund laid over to 1917.....	6 75
Lake View Pl.....	1916 joint fund laid over to 1917.....	10
Maxfield.....	1916 joint fund laid over to 1917.....	31 15
Moscow.....	1916 joint fund laid over to 1917.....	4 15
Yarmouth.....	1916 joint fund laid over to 1917.....	2 92
Cranberry Isles..	1916 completion papers not received.....	22 15
Crystal.....	1916 completion papers not received.....	16 67
Kingman.....	1916 completion papers not received.....	23 58
Lang Pl.....	1916 completion papers not received.....	32 12
Mt. Vernon.....	1916 completion papers not received.....	33 78
Smyrna.....	1916 completion papers not received.....	19 85
Westport.....	1915 work not completed.....	3 70
Georgetown.....	1916 work not satisfactory.....	5 75
Van Buren.....	No application for state aid in 1916.....	1 61
	Total.....	\$764 35

Maintenance work during 1916 was performed generally by the patrol method. 373 patrolmen were employed in caring for 3,466.55 miles of road in 423 towns. Of this mileage 224.20 miles was state highway improved by expenditure of bond issue funds; 105.95 miles was improved state aid taken over by the commission as state highway; 460.27 miles was improved state aid, and balance or 2,676.13 miles was unimproved road. There was also maintained by special arrangement with towns 232.37 miles of improved state aid road.

A total expenditure for labor and material of \$272,293.50 was made on this work. The State also furnished supervision and inspection for the work amounting to \$14,106.19 making a total gross expenditure chargeable to maintenance of \$286,399.69. Of this amount the State furnished \$131,730.12 and the cities and towns furnished \$154,669.57. The average expenditure per mile was thus, \$77.43. On the 224.20 miles of State Highway the expenditure was, for inspection \$2,058.63, for labor and material \$65,022.56, making a total expenditure of \$67,081.19 or an average expenditure per mile of \$299.20. The expenditure on the 3,242.35 miles of other road under patrol was for inspection, \$10,901.78, and for labor and material, \$192,246.88 making a total of \$203,148.66 or an average expenditure per mile of \$62.65.

Following are tabular statements showing all maintenance expenditures in detail:

TABLE XI

Patrol Maintenance, State and
State Aid Improved and
Unimproved Roads

TABLE XI—Patrol Maintenance, state and state aid improved and unimproved roads.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—extra help.	Cost—material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Abbot.....	Piscataquis.....	\$22 28	\$608 40	10.00	\$447 00	\$157 68	\$3 70	\$608 38	\$ 3 20	\$160 34	\$ 51 56	\$ 2 00
Aeton.....	York.....	24 71	515 00	10.50	484 81	30 19	-	515 00	13 76	110 93	117 33	4 44
Addison.....	Washington.....	37 35	537 80	10.00	477 00	31 00	29 12	537 12	1 28	83 55	29 97	13 00
Albany.....	Oxford.....	28 10	635 35	11.00	414 06	188 88	17 69	620 63	42 22	143 77	97 07	40 00
Albion.....	Kennebec.....	10 96	500 00	10.00	394 53	64 13	41 26	499 92	64	99 03	102 53	-
Alexander.....	Washington.....	14 70	500 00	10.00	450 00	28 50	21 50	500 00	67 78	102 63	142 69	-
Alfred.....	York.....	37 82	392 70	6.50	244 88	128 50	14 05	387 43	1 28	62 06	65 80	-
Alna.....	Lincoln.....	15 47	492 50	9.75	440 57	39 33	10	480 00	3 15	119 62	68 04	-
Alton.....	Penobscot.....	25 76	499 08	8.30	442 29	38 00	6 00	486 29	5 76	80 47	188 42	28 00
Amity.....	Aroostook.....	48 88	740 00	9.50	383 37	342 80	14 44	740 61	14 01	104 41	125 99	24 00
Andover.....	Oxford.....	43 55	485 00	9.50	435 75	28 88	20 37	485 00	3 06	83 27	31 45	-
Anson.....	Somerset.....	12 70	487 09	8.00	468 00	-	19 10	487 10	93	195 82	14 29	-
Appleton.....	Knox.....	24 09	657 38	10.11	415 32	183 20	58 08	656 60	-	96 78	80 29	-
Argyle.....	Penobscot.....	32 15	576 29	8.50	410 55	154 00	10 48	575 03	31	103 35	70 26	-
Athens.....	Somerset.....	10 90	608 96	10.00	364 89	240 49	3 57	608 95	33 28	54 84	62 38	15 00
Atkinson.....	Piscataquis.....	19 86	552 17	10.00	402 54	144 25	2 09	548 88	29 33	122 73	12 72	36 00
Auburn.....	Androscoggin E.....	28 88	648 40	8.50	479 50	95 89	82 55	657 94	-	222 26	71 30	-
Augusta.....	Kennebec E.....	36 27	-	4.60	449 90	1,238 63	2,231 42	3,919 95	8 00	106 50	4 75	-
				2.00	23 36	4,524 46	2,599 99	7,147 81	4 16			

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Abbot.....	Piscataquis.....	\$25 60	-	-	\$5 53	\$360 15	-	-	-	-	-	02	-
Acton.....	York.....	49 98	-	-	64	217 92	-	-	-	-	-	00	-
Addison.....	Washington.....	20 12	-	-	00	389 20	-	-	-	-	-	68	-
Albany.....	Oxford.....	65 58	14 81	-	-	217 18	-	-	-	-	-	14 72	-
Albion.....	Kennebec.....	26 49	2 17	-	32	268 74	-	-	-	-	-	08	-
Alexander.....	Washington.....	36 41	9 16	-	8 38	132 95	-	-	-	-	-	00	-
Alfred.....	York.....	15 85	-	2 79	-	238 75	-	-	-	-	-	5 27	-
Alna.....	Lincoln.....	109 90	-	-	64	178 65	-	-	-	-	-	12 50	-
Alton.....	Penobscot.....	5 88	-	-	-	172 18	-	-	-	5 58	-	12 79	-
Amity.....	Aroostook.....	35 86	96	120 00	-	315 38	-	-	-	-	-	-	6
Andover.....	Oxford.....	45 27	1 24	-	-	303 38	-	-	-	7 33	-	00	-
Anson.....	Somerset.....	36 40	4 65	-	-	231 10	-	-	-	3 91	-	-	01
Appleton.....	Knox.....	37 17	-	-	-	441 76	-	-	-	60	-	78	-
Argyle.....	Penobscot.....	35 97	6 67	-	-	358 47	-	-	-	-	-	1 26	-
Athens.....	Somerset.....	16 21	10 57	110 39	-	306 28	-	-	-	-	-	01	-
Atkinson.....	Piscataquis.....	41 82	-	-	11 69	294 59	-	-	-	-	-	3 29	-
		69 40	-	-	-	294 98	-	-	-	-	-	-	9 54
Auburn.....	Androscoggin.....	129 47	850 79	2 25	10 86	394 70	-	-	2,363 38	49 25	-	-	-
Augusta.....	Kennebec.....	-	-	987 79	-	7 71	4,785 44	-	1,362 65	-	-	-	-

E Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—extra help.	Cost—material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Avon.....	Franklin.....	\$29 25	\$535 70	9.50	\$392 10	\$141 95	\$1 55	\$535 60	\$14 75	\$55 91	\$84 04	-
Baileyville.....	Washington.....	38 83	873 70	12.00	278 01	458 00	66 05	802 06	-	44 59	21 25	-
Bancroft.....	Aroostook.....	43 79	600 05	10.50	355 20	57 60	1 25	414 05	-	140 92	72 25	-
Baring.....	Washington.....	12 28	688 08	10.00	454 56	12 00	25 20	491 76	9 00	38 38	52 33	-
Barnard Pl.....	Piscataquis.....	7 70	166 09	2.50	118 30	45 00	-	163 30	17 71	26 28	21 00	-
*Bath.....	Sagadahoc.....	3 97	84 87	1.04	-	11 00	73 87	84 87	-	-	4 00	\$ 7 00
Belfast.....	Waldo.....	65 72	831 87	11.22	416 90	367 38	47 57	831 85	3 60	144 63	84 56	-
Benton.....	Kennebec.....	34 13	728 33	10.00	317 69	255 15	19 10	591 94	-	171 97	92 21	-
*Belmont.....	Waldo.....	18 63	91 24	9.92	85 48	4 00	1 76	91 24	-	29 59	14 08	-
Benedicta.....	Aroostook.....	35 82	778 76	10.00	470 74	242 90	4 76	718 40	53 23	149 85	44 92	-
Benton.....	Kennebec.....	10 28	576 50	7.05	479 49	-	21 35	500 84	-	266 54	65 85	-
Berwick.....	York.....	38 61	485 00	9.50	411 27	59 35	8 30	478 92	-	120 61	78 66	-
Bethel.....	Oxford.....	40 50	616 48	11.00	481 04	112 25	22 99	616 28	1 60	131 21	122 19	56 25
		68 44	809 00	10.70	447 09	238 00	37 40	722 49	64	211 66	102 06	-
Biddeford.....	York A.....	63 83	-	1.20	78 30	87 88	575 18	741 36	-	9 90	5 40	9 00
Bingham.....	Somerset.....	14 57	705 85	10.50	450 00	121 50	39 90	611 40	10 24	90 25	139 66	-
Blanchard.....	Piscataquis.....	26 10	573 58	8.20	404 19	157 75	10 88	572 82	34 14	69 06	150 21	22 00
Bluehill.....	Hancock.....	29 75	875 94	14.50	508 20	310 68	49 60	868 48	3 72	94 22	39 63	-
Bowdoin.....	Sagadahoc.....	15 75	500 00	10.00	375 00	108 50	17 60	501 10	22 51	84 06	102 38	5 75

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		* SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Avon.....	Franklin.....	20 01	-	-	-	360 89	-	-	-	-	-	10	-
Baileyville.....	Washington.....	24 77	-	-	-	711 45	-	-	-	-	-	71 64	-
Bancroft.....	Aroostook.....	25 25	-	-	-	164 66	-	-	-	10 97	-	186 00	-
Baring.....	Washington.....	30 15	-	-	-	361 90	-	-	-	-	-	196 32	-
Barnard Pl.....	Piscataquis.....	9 56	-	2 88	2 49	83 38	-	-	-	-	-	2 79	-
*Bath.....	Sagadahoc.....	-	3 87	-	-	-	-	-	-	-	-	-	-
Belfast.....	Waldo.....	17 19	-	-	-	567 90	13 97	-	-	-	-	02	-
Belgrade.....	Kennebec.....	56 67	-	-	-	271 09	-	-	-	-	-	136 39	-
*Belmont.....	Waldo.....	10 88	-	5 76	-	30 59	-	-	-	34	-	-	-
Benedicta.....	Aroostook.....	34 21	15 68	3 42	-	417 09	-	-	-	-	-	10 36	-
Benton.....	Kennebec.....	10 15	-	-	1 62	156 68	-	-	-	-	-	75 66	-
Berwick.....	York.....	36 36	-	-	-	240 50	-	-	-	2 79	-	6 08	-
Bethel.....	Oxford.....	54 91	-	-	-	236 40	-	-	-	7 72	-	0 20	-
		46 74	-	-	1 28	318 69	-	-	-	-	-	86 51	-
Biddeford.....	York.....	15 66	-	-	-	25 97	-	-	-	41 42	-	-	-
Bingham.....	Somerset.....	78 23	11 01	-	-	278 11	-	-	-	675 43	-	-	-
		-	-	-	-	-	-	-	-	3 90	-	94 45	-
Blanchard.....	Piscataquis.....	70 32	64	-	-	226 45	-	-	-	-	-	76	-
Bluehill.....	Hancock.....	21 79	-	-	1 24	707 88	-	-	-	-	-	7 46	-
Bowdoin.....	Sagadahoc.....	24 33	-	-	-	257 91	-	-	-	4 16	-	-	1 10

A Indicates Trunk Line work.

* Patrolman taken off.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Bowdoinham.....	Sagadahoc.....	\$33 75	\$580 00	12.00	\$422 07	\$52 50	\$13 80	\$488 37	-	\$205 34	\$61 99	-	
Bradford.....	Penobscot.....	32 35	470 71	9.00	444 75	24 00	-	468 75	-	91 81	106 44	6 00	
Bradley.....	Penobscot.....	26 01	269 98	4.50	295 13	-	14 94	310 07	\$19 00	118 46	126 25	-	
Bremen.....	Lincoln.....	27 25	303 57	4.90	232 38	54 00	17 05	303 43	2 24	32 24	84 25	-	
Brewer.....	Penobscot.....	22 15	540 00	6.50	450 54	85 75	3 28	539 57	-	274 63	138 39	-	
Bridgton.....	Cumberland.....	67 15	1,076 92	16.22	916 06	59 50	7 70	983 26	2 86	415 73	75 52	-	
Brooklin.....	Hancock.....	18 75	533 17	10.50	468 00	41 75	22 95	532 70	3 32	192 44	50 60	-	
Brooks.....	Waldo.....	41 03	538 12	10.75	471 70	55 92	11 50	539 12	5 12	205 41	102 97	-	
Brooksville.....	Hancock.....	14 75	535 79	10.00	465 00	89 00	27 70	581 70	3 41	125 66	102 00	-	
Brownville.....	Piscataquis.....	24 99	738 50	9.50	412 46	286 50	14 40	713 36	8 37	117 24	39 88	-	
Brunswick.....	Cumberland C.....	63 31	600 40	9.46	450 96	205 75	45 99	702 70	3 20	190 70	64 96	-	
Buckfield.....	Oxford.....	58 44	-	4.61	267 27	344 14	524 36	1,135 77	11 84	41 96	9 20	-	
		36 06	560 00	10.00	427 56	47 00	4 85	479 41	21 76	164 07	71 16	-	
Bucksport.....	Hancock.....	36 95	825 41	10.55	468 58	289 38	55 75	813 71	19 38	185 76	82 94	-	
Burlington.....	Penobscot.....	30 27	476 00	9.20	448 59	20 00	-	468 59	67 01	201 19	80 46	-	
†Calais.....	Washington.....	54 50	706 73	12.00	496 68	119 50	90 60	706 78	-	76 17	98 05	-	
Cambridge.....	Somerset.....	13 53	500 00	10.00	383 37	108 50	17 15	509 02	59 92	85 09	59 98	-	
Camden.....	Knox.....	73 67	769 70	10.00	464 85	254 15	50 65	769 65	10 89	115 39	156 52	-	
Canaan.....	Somerset.....	15 75	500 00	10.00	451 32	20 80	28 21	500 33	-	99 66	57 18	-	

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Bowdoinham.....	Sagadahoc.....	27 50	9 40	-	-	184 14	-	-	-	-	-	91 63	-
Bradford.....	Penobscot.....	29 77	4 48	-	-	211 25	-	-	-	-	-	1 96	-
Bradley.....	Penobscot.....	12 34	-	-	-	53 02	-	-	-	-	-	-	40 09
Bremen.....	Lincoln.....	17 81	-	-	-	166 89	-	-	-	-	-	0 14	-
Brewer.....	Penobscot.....	-	-	-	-	126 55	-	-	-	-	-	0 43	-
Bridgton.....	Cumberland.....	62 59	-	2 46	1 92	416 62	-	-	-	5 56	-	93 66	-
Brooklin.....	Hancock.....	37 43	93	-	-	247 98	-	-	-	-	-	47	-
Brooks.....	Waldo.....	21 15	1 92	-	-	202 55	-	-	-	-	-	-	1 00
Brooksville.....	Hancock.....	35 74	5 04	2 88	-	306 97	-	-	-	-	-	-	45 91
Brownville.....	Piscataquis.....	34 32	-	-	15 62	497 93	-	-	-	-	-	25 14	-
Brunswick.....	Cumberland.....	16 20	-	-	9 07	418 57	-	-	-	-	-	-	102 30
Buckfield.....	Oxford.....	48 71	2 17	2 88	64	152 36	-	-	866 01	-	-	-	-
Bucksport.....	Hancock.....	74 67	8 69	10 85	-	128 21	-	-	-	-	-	20 59	-
Burlington.....	Penobscot.....	75 55	2 79	-	-	448 29	-	-	-	-	-	11 70	-
Burlington.....	Penobscot.....	47 91	5 88	-	-	66 14	-	-	-	-	-	7 41	-
†Calais.....	Washington.....	28 72	-	-	-	496 50	-	-	-	7 34	-	-	-
Cambridge.....	Somerset.....	43 11	3 10	-	17 75	240 07	-	-	-	-	-	-	9 02
Camden.....	Knox.....	62 83	62	-	96	420 23	-	-	-	2 21	-	05	-
Canaan.....	Somerset.....	16 17	6 02	2 34	-	318 96	-	-	-	-	-	-	33

† 1917 payments on 1916 work.

C Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Cost—expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Canton.....	Oxford.....	\$52 90	\$643 31	10.00	\$477 00	\$153 75	\$2 80	\$633 55	\$25 17	\$308 08	\$56 98	\$25 00
Cape Elizabeth.....	Cumberland.....	26 05	762 50	10.00	496 74	199 50	57 63	753 87	25 43	57 75	158 86	-
Caribou.....	Aroostook.....	140 82	1,517 50	19.00	1,219 61	254 00	43 28	1,516 89	-	304 41	297 64	46 75
Carmel.....	Penobscot I.....	2 26	13 01	3.35	13 01	-	-	13 01	-	2 24	10 77	-
Carroll.....	Penobscot.....	29 12	-	6.96	588 16	104 57	48 72	741 45	-	187 22	159 21	16 00
Carthage.....	Franklin.....	25 51	548 83	10.00	354 45	180 00	12 82	547 27	1 22	105 97	95 93	-
		35 90	387 34	7.00	389 34	-	-	389 34	46 40	157 00	56 15	-
Cary Pl.....	Aroostook.....	26 62	203 06	3.50	187 64	10 00	4 97	202 61	2 88	51 84	31 77	-
Caseo.....	Cumberland.....	43 05	323 10	4.55	350 64	-	-	350 64	2 22	172 91	12 76	-
Castine.....	Hancock.....	26 50	641 90	9.00	481 34	98 25	52 01	641 60	61 36	76 58	32 57	13 50
Castle Hill.....	Aroostook.....	26 69	726 50	9.50	450 00	230 00	13 40	693 40	15 35	122 14	107 86	70 00
Charleston.....	Penobscot.....	16 87	386 27	6.50	384 15	-	16 25	400 40	6 49	67 32	94 79	-
Chelsea.....	Kennebec.....	30 49	500 00	10.00	400 25	80 00	13 10	498 39	29 07	84 78	99 85	-
Cherryfield.....	Washington.....	43 10	705 86	10.00	468 00	160 06	75 75	703 81	4 96	1,2 09	61 27	-
Chester.....	Penobscot.....	10 00	-	3.01	-	98 00	9 60	107 60	-	-	3 00	-
Chesterville.....	Franklin.....	23 25	517 40	10.53	450 00	60 00	-	510 00	4 03	211 31	114 42	24 00
		49 82	590 00	12.00	420 81	106 30	52 89	580 00	111 28	55 38	49 20	-
China.....	Kennebec.....	8 16	542 56	11.00	444 75	76 35	21 30	542 40	7 66	134 6	97 23	-
Clifton.....	Penobscot.....	16 50	500 00	10.00	433 26	61 05	5 70	500 01	84 10	67 86	129 83	6 00
Columbia.....	Washington.....	30 75	500 00	10.00	472 92	-	2 07	499 99	20 81	74 38	37 35	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Canton.....	Oxford.....	108 96	-	-	-	109 36	-	-	-	-	-	9 76	-
Cape Elizabeth.....	Cumberland.....	33 13	1 60	-	1 92	475 18	-	-	-	-	-	8 63	-
Caribou.....	Aroostook.....	95 42	-	75 00	3 30	681 21	5 44	-	-	7 72	-	61	-
Carmel.....	Penobscot.....	10 55	55 34	-	-	313 13	-	-	-	-	-	-	-
Carroll.....	Penobscot.....	21 12	66	-	-	322 37	-	-	-	-	-	1 56	-
Carthage.....	Franklin.....	44 16	19 31	-	-	64 77	-	-	-	1 55	-	-	2 00
Cary Pl.....	Aroostook.....	1 28	-	-	-	114 84	-	-	-	-	-	45	-
Casco.....	Cumberland.....	18 93	1 55	-	-	141 03	-	-	-	1 24	-	-	27 54
Castine.....	Hancock.....	49 78	8 60	-	-	398 81	-	-	-	-	-	30	-
Castle Hill.....	Aroostook.....	39 20	-	-	-	327 38	-	-	-	11 47	-	33 10	-
Charleston.....	Penobscot.....	35 11	-	4 12	-	192 57	-	-	-	-	-	-	14 13
Chelsea.....	Kennebec.....	19 71	1 60	-	-	261 73	-	-	-	1 60	-	1 61	-
Cherryfield.....	Washington.....	48 14	62 68	1 94	-	352 73	-	-	-	-	-	2 05	-
Chester.....	Penobscot.....	45 34	-	-	-	59 26	-	-	-	-	-	-	-
Chesterville.....	Franklin.....	15 55	-	-	-	140 69	-	-	-	-	-	7 40	-
		34 11	51 32	-	-	278 71	-	-	-	-	-	-	-
China.....	Kennebec.....	22 69	-	5 88	-	274 18	-	-	-	-	-	16	-
Clifton.....	Penobscot.....	46 27	-	-	1 86	164 09	-	-	-	-	-	-	01
Columbia.....	Washington.....	105 22	7 00	-	-	255 23	-	-	-	-	-	01	-

I Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.					DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Columbia Falls.....	Washington.....	\$39 79	\$599 87	10.00	\$478 80	\$78 00	\$40 57	\$597 37	\$5 41	\$107 92	\$73 84	\$14 75
Concord.....	Somerset.....	13 85	534 53	10.00	441 63	89 00	3 50	534 13	30 19	64 90	81 63	-
Connor Pl.....	Aroostook.....	55 72	517 99	6.50	338 89	174 49	-	513 38	40 00	110 32	55 98	25 00
Cooper.....	Washington.....	30 60	477 50	9.25	447 21	14 00	4 60	465 81	78 09	69 47	62 72	-
Coplin Pl.....	Franklin.....	22 05	322 50	6.05	187 15	27 00	-	214 15	11 25	37 21	78 01	-
Corinna.....	Penobscot.....	21 08	543 54	11.00	449 99	78 11	10 00	538 10	-	191 05	6 20	-
Corinth.....	Penobscot.....	18 37	370 00	7.00	370 01	-	-	370 01	-	102 19	49 30	-
Cornish.....	York.....	61 16	590 32	10.00	508 80	31 80	34 55	575 15	-	165 98	13 77	-
Crawford.....	Washington.....	38 25	511 76	9.50	497 23	-	14 50	511 73	64 46	83 19	84 42	-
Crystal.....	Aroostook.....	13 23	555 20	10.09	239 82	-	2 66	242 48	-	89 61	63 87	-
		35 51	197 36	2.52	156 54	60 50	18 85	235 80	96	75 60	5 73	-
Cumberland.....	Cumberland C.....	54 06	-	3.17	141 66	35 34	585 05	762 05	-	18 28	9 53	-
Cutler.....	Washington.....	39 20	514 38	10.00	468 00	42 00	4 38	514 38	93	114 86	129 93	-
Cyr Pl.....	Aroostook.....	47 90	449 27	6.50	238 75	120 25	-	350 00	-	67 36	90 67	20 00
Dallas Pl.....	Franklin.....	28 50	380 00	7.20	355 41	24 56	-	379 07	64	32 64	34 22	-
Damariscotta.....	Lincoln.....	3 63	78 16	.97	-	22 66	55 50	78 16	-	-	-	-
Danforth.....	Washington.....	35 37	771 80	10.50	426 12	156 75	80	583 67	-	132 99	57 00	-
Dayton.....	York.....	32 07	665 67	11.50	449 07	181 70	34 05	664 82	23 60	56 68	121 29	-
Dead River Pl.....	Somerset.....	32 10	632 92	8.50	354 60	196 62	81 50	632 72	2 88	66 52	38 46	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard, rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Columbia Falls.....	Washington.....	86 93	-	-	-	308 52	-	-	-	-	-	2 50	-
Concord.....	Somerset.....	85 66	3 55	-	2 74	251 14	-	-	-	14 32	-	40	-
Connor Pl.....	Aroostook.....	24 54	6 82	2 79	-	246 33	-	-	-	1 60	-	4 61	-
Cooper.....	Washington.....	162 42	-	-	1 28	91 83	-	-	-	-	-	11 69	-
Coplin Pl.....	Franklin.....	1 44	-	-	-	86 18	-	-	-	-	-	108 35	-
Corinna.....	Penobscot.....	52 48	1 24	-	-	287 13	-	-	-	-	-	5 44	-
Corinth.....	Penobscot.....	25 20	-	-	-	193 32	-	-	-	-	-	-	01
Cornish.....	York.....	42 19	9 75	-	-	343 46	-	-	-	-	-	5 17	-
Crawford.....	Washington.....	71 01	2 24	-	-	206 41	-	-	-	-	-	03	-
Crystal.....	Aroostook.....	6 30	-	-	-	82 70	-	-	-	-	-	312 72	-
Cumberland.....	Cumberland.....	5 42	-	-	-	148 18	-	-	-	-	-	-	38 53
Cutler.....	Washington.....	21 62	-	13 95	-	151 22	3 20	-	544 25	-	-	-	-
		110 59	-	-	-	158 07	-	-	-	-	-	-	-
Cyr Pl.....	Aroostook.....	52 37	2 88	-	-	125 72	-	-	-	-	-	90 27	-
Dallas Pl.....	Franklin.....	23 25	67	-	62	287 00	-	-	-	93	-	03	-
Damariscotta.....	Lincoln.....	-	-	-	-	-	-	-	-	78 16	-	-	-
Danforth.....	Washington.....	2 19	1 24	-	32	389 93	-	-	-	-	-	188 13	-
Dayton.....	York.....	40 28	3 75	-	-	419 22	-	-	-	-	-	85	-
Dead River Pl.....	Somerset.....	20 94	32	-	-	359 88	-	-	-	144 22	-	20	-

C Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Drugging.	Raking rocks.	Road machine work.
Dedham.....	Hancock.....	\$17 75	\$542 66	9.19	\$433 59	\$114 75	\$5 76	\$554 10	\$10 08	\$161 79	\$11 16	-
Deer Islé.....	Hancock.....	28 00	478 34	9.00	433 59	20 00	24 70	478 29	2 56	65 62	108 93	-
Denmark.....	Oxford.....	58 12	500 60	10.00	447 54	32 00	-	479 54	5 58	211 84	60 25	-
Dennysville.....	Washington.....	28 80	556 10	9.81	468 00	41 43	38 15	547 58	28 43	76 49	70 07	-
Dexter.....	Penobscot.....	39 37	699 29	9.25	450 00	213 70	10 10	673 80	5 90	159 99	44 43	\$158 50
Dixfield.....	Oxford.....	17 25	426 35	7.50	424 29	-	5 06	429 35	31 09	143 81	29 86	-
Dover.....	Piscataquis J.....	29 00	623 40	8.00	447 00	163 19	8 37	618 56	27 09	161 60	13 59	126 19
Dresden.....	Lincoln.....	13 15	-	6.72	534 09	36 49	4 20	574 78	51 30	178 97	55 30	-
Drew Pl.....	Penobscot.....	17 35	500 00	10.00	414 06	10 00	9 15	433 21	10 51	199 15	50 43	-
		28 48	724 10	9.50	409 29	15 85	-	425 14	23 04	132 27	126 79	-
Durham.....	Androscoggin.....	25 15	530 00	11.00	450 00	31 85	66 00	547 85	37 97	58 93	40 20	-
East Livermore.....	Androscoggin.....	41 53	830 00	10.50	462 05	328 10	35 00	825 15	-	235 97	79 89	-
East Machias.....	Washington.....	31 68	656 05	10.00	476 04	127 95	50 85	654 84	-	65 37	119 65	8 00
Easton.....	Aroostook.....	37 72	821 00	10.35	450 00	337 62	35 56	823 18	2 18	100 29	73 81	-
Eastport.....	Washington.....	47 81	340 00	4.00	301 08	-	28 95	330 03	4 60	37 18	40 43	-
Eddington.....	Penobscot.....	12 79	771 80	10.50	397 32	324 62	49 85	771 79	5 85	111 24	126 38	-
Eden.....	Hancock.....	23 83	692 00	9.00	416 52	-	-	416 52	2 17	47 65	29 72	-
†Edgecomb.....	Lincoln.....	27 70	511 10	10.00	383 37	94 62	35 00	512 99	-	106 09	46 23	-
Edinburg.....	Penobscot.....	16 73	393 25	6.00	364 55	25 00	2 18	391 71	12 87	200 52	28 61	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Dedham.....	Hancock.....	51 46	-	-	-	259 61	-	-	-	-	-	-	11 50
Deer Isle.....	Hancock.....	26 52	-	-	-	274 66	-	-	-	-	-	05	-
Denmark.....	Oxford.....	42 58	-	28 92	-	130 37	-	-	-	-	-	20 46	-
Dennysville.....	Washington.....	63 35	13 73	-	-	295 51	-	-	-	-	-	8 52	-
Dexter.....	Penobscot.....	41 94	-	-	-	260 80	2 24	-	-	-	-	25 49	-
Dixfield.....	Oxford.....	20 06	4 08	-	-	200 45	-	-	-	-	-	-	3 00
Dover.....	Piscataquis.....	85 08	16 51	-	3 52	184 68	-	-	-	-	-	4 84	-
Dresden.....	Lincoln.....	124 15	35 32	-	-	129 74	-	-	-	-	-	-	-
Drew Pl.....	Penobscot.....	28 08	-	-	-	145 04	-	-	-	-	-	66 79	-
Durham.....	Androscoggin.....	14 52	-	-	-	128 52	-	-	-	-	-	298 96	-
East Livermore.....	Androscoggin.....	38 05	10 91	-	-	360 19	-	-	-	1 60	-	-	17 85
East Machias.....	Washington.....	50 97	8 41	-	-	449 91	-	-	-	-	-	4 85	-
Easton.....	Aroostook.....	49 19	2 73	-	5 05	404 21	-	-	-	64	-	1 21	-
Eastport.....	Washington.....	38 07	6 90	-	96	598 41	-	-	-	-	2 56	-	2 18
Eddington.....	Penobscot.....	35 16	62	-	-	212 04	-	-	-	-	-	9 97	-
Eden.....	Hancock.....	40 58	-	5 17	64	481 93	-	-	-	-	-	01	-
Eden.....	Hancock.....	33 48	-	-	11 40	284 94	-	7 16	-	-	-	275 48	-
†Edgecomb.....	Lincoln.....	27 25	1 17	-	48 10	284 15	-	-	-	-	-	-	1 89
Edinburg.....	Penobscot.....	37 79	4 34	-	-	107 58	-	-	-	-	-	1 54	-

J Indicates Trunk Line work.

† 1917 payments on 1916 work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Edmunds	Washington N.	\$35 15	\$530 88	7 48	\$322 97	-	\$30 95	\$353 92	\$56 67	\$14 84	\$37 01	-	-
Ellsworth	Hancock	8 05	-	2 52	176 38	\$102 75	9 17	288 30	3 20	7 30	76 19	-	-
Embden	Somerset	67 00	938 84	16.00	808 56	157 01	62 17	1,027 74	2 22	175 14	157 34	-	-
		19 94	622 70	10.00	450 00		36 36	622 56	47 00	147 82	39 88	\$15 00	
Enfield	Penobscot	45 21	927 87	12.50	569 55	302 50	55 75	927 80	-	-	-	-	-
		7 57	246 30	3.84	59 13	124 51	24 90	208 54	-	8 21	30 13	-	-
Etna	Penobscot I.	53 83	-	4.48	389 05	63 96	43 06	490 07	32	135 57	153 99	-	-
Eustis	Franklin	37 65	624 19	9.30	308 64	250 59	51 40	610 63	-	32 82	79 35	-	-
Exeter	Penobscot	17 15	545 00	10.50	451 55	83 00	10 20	544 75	2 52	157 86	46 02	26 50	
Fairfield	Somerset	51 84	1,517 80	20.41	870 77	485 64	145 23	1,501 64	31 23	216 40	226 69	11 00	
		39 90	399 20	-	279 96	79 25	21 70	380 91	64	140 05	63	-	
Falmouth	Cumberland C.	61 21	-	4.05	251 70	239 15	153 71	644 56	-	70 15	13 24	-	-
Farmingdale	Kennebec	26 18	420 00	5.00	353 37	103 00	33 00	489 37	-	130 98	22 22	-	-
		30 20	643 50	8.00	388 65	198 90	55 60	643 15	5 73	124 13	3 15	-	-
Farmington	Franklin F.	41 75	-	3.62	265 27	77 50	13 05	355 82	1 28	92 85	57 45	-	-
Fort Fairfield	Aroostook	36 35	792 50	10.00	283 26	495 28	13 96	792 50	-	135 76	68 24	123 28	
Foxcroft	Piscataquis	31 28	633 10	8.02	455 76	158 45	10 80	625 01	22 20	194 82	68 02	111 45	
Frankfort	Waldo	29 60	627 96	10.59	450 00	135 87	42 04	627 91	-	103 15	21 60	-	-
Freedom	Waldo	21 72	505 89	10.00	465 00	31 25	9 75	506 00	35 55	171 69	82 06	-	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Edmunds.....	Washington.....	31 69	-	-	-	207 83	-	-	-	-	5 88	176 96	-
Ellsworth.....	Hancock.....	22 51	27 22	-	7 26	141 68	-	-	-	-	2 88	-	88 90
Embsen.....	Somerset.....	93 03	6 35	-	-	593 66	-	-	-	-	-	-	-
		72 37	18 19	1 60	1 92	276 24	-	-	-	-	2 54	14	-
Enfield.....	Penobscot.....	13 74	-	-	-	437 43	-	-	-	-	-	07	-
		15 16	-	-	-	155 04	-	-	-	-	-	37 76	-
Etna.....	Penobscot.....	28 29	72 50	-	64	10 76	-	-	-	-	-	-	-
Eustis.....	Franklin.....	6 91	2 79	-	-	488 76	-	-	-	-	-	13 56	-
Exeter.....	Penobscot.....	46 51	6 29	-	-	259 05	-	-	-	-	-	25	-
Fairfield.....	Somerset.....	88 42	15 31	-	1 11	809 04	-	-	-	-	102 44	16 16	-
		19 50	-	-	-	214 33	-	-	-	-	5 76	18 29	-
Falmouth.....	Cumberland.....	32 27	-	55 39	1 27	139 47	7 80	57 17	267 80	-	-	-	-
Farmingdale.....	Kennebec.....	39 45	1 50	-	-	294 60	-	-	-	-	62	-	69 37
		22 62	64	-	-	486 88	-	-	-	-	-	35	-
Farmington.....	Franklin.....	61 56	-	-	-	142 68	-	-	-	-	-	-	-
Fort Fairfield.....	Aroostook.....	1 28	5 58	-	-	458 36	-	-	-	-	-	-	-
Foxcroft.....	Piscataquis.....	38 65	62	3 60	-	168 39	17 26	-	-	-	-	8 09	-
Frankfort.....	Waldo.....	44 55	-	-	33 79	416 18	8 64	-	-	-	-	05	-
Freedom.....	Waldo.....	37 58	8 52	-	-	170 60	-	-	-	-	-	-	11

N, I, C, F Indicate Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

Town	County	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Total Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Freeman	Franklin	\$38 87	\$500 00	10.00	\$376 95	\$117 87	-	\$494 82	\$19 95	\$68 38	\$100 01	\$13 00
		5 61	25 35	.68	24 63	-	72	25 35	-	13 46	4 16	-
Freeport	Cumberland C	42 87	-	7.57	353 26	142 39	17 44	513 09	11 00	80 80	26 57	-
Friendship	Knox	30 70	761 90	10.00	337 58	366 79	60 65	765 02	-	16 32	55 04	22 08
		45 18	457 69	8.00	457 35	-	-	457 35	-	254 93	25 65	-
Fryeburg	Oxford B	21 05	-	8.71	472 77	349 63	1,565 96	2,388 36	20 16	203 01	45 00	20 00
Garland	Penobscot	29 40	500 00	10.00	441 63	47 89	8 60	498 12	5 88	122 17	55 22	18 01
Georgetown	Sagadahoc	25 14	475 27	8.50	422 58	7 25	15 30	445 13	22 25	71 41	62 45	-
Gorham	Cumberland	22 79	500 00	10.00	387 06	14 60	6 40	408 06	-	99 05	54 32	5 00
Gouldsboro	Hancock	44 48	673 08	8.50	401 15	238 28	15 10	654 53	8 06	33 37	115 80	-
Grafton	Oxford	9 85	740 00	9.00	340 65	232 88	157 39	730 92	3 25	132 43	54 82	-
Grand Isle	Aroostook	28 27	603 05	8.00	470 26	118 38	10 75	599 36	-	55 08	68 38	-
Gray	Cumberland	44 99	769 03	11.96	760 21	167 37	28 11	955 69	93	362 08	87 73	-
Greenbush	Penobscot	32 06	517 70	10.59	467 82	39 25	2 17	509 24	-	293 93	16 07	10 00
Greene	Androscoggin E	10 15	-	2.28	239 42	155 20	948 86	1,343 48	20 95	1720	27 04	-
Guilford	Piscataquis	27 22	548 17	7.80	444 42	95 70	7 95	548 07	28 18	116 08	100 58	-
Hampden	Penobscot	13 84	575 20	6.94	424 62	87 50	73 20	585 32	-	35 11	146 42	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Freeman.....	Franklin.....	41 93	9 57	3 20	96	236 56	-	-	-	-	1 26	5 18	-
Freeport.....	Cumberland.....	106 21	62	-	1 27	7 73	-	-	-	-	-	-	-
Friendship.....	Knox.....	18 79	-	-	-	126 54	5 89	112 27	41 92	-	-	-	3 12
		52 59	-	-	-	90 51	-	-	-	-	33 67	- 34	-
Fryeburg.....	Oxford.....	57 13	13 98	34 18	14 81	239 32	-	-	-	1,736 27	4 50	-	-
Garland.....	Penobscot.....	79 86	2 56	-	-	214 42	-	-	-	-	-	1 88	-
Georgetown.....	Sagadahoc.....	86 03	-	-	10 36	189 35	-	-	-	-	3 28	30 14	-
Gorham.....	Cumberland.....	20 81	8 36	-	-	220 52	-	-	-	-	-	91 94	-
Gouldsboro.....	Hancock.....	22 43	-	1 60	-	473 27	-	-	-	-	-	18 55	-
Grafton.....	Oxford.....	58 72	-	-	7 75	271 56	-	-	-	-	202 39	9 08	-
Grand Isle.....	Aroostook.....	15 96	24 12	-	-	435 85	-	-	-	-	-	3 66	-
Gray.....	Cumberland.....	81 79	-	-	2 19	418 80	-	-	-	-	2 17	18 55	186 66
Greenbush.....	Penobscot.....	6 72	-	-	-	182 52	-	-	-	-	-	8 46	-
Greene.....	Androscoggin.....	51 36	35 00	17 04	3 00	77 19	-	-	-	1,094 10	-	-	-
Guilford.....	Piscataquis.....	66 84	-	-	-	236 39	-	-	-	-	-	10	-
Hampden.....	Penobscot.....	31 78	-	-	-	372 01	-	-	-	-	-	-	10 12

B, C, E Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Cost—expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Hancock.....	Hancock.....	\$33 21	\$500 00	10.00	\$406 92	\$28 00	\$29 37	\$464 29	\$11 11	\$37 74	\$37 75	-
Hanover.....	Oxford.....	34 10	533 54	8.50	471 67	45 00	16 75	533 42	19 89	150 30	11 25	-
Harmony.....	Somerset.....	11 47	679 38	10.00	433 26	207 00	31 00	671 26	28 39	88 82	51 24	\$4 00
Harpwell.....	Cumberland.....	36 05	716 00	10.00	444 78	198 00	45 50	688 78	6 00	93 58	152 46	-
Harrington.....	Washington.....	43 04	557 41	15.00	475 92	36 00	39 90	551 82	-	145 69	13 71	-
Harrison.....	Cumberland.....	42 68	578 54	10.00	465 00	22 50	6 40	493 90	-	137 38	56 37	3 00
Hartford.....	Oxford.....	25 74	500 00	10.00	405 69	70 00	-	475 69	-	197 10	78 68	-
Hartland.....	Somerset.....	18 38	692 65	10.00	433 59	244 55	13 82	691 96	7 36	107 37	71 91	15 25
Haynesville.....	Aroostook.....	54 18	500 00	10.00	233 37	-	2 60	235 97	3 96	51 75	35 40	-
Hebron.....	Oxford.....	16 85	663 10	10.00	444 75	-	-	444 75	-	187 03	114 03	-
		5 79	225 72	-	322 11	-	9 43	331 54	-	77 80	49 07	-
Hermon.....	Penobscot I.....	15 12	-	3.73	187 13	43 50	12 15	242 78	-	44 89	38 19	-
Hersey.....	Aroostook.....	25 53	503 64	7.90	410 07	93 23	-	503 30	9 95	124 21	88 26	-
Hiram.....	Oxford.....	63 92	500 00	10.00	433 26	13 00	3 60	449 86	9 28	114 92	96 17	-
Hodgdon.....	Aroostook.....	49 76	744 68	10.00	447 54	284 02	12 00	743 56	1 28	181 80	98 96	-
Holden.....	Penobscot M.....	21 41	-	4.60	468 06	-	-	468 06	-	81 91	59 31	-
*Hope.....	Knox.....	11 09	60 48	9.96	60 48	-	-	60 48	-	9 62	15 34	-
		47 73	920 30	-	698 49	204 00	9 00	911 49	5 63	322 72	153 67	-
Houlton.....	Aroostook K.....	7 72	-	2.72	187 80	267 40	-	450 20	-	87 97	49 49	-
Howland.....	Penobscot.....	27 51	600 00	2.75	495 60	4 05	3 97	503 62	44 56	260 45	42 94	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Hancock.....	Hancock.....	18 46	1 55	4 00	3 68	350 00	-	-	-	-	-	35 71	-
Hanover.....	Oxford.....	61 90	7 08	-	6 78	264 79	-	-	-	-	11 43	12	-
Harmony.....	Somerset.....	95 85	35 61	-	-	362 87	-	-	-	-	4 48	8 12	-
Harpwell.....	Cumberland.....	60 29	3 16	19 70	2 88	350 71	-	-	-	-	-	27 22	-
Harrington.....	Washington.....	90 52	1 92	-	-	299 98	-	-	-	-	-	5 59	-
Harrison.....	Cumberland.....	49 65	6 40	-	2 55	237 91	-	-	-	-	64	84 64	-
Hartford.....	Oxford.....	23 19	-	-	-	176 72	-	-	-	-	-	24 31	-
Hartland.....	Somerset.....	106 55	-	-	7 68	375 84	-	-	-	-	-	69	-
Haynesville.....	Aroostook.....	5 69	57	-	1 85	136 75	-	-	-	-	-	204 03	-
Hebron.....	Oxford.....	55 06	-	-	-	88 63	-	-	-	-	-	218 35	-
Hermon.....	Penobscot.....	31 21	-	-	-	173 46	-	-	-	-	-	-	105 82
Hersey.....	Aroostook.....	12 14	-	-	-	147 56	-	-	-	-	-	-	-
		33 06	-	-	-	242 26	-	-	-	-	5 56	34	-
Hiram.....	Oxford.....	42 94	1 48	-	1 28	183 79	-	-	-	-	-	50 14	-
Hodgdon.....	Aroostook.....	22 77	4 16	-	-	434 59	-	-	-	-	-	1 12	-
Holden.....	Penobscot.....	7 34	-	-	-	319 50	-	-	-	-	-	-	-
*Hope.....	Knox.....	10 32	-	-	-	25 20	-	-	-	-	-	-	-
		26 53	-	-	-	402 94	-	-	-	-	-	8 81	-
Houlton.....	Aroostook.....	10 93	-	-	-	301 81	-	-	-	-	-	-	-
Howland.....	Penobscot.....	40 19	4 02	-	6 85	104 61	-	-	-	-	-	96 38	-

I, K, M Indicates Trunk Line work.

* Patrolman taken off.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Industry.....	Franklin.....	\$57 56	\$631 74	12.00	\$359 67	\$224 00	\$38 28	\$621 95	-	\$66 81	\$82 82	\$47 50
Island Falls.....	Aroostook.....	33 47	744 91	10.00	318 00	183 34	89 51	550 85	\$1 24	57 75	41 93	-
Indian Twp.....	Washington.....	29 31	957 89	-	319 50	630 00	8 39	957 89	-	266 00	27 50	301 00
Jackson.....	Waldo.....	22 17	526 40	10.88	450 00	59 70	16 48	526 18	-	134 47	59 18	-
Jay.....	Franklin.....	74 80	721 95	10.35	394 53	303 02	24 40	721 95	-	87 50	54 66	11 75
Jefferson.....	Lincoln.....	16 12	535 00	11.10	519 99	11 13	3 85	534 97	-	130 15	17: 31	-
Jonesboro.....	Washington.....	33 80	551 30	10.00	481 83	46 13	23 40	551 36	12 88	134 75	89 62	17 20
Jonesport.....	Washington.....	45 73	694 90	8.50	462 00	126 00	106 85	694 85	14 85	71 95	88 95	8 00
Kenduskeag.....	Penobscot.....	20 13	556 34	9.15	169 63	364 80	22 90	557 32	-	152 10	36 15	96 00
*Kennebunk.....	York A.....	182 03	-	2.74	329 16	624 57	1,309 49	2,263 22	26 82	67 54	21 70	-
Kingfield.....	Franklin.....	54 55	626 59	16.05	314 94	262 90	21 45	599 29	13 00	26 28	67 16	8 25
Kingman.....	Penobscot.....	29 06	461 93	7.50	326 79	92 50	27 10	446 39	-	58 13	45 60	12 00
†Kittery.....	York A.....	20 40	219 80	2.50	115 33	-	7 95	123 28	3 40	27 10	28 15	-
Knox.....	Waldo.....	84 82	527 12	4.31	317 93	184 31	407 67	909 91	14 81	2 88	5 74	-
Lagrange.....	Penobscot.....	25 08	292 12	10.00	444 12	65 53	16 07	525 72	34 79	95 85	142 79	10 80
		38 35	878 56	11.80	507 69	324 50	31 69	863 88	-	199 18	124 02	45 00
Lamoine.....	Hancock.....	40 59	470 00	9.00	432 84	3 50	27 84	464 18	17 51	32 26	83 94	-
Lang Pl.....	Franklin.....	18 35	282 74	4.83	187 85	-	-	187 85	2 88	15 66	65 99	-
Lee.....	Penobscot.....	27 33	515 00	10.50	64 12	52 00	2 80	519 92	23 54	154 52	73 94	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Industry.....	Franklin.....	16 25	4 54	96	-	403 07	-	-	-	-	-	9 75	-
Island Falls.....	Aroostook.....	2 79	-	-	-	473 01	-	-	-	-	14 13	154 06	-
Indian Twp.....	Washington.....	140 00	-	-	-	208 85	-	-	-	-	14 54	-	-
Jackson.....	Waldo.....	48 86	-	-	-	283 67	-	-	-	-	-	22	-
Jay.....	Franklin.....	17 01	-	-	-	550 63	-	-	-	-	-	-	-
Jefferson.....	Lincoln.....	32 67	1 55	-	32	192 97	-	-	-	-	-	03	-
Jonesboro.....	Washington.....	54 58	5 32	-	2 54	234 47	-	-	-	-	-	-	06
Jonesport.....	Washington.....	36 92	-	-	2 72	471 46	-	-	-	-	-	05	-
Kenduskeag.....	Penobscot.....	5 67	96	-	-	266 44	-	-	-	-	-	-	98
*Kennebunk.....	York.....	24 07	82 10	-	7 59	534 91	-	-	-	1,494 89	3 00	-	-
Kingfield.....	Franklin.....	99 11	-	-	1 60	383 89	-	-	-	-	-	27 30	-
Kingman.....	Penobscot.....	94 55	6 38	-	-	226 73	-	-	-	-	-	15 54	-
†Kittery.....	York.....	5 94	-	-	6 09	52 60	-	-	-	-	-	96 52	-
Knox.....	Waldo.....	41 15	-	-	56 70	98 32	-	-	-	687 43	2 88	1 40	-
Lagrange.....	Penobscot.....	54 34	-	-	-	187 15	-	-	-	-	-	14 68	-
		23 29	-	58 00	-	414 39	-	-	-	-	-	-	-
Lamoine.....	Hancock.....	82 65	-	-	-	241 08	-	-	-	-	6 74	5 82	-
Lang Pl.....	Franklin.....	7 20	-	-	-	96 12	-	-	-	-	-	94 89	-
Lee.....	Penobscot.....	33 67	8 00	3 60	96	216 25	-	-	-	-	5 44	-	4 92

A Indicates Trunk Line work.

* Patrolman taken off.

† 1917 payments on 1916 work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Cost—expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Leeds	Androscoggin E.	\$3 10	-	1.45	\$101 34	\$105 04	\$616 53	\$822 91	\$2 41	\$8 46	\$19 30	-
Letter E Twp	Franklin	5 98	\$55 00	1.10	32 81	25 00	-	57 81	-	2 88	4 38	-
Levant	Penobscot	7 17	559 08	10.50	467 64	87 13	15 07	569 84	4 48	199 74	89 55	-
Liberty	Waldo	22 30	671 19	10.50	461 18	164 09	35 47	660 74	3 18	155 06	188 30	\$5 50
Lincoln	Penobscot	19 89	785 00	9.75	4 68	282 75	20 35	771 10	12 58	177 30	35 69	24 00
Lincolntonville	Waldo	39 30	500 00	10.00	349 12	103 91	46 98	500 01	-	46 42	155 44	-
Linneus	Aroostook	46 10	575 24	10.00	450 00	63 00	12 58	525 58	-	180 18	93 23	-
Lisbon	Androscoggin	65 59	746 00	10.00	371 64	413 65	30 05	815 34	3 43	80 74	77 57	43 79
Litchfield	Kennebec	59 80	500 00	10.00	444 12	32 26	4 37	480 75	12 28	108 89	101 64	-
Littleton	Aroostook	14 29	731 00	10.50	450 00	214 04	8 32	672 36	-	127 54	130 54	-
Livermore	Androscoggin	41 29	500 00	10.00	453 00	9 00	-	462 00	6 08	306 14	30 93	-
Lovell	Oxford	35 29	701 38	13.00	534 35	171 75	-	706 10	27 32	152 07	65 32	18 00
Lowell	Penobscot	31 25	484 10	9.47	482 67	-	1 00	483 67	69 74	119 44	180 81	-
Lubec	Washington	58 42	754 54	10.00	486 00	203 60	63 70	753 30	-	73 07	95 17	6 50
Ludlow	Aroostook	38 88	678 73	10.00	450 00	182 74	27 42	660 16	3 32	210 78	118 49	-
Lyman	York	31 18	315 60	5.00	251 46	56 00	4 10	311 56	11 87	130 20	18 25	-
Maehias	Washington	34 65	779 00	10.00	484 56	201 74	91 35	777 65	-	86 75	148 69	15 25
Maehiasport	Washington	25 55	598 53	10.00	450 00	122 00	26 45	598 45	9 87	93 10	89 67	6 00

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Leeds.....	Androscoggin.....	36 94	96	-	-	39 41	-	-	-	714 43	-	-	
Letter E Twp.....	Franklin.....	4 28	-	-	-	46 27	-	-	-	-	-	2 81	
Levant.....	Penobscot.....	17 12	2 24	-	1 60	255 11	-	-	-	-	-	10 76	
Liberty.....	Waldo.....	38 20	8 32	-	-	262 18	-	-	-	-	10 45	-	
Lincoln.....	Penobscot.....	19 22	-	-	62	501 69	-	-	-	-	13 90	-	
Lincolntonville.....	Waldo.....	27 05	25 52	-	47	245 11	-	-	-	-	-	01	
Linneus.....	Aroostook.....	23 11	2 79	-	1 00	225 27	-	-	-	-	49 66	-	
Lisbon.....	Androscoggin.....	42 06	93	-	-	520 82	-	-	46 00	-	-	69 34	
Litchfield.....	Kennebec.....	50 24	8 12	1 04	2 88	195 66	-	-	-	-	19 25	-	
Littleton.....	Aroostook.....	45 08	-	-	-	369 20	-	-	-	-	58 64	-	
Livermore.....	Androscoggin.....	37 22	8 05	-	1 91	71 67	-	-	-	-	38 00	-	
Lovell.....	Oxford.....	16 42	-	-	-	426 97	-	-	-	-	-	4 72	
Lowell.....	Penobscot.....	17 58	-	-	-	96 10	-	-	-	-	43	-	
Lubec.....	Washington.....	73 05	-	-	4 44	501 07	-	-	-	-	1 24	-	
Ludlow.....	Aroostook.....	51 03	4 18	-	-	272 36	-	-	-	-	18 57	-	
Lyman.....	York.....	12 68	93	2 88	-	134 75	-	-	-	-	4 04	-	
Machias.....	Washington.....	32 04	2 83	-	14 42	477 67	-	-	-	-	1 35	-	
Machiasport.....	Washington.....	40 83	-	-	2 24	356 64	-	-	-	-	08	-	

E Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total—expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Macwahoc Pl.	Aroostook	\$22 21	\$453 30	8.66	\$392 28	\$64 00	\$11 60	\$467 88	\$27 20	\$156 88	\$131 80	-	-
Madawaska	Aroostook	25 85	491 50	8.50	445 92	16 00	21 36	483 28	-	138 71	69 05	-	-
		23 91	735 20	9.00	400 82	264 00	4 13	668 95	-	186 79	45 33	\$4 50	-
Madison	Somerset H.	5 80	-	1.08	67 18	6 00	-	73 18	-	25 91	9 81	-	-
Madrid	Franklin	33 78	559 52	9.00	361 72	181 87	11 20	554 79	51 07	36 39	44 35	-	-
		3 68	196 03	3.25	242 85	-	3 16	246 01	7 61	92 79	42 14	-	-
Manchester	Kennebec E.	19 30	-	2.68	226 82	947 80	113 46	1,338 08	19 85	12 65	6 11	-	-
†Mapleton	Aroostook	26 21	776 95	10.50	389 00	252 50	38 80	680 30	-	134 23	181 26	-	-
Marshfield	Washington	16 50	542 53	9.50	517 90	-	27 95	545 85	44 75	87 14	128 86	-	-
Mars Hill	Aroostook	12 70	831 20	10.70	450 00	349 13	31 20	830 33	15 60	103 42	90 25	-	-
Masardis	Aroostook	43 82	775 70	10.00	458 64	305 37	7 26	771 27	11 55	161 70	134 69	-	-
Mattawamkeag	Penobscot	34 85	520 02	8.48	416 85	76 00	20 25	513 10	-	90 11	57 93	8 00	-
		35 12	554 57	8.09	438 84	-	7 70	446 54	11 75	226 84	43 86	-	-
Mechanic Falls	Androscoggin S. ...	-	-	-	-	15 00	-	15 00	-	15 00	-	-	-
Meddybemps	Washington	24 50	522 50	10.75	458 64	35 86	28 00	522 50	36 65	73 71	53 26	-	-
Medford	Piscataquis	22 93	630 92	10.00	416 52	188 75	19 58	624 85	109 42	119 28	65 90	13 00	-
Medway	Penobscot	28 09	965 70	13.00	478 80	486 40	50	965 70	2 56	145 40	175 89	-	-
Mercer	Somerset	8 90	540 20	10.00	416 85	82 75	3 00	502 60	4 16	121 99	30 88	-	-

STATE HIGHWAY COMMISSION.

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Macwahoc Pl	Aroostook	38 84	3 20	-	-	109 96	-	-	-	-	-	-	14 58
Madawaska	Aroostook	22 81	15 34	-	-	237 37	-	-	-	-	-	8 22	-
		14 86	21 17	11 58	1 28	383 44	-	-	-	-	-	36 25	-
Madison	Somerset	11 38	-	-	-	26 08	-	-	-	-	-	-	-
Madrid	Franklin	34 55	2 79	-	-	378 92	-	-	-	-	6 72	4 73	-
		26 05	3 78	-	6 04	67 60	-	-	-	-	-	-	49 98
Manchester	Kennebec	25 28	7 34	1 28	-	165 27	-	-	-	-	-	-	-
†Mapleton	Aroostook	25 88	-	-	-	338 93	-	-	-	-	-	1,100 30	96 65
Marshfield	Washington	44 98	4 45	-	-	226 93	-	-	-	-	8 74	-	3 32
Mars Hill	Aroostook	38 35	8 00	4 00	-	570 40	-	-	-	-	31	87	-
N. asardis	Aroostook	32 63	10 24	-	1 60	412 98	-	-	-	-	5 88	4 43	-
Mattawamkeag	Penobscot	34 29	2 88	-	-	319 89	-	-	-	-	-	-	6 92
		53 61	1 92	-	1 60	106 96	-	-	-	-	-	-	108 03
Mechanic Falls	Androscoggin	-	-	-	-	-	-	-	-	-	-	-	-
Meddybemps	Washington	12 33	-	-	96	345 59	-	-	-	-	-	-	-
Medford	Piscataquis	37 40	-	-	20 29	259 56	-	-	-	-	-	-	6 07
Medway	Penobscot	48 81	1 24	-	-	591 80	-	-	-	-	-	-	-
Mercer	Somerset	9 29	1 60	1 28	-	333 30	-	-	-	-	-	-	37 60

B, E, S Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Merrill.....	Aroostook.....	\$40 16	\$730 75	10.00	\$456 81	\$22 50	\$16 68	\$495 99	\$ 96	\$120 64	\$86 20	-	-
Mexico.....	Oxford.....	57 01	770 00	9.50	360 45	402 24	-	762 69	11 20	150 58	40 13	-	-
Milbridge.....	Washington.....	42 70	565 70	10.00	432 93	87 40	42 25	562 58	4 92	111 35	38 38	-	\$ 64
Milford.....	Penobscot.....	28 83	706 70	9.25	548 51	136 12	20 89	705 52	-	304 63	121 57	-	19 60
Milo.....	Piscataquis.....	48 96	567 62	8.80	304 41	215 50	34 99	554 90	8 12	117 99	49 09	-	-
Minot.....	Androscoggin.....	26 35	500 00	10.00	418 98	73 00	8 70	500 68	19 22	183 54	82 66	-	-
Monmouth.....	Kennebec E.....	33 82	531 79	9.50	475 28	-	2 40	477 68	40 97	137 30	67 00	-	-
Monroe.....	Waldo.....	25 89	-	4.88	547 28	243 99	4,319 17	5,110 44	55 75	42 96	85 39	-	-
Monson.....	Piscataquis.....	21 34	523 01	10.00	415 32	90 59	17 15	523 06	9 88	115 89	100 66	-	-
		24 68	528 28	7.95	432 03	90 38	5 70	528 11	-	147 39	43 95	-	-
Monticello.....	Aroostook.....	26 08	515 00	10.50	450 00	64 78	-	514 78	8 96	71 31	170 30	-	-
Montville.....	Waldo.....	26 30	689 98	9.28	450 00	135 15	112 75	697 90	24 87	105 26	58 98	-	-
Moro Pl.....	Aroostook.....	10 25	158 20	2.20	48 72	90 19	-	138 91	-	9 09	20 16	-	-
Morrill.....	Waldo.....	34 39	620 88	11.95	463 67	117 30	39 91	620 88	5 76	97 78	88 52	-	-
Moscow.....	Somerset.....	22 33	664 48	10.00	435 59	129 63	99 26	664 48	4 80	104 01	113 93	-	36 00
*Mt. Chase.....	Penobscot.....	13 68	172 55	11.00	171 30	-	1 25	172 55	-	68 97	36 39	-	-
Mt. Vernon.....	Kennebec.....	21 78	405 00	7.70	302 68	47 35	3 50	353 53	3 20	184 30	36 78	-	-
Naples.....	Cumberland.....	44 70	403 80	6.11	408 11	21 00	2 80	432 51	31	219 91	52 34	-	21 00
†Newburg.....	Penobscot.....	19 37	505 04	10.00	369 12	95 16	40 76	505 04	62	47 67	78 33	-	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Merrill.....	Aroostook.....	21 63	-	-	96	246 38	-	-	-	-	19 22	234 76	-
Mexico.....	Oxford.....	72 96	-	-	-	487 82	-	-	-	-	-	7 31	-
Milbridge.....	Washington.....	45 48	-	-	-	361 49	-	-	-	-	32	3 12	-
Milford.....	Penobscot.....	37 11	-	-	-	222 61	-	-	-	-	-	1 18	-
Milo.....	Piscataquis.....	22 48	3 82	-	28 32	325 08	-	-	-	-	-	12 72	-
Minot.....	Androscoggin.....	27 39	2 17	67	-	185 03	-	-	-	-	-	-	68
Monmouth.....	Kennebec.....	46 31	-	3 00	-	183 10	-	-	-	-	-	54 11	-
Monroe.....	Waldo.....	232 76	16 32	-	-	141 86	-	-	-	2,208 94	2,326 46	-	-
Monson.....	Piscataquis.....	33 61	9 72	4 85	-	248 45	-	-	-	-	-	-	05
		33 65	-	-	-	303 12	-	-	-	-	-	17	-
Monticello.....	Aroostook.....	27 51	32	32	-	235 74	-	-	-	-	32	22	-
Montville.....	Waldo.....	18 28	1 60	-	-	481 64	-	-	-	-	7 27	-	7 92
Moro Pl.....	Aroostook.....	31	-	-	-	109 35	-	-	-	-	-	19 29	-
Morrill.....	Waldo.....	89 78	13 74	3 25	-	322 05	-	-	-	-	-	-	-
Moscow.....	Somerset.....	14 54	88 27	-	3 44	287 88	-	-	-	-	11 61	-	-
*Mt. Chase.....	Penobscot.....	17 32	-	-	-	49 87	-	-	-	-	-	-	-
Mt. Vernon.....	Kennebec.....	37 18	4 43	-	2 92	84 72	-	-	-	-	-	51 47	-
Naples.....	Cumberland.....	34 69	-	-	1 28	102 98	-	-	-	-	-	-	28 71
†Newburg.....	Penobscot.....	31 88	19 39	-	1 60	325 55	-	-	-	-	-	-	-

* Patrolman taken off.

† 1917 payment for 1916 Work.

F Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Newcastle.....	Lincoln.....	\$26 30	\$592 39	8 27	\$392 10	\$167 25	\$21 35	\$580 70	-	\$155 61	\$65 97	-
Newfield.....	York.....	51 51	500 00	10 00	424 89	-	1 85	426 74	\$1 28	164 27	107 97	-
New Gloucester.....	Cumberland.....	39 92	897 09	16 37	798 96	245 12	55 84	1,099 92	5 76	243 08	114 81	-
New Limerick.....	Aroostook K.....	25 83	231 09	3 31	103 55	17 55	1 80	122 90	-	32 31	62 76	-
		38 08	-	6 69	357 99	1,556 74	51 39	1,966 12	1 26	77 03	161 32	-
		14 32	404 00	4 80	124 84	175 25	2 20	302 29	-	85 13	11 13	-
†Newport.....	Penobscot.....	38 46	-	4 30	383 44	530 02	54 97	968 43	-	195 83	34 21	-
Newry.....	Oxford.....	37 35	660 00	8 00	295 16	301 09	38 09	634 25	26 55	72 29	168 63	\$29 00
New Sharon.....	Franklin.....	47 50	639 64	11 70	400 11	202 00	24 40	626 51	96	91 99	55 49	-
New Sweden.....	Aroostook.....	39 55	536 60	7 50	367 09	139 55	-	506 64	-	46 14	65 09	119 55
New Vineyard.....	Franklin.....	47 55	500 00	10 00	397 77	93 50	8 45	499 72	28 99	132 87	17 46	2 00
Norridgewock.....	Somerset H.....	18 59	474 92	7 89	456 09	9 00	5 43	470 52	38 24	176 93	50 48	-
		13 75	-	5 61	472 34	6 00	35 81	514 15	25 38	108 35	159 43	-
		17 60	402 31	6 14	375 00	-	27 31	402 31	22 52	50 05	102 43	-
Northport.....	Waldo D.....	45 22	-	7 65	434 55	1,139 69	112 73	1,686 97	13 42	148 00	148 50	-
North Yarmouth.....	Cumberland.....	25 24	530 00	11 00	448 77	29 00	20 38	498 15	32	115 70	55 09	-
Norway.....	Oxford.....	47 35	514 43	8 00	470 00	20 80	2 88	493 68	38 87	168 27	72 67	-
North Kennebunkport..	York A.....	25 22	209 56	2 80	120 16	78 00	2 10	200 26	-	70 01	20 08	-
		59 21	-	4 88	442 50	253 44	1,090 33	1,786 27	26 00	46 93	16 30	13 50

STATE HIGHWAY COMMISSION.

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Newcastle.....	Lincoln.....	64 86	-	-	-	292 60	-	-	-	-	1 66	11 69	-
Newfield.....	York.....	53 98	19 52	-	-	79 72	-	-	-	-	-	73 26	-
New Gloucester.....	Cumberland.....	78 72	24 33	-	-	633 22	-	-	-	-	-	-	202 83
		3 52	-	-	-	24 31	-	-	-	-	-	108 19	-
New Limerick.....	Aroostook.....	4 80	96	-	93	1,719 82	-	-	-	-	-	-	-
		14 76	4 25	178 65	-	8 37	-	-	-	-	-	101 71	-
†Newport.....	Penobscot.....	44 54	21 30	-	33	672 22	-	-	-	-	-	-	-
Newry.....	Oxford.....	29 72	1 92	-	14 25	255 08	-	-	-	-	36 81	25 75	-
New Sharon.....	Franklin.....	57 14	1 28	-	2 52	417 13	-	-	-	-	-	13 13	-
New Sweden.....	Aroostook.....	27 78	-	-	-	248 08	-	-	-	-	-	29 96	-
New Vineyard.....	Franklin.....	48 65	-	-	-	269 75	-	-	-	-	-	28	-
		52 26	3 82	1 94	-	141 16	-	-	-	-	5 69	4 40	-
Norridgewock.....	Somerset.....	30 38	35 81	-	-	154 80	-	-	-	-	-	-	-
Northfield.....	Washington.....	42 23	26 90	-	-	148 24	-	-	-	-	-	9 94	-
Northport.....	Waldo.....	35 22	-	-	-	1,336 54	-	-	-	-	5 29	-	-
North Yarmouth.....	Cumberland.....	25 87	4 65	-	63	295 89	-	-	-	-	-	31 85	-
Norway.....	Oxford.....	57 91	93	-	-	155 93	-	-	-	-	-	20 75	-
		6 30	-	-	3 77	100 10	-	-	-	-	-	9 30	-
North Kennebunkport...	York.....	85 22	33 96	-	2 54	99 29	-	-	-	1,460 95	1 58	-	-

A, D, H, K Indicates Trunk Line work.

† 1917 payments on 1916 work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Oakfield.....	Aroostook.....	\$35 34	\$513 52	10 20	\$199 30	\$22 75	\$1 47	\$513 52	\$2 88	\$39 86	\$208 36	-
Oakland.....	Kennebec.....	11 40	495 10	7 00	418 80	66 70	9 95	495 45	9 28	74 82	99 53	\$60 50
Old Orchard.....	York.....	38 90	579 60	8 00	461 52	64 50	43 40	569 42	-	85 64	43 21	-
Old Town.....	Penobscot.....	49 02	676 00	8 20	406 12	237 52	24 75	668 39	21 08	116 92	123 63	-
Orient.....	Aroostook.....	50 09	685 80	9 50	428 91	209 00	-	637 91	10 24	147 77	109 75	4 00
Orland.....	Hancock.....	12 00	424 10	6 00	326 60	41 75	41 30	409 65	-	59 29	32 49	-
Orneville.....	Piscataquis.....	13 15	518 53	10 00	463 12	48 66	6 55	518 33	53 38	180 53	109 77	-
Orono.....	Penobscot.....	23 67	588 00	7 10	427 35	117 00	43 65	588 00	-	87 53	180 16	-
Orrington.....	Penobscot.....	11 76	615 53	10 00	450 00	137 00	28 25	615 25	64	130 95	122 91	24 00
Otisfield.....	Cumberland.....	27 06	500 00	10 00	433 26	60 10	1 00	494 36	-	178 07	13 06	-
		19 45	260 00	4 80	257 09	-	2 88	259 97	11 30	100 53	-	-
Oxford.....	Oxford S.....	14 35	-	3 77	226 23	6 00	12 09	244 32	50 87	70 55	6 08	-
Palermo.....	Waldo.....	9 53	522 80	10 00	387 60	115 20	20 00	522 80	5 01	106 84	117 92	13 25
Palmyra.....	Somerset.....	9 73	489 51	9 50	390 73	50 75	28 95	470 43	-	138 33	85 78	-
Paris.....	Oxford.....	69 06	529 70	9 00	369 81	157 16	1 15	528 12	18 62	161 93	57 23	-
Parkman.....	Piscataquis.....	15 37	500 00	10 00	450 00	32 50	8 40	490 90	3 82	142 11	103 34	-
Parsonsfield.....	York.....	42 22	541 16	10 00	442 27	9 10	8 16	459 53	10 88	147 92	72 83	-
Passadumkeag.....	Penobscot.....	26 00	381 87	7 20	284 65	43 50	-	328 15	64	228 42	36 81	6 00
Patten.....	Penobscot.....	10 57	743 00	10 00	364 53	286 50	40 50	691 53	-	168 09	80 85	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Oakfield.....	Aroostook.....	27 21	-	-	1 21	173 38	-	-	-	-	62	-	-
Oakland.....	Kennebec.....	60 60	5 66	-	-	185 06	-	-	-	-	-	-	35
Old Orchard.....	York.....	43 29	-	-	64	364 48	-	-	32 16	-	-	10 18	-
Old Town.....	Penobscot.....	53 62	-	-	-	353 14	-	-	-	-	-	7 61	-
Orient.....	Aroostook.....	9 55	-	-	-	356 60	-	-	-	-	-	47 89	-
Orland.....	Hancock.....	42 62	-	-	-	275 25	-	-	-	-	-	14 45	-
Orneville.....	Piscataquis.....	33 10	5 75	-	2 24	131 32	-	-	-	2 24	-	20	-
Orono.....	Penobscot.....	18 55	-	-	-	301 76	-	-	-	-	-	-	-
Orrington.....	Penobscot.....	14 78	-	-	-	321 97	-	-	-	-	-	28	-
Otisfield.....	Cumberland.....	78 75	3 18	-	-	221 30	-	-	-	-	-	5 64	-
Oxford.....	Oxford.....	28 86	1 60	-	-	115 45	-	-	-	2 23	-	03	-
Oxford.....	Oxford.....	54 00	12 78	-	-	43 85	-	-	-	6 19	-	-	-
Palermo.....	Waldo.....	21 69	31	-	-	257 78	-	-	-	-	-	-	-
Palmyra.....	Somerset.....	27 68	-	-	1 60	214 16	-	-	-	-	2 88	19 08	-
Paris.....	Oxford.....	31 12	3 72	-	-	253 21	-	-	-	2 24	-	1 58	-
Parkman.....	Piscataquis.....	38 30	64	-	11 36	191 33	-	-	-	-	-	9 10	-
Parsonsfield.....	York.....	44 19	1 55	-	7 24	174 92	-	-	-	-	-	81 63	-
Passadumkeag.....	Penobscot.....	15 26	-	-	62	40 40	-	-	-	-	-	53 72	-
Patten.....	Penobscot.....	21 84	-	-	-	420 75	-	-	-	-	-	51 47	-

S Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Pembroke.....	Washington.....	\$28 52	\$504 49	10.00	\$456 36	\$12 80	\$35 30	\$504 46	\$ 64	\$28 78	\$49 62	-
Penobscot.....	Hancock.....	29 50	679 80	13.36	571 78	75 00	77 02	723 80	30 09	126 53	103 22	-
Perry.....	Washington.....	35 92	650 80	12.00	545 52	59 75	30 15	635 42	13 33	75 94	86 59	-
Peru.....	Oxford.....	36 50	586 94	10.00	433 59	150 35	-	583 94	8 64	132 66	52 00	-
Phillips.....	Franklin.....	41 35	633 10	12.00	312 25	320 56	-	632 81	22 19	123 98	53 08	-
Pittston.....	Kennebec.....	20 45	615 25	12.50	433 26	28 75	19 20	481 21	2 88	159 82	64 47	-
Plymouth.....	Penobscot.....	9 75	559 36	10.00	399 30	159 98	-	559 28	4 80	92 98	70 19	\$9 16
		22 60	722 60	11.00	507 43	158 50	3 52	669 45	6 29	270 43	15 15	-
Poland.....	Androscoggin S.....	37 41	-	7.24	340 61	358 51	1,222 40	1,921 52	-	182 33	22 68	-
Pownal.....	Cumberland.....	32 19	530 00	11.00	438 64	67 75	2 25	508 64	12 44	116 75	33 93	-
† Prentiss.....	Penobscot.....	51 99	500 00	10.00	403 80	93 00	2 50	499 30	9 36	138 83	77 69	-
Presque Isle.....	Aroostook.....	47 35	1,231 00	16.32	899 69	317 27	14 04	1,231 00	45 56	213 04	259 35	87 00
*Princeton.....	Washington.....	21 36	181 87	10.00	175 92	4 00	1 95	181 87	-	81 81	5 29	-
Prospect.....	Waldo.....	17 99	572 60	10.00	459 00	55 50	37 70	552 20	1 40	107 17	122 63	-
Rangeley.....	Franklin.....	34 35	456 80	5.46	222 00	226 62	6 60	455 22	1 09	42 86	16 93	4 50
Rangeley Pl.....	Franklin.....	12 88	67 50	.75	11 43	44 37	-	55 80	-	9 25	-	-
		-	-	-	-	-	258 46	-	-	98 87	55 20	-
†Raymond.....	Cumberland.....	42 76	309 51	4.07	245 20	6 75	6 51	258 46	-	-	-	-
Readfield.....	Kennebec.....	42 08	515 13	10.00	415 64	51 61	21 49	488 74	-	98 05	131 56	42 36
Reed Pl.....	Aroostook.....	50 69	768 20	10.00	394 53	241 75	32 85	669 13	9 20	96 43	24 88	-

STATE HIGHWAY COMMISSION.

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TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Pembroke	Washington	47 61	3 68	-	31	372 89	-	-	-	-	93	-	-
Penobscot	Hancock	78 87	7 85	-	2 17	375 07	-	-	-	-	-	-	44 00
Perry	Washington	114 50	13 29	-	2 50	329 27	-	-	-	-	-	-	15 38
Peru	Oxford	65 66	-	-	-	324 98	-	-	-	-	-	3 00	-
Phillips	Franklin	34 56	1 28	-	-	397 40	-	-	-	-	32	29	-
Pittston	Kennebec	34 40	-	-	-	219 64	-	-	-	-	-	134 04	-
Plymouth	Penobscot	27 66	-	-	-	354 49	-	-	-	-	-	-	08
		45 48	8 15	-	-	323 95	-	-	-	-	-	-	53 15
Poland	Androscoggin	39 49	3 70	-	-	152 30	77 00	-	-	-	-	-	-
Pownal	Cumberland	52 26	7 00	-	-	282 15	-	-	-	1,444 02	4 11	21 36	-
†Pretiss	Penobscot	44 52	-	-	-	228 90	-	-	-	-	-	-	70
Presque Isle	Aroostook	37 28	96	-	-	587 81	-	-	-	-	-	-	-
*Princeton	Washington	16 55	90	-	-	77 32	-	-	-	-	-	-	-
Prospect	Waldo	48 12	1 60	-	-	271 28	-	-	-	-	-	20 40	-
Rangeley	Franklin	24 32	-	-	-	365 52	-	-	-	-	-	1 58	-
Rangeley Pl.	Franklin	2 25	-	-	-	44 30	-	-	-	-	-	11 70	-
†Raymond	Cumberland	12 13	-	-	-	92 26	-	-	-	-	-	51 05	-
Readfield	Kennebec	67 12	2 48	-	-	146 21	-	-	-	96	-	26 39	-
Reed Pl.	Aroostook	64 98	-	-	-	473 64	-	-	-	-	-	99 07	-

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Richmond	Sagadahoc	\$19 54	\$664 05	10.08	\$481 24	\$145 96	\$25 72	\$652 92	\$6 24	\$169 43	\$89 37	-	-
†Rockland	Knox D	20 14	-	.88	80 80	39 62	47 73	168 15	-	6 63	7 05	-	-
Rockport	Knox D	44 01	-	4.50	418 88	291 75	320 24	1,030 87	-	12 96	39 40	-	-
Roque Bluffs	Washington	18 45	500 00	10.00	450 00	-	49 18	499 18	17 12	94 95	79 87	-	-
Roxbury	Oxford	21 00	646 18	9.00	445 38	191 61	8 42	645 41	16 14	165 55	49 88	-	-
		38 91	570 50	7.50	504 49	39 00	24 35	567 84	28 06	144 38	21 86	-	-
Rumford	Oxford C	42 00	-	9.70	535 41	3,277 00	1,567 33	5,379 74	13 12	131 40	19 93	\$28 00	-
Saco	York A	18 44	-	3.48	84 47	-	10 90	95 37	-	10 15	-	-	-
St. George	Knox	16 55	606 51	11.10	403 80	138 00	31 45	573 25	-	47 75	112 43	-	-
Salem	Franklin	42 46	415 49	6.50	253 46	149 15	12 75	415 36	20 90	50 21	49 68	18 90	-
Sandy River Pl.	Franklin	30 64	708 00	8.60	369 17	318 02	20 70	707 89	6 75	50 17	31 14	9 50	-
Sanford	York	29 77	120 00	1.50	85 12	24 00	3 00	112 12	-	8 83	29 86	-	-
Sangerville	Piscataquis	21 05	500 00	10.00	463 00	37 00	-	500 00	6 72	134 02	103 76	9 00	-
Scarborough	Cumberland A	90 23	-	6.11	395 28	782 57	403 71	1,579 56	-	51 89	29 94	-	-
Searsmont	Waldo	32 77	500 00	10.00	453 00	35 70	11 30	500 00	-	124 80	34 34	-	-
Searsport	Waldo	65 14	752 35	10.00	450 96	226 31	85 15	762 42	96	87 81	57 48	-	-
Sebago	Cumberland	27 13	500 00	10.00	429 81	9 34	-	439 15	3 20	84 37	42 20	-	-
Sebec	Piscataquis	19 90	505 64	10.00	450 00	46 50	4 02	500 52	18 25	154 32	75 53	-	-
Sedgwick	Hancock	21 00	473 00	9.10	447 59	-	25 41	473 00	99	100 99	19 33	-	-

STATE HIGHWAY COMMISSION.

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TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Richmond	Sagadahoc	74 71	113 56	-	-	199 61	-	-	-	-	-	11 13	-
†Rockland	Knox	7 34	-	-	-	27 25	-	74 87	-	45 01	-	-	-
Rockport	Knox	94 38	-	-	-	140 48	-	436 02	-	317 63	-	-	-
Roque Bluffs	Washington	44 83	-	-	-	261 77	-	-	-	-	64	82	-
Roxbury	Oxford	138 56	-	-	-	273 11	-	-	-	-	2 17	77	-
		29 95	15 49	-	32	326 18	-	-	-	-	1 60	2 66	-
Rumford	Oxford	113 52	110 94	64 60	-	4,738 76	-	-	-	159 47	-	-	-
Saco	York	-	-	-	-	85 22	-	-	-	-	-	-	-
St. George	Knox	9 51	-	-	-	403 56	-	-	-	-	-	33 26	-
Salem	Franklin	14 07	76	-	32	252 05	-	-	-	-	8 47	13	-
Sandy River Pl.	Franklin	67 46	12 00	-	-	530 87	-	-	-	-	-	11	-
Sanford	York	8 29	-	-	-	65 14	-	-	-	-	-	7 88	-
Sangerville	Piscataquis	38 46	-	-	-	208 04	-	-	-	-	-	-	-
Scarborough	Cumberland	11 72	2 21	-	9 16	1,050 01	‡6 62	-	-	63 56	254 55	-	-
Searsmont	Waldo	89 25	7 92	-	-	183 90	-	-	-	-	9 79	-	-
Searsport	Waldo	16 17	63 82	-	-	531 32	-	-	-	-	4 86	-	10 07
Sebago	Cumberland	92 36	2 79	-	93	210 42	2 88	-	-	-	-	60 85	-
Sebec	Piscataquis	65 97	5 76	3 19	2 48	174 70	-	-	-	-	32	5 12	-
Sedgwick	Hancock	23 58	2 65	-	4 32	314 80	-	-	-	-	6 34	-	-

† 1917 payments on 1916 work.

A, C, D Include Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.					DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Sherman.....	Aroostook.....	\$50 43	\$1,055 30	14.00	\$682 16	\$280 37	\$72 31	\$1,034 84	-	\$314 81	\$103 12	-
Shirley.....	Piscataquis.....	24 19	660 00	8.00	339 34	297 48	5 00	641 82	\$23 05	91 87	50 75	\$52 00
Sidney.....	Kennebec.....	23 20	500 00	10.00	400 11	74 15	20 40	494 66	1 28	128 71	66 27	-
Silver Ridge Pl.....	Aroostook.....	49 72	770 00	9.50	464 28	169 12	14 52	647 92	1 86	214 03	92 84	-
Skowhegan.....	Somerset.....	20 90	1,220 50	15.75	884 13	270 48	60 57	1,215 18	37 04	321 78	76 50	-
Smyrna.....	Aroostook.....	34 87	794 30	10.00	495 56	271 94	15 90	783 40	94	146 02	155 67	-
Solon.....	Somerset.....	15 87	602 48	10.56	431 44	138 50	31 00	600 94	-	173 49	52 79	10 00
Somerville.....	Lincoln.....	24 00	359 90	6.40	336 44	10 00	11 10	357 54	-	76 02	80 98	-
South Portland.....	Cumberland A.....	35 38	-	2.31	152 88	137 93	68 45	359 32	-	25 51	11 07	-
South Thomaston.....	Knox.....	27 44	628 59	9.00	360 48	178 00	52 15	590 63	-	38 27	59 67	-
Southwest Harbor.....	Hancock.....	38 39	770 00	10.00	482 64	192 49	72 38	747 51	96	89 00	50 18	-
Springfield.....	Penobscot.....	42 67	500 00	10.00	400 11	65 00	5 00	470 11	6 16	129 02	140 28	-
Stacyville Pl.....	Penobscot.....	24 02	603 10	7.60	217 91	373 49	11 66	603 06	-	107 92	45 16	32 00
Standish.....	Cumberland.....	74 11	577 26	10.00	441 63	10 20	1 60	453 43	-	163 30	53 80	-
Stetson.....	Penobscot.....	16 40	589 59	10.00	440 07	105 01	33 93	579 01	-	171 62	78 92	-
Steuben.....	Washington.....	25 11	561 48	10.00	425 50	119 24	39 63	584 37	4 00	91 74	44 68	-
Stockholm.....	Aroostook.....	15.85	168 80	2.50	69 42	99 38	-	168 80	30 00	14 38	17 09	44 13
Stockton Springs.....	Waldo.....	30 47	517 40	10.00	448 70	60 00	6 40	515 10	31	120 87	89 60	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Sherman.....	Aroostook.....	52 46	27 28	1 55	1 28	531 55	-	-	-	-	2 79	20 46	-
Shirley.....	Piscataquis.....	65 01	1 28	- 32	-	354 54	-	-	-	-	3 00	18 18	-
Sidney.....	Kennebec.....	77 65	-	-	-	220 75	-	-	-	-	-	5 34	-
Silver Ridge Pl.....	Aroostook.....	40 14	9 51	-	96	277 90	-	-	-	-	10 68	122 08	-
Skowhegan.....	Somerset.....	88 78	4 16	273 23	7 11	402 42	-	-	-	-	4 16	5 32	-
Smyrna.....	Aroostook.....	67 28	14 98	-	3 84	394 67	-	-	-	-	-	10 90	-
Solon.....	Somerset.....	53 07	-	-	-	311 59	-	-	-	-	-	1 54	-
Somerville.....	Lincoln.....	22 76	2 17	-	-	175 61	-	-	-	-	-	2 36	-
South Portland.....	Cumberland.....	3 73	-	-	1 19	302 53	-	-	-	15 29	-	-	-
South Thomaston.....	Knox.....	33 32	-	-	64	456 82	-	-	-	-	1 91	37 96	-
Southwest Harbor.....	Hancock.....	29 20	64	-	-	572 17	-	-	-	-	5 36	22 49	-
Springfield.....	Penobscot.....	61 40	-	-	-	133 25	-	-	-	-	-	29 89	-
Stacyville Pl.....	Penobscot.....	10 80	2 79	-	-	404 39	-	-	-	-	-	04	-
Standish.....	Cumberland.....	47 12	12 80	-	-	176 41	-	-	-	-	-	123 83	-
Stetson.....	Penobscot.....	97 78	-	-	-	219 11	-	-	-	-	11 58	10 58	-
Steuben.....	Washington.....	48 79	-	-	-	395 16	-	-	-	-	-	-	22 89
Stockholm Pl.....	Aroostook.....	-	-	-	-	63 20	-	-	-	-	-	-	-
Stockton Springs.....	Waldo.....	31 21	4 89	62	32	262 48	-	-	-	-	4 80	2 30	-

A Includes Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Stoneham.....	Oxford.....	\$35 40	\$514 17	7 00	\$349 24	\$62 00	-	\$411 24	-	\$93 95	\$29 02	-
Stonington.....	Hancock.....	27 15	528 13	9 00	433 26	57 97	\$37 80	529 03	\$4 92	70 95	145 43	-
Stow.....	Oxford.....	24 87	500 00	10 00	396 93	54 00	23 65	474 58	9 35	104 18	69 99	\$2 58
Strong.....	Franklin F.....	31 65	568 21	10 00	396 39	126 25	45 15	567 79	15 94	65 38	64 14	12 00
Sullivan.....	Hancock.....	40 90	-	3 91	281 53	139 25	25 76	446 54	3 50	81 07	65 44	-
Sumner.....	Oxford.....	54 68	582 94	10 00	468 24	96 00	18 30	582 54	8 64	117 69	146 51	48 37
		44 60	545 30	11 00	425 22	71 50	22 53	519 25	39 62	145 69	68 11	-
Surry.....	Hancock.....	26 25	443 59	6 20	373 44	40 50	30 65	444 59	22 68	65 34	51 12	-
Swan's Island.....	Hancock.....	17 80	447 47	8 50	408 58	-	40 07	448 65	-	129 54	55 90	-
Swanville.....	Waldo.....	33 35	512 27	10 00	392 09	49 30	70 90	512 29	7 04	81 08	39 81	-
Temple.....	Franklin.....	45 85	513 57	10 00	412 17	40 00	5 35	457 52	19 20	90 27	107 82	-
		2 94	54 00	.71	4 48	15 00	2 10	21 58	-	-	3 20	-
Thomaston.....	Knox D.....	15 65	-	1 64	210 55	86 50	11 00	308 05	-	71 50	36 66	-
Thorndike.....	Waldo.....	27 64	500 00	10 00	393 66	98 00	6 78	498 44	3 00	156 91	85 50	-
Topsham.....	Sagadahoc.....	36 93	830 00	10 50	486 70	121 25	33 25	641 20	12 28	130 74	86 96	110 50
Tremont.....	Hancock.....	48 80	692 56	10 00	485 25	97 73	69 55	652 53	-	54 70	65 37	-
		45 89	346 78	5 83	340 98	-	-	340 98	31 10	35 12	58 42	-
Trenton.....	Hancock M.....	23 42	-	6 02	525 86	644 25	254 50	1,424 61	-	197 24	69 26	-

STATE HIGHWAY COMMISSION.

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TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Stoneham.....	Oxford.....	45 60	4 48	-	-	238 19	-	-	-	-	-	102 93	-
Stonington.....	Hancock.....	39 02	-	-	-	267 81	-	-	-	-	-	-	-
Stow.....	Oxford.....	29 19	32	-	6 40	252 57	-	-	-	-	-	25 42	90
Strong.....	Franklin.....	75 17	-	-	-	334 20	-	-	-	96	-	42	-
Sullivan.....	Hancock.....	47 97	2 20	-	-	246 36	-	-	-	-	-	-	-
Sumner.....	Oxford.....	30 12	-	-	-	231 21	-	-	-	-	-	40	-
		109 38	30 13	-	6 10	120 22	-	-	-	-	-	26 05	-
Surry.....	Hancock.....	14 52	3 00	-	-	287 93	-	-	-	-	-	-	1 00
Swan's Island.....	Hancock.....	13 05	-	-	3 83	234 81	-	-	-	11 52	-	-	1 13
Swanville.....	Waldo.....	37 65	2 88	-	-	343 83	-	-	-	-	-	-	02
Temple.....	Franklin.....	60 35	11 83	16 37	-	151 68	-	-	-	-	-	56 05	-
Thomaston.....	Knox.....	11 10	-	-	-	18 38	-	-	-	-	-	32 42	-
Thorndike.....	Waldo.....	65 85	3 02	-	-	188 79	-	-	-	-	-	-	-
						184 16	-	-	-	-	-	1 56	-
Topsham.....	Sagadahoc.....	49 16	10 12	1 24	10 88	229 32	-	-	-	-	-	188 80	-
Tremont.....	Hancock.....	32 97	-	-	-	499 49	-	-	-	-	-	40 03	-
		25 90	3 00	-	-	187 44	-	-	-	-	-	5 80	-
Trenton.....	Hancock.....	34 45	8 16	152 46	32	962 72	-	-	-	-	-	-	-

D, F, M Indicate Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.					DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Trescott.....	Washington.....	\$15 25	\$299 70	5 00	\$291 69	-	\$17 41	\$309 10	-	\$69 90	\$48 56	-
Troy.....	Waldo.....	23 77	554 00	10 20	433 59	\$96 00	16 80	546 39	-	101 47	105 21	-
Turner.....	Androscoggin.....	35 06	690 50	10 00	484 00	51 15	1 30	536 45	-	324 39	29 57	-
Union.....	Knox.....	25 29	811 32	10 80	423 96	338 12	49 24	811 32	\$3 92	148 45	125 72	-
Unity.....	Waldo.....	31 95	515 97	10 00	366 39	132 39	8 00	506 78	-	105 08	50 15	-
Unity Pl.....	Kennebec.....	1 59	143 53	2 00	48 40	59 50	15 00	122 90	-	10 12	4 36	-
Van Buren.....	Aroostook.....	53 90	900 00	11 50	324 52	575 48	-	900 00	-	182 66	82 40	\$111 03
Vassalboro.....	Kennebec.....	20 79	607 85	12 00	413 99	149 00	24 80	587 79	1 08	255 14	57 33	-
Verona.....	Hancock.....	24 50	489 05	8 45	446 80	4 00	9 26	460 06	9 63	68 33	97 54	-
Waldo.....	Waldo.....	11 59	472 82	9 06	427 50	20 37	24 95	472 82	1 60	100 35	164 68	18 37
		33 09	767 70	13 20	620 01	97 00	40 60	757 61	5 03	122 63	169 56	-
Waldoboro.....	Lincoln D.....	18 57	-	7 09	529 17	463 25	51 42	1,043 84	5 76	153 15	75 11	-
		16 15	350 31	6 26	278 05	25 00	7 80	309 45	1 28	95 38	85 84	-
Warren.....	Knox D.....	15 00	-	6 50	539 34	225 75	43 44	806 53	2 88	143 86	176 49	-
Washington.....	Knox.....	22 27	555 00	11 50	440 60	61 50	19 85	521 95	-	97 43	153 18	-
Waterboro.....	York.....	22 80	526 87	9 50	384 45	109 87	28 50	522 82	31	102 64	52 79	-
Waterford.....	Oxford.....	34 38	496 33	9 25	450 00	40 00	7 10	497 10	12 85	131 97	50 02	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Trescott.....	Washington.....	40 31	-	-	-	150 33	-	-	-	-	-	-	9 40
Troy.....	Waldo.....	93 23	-	-	-	246 48	-	-	-	-	-	7 61	-
Turner.....	Androscoggin.....	54 77	-	-	-	127 72	-	-	-	-	-	154 05	-
Union.....	Knox.....	22 61	-	-	-	510 62	-	-	-	-	-	-	-
Unity.....	Waldo.....	25 96	-	-	2 28	323 31	-	-	-	-	-	9 19	-
Unity Pl.....	Kennebec.....	1 48	-	-	-	106 94	-	-	-	-	-	20 63	-
Van Buren.....	Aroostook.....	88 85	28 00	-	-	407 06	-	-	-	-	-	-	-
Vassalboro.....	Kennebec.....	36 11	93	-	-	237 20	-	-	-	-	-	20 06	-
Verona.....	Hancock.....	100 89	-	-	-	183 67	-	-	-	-	-	28 99	-
Waldo.....	Waldo.....	37 89	3 52	-	-	144 41	-	-	-	2 00	-	-	-
		56 42	-	-	-	403 97	-	-	-	-	-	10 09	-
Waldoboro.....	Lincoln.....	39 93	-	-	-	767 01	-	-	-	2 88	-	-	-
		42 59	-	-	-	84 36	-	-	-	-	-	40 86	-
Warren.....	Knox.....	56 16	-	4 99	-	422 15	-	-	-	-	-	-	-
Washington.....	Knox.....	27 45	30 36	2 79	-	210 74	-	-	-	-	-	33 05	-
Waterboro.....	York.....	30 08	-	-	-	337 00	-	-	-	-	-	4 05	-
Waterford.....	Oxford.....	82 97	-	-	-	219 29	-	-	-	-	-	-	77

D Indicates Trunk Line work.

TABLE XI—Continued.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.			
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.
Waterville.....	Kennebec.....	\$15 89	\$682 60	8.50	\$409 38	\$251 25	\$20 75	\$681 38	-	\$195 45	\$46 44	-
Wayne.....	Kennebec.....	37 40	500 00	10.00	433 26	22 00	4 40	459 66	\$10 54	179 72	82 03	-
Webster.....	Androscoggin....	34 45	529 08	10.30	465 33	35 75	17 58	518 66	-	246 82	74 92	-
Webster Pl.....	Penobscot.....	5 95	95 00	1.50	85 38	-	9 53	94 91	18 47	-	8 21	-
Weld.....	Franklin.....	45 40	437 82	8.00	342 93	94 89	-	437 82	78 31	64 68	38 52	\$8 00
Wellington.....	Piscataquis.....	18 59	632 50	10.50	315 27	313 47	50	629 24	143 19	102 85	82 41	-
Wells.....	York A.....	234 48	-	8.99	820 20	1,345 39	902 35	3,067 94	21 97	129 69	64 14	-
*West Bath.....	Sagadahoc.....	9 50	108 40	10.00	104 40	-	4 00	108 40	1 59	32 39	11 53	-
Westbrook.....	Cumberland.....	24 71	336 00	3.95	309 95	10 00	14 63	334 58	-	89 10	37 64	-
Westfield Pl.....	Aroostook.....	13 95	677 37	9.50	450 00	131 00	95 21	676 21	8 92	165 57	35 21	-
*West Gardiner.....	Kennebec.....	8 40	68 04	9.86	66 96	-	1 08	68 04	1 55	27 90	15 50	-
Weston.....	Aroostook.....	55 35	783 80	10.50	428 91	249 20	20 46	698 57	-	168 77	77 99	-
Whitefield.....	Lincoln.....	6 54	494 90	9.83	477 65	-	17 03	494 68	1 92	102 01	136 03	-
†Whiting.....	Washington N....	48 58	-	11.22	1,088 11	180 15	82 14	1,350 40	34 94	219 93	186 18	-
Whitneyville.....	Washington.....	31 00	410 21	6.50	349 86	36 43	6 10	392 39	2 25	85 15	97 04	-
Williamsburg.....	Piscataquis.....	20 96	363 57	6.25	313 57	50 00	-	363 57	46 48	101 35	45 53	8 50
Wilton.....	Franklin.....	68 72	885 10	12.89	377 52	406 33	88 93	872 78	-	49 36	28 88	4 00
Windham.....	Cumberland.....	68 99	678 56	10.58	776 18	15 29	31 34	822 81	-	269 59	107 46	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Waterville.....	Kennebec.....	3 00	-	-	-	436 49	-	-	-	-	-	1 22	-
Wayne.....	Kennebec.....	51 51	2 89	-	-	132 97	-	-	-	-	-	40 34	-
Webster.....	Androscoggin.....	74 21	28 91	2 48	-	91 32	-	-	-	-	-	10 42	-
Webster Pl.....	Penobscot.....	11 75	5 49	-	62	42 37	-	-	-	8 00	-	09	-
Weld.....	Franklin.....	55 08	8 00	-	-	190 23	-	-	-	-	-	-	-
Wellington.....	Piscataquis.....	26 99	28 38	-	31	245 11	-	-	-	-	-	3 26	-
Wells.....	York.....	128 89	18 04	19 36	30 21	688 74	\$54 50	\$259 86	-	422 15	1,230 39	-	-
*West Bath.....	Sagadahoc.....	28 18	-	-	-	34 71	-	-	-	-	-	-	-
Westbrook.....	Cumberland.....	19 36	21 08	-	-	167 40	-	-	-	-	-	1 42	-
Westfield Pl.....	Aroostook.....	45 45	80 52	-	-	340 54	-	-	-	-	-	1 16	-
*West Gardiner.....	Kennebec.....	11 16	4 62	2 82	-	3 41	-	-	-	-	1 08	-	-
Weston.....	Aroostook.....	27 70	-	-	31	423 80	-	-	-	-	-	85 23	-
Whitefield.....	Lincoln.....	49 99	-	-	3 88	200 85	-	-	-	-	-	22	-
†Whiting.....	Washington.....	117 20	17 40	-	3 00	771 75	-	-	-	-	-	-	-
Whitneyville.....	Washington.....	53 90	4 48	-	-	149 57	-	-	-	-	-	17 82	-
Williamsburg.....	Piscataquis.....	29 57	32	64	-	131 18	-	-	-	-	-	-	-
Wilton.....	Franklin.....	117 92	14 78	-	-	657 84	-	-	-	-	-	12 32	-
Windham.....	Cumberland.....	50 11	2 54	1 55	7 98	383 58	-	-	-	-	-	-	144 25

* Patrolman taken off.

† 1917 payments on 1916 work.

‡ Concrete Surfacing.

A, N Indicate Trunk Line work.

TABLE XI—Concluded.

NOTE: Joint fund for maintenance of state highways not shown in joint fund column. It is same as total expenditure and is shown in that column.

TOWN.	COUNTY.	Inspection.	COST OF MAINTENANCE.						DISTRIBUTION.				
			Joint fund.	Miles patrolled.	Patrolman's wages.	Cost—Extra help.	Cost—Material.	Total expenditure.	Cutting bushes.	Dragging.	Raking rocks.	Road machine work.	
Windsor.....	Kennebec.....	\$13 70	\$500 00	10 00	\$454 23	-	\$43 95	\$498 18	\$5 12	\$50 29	\$55 12	-	-
Winn.....	Penobscot.....	21 15	4 0 10	9 67	467 67	\$20 00	2 20	489 87	-	287 05	80 16	-	-
Winslow.....	Kennebec.....	18 38	752 00	9 60	397 32	112 85	250 80	760 97	-	195 59	56 61	-	-
Winter Harbor.....	Hancock.....	35 18	560 96	7 50	450 00	93 76	17 20	580 96	8 46	48 25	45 45	\$91 51	-
Winterport.....	Waldo.....	18 31	680 66	10 00	450 00	125 66	105 00	680 66	6 03	109 63	114 94	-	-
		31 22	701 80	8 77	476 64	206 50	2 10	685 24	-	179 19	158 97	-	-
Winthrop.....	Kennebec E.....	36 02	-	2 80	240 29	246 86	1,162 98	1,650 13	3 84	27 42	34 27	-	-
		20 12	212 60	3 00	38 57	155 00	26 40	219 97	-	18 36	4 43	6 75	-
Wiscasset.....	Lincoln D.....	33 75	-	3 94	482 81	351 51	25 10	859 42	-	139 85	33 81	-	-
Woodland.....	Aroostook.....	52 26	465 36	7 00	297 75	165 00	-	462 75	-	67 22	149 31	20 00	-
Woodstock.....	Oxford.....	16 27	533 50	8 50	529 08	4 35	-	533 43	35 55	144 45	72 35	-	-
Woolwich.....	Sagadahoc D.....	54 75	-	5 65	485 65	299 49	22 72	807 86	5 88	128 02	56 44	20 00	-
Yarmouth.....	Cumberland C.....	56 83	-	3 28	90 09	314 27	29 91	440 07	2 88	17 42	11 03	-	-
		4 60	125 50	2 11	138 84	13 50	-	152 34	-	19 62	19 71	-	-
York.....	York A.....	143 47	-	10 30	690 56	426 20	1,145 39	2,262 15	7 96	107 59	77 18	11 25	-
		\$12,960 41	\$198,775 28	3466.55	\$160,396 74	\$63,897 27	\$32,975 43	\$257,269 44	\$4,499 82	\$46,982 37	\$28,920 53	\$3,213 19	-

TOWN.	COUNTY.	DISTRIBUTION.				SURFACING.		SURFACE TREATMENT.			Bridges.	Unexpended balance.	Over-run.
		Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing V-drain, S-base.	Repairing guard rail.	Gravel.	Crushed stone.	Bituminous.	Asphalt.	Tar.			
Windsor.....	Kennebec.....	31 72	-	-	-	354 69	-	-	-	-	1 24	1 82	-
Winn.....	Penobscot.....	1 60	-	-	-	121 03	-	-	-	-	-	23	-
Winslow.....	Kennebec.....	40 25	-	-	-	468 52	-	-	-	-	-	-	8 97
Winter Harbor.....	Hancock.....	48 48	8 37	-	-	310 44	-	-	-	-	-	-	-
Winterport.....	Waldo.....	32 12	8 68	-	45 64	361 64	-	-	-	-	1 98	-	-
		72 72	-	-	-	274 36	-	-	-	-	-	16 56	-
Winthrop.....	Kennebec.....	84 10	-	-	-	94 79	-	8 32	-	1,397 39	-	-	-
		9 00	-	-	-	181 43	-	-	-	-	-	-	7 37
Wiscasset.....	Lincoln.....	59 44	1 55	5 92	-	613 85	-	-	-	-	5 00	-	-
Woodland.....	Aroostook.....	48 81	-	45 00	-	132 41	-	-	-	-	-	2 61	-
Woodstock.....	Oxford.....	11 10	2 01	-	-	266 85	-	-	-	-	1 12	07	-
Woolwich.....	Sagadahoc.....	79 73	2 46	-	-	515 33	-	-	-	-	-	-	-
Yarmouth.....	Cumberland.....	99 04	-	-	-	137 41	-	172 29	-	-	-	-	-
		11 52	-	-	-	101 49	-	-	-	-	-	-	26 84
York.....	York.....	71 49	184 95	-	1 86	578 26	-	-	-	1,221 61	-	-	-
		\$16,851 77	\$3,409 75	\$2,411 20	\$682 58	\$117,369 80	\$305 34	\$5913 40	\$1,798 14	\$20,104 48	\$4,807 07	\$8,000 73	\$1,472 33

A, C, D, E indicate Trunk Line work.

TABLE
Maintenance Work in Towns

TOWN.	COUNTY.	Mileage.	Joint fund.	Cost of inspection.	Cutting bushes.	Dragging.	Raking rocks.
Abbot	Piscataquis	3.3	\$198 00	-	\$4 00	\$8 50	\$2 62
Amherst	Hancock	1.33	79 80	\$8 26	-	-	-
Arrowaic	Sagadahoc	1.63	97 80	5 10	-	2 50	1 50
Ashland	Aroostook	3.87	232 20	15 33	-	144 00	20 00
*Augusta	Kennebec	3.38	202 80	-	-	-	-
Aurora	Hancock	1.30	78 00	5 20	-	4 00	5 00
Bangor	Penobscot	-	-	8 83	-	-	-
Baldwin	Cumberland	2.01	120 60	10 61	5 25	32 56	-
Bath	Sagadahoc	.97	58 20	6 07	-	-	-
Beddington	Washington	1.46	87 60	19 45	-	13 40	13 40
Bethel	Oxford	.59	35 40	-	-	12 75	-
Blaine	Aroostook	1.25	75 00	-	80	-	-
Boothbay	Lincoln	1.82	109 20	12 75	-	26 91	-
Boothbay Harbor	Lincoln	1.02	61 20	12 30	-	-	-
Powerbank	Piscataquis	1.17	70 20	1 50	9 00	3 00	3 00
Bridgewater	Aroostook	1.60	96 00	6 00	No	work.	-
Brighton Plantation	Somerset	.74	44 40	6 64	-	2 00	-
Bristol	Lincoln	1.65	99 00	11 80	-	-	-
Brookton	Washington	1.11	66 60	2 52	13 61	5 00	-
Brownfield	Oxford	2.52	151 20	13 47	2 00	21 75	43 80
*Burnham	Waldo	.25	15 00	9 68	-	4 00	-
Buxton	York	1.47	88 20	8 49	3 60	16 40	5 85
Byron	Oxford	1.97	118 20	8 40	3 00	32 00	82 80
Caratunk Plantation	Somerset	.31	18 60	9 12	-	-	-
Carrying Place Pl.	Somerset	.44	26 40	-	4 00	5 25	4 00
Casco	Cumberland	2.85	171 00	-	-	74 82	-
Caswell Plantation	Aroostook	2.01	120 60	18 10	-	38 00	-
Centerville	Washington	2.95	177 00	16 60	4 00	19 00	42 00
Chapman Plantation	Aroostook	1.69	101 40	15 34	-	14 00	-
Charlotte	Washington	1.97	118 20	8 34	-	-	-
China	Kennebec	1.88	112 80	-	-	10 00	1 40
Clinton	Kennebec	1.92	115 20	10 13	-	19 00	-
Cornville	Somerset	.96	57 60	8 99	-	10 40	-
Cranberry Isles	Hancock	-	-	-	No	work.	-
Cumberland	Cumberland	2.31	138 60	-	5 30	-	-
Cushing	Knox	2.04	122 40	1 75	-	-	-
Deblois	Washington	.89	53 40	21 25	2 00	11 50	-
Dedham	Hancock	.19	11 40	-	9 76	-	-
Dennistown	Somerset	1.69	101 40	-	-	8 45	-
Detroit	Somerset	1.56	93 60	11 93	-	11 00	-
*Dixmont	Penobscot	1.76	105 60	11 41	-	23 00	-
Dyer Brook	Aroostook	1.58	94 80	3 35	1 00	16 00	-
Eagle Lake Pl.	Aroostook	2.01	120 60	1 61	-	26 00	-
Eastbrook	Hancock	1.62	97 20	7 58	18 50	13 90	11 30
East Millinocket	Penobscot	2.60	156 00	3 01	27 26	60 00	30 00
Easton	Aroostook	2.97	178 20	-	-	18 00	6 50
Eliot	York	3.42	205 20	22 27	4 00	4 50	10 00
Embden	Somerset	.86	51 60	-	-	7 50	-
Elliottsville Pl.	Piscataquis	-	-	10	No	work.	-
Falmouth	Cumberland	2.27	236 20	-	-	32 50	-
Fayette	Kennebec	1.57	94 20	18 03	-	-	-
Flagstaff	Somerset	.20	12 00	-	-	-	-
Fort Fairfield	Aroostook	.83	49 80	-	-	-	-
Fort Kent	Aroostook	2.66	159 60	5 80	-	40 00	-
Franklin	Hancock	1.00	60 00	9 24	-	12 48	-
Frenchville	Aroostook	.97	58 20	12 25	-	15 00	2 00
Fryeburg	Oxford	.57	34 20	-	-	14 00	-

* 1917 payments on 1916 work.

XII.

not Shown in Table XI.

Road machine Work.	Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing guard rails.	Surfacing: gravel.	Surface treatment.	Bridges.	Total expenditure.	Amount paid by state.	Amount paid by town.
\$16 00	\$16 00	-	\$1 00	\$154 31	-	-	\$202 43	\$99 00	\$103 43
7 33	-	-	-	73 94	-	-	85 37	39 90	45 47
-	-	-	-	97 30	-	-	101 30	48 90	52 40
15 00	-	-	-	50 00	-	-	229 00	114 50	114 50
-	-	-	-	212 96	-	-	212 96	101 40	111 56
-	6 00	-	-	101 30	-	-	116 30	39 00	77 30
-	-	-	-	-	-	-	-	-	-
20 63	-	-	-	64 39	-	-	122 83	60 30	62 53
7 50	198 13	-	-	49 60	\$236 07	-	441 70	29 10	412 60
-	10 00	-	-	13 35	-	-	86 40	43 20	43 20
8 25	-	-	-	98 00	-	-	34 35	17 18	17 17
6 00	-	-	-	22 88	-	-	104 00	37 50	66 50
43 66	15 75	-	-	113 25	-	-	109 20	54 60	54 60
-	4 00	-	-	51 00	-	-	113 25	30 60	82 65
-	-	-	-	-	-	-	70 00	35 00	35 00
7 00	3 00	\$1 75	-	3 00	-	-	16 75	8 38	8 37
-	-	-	-	49 00	-	-	49 00	24 50	24 50
-	18 60	-	3 00	26 76	-	-	66 97	33 30	33 67
-	15 41	-	-	30 20	-	-	113 16	56 58	56 58
-	-	-	-	14 00	-	-	18 00	7 50	10 50
-	3 60	-	-	57 68	-	-	87 13	43 57	43 56
12 00	-	-	-	7 42	-	-	137 22	59 10	78 12
-	-	16 00	-	16 00	-	-	32 00	9 30	22 70
-	2 00	-	-	13 00	-	-	28 25	13 20	15 05
29 00	-	-	-	35 35	-	-	139 17	69 59	69 58
-	-	18 00	-	41 65	-	-	97 65	48 83	48 82
20 00	14 00	-	-	80 30	\$ 37 88	-	217 18	88 50	128 68
-	-	-	-	75 90	-	-	89 90	44 95	44 95
-	-	-	-	116 26	-	-	116 26	58 13	58 13
18 75	-	-	-	-	-	-	30 15	15 08	15 07
16 50	2 00	-	-	100 50	-	-	119 50	57 60	61 90
-	-	-	-	-	-	-	28 90	14 45	14 45
-	-	-	-	304 50	-	-	309 80	69 30	240 50
-	-	-	-	126 06	-	-	126 06	61 20	64 86
-	6 00	-	-	26 50	-	-	46 00	23 00	23 00
-	-	-	-	9 76	-	-	9 76	4 88	4 88
-	-	-	-	105 75	-	-	114 20	50 70	63 50
36 75	-	51 66	-V. D.	-	-	-	99 41	46 80	52 61
-	34 25	-	-	19 75	-	-	77 00	38 50	38 50
8 00	-	37 50	-V. D.	74 00	-	-	136 50	47 40	89 10
-	-	-	-	47 24	-	-	121 24	60 30	60 94
48 00	-	-	-	88 10	-	-	131 80	48 60	83 20
-	20 00	-	1 00	78 30	-	-	216 56	78 00	138 56
-	-	-	-	73 00	-	-	131 25	65 63	65 62
33 75	2 00	-	-	77 80	-	-	102 80	51 40	51 40
4 50	4 00	-	-	33 85	-	-	45 35	22 68	22 67
-	-	-	-	-	-	-	-	-	-
-	7 00	-	-	97 00	-	-	136 50	68 10	68 40
105 25	4 00	-	8 00	-	-	-	105 25	47 10	58 15
-	-	-	-	-	-	-	12 00	6 00	6 00
-	-	-	-	73 80	-	-	73 80	24 90	48 90
25 00	-	-	-	98 50	-	-	163 50	79 80	83 70
18 62	11 87	-	-	17 00	-	-	59 97	29 99	29 98
-	-	-	-	72 80	-	-	89 80	29 10	60 70
-	-	-	-	40 00	-	-	54 00	17 10	36 90

TABLE XII
Maintenance Work in Towns

TOWN.	COUNTY.	Mileage.	Joint fund.	Cost of inspection.	Cutting bushes.	Dragging.	Raking rocks.
Gardiner.....	Kennebec.....	-	-	8 05	-	-	-
Gilead.....	Oxford.....	1.05	\$63 00	\$6 80	\$4 00	\$12 75	\$6 00
Glenburn.....	Penobscot.....	1.99	119 40	11 25	10 00	16 00	6 38
Glenwood Pl.....	Aroostook.....	.21	12 60	6 65	-	4 00	1 00
Grand Falls Pl.....	Penobscot.....	.12	7 20	1 25	-	-	-
Grand Lake Stream.....	Washington.....	.99	59 40	-	18 00	4 00	-
*Greene.....	Androscoggin.....	2.18	130 80	16 67	-	-	-
*Greenfield.....	Penobscot.....	2.27	136 20	23 25	-	-	-
Greenville.....	Piscataquis.....	.82	49 20	9 21	-	-	-
Greenwood.....	Oxford.....	1.53	91 80	20 61	4 00	23 75	4 00
Hammond Pl.....	Aroostook.....	-	-	1 15	-	-	-
Hallowell.....	Kennebec.....	.19	11 40	3 10	-	-	-
Hamlin Pl.....	Aroostook.....	.70	42 00	1 75	-	-	-
Harpeswell.....	Cumberland.....	.51	30 60	-	-	-	-
Highland Pl.....	Somerset.....	1.04	62 40	5 50	5 00	12 00	4 00
Hodgdon.....	Aroostook.....	.47	28 20	-	-	18 00	-
Hollis.....	York.....	1.52	91 20	6 11	-	-	-
Hudson.....	Penobscot.....	1.25	75 00	18 75	-	5 38	2 62
*Isle au Haut.....	Hancock.....	.57	34 20	9 90	-	-	-
Islesboro.....	Waldo.....	1.48	88 80	17 02	No	work.	-
Jackman Pl.....	Somerset.....	.95	57 00	3 66	-	4 50	7 50
Kingsbury Pl.....	Piscataquis.....	.29	17 40	3 60	-	-	-
Kittery.....	York.....	.20	12 00	-	-	-	-
Lakeville Pl.....	Penobscot.....	1.33	79 80	-	-	-	-
Lebanon.....	York.....	1.51	90 60	7 23	-	-	-
Leeds.....	Androscoggin.....	1.87	112 20	11 97	-	25 00	-
Lewiston.....	Androscoggin.....	.41	24 60	2 10	No	work.	-
Lexington Pl.....	Somerset.....	1.12	67 20	3 00	1 00	10 20	-
Limerick.....	York.....	1.84	110 40	20 54	-	-	-
Limestone.....	Aroostook.....	2.44	146 40	11 20	-	44 00	-
Limington.....	York.....	1.59	95 40	20 15	-	17 00	15 38
Lincoln Pl.....	Oxford.....	1.80	108 00	-	-	30 00	-
Magalloway Pl.....	Oxford.....	1.61	96 60	-	-	36 00	6 75
Mariaville.....	Hancock.....	.85	51 00	8 25	87	12 25	-
Marion.....	Washington.....	.67	40 20	19 75	2 23	5 00	3 20
*Mason.....	Oxford.....	.76	45 60	-	-	12 00	9 00
Maxfield.....	Penobscot.....	2.81	168 60	8 50	37 50	23 00	7 00
Mayfield.....	Somerset.....	.12	7 20	-	-	12 00	-
Millinocket.....	Penobscot.....	.45	27 00	3 02	-	23 50	-
Milton Plantation.....	Oxford.....	.44	26 40	3 10	-	-	-
Moose River Pl.....	Oxford.....	1.74	104 40	5 25	-	13 50	-
Moose River Pl.....	Somerset.....	2.00	120 00	-	-	4 00	-
Mt. Desert.....	Hancock.....	2.63	157 80	27 45	-	75 00	50 00
New Canada Pl.....	Aroostook.....	.77	46 20	11 20	-	4 00	-
New Portland.....	Somerset.....	3.54	112 40	9 34	20 50	39 00	3 25
Nobleboro.....	Lincoln.....	2.33	139 80	1 62	-	30 20	-
North Berwick.....	York.....	1.44	86 40	3 64	-	30 00	-
North Haven.....	Knox.....	1.01	60 60	7 40	-	24 00	-
Northport.....	Waldo.....	.52	31 20	8 96	2 00	-	-
No. 6, North of Weld.....	Franklin.....	.44	26 40	-	2 50	-	2 00
No. 21 Plantation.....	Hancock.....	1.19	71 40	6 15	-	6 00	-
No. 33 Plantation.....	Hancock.....	.69	41 40	1 58	1 78	2 00	-

1917 payments on 1916 work.

—Continued.

not Shown in Table XI.

Road machine work.	Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing guard rails.	Surfacing: gravel.	Surface treatment.	Bridges.	Total expenditures.	Amount paid by state.	Amount paid by town.
\$21 00	\$2 00	-	-	\$41 25	-	-	\$87 00	\$31 50	\$55 50
-	1 75	-	-	65 10	-	-	99 23	49 62	49 61
-	-	-	-	8 30	-	-	13 30	6 30	7 00
-	-	-	-	6 50	-	-	6 50	3 25	3 25
-	-	-	-	82 50	-	-	104 50	29 70	74 80
42 31	5 00	-	-	20 00	-	-	67 31	33 66	33 65
-	-	-	-	158 90	-	-	158 90	68 10	90 80
24 00	-	-	-	49 20	-	-	49 20	24 60	24 60
-	-	-	-	45 75	-	-	101 50	45 90	55 60
-	-	-	-	123 00	- C. S.	-	123 00	5 70	117 30
-	-	-	-	57 38	-	-	57 38	21 00	36 38
3 50	-	-	-	27 10	-	-	30 60	15 30	15 30
9 37	9 25	-	\$21 53	24 25	-	-	85 40	31 20	54 20
-	-	-	-	47 75	-	-	65 75	14 10	51 65
8 51	-	-	-	93 73	-	-	93 73	45 60	48 13
-	-	-	-	71 21	-	-	87 72	37 50	50 22
-	-	-	-	47 00	-	-	47 00	17 10	29 90
-	-	-	-	117 20	-	-	129 20	28 50	100 70
8 00	-	-	-	19 00	-	-	27 00	8 70	18 30
-	-	\$17 50	-	17 50	-	-	17 50	6 00	11 50
-	-	41 73	-	71 50	-	-	113 23	39 90	73 33
-	-	-	-	27 50	-	-	27 50	13 75	13 75
25 00	-	-	-	43 40	-	-	93 40	46 70	46 70
4 50	3 00	5 20	-	35 80	-	-	59 70	29 85	29 85
11 50	-	-	-	110 46	-	-	121 96	55 20	66 76
20 00	6 00	55 00	-	29 50	-	-	154 50	73 20	81 30
36 00	10 49	-	-	186 23	-	-	42 87	21 44	21 43
-	-	-	-	103 98	-	-	252 23	54 00	198 23
-	-	-	-	42 75	-	-	146 73	48 30	98 43
-	2 00	7 80	-	16 70	-	-	55 87	25 50	30 37
9 00	1 50	-	-	21 75	-	-	36 93	18 47	18 46
16 00	-	-	-	86 31	-	-	53 25	22 80	30 45
-	-	-	-	69 42	-	-	169 81	84 30	85 51
-	-	-	12 00	26 20	-	-	12 00	3 60	8 40
30 00	9 00	12 00	-	149 28	-	-	104 92	13 50	91 42
24 00	6 00	24 00	- V. D.	-	-	-	38 20	13 20	25 00
40 00	30 00	8 00	16 00	-	-	-	201 78	52 20	149 58
3 00	5 00	-	-	520 37	-	-	82 00	41 00	41 00
-	-	-	-	-	-	-	715 37	78 90	636 47
17 75	2 50	40 60	7 45	203 36	-	-	12 00	6 00	6 00
21 60	-	-	-	94 38	-	-	334 41	106 20	228 21
-	10 00	-	-	82 25	- C. S.	-	146 18	69 90	76 28
12 00	-	-	-	68 63	-	-	122 25	43 20	79 05
4 50	1 77	-	-	27 43	-	-	104 63	30 30	74 33
-	4 00	29 00	-	17 50	-	-	31 20	15 60	15 60
-	-	-	-	36 80	-	-	26 50	13 20	13 30
-	-	-	-	49 57	-	-	75 80	35 70	40 10
-	-	-	-	-	-	-	53 35	20 70	32 65

TABLE XII

Maintenance Work in Towns

TOWN.	COUNTY.	Mileage.	Joint Fund.	Cost of Inspection.	Cutting Bushes.	Dragging.	Raking Rocks.
Old Town.....	Penobscot.....	.88	\$52 80	-	-	-	-
Otis.....	Hancock.....	1.34	80 40	\$6 67	-	\$17 85	\$3 65
Oxbow Plantation...	Aroostook.....	.26	15 60	11 68	-	8 00	1 00
Parlin Pond.....	Somerset.....	.68	40 80	-	-	21 59	-
Perham.....	Aroostook.....	1.97	118 20	13 90	-	18 00	8 87
Perkins Township...	Franklin.....	1.49	89 40	-	-	-	-
Phillips.....	Franklin.....	.42	25 20	-	-	-	-
Phippsburg.....	Sagadahoc.....	1.66	99 60	9 45	\$1 00	11 00	-
Pittsfield.....	Somerset.....	2.10	126 00	13 74	No work.	-	-
Portage Lake Pl....	Aroostook.....	1.52	91 20	-	-	14 00	6 00
Porter.....	Oxford.....	1.27	76 20	12 75	-	32 98	-
Randolph.....	Kennebec.....	1.20	72 00	2 60	-	20 00	-
Rangeley Pl.....	Franklin.....	1.00	60 00	-	-	6 00	5 00
*Raymond.....	Cumberland.....	.25	15 00	-	-	-	-
*Ripley.....	Somerset.....	1.26	75 60	8 50	4 62	5 00	-
Robbinston.....	Washington.....	2.26	135 60	8 35	-	29 00	10 00
Rockland.....	Knox.....	1.32	79 20	8 78	-	-	-
Rockport.....	Knox.....	2.23	73 80	10 57	-	14 75	13 25
Rome.....	Kennebec.....	2.72	163 20	21 02	-	35 00	6 00
St. Agatha.....	Aroostook.....	1.02	61 20	6 00	-	17 00	2 25
St. Albans.....	Somerset.....	1.63	97 80	7 31	-	-	-
St. Francis.....	Aroostook.....	2.39	143 40	2 00	-	38 00	12 00
St. John Plantation	Aroostook.....	2.33	139 80	1 00	-	25 00	-
Sanford.....	York.....	3.33	181 98	-	-	-	-
Scarboro.....	Cumberland.....	.61	36 60	10 16	-	11 25	-
Sebago.....	Cumberland.....	.56	33 60	-	6 00	18 25	-
Seboeis Plantation.	Penobscot.....	.53	31 80	8 60	1 75	2 25	4 25
Sedgwick.....	Hancock.....	.98	58 80	-	-	13 10	7 80
*Shapleigh.....	York.....	2.13	127 80	15 00	-	13 50	4 50
Sidney.....	Kennebec.....	.63	37 80	-	-	-	-
Smithfield.....	Somerset.....	2.32	139 20	12 55	-	15 23	2 50
Sorrento.....	Hancock.....	1.15	69 00	12 15	No work.	-	-
Somerville.....	Lincoln.....	1.86	111 60	-	-	7 80	-
South Berwick.....	York.....	.227	13 62	11 26	-	-	-
Southport.....	Lincoln.....	1.67	100 20	3 20	6 00	23 64	6 00
Starks.....	Somerset.....	1.01	60 60	7 77	7 60	10 60	2 50
Sweden.....	Oxford.....	2.93	175 80	10 62	-	30 50	-
Talmadge.....	Washington.....	.93	55 80	2 82	16 00	7 62	4 00
Topsfield.....	Washington.....	1.70	102 00	2 33	-	2 00	-
Topsham.....	Sagadahoc.....	.40	24 00	-	-	-	-
Upton.....	Oxford.....	.98	58 80	9 80	-	21 20	-
Vanceboro.....	Washington.....	3.73	223 80	4 45	4 00	29 25	19 75
Veazie.....	Penobscot.....	.62	37 20	13 88	-	4 00	-
Vienna.....	Kennebec.....	3.74	224 40	19 62	10 50	37 00	14 87
Vinal Haven.....	Knox.....	.81	48 60	10 25	No work.	-	-

* 1917 payments on 1916 work.

—Continued.

not Shown in Table XI.

Road machine work.	Cleaning ditches and culverts.	Repairing walls and culverts.	Repairing guard rails.	Surfacing: gravel.	Surface treatment.	Bridges.	Total expenditures.	Amount paid by state.	Amount paid by town.
-	\$10 00	-	-	\$32 08	- C. S.	-	\$42 08	\$21 04	\$21 04
-	-	-	-	43 40	-	-	64 90	32 45	32 45
-	-	-	-	-	-	-	9 00	4 50	4 50
-	-	-	-	20 00	-	-	41 59	20 40	21 19
\$33 75	-	-	-	89 00	-	-	26 87	13 44	13 43
-	-	-	-	17 82	-	-	122 75	44 70	78 05
-	-	-	-	31 72	-	-	17 82	8 91	8 91
-	-	-	-	-	-	-	43 72	21 86	21 86
-	7 00	-	-	62 00	-	-	89 00	44 50	44 50
-	-	-	-	48 67	-	-	81 65	38 10	43 55
-	-	-	-	44 75	-	-	64 75	32 38	32 37
8 00	5 00	-	-	45 96	-	-	69 96	30 00	39 96
-	-	-	-	15 80	-	-	15 80	7 50	8 30
12 00	-	\$2 85	-	39 56	-	-	64 03	32 02	32 01
-	11 50	-	-	70 35	-	\$6 00	126 85	63 43	63 42
-	-	-	-	93 00	-	-	93 00	39 60	53 40
-	17 75	-	-	-	-	-	45 75	22 88	22 87
32 00	-	39 10	-	77 19	-	-	189 29	81 60	107 69
-	-	-	-	40 00	-	-	59 25	29 63	29 62
43 50	-	18 30	\$2 25	25 00	-	-	89 05	44 53	44 52
-	14 00	54 24	-	20 00	-	-	138 24	69 12	69 12
-	-	-	-	41 88	-	-	66 88	33 44	33 44
-	-	-	-	-	235 42	-	235 42	90 99	144 43
-	-	-	-	49 60	-	-	60 85	18 30	42 55
11 00	-	-	-	-	-	-	35 25	16 80	18 45
13 75	-	-	-	11 00	-	-	33 00	15 90	17 10
-	2 00	-	-	32 07	-	-	54 97	27 49	27 48
-	14 02	29 58	-	46 27	-	7 00	114 87	57 44	57 43
-	-	-	-	38 55	-	-	38 55	18 90	19 65
4 00	7 11	-	-	158 01	-	-	186 85	69 60	117 25
-	-	-	-	-	-	-	-	-	-
10 50	6 00	-	-	24 00	-	-	48 30	24 15	24 15
-	-	-	-	7 00	-	-	7 00	3 50	3 50
-	3 50	-	-	73 94	-	-	113 08	50 10	62 98
31 25	-	-	-	10 75	-	-	63 60	30 30	33 30
93 75	46 00	-	-	-	-	-	170 25	85 13	85 12
-	-	-	-	-	-	-	-	-	-
-	-	-	-	29 70	-	-	57 32	27 90	29 42
-	-	-	-	31 55	-	-	33 55	16 78	16 77
-	-	-	-	25 94	- C. S.	-	25 94	12 00	13 94
-	-	-	-	-	-	-	-	-	-
-	-	-	-	34 00	-	-	55 20	27 60	27 60
-	-	-	-	-	-	-	-	-	-
8 00	38 25	2 00	-	154 50	-	-	255 75	111 90	143 85
-	-	-	-	16 75	-	-	20 75	10 38	10 37
90 00	5 13	-	-	55 40	-	-	212 90	106 45	106 45

TABLE XII
Maintenance Work in Towns

TOWN.	COUNTY.	Mileage.	Joint fund.	Cost of inspection.	Cutting bushes.	Dragging.	Raking rocks.
Wade Plantation...	Aroostook.....	.87	\$52 20	\$6 65	No	work.	-
Waite.....	Washington.....	.96	57 60	2 82	-	-	-
Wales.....	Androscoggin.....	1.53	91 80	10 20	-	-	-
Wallgrass.....	Aroostook.....	1.21	72 60	-	-	\$8 00	\$8 00
Waltham.....	Hancock.....	1.61	96 60	7 58	\$20 00	16 75	10 75
Washburn.....	Aroostook.....	2.02	121 20	11 90	-	24 50	-
Weld.....	Franklin.....	.55	33 00	-	2 50	-	2 25
Wells.....	York.....	.55	33 00	1 36	No	work.	-
Wesley.....	Washington.....	1.71	102 60	22 30	2 00	4 25	27 25
Willimantic.....	Piscataquis.....	1.63	97 80	7 20	-	20 00	2 00
Woodland.....	Aroostook.....	.90	54 00	-	-	3 00	-
Woodstock.....	Oxford.....	.55	33 00	-	-	8 00	-
Woodville.....	Penobscot.....	1.49	89 40	4 00	26 00	24 00	-
*Woolwich.....	Sagadahoc.....	.94	56 40	-	-	-	-
*Yarmouth.....	Cumberland.....	1.60	96 00	6 41	20 75	25 45	-
		232.37	\$13,924 80	\$1,145 78	\$361 38	\$2,105 41	\$597 69

* 1917 payments on 1916 work.

V. D.—Repairing V Drain and Stone Base.

C. S.—Crushed Stone Surfacing.

The following payments were made in 1916 on 1915 work:

Connor Plantation.....	\$207 75
Monson.....	45 00
Warren.....	46 77
Total.....	\$299 52

—Concluded.

not Shown in Table XI.

Road machine work.	Cleaning ditches and culverts.	Repairing end walls and culverts.	Repairing guard rails.	Surfacing: gravel.	Surface treatment.	Bridges.	Total expenditures.	Amount paid by state.	Amount paid by town.
-	-	-	-	\$116 90	-	-	\$116 90	\$28 80	\$88 10
\$11 00	-	-	-	41 58	-	-	41 58	20 79	20 79
45 00	-	-	-	50 00	-	-	77 00	36 30	40 70
16 00	-	-	-	32 65	-	-	80 15	40 08	40 07
-	-	-	-	70 00	-	-	139 50	60 60	78 90
-	-	-	-	11 50	-	-	32 25	16 13	16 12
-	\$25 35	-	-	43 75	-	-	102 60	51 30	51 30
10 00	5 00	-	-	59 83	-	-	96 83	48 42	48 41
-	-	-	\$17 38	-	-	-	20 38	10 19	10 19
8 00	-	-	-	17 00	-	-	33 00	16 50	16 50
36 00	-	-	-	12 00	-	-	98 00	44 70	53 30
-	-	-	-	127 92	-	-	127 92	28 20	99 72
-	-	-	-	-	-	-	53 20	26 60	26 60
\$1,416 53	\$724 48	\$114 06-	V. D. \$89 61	\$8,693 88	\$471 49	\$50 88	\$15,024 06	\$5,959 41	\$9,064 65

WORK UNDER SPECIAL LEGISLATIVE RESOLVES.

The following is a description of work undertaken under special resolves of the 77th Legislature including expenditures from Jan. 1, 1916 to Dec. 30, 1916.

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 balance from the 1915 appropriation was expended in driving extra piles and making repairs to the bridge approaches,

Balance from 1915 appropriation.....	\$104 12
Expenditures for labor and materials.....	102 56

Balance, Jan. 1, 1917.....	\$1 56
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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.

Two timber piers were constructed and general repairs were made on the bridge. The work was under the general supervision of W. B. Hallett.

Appropriated by State.....	\$1,000 00
Appropriated by town	1,000 00

Joint fund	\$2,000 00
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Expenditures:

Inspection	\$13 24
Labor and materials	1,880 45

Total cost	\$1,893 69
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Balance, January 1, 1917.....	\$106 31
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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 Lincolnvillle, 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 Lincolnvillle 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 Lincolnvillle 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.

The 1916 work was a continuation of the 1915 road. The 1916 section was graded 21 feet wide for a distance of 800 feet. Of this distance, 500 feet was surfaced with gravel and 300 feet was surfaced with crushed rock.

Cost of labor	\$1,115 25
Cost of materials	215 23
Cost of inspection	12 65

Total cost	\$1,343 13
Paid by State	\$500 00
Paid by town	843 13
	<hr/>
	\$1,343 13

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

LINCOLNVILLE SECTION.

The 1916 section was a continuation of the 1915 work. The road was graded 21 feet wide for a distance of 120 feet and surfaced with gravel 20 feet wide.

The work was in charge of Fred E. Hardy, and was inspected by C. W. Shorey.

Cost of labor		\$171 52
Cost of materials		35 78
Cost of inspection		2 92
		<hr/>
Total cost		\$210 22
Paid by State	\$100 00	
Paid by town	110 22	
	<hr/>	\$210 22

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.

Description and proposals shown in 1915 report.

Appropriated by State.....		\$1,000 00
Appropriated by town		1,000 00
Transferred state aid apportionment to this account		600 00
Transferred town state aid road appropriation....		300 00
Additional amount furnished by town.....		271 47
		<hr/>
Total available fund		\$3,171 47
Total cost of bridge:		
Substructure:		
Engineering and inspection.....	\$135 17	
Concrete abutments	1,600 00	
	<hr/>	
Cost of substructure		\$1,735 17

Superstructure :	
Engineering	\$38 65
Shop and mill inspection	10 74
Groton Bridge Co., steel contract..	1,375 00
	<hr/>
Cost of superstructure	\$1,424 39
	<hr/>
Total cost of bridge	\$3,159 56
Total paid by State.....	\$1,600 00
Total paid by town	1,559 56
	<hr/>
	\$3,159 56
*Paid by State 1915.....	\$773 82
**Paid by town in 1915.....	1,000 00
	<hr/>
Total paid in 1915	\$1,773 82
Paid by State in 1916.....	\$826 18
Paid by town in 1916	559 56
	<hr/>
Total paid in 1916.....	\$1,385 74
January 1, 1917, balance	\$11 91

*Includes \$600.00, 1915 apportionment for state aid road.

**Includes \$300.00, 1915 appropriation for state aid road.

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 "Black 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 4,660 feet and surfaced with gravel 12 feet wide. Twelve metal culverts, varying in diameter from 10 inches to 18 inches, were installed.

The work was in charge of A. L. Burton, and was inspected by A. J. Avery.

Cost of labor		\$616 55
Cost of materials		294 64
Inspection		8 05
		<hr/>
		\$919 24
Paid by town	\$500 00	
Paid by State	419 24	
	<hr/>	\$919 24
Unexpended balance of State's appropriation...		\$80 76

DALLAS PLANTATION.

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.

On July 8, 1916, a contract was made with the Sanders Engineering Company, Portland, Maine, for the construction of a reinforced concrete bridge of the beam and slab type; span 40 feet; roadway, 14 feet wide.

The work was inspected by F. R. Patten.

Total cost:

Advertising		\$22 68
Inspection		203 98

Sanders Engineering Co:			
Contract price	\$2,100	00	
Extra concrete	90	00	
Force account work plus ten per cent	79	26	2,269 26
<hr/>			
Total cost of bridge.....	\$2,495	92	
Joint fund	\$2,000	00	
Additional amount furnished by plantation.....	495	92	
<hr/>			
Total	\$2,495	92	
Paid by State in 1915.....	\$22	68	
Paid by plantation in 1916	1,495	92	
Paid by State in 1916.....	977	32	\$2,495 92
<hr/>			

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

It was proposed to make repairs on the lower bridge over Easton river. Material has been purchased by the town of Dresden, but the work has not been completed.

Balance from 1915 State appropriation.....	\$11	19
Appropriated by State in 1916.....	250	00
Appropriated by state in 1916.....	250	00
<hr/>		
Joint fund, January 1, 1917.....	\$511	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.

A contract was awarded to C. A. Dusty of Oakland, Maine, for painting the above bridge. The contract price was \$450.00 for applying two coats of paint which was furnished by the State.

Balance from 1915.....	\$293 31
Apportioned by Governor and Council from contingent fund	306 96
	<hr/>
Available funds	\$600 27
Expenditures:	
Advertising	\$5 41
Sherwin Williams Co., paint.....	144 86
C. A. Dusty, painting, contract ...	450 00
	<hr/>
Total	\$600 27

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.

This bridge has been made a free bridge in accordance with the above condition. The city of Eastport has made extensive repairs and has filed receipted bills for work done and materials furnished in 1916.

The balance of the appropriation will be paid the city for work done in 1915 as soon as bills are received from the city.

Appropriated by State in 1915.....	\$2,500 00
Appropriated by State in 1916	2,500 00
	<hr/>
	\$5,000 00
Paid city of Eastport, 1916 expenditures.....	4,526 85
	<hr/>
Balance, January 1, 1917	\$473 15

ENFIELD AND HOWLAND.

Resolved, That there be, and hereby is, appropriated the sum of five hundred dollars for the year nineteen hundred sixteen, to aid in replanking the bridge across the Penobscot river between the towns of Enfield and Howland, provided there be appropriated by each of the said towns of Enfield and Howland, the sum of two hundred and fifty dollars for the same purpose; the whole amount to be expended under the supervision of the state highway commission.

The town of Enfield appropriated the required amount and one-half of the above bridge, on the Enfield end, has been planked. The work was done by the town on a force account basis.

Expenditures:

Lumber	\$716 24
Hauling lumber	53 10
Labor	59 50
	<hr/>
Total cost, labor and materials.....	\$828 84
Paid by State	\$250 00
Paid by town	578 84
	<hr/>
	\$828 84

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.

The state highway commission entered into an agreement, in 1915, with S. W. Bates, Esq., of Portland, Maine, who represented the State in the above suit.

The following is a copy of a report made to the state highway commission by Mr. Bates under date of January 8, 1917:

"This appropriation of \$2,000 was made for the purpose of defending a suit brought in the United States District Court for infringement of the so-called Thacher patent for reinforced concrete arches, dated Jan. 10, 1899, against the town of Falmouth.

"The bridge involved was an arch bridge, built by the town of Falmouth across the Presumpscot River at Smelt Hill. Other suits have been threatened by the owners of the patent against other towns in the state for highway bridges built by these towns and several bridges built directly by the state were also involved as being infringements on the claims of the patent.

"A suit against the city of Baltimore, Maryland, had been brought by Thacher and the patent had been sustained by Judge Rose. On appeal from the District Court, the decision of Judge Rose had been affirmed by the Circuit Court of Appeals for the Fourth Circuit.

"In spite of these adverse decisions, it was felt that the patent was invalid and that if the facts and state of the art could be thoroughly shown, the District Court of Maine would so decide.

"An agreement was entered into between the Commission and S. W. Bates, Esq., of Portland, Maine, whereby Mr. Bates undertook to carry the case to a decision in the United States District Court before Judge Hale for the amount of the appropriation and the appropriation was expended in this manner. An elaborate and extensive search was carried on by the attor-

ney for the purpose of exploring the history of reinforced concrete and an extensive literature was discovered including many German publications which were thought to illustrate the invention. These German publications had not been hitherto produced in the Baltimore case or in any of the litigation relating to the Thacher patent.

"The search extended through all the principal libraries of the United States and England and the attorney was aided in his investigation by many of the prominent engineers and librarians of the country as well as some of the important engineering societies and a large amount of material was accumulated relating to the art of reinforced concrete, most of which, was applicable to the question of infringement involved in this suit.

"Depositions were taken in New York and Boston and the case came on to be heard in open court in January, 1916, where further evidence was introduced. The evidence and paper exhibits were subsequently printed and the case was argued before Judge Hale in June, 1916 and on June 27, 1916, Judge Hale rendered his decision in favor of the town of Falmouth, dismissing the bill.

"The case has since been appealed by Thacher and is now pending before the United States Court of Appeals at Boston and has been set for hearing during the January term."

Although Mr. Bates' agreement with the state highway commission terminated with the favorable decision of Judge Hale, he has nevertheless continued to contest the case and proposes to see it through to the final decision, trusting that the expense of carrying the case through the Circuit Court of Appeals will be recognized and paid for by the State.

This case has attracted the attention of state highway commissioners, engineers, railroads, and the engineering profession, generally, throughout the entire country as it was regarded as a test case and it was considered as the only determined fight that had been made against the validity of the Thacher patent. The decision involved many thousand dollars in suits pending throughout the entire country so that the outcome of the litigation has been a matter of a great deal of satisfaction to the state highway commission.

It is confidently expected that the United States Court of Appeals will affirm the decision of Judge Hale which was rendered after the most careful consideration.

Appropriated by state.....		\$2,000 00
Paid in 1915 (See 1915 report).....		1,043 58
		<hr/>
Balance		\$956 42
Expenditures in 1916:		
S. W. Bates	\$768 76	
Smith & Sale, printing.....	133 38	
J. R. Worcester & Co., Boston.....	54 28	
	<hr/>	
Total		\$956 42

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.

There has been no change in the status of this project since last year. The balance of the State's appropriation has been lapsed and the sum of \$2,500.00 which was deposited by the town of Fort Kent will be returned to the town. It is probable that the 78th Legislature will be asked to make an appropriation for the construction of the bridge at this point.

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.

The cement stone masonry abutments for this bridge were completed in 1915. The steel superstructure was completed in June, 1916; span, 75 feet; roadway, 18 feet.

For proposals and other details see 1915 report.

Expenditures:

Substructure:

Advertising	\$14 10
Engineering and inspection	172 83
John Young, masonry contract...	2,200 00

Cost of substructure

\$2,386 93

Superstructure:

Engineering and inspection.....	\$55 00
Penn Bridge Co. on steel contract	1,558 07
Due Penn Bridge Co.....	401 93
Due for shop inspection.....	18 05

Cost of superstructure.....

\$2,033 05

Total cost of bridge.....

\$4,419 98

Appropriated by State.....

4,000 00

Due from town

\$419 98

Paid by State in 1915.....

\$2,426 93

Paid by State in 1916.....

\$1,573 07

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.

Repairs and maintenance of this bridge for 1915, not including \$751.48 paid by the city of Gardiner on balance of painting bill in 1915 amounted to \$1,368.49.

The total cost of repairs and maintenance in 1916 amounted to \$2,481.04.

Cost of work not reported in 1915.....		\$1,368 49
Paid by Randolph and Gardiner in 1915	\$368 49	
Paid by State in 1916 on 1915 work...	1,000 00	\$1,368 49
		<hr/>
Cost of repairs and maintenance in 1916.....		\$2,481 04
Paid by Gardiner and Randolph in 1916	\$1,481 04	
Paid by State in 1916.....	1,000 00	\$2,481 04
		<hr/>

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 hun-

dred 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 1,030 feet in length and 23 feet wide, and surfaced with gravel 21 feet wide.

The work was in charge of H. M. Swift, and was inspected by Frank C. Marston.

Cost of labor		\$493 95
Cost of inspection and engineering.....		20 03
		<hr/>
Total cost		\$514 58
Paid by State, 1916 appropriation.....	\$250 00	
Paid by State, 1915 balance.....	10 39	
	<hr/>	
Total paid by State	\$260 39	
Paid by town	254 19	
	<hr/>	\$514 58

WOODSTOCK SECTION.

This section of road was graded and surfaced with gravel for a distance of 770 lineal feet.

The work was in charge of G. L. Cushman, and was inspected by F. C. Marston.

Cost of labor and material.....		\$485 35
Cost of inspection		14 65
		<hr/>
Total cost		\$500 00
Paid by town	\$250 00	
Paid by State, 1916 appropriation.....	250 00	
	<hr/>	\$500 00

HAMPDEN.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in building a bridge across Sourdabscook stream in the town of Hampden, provided that there

be appropriated by the town of Hampden the sum of one thousand dollars for the same purpose; provided further that any additional cost above two thousand dollars for said bridge shall be borne by said town of Hampden, and also 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 Hampden; all sums of money to be expended under the supervision of the state highway commission.

No apportionment was made by the town for this work in 1915 and the State's appropriation was lapsed on December 31, 1916. At the town meeting in March, 1916, the town authorized the selectmen to borrow \$2,500.00 to be applied on this work. At the request of the state highway commission, the State's appropriation was made available by the Governor and Council.

The commission was later advised that the Bangor Railway and Electric Company would cooperate with the town and State in building a bridge which would provide for its track.

Mr. Warren Loud, C. E. of Bangor was employed to make a survey of the bridge site. Plans were made for a concrete bridge with a span of 50 feet, 6 inches and a roadway, 35 feet, 7 1-2 inches wide including railroad track and one sidewalk. The estimated cost was \$8,000.00 of which 60% should be paid by the town and State and 40% by the Street Railway Company.

The commission was advised that the town would not be able to furnish the amount called for by the estimate and the matter was carried over to 1917.

Appropriated by State	\$1,000 00
Paid Warren Loud, surveys and plans.....	20 00
	<hr/>
Balance, January 1, 1917	\$980 00

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.

Proposals were received for the construction of the above bridge on September 29, 1916. The contract for the concrete abutments was awarded to Wiseman and McPhail of Smyrna Mills, Maine; contract for the steel superstructure was awarded to the Groton Bridge Company of Groton, N. Y.

The abutments and steel superstructure were designed by E. E. Greenwood. Mr. F. R. Patten was resident engineer. Span 210 feet; roadway, 16 feet wide.

For proposals and other details see 1915 report.

Cost:

Substructure:

Advertising	\$9 40
Engineering and inspection.....	217 10
Payments on contract.....	3,920 39

Cost of substructure \$4,146 89

Superstructure:

Engineering and inspection.....	\$441 88
Groton Bridge Co., contract price.	6,900 00

Cost of superstructure..... \$7,341 88

Total cost of bridge.....	\$11,488 77
Appropriated by State.....	\$5,000 00
Appropriated by Aroostook county	4,000 00
Appropriated by town of Haynesville.....	3,000 00

Joint fund \$12,000 00

Paid by State in 1915.....	\$4,312 77
Paid by State in 1916.....	176 00
Paid by Aroostook county in 1916....	4,000 00
Paid by town of Haynesville in 1916..	3,000 00
	<hr/>
Total payments	\$11,488 77
	<hr/>
Balance, January 1, 1917	\$511 23

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.

Proposals were received for this work on September 29, 1915 and the work was completed in February, 1916. Contract for concrete abutments was awarded to Small & Ingalls Co., Bar Harbor, Maine, and contract for the steel superstructure was awarded to the United Construction Company, Albany, N. Y. Span, 63 feet; roadway, 14 feet. For details and proposals see 1915 report.

The bridge was designed by E E. Greenwood, Skowhegan, Maine, and the construction work was inspected by S. B. Stewart.

Cost:

Substructure:

Engineering and inspection.....	\$389 96
Small & Ingalls Co., contract....	1,819 38
Small & Ingalls Co., extra work...	80 36
	<hr/>

Cost of Substructure

	\$2,289 70
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Superstructure:	
Engineering	\$40 00
Shop inspection	8 09
United Construction Co., steel....	1,100 00
	<hr/>
Cost of superstructure	\$1,148 09
	<hr/>
Total cost of bridge	\$3,437 79
Appropriated by State	\$1,500 00
Appropriated by town	1,500 00
Credit by sale of lumber	7 00
Extra amount furnished by town.....	345 01
	<hr/>
Available funds	\$3,352 01
Paid by State in 1915.....	\$336 17
Paid by State in 1916.....	1,170 83
Paid by town in 1916.....	1,845 01
	<hr/>
Total payments	\$3,352 01
The sum of \$85.78 is still due Small & Ingalls Co.	

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 hundred sixteen, to aid the town of Hebron in repairing its highway; 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.

This work was completed in 1915 and details were reported in the 1915 report. This work was done by the town in 1915 with the understanding that the amount due the town from the 1916 state appropriation should be paid as soon as it became available.

Balance from 1915 appropriation.....	\$3 77
Appropriated by State for 1916.....	300 00
	<hr/>
	\$303 77
January 15, 1916, paid treasurer of Hebron.....	300 50
	<hr/>
Balance	\$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, surfacing, and general repairs. 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:

Available amount provided by resolve.....	\$1,000 00
Cost of inspection	\$29 31
Cost of labor and materials	957 89

Total expenditure	<hr/>	\$987 20
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Balance	\$12 80
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Details of the above expenditures are shown in the report of maintenance.

JACKMAN AND 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.

One contract was awarded in 1916 for grubbing and clearing the above road for a distance of 31.14 miles. A second contract for grading a section of the road between Jackman and Long Pond for a distance of 8.93 miles was also awarded in 1916. The contract for clearing and grubbing has been completed; the contract for grading has not been entirely completed.

Detailed descriptions of these contracts and expenditures will be found in the table of state highway contracts.

Balance of joint fund from 1915.....	\$31,104 45
Appropriated by State for 1916.....	12,500 00
	<hr/>
Available for 1916	\$43,604 45
Total expenditures	34,490 47
	<hr/>
Balance	\$9,113 98
Above balance is from 1915 state appropriation.	

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.

Proposals were received on September 20, 1915, for the construction of a reinforced concrete arch bridge with a span of 174 feet, roadway 18 feet, and two sidewalks, each 5 feet wide. All proposals were rejected and the contract was awarded to the Sanders Engineering Company of Portland. The bridge was completed in August, 1916. The structure was designed by the Sanders Engineering Company and F. R. Patten of Hampden, Maine, was resident engineer for the state highway commission.

Appropriated by the State.....	\$10,000 00
Appropriated by town of Kingfield.....	6,000 00
Additional amount furnished by town.....	184 16
	<hr/>
Available funds,	\$16,184 16

Cost:

Advertising	\$24 23	
Engineering	652 78	
Inspection	507 15	
Sanders Engineering Co., contract	15,000 00	
	<hr/>	
Total		\$16,184 16
Paid by State in 1915.....	\$677 01	
Paid by State in 1916.....	9,322 99	
Paid by town in 1916.....	6,184 16	
	<hr/>	\$16,184 16

MACHIASPORT AND EAST MACHIAS.

Resolved, That there be, and hereby is, appropriated the sum of seven hundred and fifty dollars for the purpose of repairing the Machiasport and East Machias bridge, provided there be appropriated by the towns of Machiasport and East Machias the sum of seven hundred and fifty dollars for the same purpose; both sums to be expended under the supervision of the state highway commission.

The town of East Machias failed to make the required appropriation in 1915 and the State's appropriation was allowed to lapse. The towns of Machiasport and East Machias made appropriations for this work in 1916 and the State's appropriation was made available by the Governor and Council.

The work was under supervision of F. H. Sanborn and consisted of making general repairs on the bridge, including new caps, stringers and planking. The pier under the draw span was leveled up and the steel draw bridge was painted.

Appropriated by State.....	\$750 00
Appropriated by town of East Machias.....	375 00
Appropriated by town of Machiasport.....	375 00
	<hr/>
Joint fund	\$1,500 00
Cost of labor and materials.....	1,492 12
	<hr/>
Balance, January 1, 1917.....	\$7 88
Paid by towns of East Machias and Machiasport..	\$750 00
Paid by State.....	742 12

MADAWASKA-EDMUNDSTON, N. B.

Resolved, That there be, and hereby is, appropriated the sum of five thousand dollars for the year nineteen hundred sixteen to aid in the construction of the substructure of a highway bridge across the St. John river between the town of Madawaska, Maine, and the city of Edmundston, New Brunswick; provided that there be paid by the county of Aroostook the sum of four thousand dollars, and by the town of Madawaska the sum of one thousand dollars, for the same purpose; the expenditure of said sums to be under the supervision of the state highway commission. And the county commissioners of said county of Aroostook are hereby authorized and required to raise, by taxation or otherwise, the sum herein provided for it to raise within one year from the date of approval of this resolve. The appropriation herein made and the sums to be paid by the county of Aroostook and the town of Madawaska shall be contingent upon there being appropriated by said city of Edmundston, New Brunswick, or otherwise, the sum of ten thousand dollars to be expended for the purpose set forth above.

An inspection of the proposed bridge site was made on January 20, 1916, and a conference was held with the selectman of Madawaska and the Mayor of Edmundston on the same date.

The required amounts were appropriated by Aroostook county and the town of Madawaska but no appropriation was made by the city of Edmundston.

Surveys were made of three possible locations and plans are on file at the office of the state highway commission.

Appropriated by State.....	\$5,000 00
Cost of inspection.....	\$10 30
Work on plans	4 44
	\$14 74
Balance, January 1, 1917.....	\$4,985 26

MAINE SCHOOL FOR FEEBLE MINDED.

Resolved, That there be, and hereby is, appropriated the sum of three thousand dollars for the year nineteen hundred fifteen and the sum of one thousand dollars for the year nineteen hundred sixteen to purchase a stone crusher and improve such portion of the main road leading from Cumberland Centre to Gloucester Lower Corner as may be situated on the property of the Maine School for Feeble Minded, the said appropriation to be expended under the supervision of the state highway commission.

The available fund for 1916 was expended in constructing a section of gravel road, 3,000 feet in length, beginning at the North Yarmouth town line and extending across a corner of the town of Gray, 510 feet, thence into the town of New Gloucester. Two small stone culverts were constructed and five metal culverts were installed. 2,300 lineal feet of stone base was constructed. The road was surfaced with gravel 16 feet in width.

The work was in charge of Ernest Tuttle and was inspected by F. C. Marston.

Balance from 1915 appropriation.....	\$928 57
Appropriated by State for 1916.....	1,000 00
	<hr/>
	\$1,928 57
Cost of labor	\$1,734 75
Cost of materials	120 34
Inspection	64 55
	<hr/>
Total cost	\$1,919 64
	<hr/>
Unexpended balance	\$8 93

MONTVILLE.

Resolved, That there be and hereby is, appropriated the sum of one thousand dollars to aid the town of Montville in the reconstruction of a bridge in Montville on the main thoroughfare between Waterville and Belfast, provided there be appropriated by the town of Montville the sum of one thousand dollars for the same purpose, and further provided that any

additional cost 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. Proposals were received in 1915 for the construction of a concrete bridge and were rejected. (See 1915 report.) On July 31, 1916, a contract was made with Hiram A. Brawn, of Foxcroft, for the construction of a reinforced concrete bridge, 40 feet in length with a span of 12 feet and a height of 10 feet, 6 inches. The contract price was \$2,245.00.

The concrete work was completed in September and the filling, done by the town, has been nearly completed. P. M. Jenness was resident engineer for the state highway commission.

Appropriated by State.....	\$1,000 00
Appropriated by town.....	1,000 00
Additional amount furnished by town.....	400 00
	<hr/>
Available funds	\$2,400 00
Expenditures:	
Advertising	\$20 92
Engineering and inspection.....	78 80
Hiram A. Brawn, payments on contract	2,245 00
	<hr/>
Total cost	\$2,344 72
	<hr/>
Balance, January 1, 1917.....	\$55 28
Paid by State in 1915.....	\$55 13
Paid by State in 1916.....	888 59
Paid by town in 1916.....	1,400 00
	<hr/>
	\$2,344 72

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 bridge site was made in 1915 and plans were prepared for a steel bridge with concrete abutments. The plans provided for a span of 263 feet, a roadway, 20 feet wide and one sidewalk, 5 feet wide.

On February 22 the following proposals were received:

CONTRACTOR.	Class "P" concrete per cubic yard.	Filling per cubic yard.	Wet excavation per cubic yard.	Rock excavation per cubic yard.	Total.
James H. Kerr, Rumford, Me.....	\$9 35	\$ 50	\$1 50	\$ 2 50	\$7,192 50
Cyr Bros. Co., Waterville, Me.....	9 00	70	3 00	2 50	7,975 00
Doran & Fellows, Mercer, Me.....	10 50	60	3 00	1 50	8,205 00
Small & Ingalls, Bar Harbor, Me....	9 80	85	3 00	3 00	8,795 00
James McGregor, Rumford, Me.....	12 00	60	2 50	2 00	9,030 00
Edmund Cyr & Co., Waterville, Me.	9 75	1 12	3 00	3 00	9,658 50
Sanders Engineering Co., Portland, Me.....	11 55	85	5 00	3 25	9,982 50
Wiseman & McPhail, Smyrna Mills, Me.....	13 00	68	4 50	1 50	*9,994 00
T. F. Moreau, Lewiston, Me.....	10 20	1 20	2 25	3 00	10,095 00
Reed & Blunt, Skowhegan, Me.....	14 00	65	2 00	2 00	10,245 00
A. L. Tripp, Waterville, Me.....	10 45	1 25	6 00	5 00	10,972 50
Randall Stoddard Co., East Boston, Mass.....	17 00	3 00	3 00	10 00	20,550 00

* Includes \$693 for removing old pier.

The contract was awarded to James H. Kerr.

On the same date the following proposals were received for the superstructure.

	Plank Floor.	Wood Block Floor.
Groton Bridge Co., Groton, N. Y.	\$17,400 00	\$19,650 00
United Construction Co., Albany, N. Y.	20,588 00	22,906 00
Berlin Construction Co., New Britain, Conn.	21,128 00	23,906 00
Spaulding Construction Co., Suffield, Conn.	22,470 00	24,450 00
Boston Bridge Works, Boston, Mass.	22,134 00	26,797 00
Penn Bridge Co., Beaver Falls, Pa.	23,743 00	26,594 00

The contract was awarded to the Groton Bridge Co., for \$17,400.00.

The concrete abutments and approach fills were completed early in September, 1916. The bridge company has experienced considerable difficulty in obtaining steel from the mills and up to January 1, 1916, no shipments to the bridge site have been made. The steel is being fabricated at the shops as rapidly as mill shipments will permit. A temporary timber bridge is being maintained by the town.

The bridge was designed by E. E. Greenwood and S. B. Stewart was resident engineer for the state highway commission during the construction of the abutments.

Expenditures to January 1, 1917:

Substructure:

Advertising	\$44 25
Inspection and engineering	448 66

James H. Kerr, contract:

828.5 cu. yds. Class "B" concrete	
@ \$9.35	\$7,746 48
3280 cu. yds. earth filling, @ 50c.	1,640 00
22 cu. yds. rock excavation @	
\$2.50	55 00
166 cu. yds. wet excavation @	
\$1.50	249 00

Cost of substructure \$10,183 39

Superstructure:

E. E. Greenwood, engineering.....	604 80
<hr/>	
Payments to January 1, 1917.....	\$10,788 19
Appropriated by State in 1915.....	7,500 00
Appropriated by State in 1916.....	7,500 00
Appropriated by town of New Sharon.....	5,000 00
<hr/>	
	\$20,000 00
Cost to date	10,788 19
<hr/>	
Balance, January 1, 1917.....	\$9,211 81
Due from Franklin county	5,000 00
<hr/>	
Available funds for 1917.....	\$14,211 81
Paid by State in 1915.....	256 80
Paid by State in 1916.....	5,531 39
Paid by town in 1916.....	5,000 00

OLD TOWN AND MILFORD.

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.

Balance from 1915 appropriation.....	\$1,457 89
Paid F. E. Pressey, engineering.....	16 50
<hr/>	

Balance, January 1, 1917	\$1,441 39
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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 in 1916 was in the nature of repairs, beginning at the southerly end of the 1915 work, about three-fourths of a mile from the Milo town line and extending 1.8 miles to the Bangor and Aroostook railroad track on the La Grange road.

The road was roughly graded with the road machine for the entire distance. One hundred lineal feet of "V" drain was constructed and one metal culvert, 24 inches x 27 feet, was installed.

The work was in charge of F. J. Livermore, and was inspected by H. S. Towne.

Appropriation by State for 1916.....		\$500 00	
Balance from 1915			39
			<hr/>
Available for 1916		\$500 39	
Cost of labor	\$453 49		
Cost of materials	34 76		
Cost of inspection	9 75	\$498 00	
			<hr/>
Unexpended balance			\$2 39

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 work done in 1916 was a continuation of the 1915 work. The work consisted of surfacing 2,000 lineal feet of road with gravel.

The work was in charge of Geo. L. Leach, and was inspected by J. E. Gross.

On June 30, 1916, the balance of \$179.26 from the 1915 appropriation was lapsed. The state highway commission requested that the above balance be made available for the above work.

On Dec. 22, 1916, the sum of \$184.00 was apportioned from the contingent fund by order of the Governor and Council.

Cost of materials and labor	\$184 00
Paid by State.....	\$184 00

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 nineteen hundred sixteen; both sums to be paid to the People's Ferry Company of Bath for maintenance.

Appropriated for 1916.....	\$2,000 00
August 31, 1916, paid People's Ferry Co.....	\$2,000 00

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.

Work was begun on this section of highway in October, 1915, with T. G. Hilton in charge. It was necessary to stop work in December, 1915, on account of cold weather.

Work began again in September, 1916, with Fred E. Beane, of Bingham, in charge of the work. This road was reported uncompleted in 1915. This road has been graded 1,375 feet in length and surfaced with gravel 16 feet wide. One metal culvert, 24 inches x 24 feet, and one metal culvert, 12 inches x 24 feet, were installed. Approximately 884 lineal feet of wood guard rail was constructed.

The work was inspected by B. J. Libby. For other details see 1915 report.

Appropriated by State.....	\$1,000 00
Appropriated by Somerset county for Pleasant Ridge Pl.	1,000 00
	<hr/>
Joint fund	\$2,000 00
Expenditures:	
Engineering and inspection.....	\$34 66
Labor and materials	1,960 82
	<hr/>
Total cost, 1915 and 1916.....	\$1,995 48
Paid by Somerset county in 1915.....	\$1,000 00
Paid by State in 1915.....	652 58
Paid by State in 1916.....	342 90
	<hr/>
Balance State's appropriation.....	\$1,995 48
	\$4 52

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 inspection of this bridge was made in 1916 and it was decided to fill the approaches as much as possible with the funds available. The length of the bridge, including approach fills, is about 350 feet. One timber span about 20 feet in length

is located at about the middle point. The work during the past season has consisted of making a fill on the south approach to the open span. The completed fill is 120 feet in length, 24 feet wide on top and is about 3 feet higher than the old road. Guard rails were constructed on the section completed.

Expenditures:

Inspection		\$11 87	
Labor and materials		1,523 11	
			<hr/>
Total		\$1,534 98	
Appropriated by town		\$1,000 00	
Appropriated by State.....		1,000 00	
			<hr/>
Joint fund		\$2,000 00	
Paid by State in 1915.....	\$11 87		
Paid by town in 1916.....	1,000 00		
Paid by State in 1916.....	523 11	1,534 98	
			<hr/>
Balance, January 1, 1917.....		\$465 02	

PORTLAND AND SOUTH PORTLAND.

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 1916..... \$10,000 00
 July 13, 1916, paid treasurer of Cumberland county 10,000 00

SOUTHPORT.

Resolved, That there be, and hereby is, appropriated for the year nineteen hundred fifteen the sum of seven thousand 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.

In 1915 a complete survey of the above bridge site was made under the direction of Mr. O. L. Grover of the U. S. office of Public Roads and Rural Engineering. The state highway commission requested the above office to furnish plans and an estimate of cost of a steel highway bridge for this location; this further coöperation was granted and in February, 1916, complete working plans were received. These plans provided for one steel swing bridge, 135 feet in length; one steel span of 90 feet, 3 inches; one steel span of 150 feet, 6 inches; and three wooden spans, each 22 feet in length.

Plans were sent to the United States War Department with a request for permission to erect the bridge, and this request was granted under date of March 9, 1916.

The estimated cost of the structure was \$28,700.00. Plans, with the estimate of cost, were sent to the selectmen of Southport, and on March 28, 1916, a committee, representing the town, consisting of W. G. Love, Captain John Thompson, H. B. Thompson and Hon. Cyrus Tupper of Boothbay Harbor held a conference with the state highway commission and reported that it would not be possible to provide for the estimated cost of the bridge. It was then decided to ask for proposals for the construction of the approach span at the Southport end and the swing bridge including piers and all timber work.

On request plans and specifications were sent to seven contractors. Bids were opened on April 25, 1916, and only one was received; this was submitted by the Penn Bridge Company, Beaver Falls, Pa. The total amount of this proposal was \$25,456.45. This price included furnishing and erecting the steel in the swing bridge and approach span, and furnishing the steel required in the piers. It was estimated that additional material and labor required for erecting the piers would bring the total cost up to approximately \$45,000.00. The time of completion of the steel work, given by the bridge company, was one year and two months.

The town of Southport advised the commission that it would not be possible to provide for this expenditure and the proposal was rejected.

On June 15, 1916, W. G. Love and E. M. Clifford, selectmen of Southport, and F. W. Carlton of Bath met with the state highway commission for the purpose of considering the construction of a timber bridge. As a result of this conference, a contract for the construction of a timber bridge was awarded to Mr. Carlton for \$15,500.00.

This bridge with the exception of a few minor details, has been completed. The length is 500 feet and consists of a swing span, 134 feet in length, and pile bents, spaced 16 feet, with wooden stringers and a plank floor. The roadway is 18 feet wide for the entire length. The piles are of oak and the remainder of the structure is hard pine.

The engineering work was done by the engineering force of the state highway commission and the work was inspected by E. M. Clifford of Southport.

Appropriated by town of Southport.....	\$10,000 00
Appropriated by State.....	7,500 00

Joint fund	\$17,500 00
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Expenditures:

Engineering and inspection.....	\$402 95
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Advertising	9 23
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Payments on contract	14,500 00
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	<u>\$14,912 18</u>
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Balance January 1, 1917.....	\$2,587 82
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Paid by State in 1915.....	\$72 35
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Paid by State in 1916.....	4,839 83
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Paid by town in 1916.....	10,000 00
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	<u>\$14,912 18</u>
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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 Thom-

aston, 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 location in 1915. The old bridge consisted of five steel spans, each 50 feet in length, supported by granite piers. Plans were made for filling four spans with granite and constructing a timber bridge, with a span of 50 feet over the remaining span. For other details see 1915 report.

The following proposals were received on April 25, 1916:

Noyes & Campbell, Augusta, Maine.....	\$7,000 00
C. E. Bickwell & E. W. Freeman, Rockland, Me...	6,315 41

These bids were rejected and the contract for the granite fill was later awarded to the Snow Marine Co., of Rockland, for \$5,200.00. The contract for the timber bridge was awarded by the town to the same company for \$600.00.

The granite fill averages about 16 feet in width and is surfaced with gravel. A suitable hand rail was built on each side of the roadway.

Expenditures:

Advertising	\$9 34	
Engineering	25 23	
Snow Marine Co., on contract....	5,200 00	
Snow Marine Co., bridge contract.	600 00	
	<hr/>	
Total cost		\$5,834 57
Appropriated by State.....	\$2,500 00	
Appropriated by town.....	2,500 00	
Additional appropriation by town.....	834 57	
	<hr/>	\$5,834 57
Paid by State in 1915.....	\$25 23	
Paid by State in 1916.....	2,474 77	
Paid by town in 1916.....	3,334 57	

SULLIVAN AND HANCOCK.

Resolved, That the state highway commission is hereby authorized and directed to inquire into the necessity of constructing a bridge across the Taunton river between the towns of Sullivan and Hancock, in the county of Hancock; cause a survey to be made to ascertain the most suitable site for a bridge and the probable expense of erecting said bridge; and be it further resolved,

That the sum of five hundred dollars be, and hereby is, appropriated to defray the expenses of such survey; provided, however, that there be paid by the towns of Hancock and Sullivan, or otherwise, the sum of five hundred dollars for the same purpose; provided, further, that any additional cost for said survey, above one thousand dollars shall be borne by said towns of Hancock and Sullivan; all sums to be expended under the supervision of the state highway commission.

In 1915 no appropriations were made by the towns of Sullivan and Hancock as required by the above resolve and on June 30, 1916, the State's appropriation was allowed to lapse. The state highway commission was later advised that \$250.00 had been appropriated by the town of Sullivan and \$125.00 by the town of Hancock. The sum of \$125.00 in addition to Hancock's appropriation was furnished by private subscriptions.

Mr. E. E. Greenwood, C. E., of Skowhegan, Me., was engaged to make a complete survey of possible bridge sites. The following report and estimates were received from Mr. Greenwood under date of December 21, 1916:

"In accordance with your request I have made a survey and estimated the cost of building a bridge over Taunton Bay between the towns of Sullivan and Hancock, and would report as follows:

"I first made a superficial examination of the locality for about a mile each way from the West Sullivan ferry, and found that there were several possible sites worth considering. I therefore took a cross-section of the river at these places, and the plans herewith submitted show the ten different sections of the river taken. From an examination of these sections it will be readily seen that some of them are entirely out

of the question as a bridge location when compared with the more favorable sites.

"From these different sites I selected the three most favorable ones and have made a somewhat detailed study of them and estimated the cost of a bridge in each case.

"In making these estimates I have assumed a bridge with an eighteen foot roadway and a capacity for a twelve ton single load or a uniform load of about 75 pounds per square foot of roadway. I have used concrete in general for the substructure but having a granite face for those portions exposed to the salt water above low tide. There is an ordinary tide here of about eight feet and the large bay above this point that is filled and emptied twice a day causes a very strong and rapid current, especially at the narrows where sites 3 to 9 are located.

"On account of the very strong current, the location at site 8 is the most objectionable, from a construction point of view, of any on which I have made an estimate; and while I used a larger unit price for this location, I still consider this estimate the most uncertain of any. I should also consider a bridge at site 8 more objectionable to the navigation interests than either of the others.

"The location at site 2 is that of an old bridge carried away many years ago, so long ago in fact that I could find no one who knew just when it did exist, but probably about sixty years ago. This site is also near the present ferry and therefore a location to which the traffic has become adjusted, and is probably favored by a majority of the people in that immediate locality; but from an impartial and outside view of the situation I can see no reason for adopting this location if another one can be used at a very much less cost. So far as the traffic, otherwise than purely local, is concerned, a bridge at either of the other sites would be about equally convenient. The principal through traffic is from the direction of Ellsworth toward Gouldsboro, and you will note by referring to sheet No. 1, that a bridge at site 3 would convene this through traffic the best of any, making the distance a little shorter even than by the present ferry route. The only inconvenience which I can see would be caused by adopting site 3; the distance to the railroad station would be increased nearly two miles for those on the Sullivan side above the ferry. But with a bridge at site 3,

there is the probability that the railroad station would be moved to a point near the end of the bridge, thus making the added distance for the Sullivan people about one mile, and materially reducing the distance for the south part of Sullivan and the towns below.

"As to the general demand for a bridge at one of these locations I would say that from inquiries and observations I find that one of the favorite routes from Bangor and Ellsworth to Gouldsboro and other coast towns, and to Cherryfield and Machias, is by way of this ferry. As far as the local needs are concerned, it needs no argument to convince one that those needs are very pressing. My observations while there, convinced me that the ferry at its best, is a very crude and even dangerous means of crossing. The question is whether or not the needs in this case will warrant the outlay by the State of the amount required.

"If a bridge is to be built anywhere in this locality I should recommend the adoption of site three, or possibly some modification of it as might be shown advisable on further and more detailed examination which would need to be made before the final plans would be gotten up.

"I am enclosing herewith an estimate of the cost of a structure at each of the three sites considered. You will note that I have not used the same unit prices at the different locations. This is in consequence of the greater difficulty in building m those locations where the current is strong and rapid.

"I would say that these estimates do not include the cost of a fender pier for the swing span, for the reason that the amount of the shipping is very small in this place, and therefore the danger from the lack of a fender pier is small. If one should be deemed necessary, it could probably be built for \$4,000.00 to \$6,000.00, in either case."

ESTIMATES OF COST.

Site No. 2	\$149,300 00
Site No. 3	\$105,300 00
Site No. 8	\$108,020 00

On December 20, 1916, the Governor and Council apportioned \$327.30 from the contingent fund to provide for the cost of the survey over and above the joint appropriation by the towns.

Appropriated by town of Sullivan.....	\$250 00
Appropriated by town of Hancock.....	125 00
Private subscriptions	125 00
Apportioned by State.....	327 30
	<hr/>
	\$827 30
Paid E. E. Greenwood.....	\$827 30

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 work done in 1916 is a continuation in a westerly direction of the road constructed in 1915 on the Moose river road. The road was graded 800 feet in length and surfaced with gravel 21 feet wide.

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

Appropriated by State for 1916.....	\$250 00
Cost of labor.....	\$202 40
Cost of materials	32 10
Inspection	2 00
	<hr/>
Total cost	\$236 50
	<hr/>
Balance	\$13 50

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 Gratton 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 work done in 1916 is a continuation of the 1915 work. The road was graded 1740 feet in length and surfaced with gravel 21 feet wide. Seven hundred feet of underdrainage was constructed. One metal culvert, 26 inches x 30 feet, was installed and one stone culvert, 24 inches x 36 inches x 26 feet, was constructed. The work was in charge of P. J. West and was inspected by F. C. Marston.

Appropriated by State	\$1,000 00
Appropriated by town.....	500 00
	<hr/>
Joint fund	\$1,500 00
Cost of labor	\$1,401 28
Cost of materials.....	92 25
Inspection	54 35
	<hr/>
	\$1,547 88
Paid by State	\$1,000 00
Paid by town.....	547 88
	<hr/>
	\$1,547 88

UPTON AND MAGALLOWAY.

MIDDLE DAM CARRY ROAD.

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 300 lineal feet of road and surfacing with gravel. The work was under the direction of the county commissioners of Oxford county.

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

VAN BUREN—ST. LEONARDS, N. B.

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.

The above bridge consists of one span, 322 feet in length and three spans, each 143 feet in length. The roadway is 22 feet wide and one sidewalk, 5 feet wide, is provided.

Proposals for planking the bridge were received in 1915 and were rejected.

In March, 1916, the matter of planking and painting the bridge was taken up with the Canadian Government and the commission was requested to prepare specifications and receive proposals for the work.

On May 11, the following proposals were received:

Painting:

C. A. Dusty, Oakland, Me.....	\$2,000 00
Steves Lacois Co., New York.....	1,950 00

Planking:

A. E. Warren, Caribou, Me.	
\$36.00 per thousand feet, B. M. for planking in place.	
\$40.00 per thousand feet, B. M. for dimension timber in place.	

The proposal for planking was rejected. The proposals for painting were reported to the Canadian Government with the recommendation that the planking be done by force account.

The Canadian Government did not make known the status of its appropriation and a contract was awarded to C. A. Dusty of Oakland, Me., for painting one-half of the bridge two coats for \$975.00 The paint was furnished by the State.

An agreement was made with A. E. Hammond of Van Buren to plank half of the bridge on a force account basis.

Both jobs have been completed. The Canadian Government has painted and planked its half of the bridge.

Expenditures:

Advertising	\$12 95	
Inspection	106 51	
Detroit Graphite Co., paint.....	234 23	
C. A. Dusty contract for painting	975 00	
A. E. Hammond, planking.....	980 89	
	<hr/>	
Total		\$2,309 58
Appropriated by State in 1915.....	\$2,000 00	
Apportioned by Governor and Council from contingent fund		309 58
	<hr/>	\$2,309 58
Paid by State in 1915.....	\$31 05	
Paid by State in 1916.....	\$2,278 53	

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.

In 1915 proposals were received for the construction of one concrete abutment and one steel span 60 feet in length. The proposals were in excess of the available funds and were rejected. For other details see 1915 report.

In 1916 plans were prepared for one concrete abutment, one concrete pier and a timber bridge consisting of two spans, each 30 feet long, with a roadway 16 feet wide. The contract for the concrete work was awarded to G. W. Van Tassel, Houlton, Me., at \$9.25 per cubic yard in place. The plantation did the filling and timber work. The work was inspected by G. M. Hardison.

Expenditures:

Advertising		\$1 97
Inspection and engineering.....		58 14
G. W. Van Tassel;		
164.51 cubic yards of concrete @ \$9.25....	1,521 72	
Labor on bridge and grading.....	579 80	
Materials for bridge	367 23	
		<hr/>
Total cost	\$2,528 86	
Appropriated by State.....	\$1,000 00	
Appropriated by plantation.....	1,000 00	
Additional amount furnished by town.	528 86	
		<hr/>
		\$2,528 86
Paid by State in 1915	\$11 97	
Paid by State in 1916	988 03	
Paid by plantation in 1916.....	1,528 86	
		<hr/>
		\$2,528 86

WHITEFIELD.

Resolved, That there be, and hereby is, appropriated the sum of one thousand dollars to aid in building an iron bridge across the Sheepscot river at North Whitefield in the town of Whitefield, provided the said town of Whitefield appropriates a like sum of one thousand dollars for the same purpose; both sums to be available in the year one thousand nine hundred and sixteen and be expended under the supervision of the state highway department.

An inspection was made of the bridge site early in 1916 and estimates of cost of several types of bridges were made for the town.

No appropriation was made by the town.

Appropriated by State..... \$1,000 00

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 sections ten, twenty-five and thirty-three of chapter one hundred and thirty, Public Laws of nineteen hundred and thirteen.

The appropriation for 1916 was expended in the town of Whitneyville, the work consisting of ledge excavation and rough grading. The fund was not sufficient to complete the work. The work was in charge of Sanford Smith and was inspected by Geo. Mawhinney.

Appropriated by State for 1916..... \$1,000 00

Paid for labor and materials..... \$996 93

Paid for inspection 2 75

Total \$999 68

Balance \$ 32

TABLE

Tabular Statement of Expenditures and Work
Expenditures from January 1,

BRID

TOWN.	Balance of town's 1915 appropriation.	Balance of state's 1915 appropriation.	Required appropriation by town, 1916.	Appropriated by state, 1916.	Advertising.	Engineering and Inspection.
*Addison.....	-	\$104 12	-	-	-	-
Ashland.....	\$1,000 00	1,000 00	-	-	-	\$13 24
*Crystal.....	300 00	826 18	\$271 47	-	-	10 74
*Dallas Plantation.....	1,000 00	977 32	495 92	-	-	203 98
Dresden.....	-	11 19	250 00	250 00	-	-
*East Millinocket & Medway....	-	293 31	-	306 96	5 41	-
Eastport and Perry.....	-	2,500 00	-	2,500 00	-	-
Edmundston and Madawaska....	-	-	15,000 00	5,000 00	-	14 74
Enfield and Howland.....	-	-	500 00	500 00	-	-
*Frankfort.....	-	1,573 07	419 98	-	-	15 00
Gardiner and Randolph.....	250 00	1,000 00	1,000 00	1,000 00	-	-
Hampden.....	-	-	1,000 00	1,000 00	-	20 00
*Harmony.....	1,500 00	1,170 83	430 79	-	-	101 88
*Haynesville.....	7,000 00	687 23	-	-	-	276 00
*Kingfield.....	6,000 00	9,322 99	184 16	-	-	507 15
Machiasport and East Machias...	750 00	-	-	742 12	-	-
*Montville.....	1,000 00	743 87	400 00	-	-	43 59
*New Sharon.....	10,000 00	7,243 20	-	7,500 00	44 25	796 66
*Old Town and Milford.....	-	1,457 89	-	-	-	16 50
*Plymouth.....	1,000 00	988 13	-	-	-	-
Portland and South Portland....	-	-	-	10,000 00	-	-
*Southport and Boothbay Harbor	10,000 00	7,427 65	-	-	9 23	330 60
*South Thomaston.....	2,500 00	2,474 77	834 57	-	9 34	-
Sullivan and Hancock.....	-	-	500 00	327 30	-	827 30
*Van Buren.....	-	1,968 95	-	309 58	5 41	83 00
*Wallagrass.....	1,000 00	983 03	528 86	-	-	48 14
Whitefield.....	-	-	1,000 00	1,000 00	-	-
Totals.....					\$73 64	\$3,308 52

*Expenditures made on this work in 1915.

XIII.

in 1916 under Special Legislative Resolves.

1916 to December 30, 1916.

GES.

Payments on Contracts and Force Account.	Total Cost.	Paid by State.	Paid by Town.	Balance of State's Appropriation.	REMARKS.
\$102 56	\$102 56	\$102 56	-	\$1 56	Balance lapsed.
1,880 45	1,893 69	893 69	\$1,000 00	106 31	Balance lapsed.
1,375 00	1,385 74	826 18	559 56	11 91	1915 joint fund for state aid road included with special resolve.
2,269 26	2,473 24	977 32	1,495 92	-	
-	-	-	-	261 19	
594 86	600 27	600 27	-	-	Additional apportionment of \$306.96 by state
4,526 85	4,526 85	4,526 85	-	473 15	Repairs on toll bridge.
-	14 74	14 74	-	4,985 26	
828 84	828 84	250 00	578 84	250 00	One half of bridge planked. No appropriation by Howland.
1,558 07	1,573 07	1,573 07	-	-	\$419.98 due from town.
3,849 53	3,849 53	2,000 00	1,849 53	-	Includes 1915 work amounting to \$1,368.49.
-	20 00	20 00	-	980 00	1915 Appropriation lapsed. Made available in 1916.
2,913 96	3,015 84	1,170 83	1,845 01	-	\$85.78 due from town.
6,900 00	7,176 00	176 00	7,000 00	511 23	Balance lapsed.
15,000 00	15,507 15	9,322 99	6,184 16	-	
1,492 12	1,492 12	742 12	750 00	7 88	1915 Appropriation lapsed. \$742.12 made available in 1916.
2,245 00	2,288 59	888 59	1,400 00	55 28	
9,690 48	10,531 39	5,531 39	5,000 00	9,211 81	\$5,000 due from Franklin County. Not completed.
-	16 50	16 50	-	1,441 39	Appropriation to settle land damage.
1,523 11	1,523 11	523 11	1,000 00	465 02	
10,000 00	10,000 00	10,000 00	-	-	Paid to Cumberland County on account of bridge across Fore river.
14,500 00	14,839 83	4,839 83	10,000 00	2,587 83	Not completed.
5,800 00	5,809 34	2,474 77	3,334 57	-	
-	827 30	327 30	500 00	-	Survey of bridge site: 1915 appropriation lapsed: \$327.30 made available in 1916.
2,190 12	2,278 53	2,278 53	-	-	
2,468 75	2,516 89	988 03	1,528 86	-	
-	-	-	-	1,000 00	No appropriation.
\$ 21,708 96	\$95,091 12	\$51,064 67	\$44,026 45	\$22,349 81	

TABLE
Special
RO

TOWN.	Balance of State's 1915 Appropriation.	Required Appropriation by Town, 1916.	Appropriated by State, 1916.	Engineering and Inspection.	Payments on contracts and force account.	Total cost.
Camden and Lincolnville.....	-	\$600 00	\$600 00	\$15 57	\$1,537 78	\$1,553 35
Cushing.....	-	500 00	500 00	8 05	911 19	919 24
Greenwood and Woodstock.....	10 39	500 00	5,000 00	35 28	979 30	1,014 58
Hebron.....	3 77	-	300 00	-	300 50	300 50
Jackman and Rockwood.....	31,104 45	-	12,500 00	*3,250 20	31,240 27	34,490 47
Orneville.....	39	-	500 00	9 75	488 25	498 00
Penobscot.....	-	-	184 00	-	184 00	184 00
Pleasant Ridge Plantation.....	347 42	-	-	12 05	330 85	342 90
School for Feeble Minded, Pownal	928 57	-	1,000 00	64 55	1,855 09	1,919 64
Trescott.....	-	-	250 00	2 00	234 50	236 50
Upton.....	-	500 00	1,000 00	54 35	1,493 53	1,547 88
Upton and Magalloway.....	-	-	250 00	-	250 00	250 00
Whitneyville.....	-	-	1,000 00	2 75	996 93	999 68
Totals.....				\$3,454 55	\$40,802 19	\$44,256 74

*Includes cost of advertising, \$40.48.

XIV.

Resolves.

ADS.

Paid by State.	Paid by Town.	Balance of State appropriation.	Length—Feet Constructed.	Length Repaired—Feet.	REMARKS.
\$600 00 419 24 510 39	\$953 35 500 00 504 19	- 80 76	Mae. 300 G. 620 G. 4,660 G. 1,800	- - - -	Joint fund for Camden, \$1,000.00. Joint fund for Lincolnton, \$200.00. Balance lapsed. Over expended by Greenwood, \$4.19. 1,030 lineal feet in Greenwood. 770 lineal feet in Woodstock.
300 50	-	3 27	-	-	Balance lapsed
15,886 02	18,604 45	9,113 98	-	-	Length reported in 1915. Work not completed. 1915 Balance includes state and town appropriations
498 00	-	2 39	-	9,500	Balance lapsed.
184 00	-	-	G. 2,000	-	1915 Balance was lapsed.
342 90	-	4 52	G. 1,375	-	\$184.00 made available in 1916.
1,919 64	-	8 93	G. 3,000	-	Balance lapsed. Balance lapsed.
236 50	-	13 50	G. 800	-	Balance lapsed.
1,000 00	547 88	-	G. 1,740	-	Over-expended by town, \$47.88.
250 00	-	-	G. 300	-	
999 68	-	32	-	-	Not completed. Balance lapsed.
\$23,146 87	\$21,109 87	\$9,227 67	16,595 ft. 3.143 miles.	9,500 ft. 1.8miles.	

MISCELLANEOUS.

TOWN.	Balance of State's 1915 Appropriation.	Appropriated by State, 1916.	Total Cost.	Paid by State.	REMARKS.
Falmouth.....	\$956 42	-	\$956 42	\$956 42	Expended in defence of law suit against town of Falmouth for claimed infringements of patents State aid; maintenance of ferry between Bath and Woolwich.
Peoples Ferry Co. (Bath)	-	\$2,000 00	2,000 00	2,000 00	
			\$2,956 42	\$2,956 42	

SUMMARY OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES IN 1916.

Total payments by state and towns on account of special resolves	\$142,304 28
Payments by state from 1915 and 1916 appropriations.....	\$77,167 96
Payments by towns.....	65,136 32
	<u>\$142,304 28</u>

Unexpended Balances Paid in 1916.

1914 BALANCES PAID FOR INSPECTION. (No Construction Reported.)

Westport.....	\$3 70
---------------	--------

1915 BALANCES PAID FOR INSPECTION. (No Construction Reported.)

Dennysville.....	\$1 12	Maxfield.....	\$12 82
Freedom.....	17 13	Van Buren.....	1 61
Kingman.....	23 58	Vinalhaven.....	15 90
Kittery.....	170 89	Webster Plantation.....	11 06
Lang Plantation.....	32 12		
		Total.....	\$286 23

1914 BALANCES PAID ON 1914 WORK REPORTED IN 1916.

Acton.....	\$497 94	Woolwich.....	\$175 00
		Total.....	\$672 94

1914 BALANCES PAID ON 1915 WORK REPORTED IN 1916.

Corinna.....	\$205 67	Shirley.....	\$260 67
Lincolnville.....	26 68	Whitefield.....	11 81
		Total.....	\$504 83

1915 BALANCES PAID ON 1915 WORK REPORTED IN 1916.

Acton.....	\$490 44	St. John Plantation.....	\$165 47
Corinna.....	284 51	Shirley.....	392 79
Elliotsville Plantation.....	376 47	Wells.....	476 26
Lincolnville.....	501 62	Whitefield.....	396 58
St. Albans.....	182 68	York.....	976 15
		Total.....	\$4,242 97

1914 AND 1915 BALANCES PAID ON MISC. WORK IN PREVIOUS YEARS.

Augusta.....1915.....	\$500 00	Kittery.....1915.....	\$56 28
Biddeford.....1915.....	416 50	Waterville.....1915.....	50 00
Brighton Plantation.....1915.....	150 00	Wellington.....1915.....	25 00
C Twp., Oxford Co.....1914.....	138 94	West Forks Pl.....1914.....	67 00
		Total.....	\$1,403 72

1912 BALANCES PAID ON 1916 WORK.

Avon.....	\$44 11	Washington Twp.....	\$3 00
		Total.....	\$47 11

1913 BALANCES PAID ON 1916 WORK.

Washington Twp.....	\$3 00	Wyman Twp.....	\$31 00
Wells.....	43 16		
		Total.....	\$77 16

1914 BALANCES PAID ON 1916 WORK.

Argyle.....	\$136 72	Macwahoc Plantation.....	\$53 33
Bald Mt. Twp.....	57 00	Orland.....	178 68
Beddington.....	55 78	Starks.....	17 05
Exeter.....	171 56	Washington Twp.....	30 00
Fort Fairfield.....	98 89	Wells.....	145 61
Kenduskeag.....	10 76	Winslow.....	600 00
Levant.....	24 15	Woolwich.....	6 67
		Total.....	\$1,586 20

Unexpended Balance Paid in 1916.

1915 BALANCES PAID ON 1916 WORK—CONTINUED.

Addison.....	\$30 34	Kennebunk.....	\$17 89
Albany.....	18 25	Kingsbury.....	86 96
Albion.....	149 90	Lagrange.....	52 45
Anson.....	32 22	Lewiston.....	186 84
Athens.....	102 58	Liberty.....	1 79
Atkinson.....	65 98	Limestone.....	68 08
Auburn.....	34 52	Lincoln Plantation.....	31 18
Augusta.....	150 38	Littleton.....	1 55
Aurora.....	1 90	Lubec.....	77 67
Bald Mt. Twp.....	87 75	Ludlow.....	07
Bethel.....	36 55	Machias.....	43 52
Biddeford.....	64 75	Machiasport.....	4 58
Blanchard.....	222 06	Madawaska.....	51 44
Boothbay.....	4 19	Marion.....	46
Boothbay Harbor.....	145 15	Marshfield.....	114 55
Bowerbank.....	22 30	Mason.....	38 66
Bradley.....	79 12	Mattawamkeag.....	51 92
Bremen.....	15 79	Mercer.....	53 47
Bridgton.....	184 52	Milbridge.....	61 40
Bristol.....	25 04	Milford.....	51 50
Brownfield.....	46 15	Milo.....	76 08
Brownville.....	45 08	Monmouth.....	54 61
Brunswick.....	19 02	Monson.....	60 06
Burlington.....	53 17	Montville.....	23 83
Byron.....	24 53	Moose River.....	91 60
Cambridge.....	29 69	New Limerick.....	35 10
Canton.....	8 23	New Portland.....	106 11
Carmel.....	63 28	New Sharon.....	120 95
Carrying Place Twp.....	61 00	New Sweden.....	43
Castine.....	91	Northfield.....	80 27
Castle Hill.....	34	Northport.....	29 25
Centerville.....	57 13	No. 8 Pl., Hancock Co.....	03
Chapman Plantation.....	127 44	No. 21 Pl., Hancock Co.....	27 83
Charlotte.....	62 44	No. 33 Pl., Hancock Co.....	15 38
Cherryfield.....	73 70	Oakland.....	30 00
Clinton.....	19 58	Orient.....	6 01
Columbia.....	41 19	Orneville.....	7 12
Columbia Falls.....	70 47	Orono.....	101 17
Concord.....	101 81	Otisfield.....	19 41
Connor Plantation.....	45 28	Oxford.....	11 13
Cooper.....	15 20	Paris.....	35 89
Crawford.....	8 58	Parkman.....	27 57
Crockertown.....	52 80	Passadumkeag.....	27 52
Cumberland.....	375 66	Perham.....	40 39
Danforth.....	2 83	Perkins Twp.....	64 91
Dead River.....	24 73	Perry.....	88 17
Deblois.....	52 57	Peru.....	22 16
Deer Isle.....	11 01	Phillips.....	114 11
Dennistown Plantation.....	47 85	Phippsburg.....	41 90
Dixmont.....	242 24	Pittston.....	17 33
Dover.....	70 88	Plymouth.....	66 73
Durham.....	13 17	Portage Lake.....	52 22
East Livermore.....	203 82	Pownal.....	5 38
East Machias.....	48 45	Prentiss.....	18 36
Eastport.....	97 74	Presque Isle.....	39 58
Eden.....	4 71	Rangeley.....	17 87
Edinburg.....	103 31	Robbinston.....	122 90
Eustis.....	58 56	Rockport.....	6 42
Fairfield.....	36 78	Rumford.....	8 93
Freeman.....	32 25	Saco.....	207 09
Gorham.....	20 73	St. Agatha.....	38 24
Gouldsboro.....	38 95	St. Francis.....	176 66
Grand Isle.....	36 06	Scarboro.....	91 21
Grand Lake Stream Plantation.....	57 13	Sherman.....	51 55
Greene.....	71 35	Sidney.....	111 87
Greenfield.....	56 38	Skowhegan.....	144 05
Hamlin.....	153 21	Southport.....	128 03
Harmony.....	70 96	South Thomaston.....	99
Harrington.....	30 45	Springfield.....	2 47
Hartland.....	48 63	Starks.....	200 00
Haynesville.....	3 54	Steuben.....	1 06
Hope.....	47 95	Stockholm.....	14 82
Island Falls.....	64 37	Stockton Springs.....	187 03
Jackman.....	17 18	Stow.....	1 88
Jonesboro.....	64 43	Strong.....	32 00
Jonesport.....	313 70	Sullivan.....	5 78

Unexpended Balance Paid in 1916.

1915 BALANCES PAID ON 1916 WORK—CONCLUDED.

Sumner.....	\$18 91	Wesley.....	\$81 30
Sweden.....	8 47	West Gardiner.....	4 13
Thomaston.....	1,447 39	Weston.....	231 87
Topsfield.....	18 41	Whitefield.....	3 42
Topsnam.....	17 88	Whitneyville.....	33 40
Trescott.....	41 64	Willimantic.....	24 42
Troy.....	53 64	Wilton.....	39 34
Union.....	21 72	Winn.....	3 20
Unity.....	62 48	Winslow.....	846 00
Upton.....	8 62	Wiscasset.....	9 84
Waite.....	17 38	Woodland.....	24 31
Wallagrass.....	47 51	Woolwich.....	391 90
Waterford.....	34 99	Wyman Twp.....	11 70
Wayne.....	14 30		
Weld.....	180 23	Total.....	\$12,701 05
Wells.....	109 34		

UNEXPENDED BALANCES OF STATE AID FUND CARRIED FORWARD
TO 1917.

FROM 1911.

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

FROM 1912.

Augusta.....	\$206 99	No. 8 Pl., Hancock Co.....	\$60 00
Mercer.....	100 00		
		Total.....	\$366 99

FROM 1913.

Avon.....	\$400 00	No. 31 Middle Div., Wash. Co. . .	\$18 95
No. 8 Pl., Hancock Co.	60 00		
No. 10 So. Div., Hancock Co. . . .	29 00	Total.....	\$507 95

FROM 1914.

Brighton Plantation.....	\$600 00	Princeton.....	\$533 00
Cutler.....	565 96	Sandy Bay Twp.....	102 00
Johnson Mt. Twp.....	12 75	Wade Pl.....	60 00
Machias.....	450 00	Westport.....	39 74
Pembroke.....	13 35		
		Total.....	\$2,376 80

FROM 1915.

Bald Mt. Twp.....	\$55 25	Lang Plantation.....	\$17 07
Beddington.....	400 00	Livermore.....	5 15
Benton.....	483 25	New Canada Plantation.....	19 38
Brighton Plantation.....	23 51	Parlin Pond Twp.....	21 30
Bucksport.....	288 53	St. Albans.....	50 00
Casco.....	7 18	St. John Plantation.....	188 69
Corinna.....	248 49	Sandy Bay Twp.....	102 00
Cutler.....	600 00	Shirley.....	199 25
Eastbrook.....	1 51	Silver Ridge.....	34 97
Elliottsville Plantation.....	10 88	The Forks Plantation.....	85 67
Freedom.....	35 58	Thomaston.....	909 85
Glenwood Plantation.....	34 04	Webster Plantation.....	21 31
Hudson.....	35 99	West Forks Plantation.....	114 11
Johnson Mt. Twp.....	80 00	Westport.....	274 20
Kingman.....	35 07		
		Total.....	\$4,382 23

Unexpended Balances of State Aid Fund Carried Forward to 1917.

FROM 1916.

Acton	\$506 93	Embden	\$100 00
Addison	20 58	Enfield	19 15
Albion	3 92	Etna	71 14
Alexander	1 43	Falmouth	7 36
Alna	90 28	Fayette	17 89
Amherst	10 06	Foxcroft	1 87
Andover No. Surplus	15 27	Freedom	600 00
Anson	22 33	Freeman	2 21
Appleton	4 45	Friendship	15 37
Argyle	22 26	Fryeburg	22 42
Ashland	27 10	Georgetown	144 25
Atkinson	23 74	Glenburn	13 94
Auburn	135 22	Grand Isle	29 01
Augusta	231 02	Gray	3 27
Aurora	7 31	Greenbush	582 03
Avon	30 08	Greene	5 08
Bald Mt. Twp.	143 00	Hammond Plantation	193 53
Bangor	2,640 76	Harmony	266 53
Bath	1,032 07	Hartford	90 29
Beddington	54 85	Haynesville	44 70
Belmont	14 42	Hope	97 31
Bethel	33 46	Island Falls	396 43
Biddeford	806 69	Isle au Haut	38 39
Bingham	529 08	Islesboro	116 33
Blaine	47 75	Jackson	10 97
Blanchard	166 09	Jay	33 00
Bluehill	23 40	Johnson Mt. Twp	80 00
Boothbay Harbor	7 99	Kingfield	24 40
Bowdoin	96 61	Kingman	600 00
Bowbank	43 06	Kittery	2,108 36
Bradley	3 25	Lake View Plantation	349 00
Brighton Plantation	233 34	Lakeville Plantation	11 36
Bristol	600 00	Lamoine	31 61
Brooklin	32 50	Lang Plantation	600 00
Brooks	75 59	Lee	96
Brookton	5 20	Letter E Plantation	50 00
Brownfield	26 07	Levant	174 59
Brownville	38 34	Lewiston	1,296 37
Brunswick	13 61	Limerick	29 22
Cambridge	14 84	Lisbon	8 80
Canaan	16 37	Litchfield	24 93
Canton	6 23	Lubec	32 93
Cape Elizabeth	5 69	Lyman	136 62
Carmel	144 97	Magalloway Plantation	38 09
Carrying Plantation Twp.	21 14	Mapleton	21 17
Castle Hill	61 50	Mariaville	19 67
Centerville	30 38	Marion	28 33
Charlotte	93 11	Marshfield	46 49
Chelsea	11 74	Mars Hill	25 69
Cherryfield	1 53	Masardis	6 25
Chester	223 22	Mason	61 39
Chesterville	77 62	Mattawamkeag	20 73
Clinton	34 92	Maxfield	581 67
Columbia	13 51	Merrill	588 68
Columbia Falls	90 30	Milbridge	118 49
Cooper	51 68	Milo	150 23
Corinna	68 85	Monmouth	36 13
Cranberry Isles	533 00	Monson	110 27
Crockertown Twp.	177 85	Montville	24 51
Crystal	16 55	Moro Plantation	24 99
Cumberland	583 33	Morrill	11 02
Cutler	134 18	Moscow	195 85
Dallas	600 00	Mt. Desert	775 06
Damariscotta	35 98	Mt. Vernon	499 22
Dayton	531 00	Moxie Gore	232 00
Deblois	13 72	Naples	8 90
Dennistown Plantation	110 92	Nashville Plantation	14 97
Dennisville	46	Newfield	8 42
Dover	391 12	Newry	34 48
Drew Plantation	33 08	New Sweden	33 28
Eagle Lake Plantation	437 88	Nobleboro	194 66
East Machias	20 63	Northfield	19 68
Eastport	13 97	North Yarmouth	13 29
Edinburg	17 43	Norway	34 01
Ellsworth	105 40	No. 7 S. Div., Hancock Co.	16 70
	109 08	No. 10 So. Div., Hancock Co.	01

Unexpended Balances of State Aid Fund Carried Forward to 1917.

FROM 1916.—CONCLUDED.

No. 21 Pl., Hancock Co.	\$ 2 63	Sorrento	\$ 6 56
No. 22 Mid. Div., Hancock Co.	1 40	South Berwick	11 53
No. 28 Mid. Div., Hancock Co.	80	South Bristol	9 20
No. 33 Pl., Hancock Co.	73 95	Southwest Harbor	15 79
Oakland	53 31	Starks	50 10
Old Town	941 64	Stoneham	54 42
Orient	3 72	Stow	1 57
Orneville	27	Strong	150 35
Otis	15 91	Sullivan	21 54
Otisfield	6 55	Sumner	18 69
Oxbow Plantation	86 49	Sweden	32 15
Palermo	52 00	Temple	9 58
Parkman	200 00	The Forks Plantation	99 00
Parlin Pond Twp	132 00	Thomaston	612 72
Parsonsfeld	2 41	Topsham	87 35
Passadumkeag	12 25	Trescott	17 76
Perham	83 42	Troy	174 33
Perkins Twp	5 30	Unity	112 93
Perry	245 29	Unity Plantation	8 74
Peru	7 01	Upton	18 88
Phippsburg	5 15	Vinalhaven	2,079 08
Pittston	13 18	Wales	18 24
Portage Lake Plantation	120 99	Warren	61 83
Porter	48 82	Washington Twp	61 25
Portland	7,574 14	Waterford	76 40
Pownal	14 67	Wayne	61 69
Presque Isle	84 90	Webster Plantation	400 00
Prospect	50 33	Wells	132 91
Randolph	37 79	West Bath	94 10
Raymond	11 84	Westbrook	89 37
Robbinston	66 44	Westfield	114 46
Rockland	23 58	West Forks Plantation	134 00
Roxbury	14 04	Weston	92 38
Saco	1,025 45	Westport	282 35
St. Agatha	27 70	Whiting	109 45
St. Albans	19 77	Whitneyville	45 55
St. Francis	100 17	Williamsburg	77 82
Salem	20 52	Willimantic	1 35
Sandy Bay Twp	102 00	Windham	10 60
Sanford	53 67	Winn	9 57
Sangerville	15 57	Winterport	49 33
Scarboro	456 03	Winthrop	26 30
Searsmont	6 00	Wiscasset	61 93
Sebec	237 53	Woodland	43 44
Sebois	46 72	Woodstock	3 33
Sedgwick	14 10	Woolwich	77 58
Silver Ridge Plantation	600 00	Wyman Twp	58 95
Smithfield	11 58	Yarmouth	635 48
Smyrna	580 15		
Somerville	12 63	Total	\$44,865 52

FORFEITED.

Lexington Plantation \$87 00 Ellsworth \$300 00

*Rockland: Unexpended balance from State Highway Loan Fund Apportionment of \$700.00.

Unexpended Balances of Automobile Fund to 1917.

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
Harpwell.....	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 Cost of Inspection.**

No. of district.	NAME.	Expenses and Salary.	Total Cost of Work.	Cost of Inspection —Per cent.	No. of Towns.
1	John A. Carians.....	\$444 36	\$43,792 81	1.00	28
2	Clark E. Varney.....	389 31	30,940 53	1.24	27
3	Frank C. Marston.....	543 09	25,987 22	2.04	25
4	G. A. Field.....	625 98	26,111 34	2.34	23
5	J. J. Spinney.....	420 67	25,411 07	1.62	22
6	A. J. Avery.....	425 34	24,583 23	1.70	24
7	C. W. Shorey.....	590 62	25,452 60	2.27	26
8	H. W. Gilman.....	544 70	24,653 06	2.16	27
9	B. J. Libby.....	463 92	27,217 35	1.67	25
10	E. E. Smith.....	554 21	35,584 79	1.53	28
11	H. S. Towne.....	526 43	21,985 89	2.33	21
12	J. E. Gross.....	191 80	13,233 76	1.43	14
13	J. V. Whitten.....	444 39	23,730 32	1.83	20
14	George Mawhinney.....	469 53	16,095 45	2.83	19
15	W. B. Holway.....	291 80	14,947 09	1.91	16
16	Frank L. Holmes.....	446 28	17,963 03	2.42	20
17	A. A. Adams.....	388 78	19,901 04	1.91	21
18	O. J. Parsons.....	254 43	15,211 32	1.64	15
19	O. V. Jenkins.....	437 08	26,398 69	1.62	21
20	G. M. Hardison.....	677 95	27,794 62	2.38	20
	Totals.....	\$9,130 67	\$486,995 21	1.89	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.



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