

# MAINE STATE LEGISLATURE

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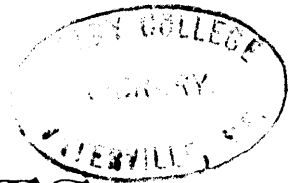
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# PUBLIC DOCUMENTS

OF THE

## STATE OF MAINE

BEING THE



# REPORTS

OF THE VARIOUS

PUBLIC OFFICERS  
DEPARTMENTS AND  
INSTITUTIONS

FOR THE YEAR 1918

VOLUME II

# **Sixth Annual Report**

OF THE

## **State Highway Commission**

OF THE

**STATE OF MAINE**

**From January 1, 1918, to December 31, 1918.**

STATE OF MAINE.

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OFFICE OF STATE HIGHWAY COMMISSION,

AUGUSTA, MAINE, January 1, 1919.

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

We have the honor to present the sixth annual report of the State Highway Commission from January 1, 1918, to December 31, 1918.

PHILIP J. DEERING,  
WILLIAM M. AYER,  
FRANK A. PEABODY,  
*State Highway Commission.*

REPORTS OF THE STATE HIGHWAY COMMISSION  
FOR THE YEAR ENDING DECEMBER 31, 1918.

*To the Honorable Governor and Council:*

In accordance with section three, chapter twenty-five, Revised Statutes of 1916, the State Highway Commission herewith respectfully submits its annual report to the Governor and Council of its doings and the expenditures of its office for the fiscal year ending December 31, 1918.

Highway work, in common with all other construction work, has suffered during the year 1918 for want of sufficient labor. This fact, added to regulations prescribed by the Government in connection with the purchase and shipping of materials necessary for the construction of roads and bridges, has made the conduct of the work of this department extremely difficult.

Early in 1917 our tentative program for highway construction for the year was submitted to the War Department at Washington, and upon their request locations for State highway construction for 1917 were materially altered. The Department requested this Commission to complete as soon as possible the trunk line highway leading along the coast from Portsmouth to Portland, Brunswick, Rockland and Bangor, Bar Harbor, Machias and Calais. They also asked that the interior route from Brunswick to Augusta, Waterville and Bangor be completed at as early a date as possible. During the last two years work has been largely confined to these two routes, the latter of which is comprised in the Federal Aid highway location submitted to the Secretary of Agriculture and approved by him in 1917.

Thus in a way we were largely occupied with the construction of roads requested and approved by the Government while at the same time we were experiencing considerable difficulty in securing approval from the United States Highways Council of material to go into the construction of these same roads.

Notwithstanding difficulties, we have pursued construction work during the year with as much vigor as possible and we have been gratified to learn that we have accomplished more

construction work in comparison with the amount of work done in ordinary years than any other of the New England States. Our State highway work actually under construction during 1918 is shown in the following list:

BITUMINOUS MACADAM ROAD BEGUN 1917—FINISHED 1918.

Town	Miles	
Oakland .....	1.41	
Bowdoinham .....	6.05	
	<hr/>	7.46

GRAVEL ROAD BEGUN 1917—FINISHED 1918.

Town	Miles	
Edgecomb .....	1.06	
Newcastle .....	2.85	
Nobleboro .....	2.67	
Waterville .....	1.84	
Pittsfield .....	6.16	
Trenton .....	.57	
Edmunds .....	1.46	
Topsham .....	6.54	
Lisbon .....	.50	
Dexter .....	2.26	
Greenwood .....	1.28	
	<hr/>	27.19

1918

BITUMINOUS MACADAM ROAD

Town	Miles	
Auburn .....	4.17	
Winslow .....	3.50	
Bowdoinham, No. 2 .....	4.28	
Winthrop .....	4.35	
Richmond .....	5.24	
	<hr/>	21.54

1918

## GRAVEL ROAD.

Town	Miles
Newcastle No. 2 .....	.78
Nobleboro Ext.....	.63
Camden .....	2.44
Lincoln .....	5.30
Letter E .....	.52
Madrid .....	.25
The Forks .....	.05
Sandy Bay .....	2.01
Benton .....	.44
Mattawamkeag .....	2.82
Molunkus .....	2.32
Monticello .....	2.25
Jonesboro .....	1.97
Woodstock .....	.32
	22.10
Total .....	78.29

Of the above work all of the jobs started in 1917 have been completed this year. The work undertaken in 1918 is substantially eighty per cent. completed.

We have been able to accomplish this amount of work largely because the work has not required car service, either for the transportation of surfacing or other materials entering into the work.

We have experienced difficulty in letting contracts. Contractors were unable to bid on work on account of the uncertain labor market and uncertain wages. We have felt that several of the jobs were absolutely necessary and accordingly have had a larger amount of day labor work than in ordinary years. We have experienced much difficulty in securing and holding crews. Wages have been high and as a general rule labor has not been as efficient as in past seasons, due to the fact that work was available almost anywhere and at any time and at high wages.

Some have thought that road building should be stopped, on account of its high cost. We believe that the cost of road work is no higher than the cost of other necessities, in comparison

with prices which obtained prior to the war. As one man from the western country put it at the Chicago convention in December, "It takes no more bushels of wheat to pay for a mile of road than it did two years ago."

## State Aid

Notwithstanding the fact that the Legislature in 1917 increased the State's appropriation for meeting State aid two-thirds, and increased the amount of State aid going to cities and towns only one-third, applications for State aid this year, were in excess of the total funds available for apportionment. Applications were received for \$510,000.00 of State aid, and with the sanction of the Governor and Council full apportionments were made. Some difficulty has been experienced in securing labor to complete all of the State aid work undertaken, but apportionments once made stand to the credit of towns until expended and paid so that unexpended State aid apportionments made this year will undoubtedly be used during the coming year.

In this connection we wish to commend the municipal officers for the promptness with which they have sent in their completion papers on State aid roads. This has enabled us to settle practically every account for completed State aid work prior to the end of the year, a thing which we have not been able to do during the last three or four years. We appreciate this co-operation and trust it will continue during the years to come.

In connection with State aid work, we desire to call attention to the provision of chapter 154 of the Public Laws of 1917. Briefly, this law provides that if three or more towns will cooperate in the improvement of a road fifteen miles or more in length, they may make appropriations named in the State Highway Law and receive very liberal apportionments of State aid. Two groups of towns co-operated under the provisions of this law and raised funds for the improvement of roads locally known as the Ossipee Trail and Peququet Trail. Work on these two projects was not started until late in the fall, on account of scarcity of labor, but a very good start has been made on the reconstruction of each of these roads and undoubtedly this work will be successfully completed during the season of 1919.



Several other groups of towns inquired about this law and contemplated making appropriations, but due to war conditions they decided to defer action. We look ultimately for the improvement of many important feeder lines under the provision of this law.

### Equalization Fund

The seventy-eighth Legislature provided that there might be established from the State aid appropriation a fund of \$50,000 to be called the Equalization Fund, this fund to be under the jurisdiction of the State Highway Commission and to be used in assisting towns in the improvement of their principal thoroughfares. Due to the fact that the applications for State aid were so large, no equalization fund was available, so nothing has been done under that provision during the year.

### Maintenance

Patrol Maintenance has been extended during the year. We have employed a total of 480 patrolmen in the care of 4,250 miles of road. This patrolled road covers substantially all of the State highway system, improved and unimproved, and practically all of the State aid roads, improved and unimproved. We believe that had it not been for this system of caring for our main arteries of travel many of these roads would have fallen into a bad state of disrepair on account of the shortage of labor. As noted above, in many towns we were unable to secure labor to do State aid work, and the same condition has made it impossible for many of the towns to carry on the ordinary maintenance work as completely as they would like to have done.

Expenditures for maintenance have amounted, in round numbers, to \$700,000.00, of which the towns and cities have furnished, in round numbers, \$200,000.00.

### Special Resolves

Work under most of the special resolves granted by the last Legislature has been completed, although in a few cases we have been unable to complete all of the work which it was

planned to do. We have asked that several of the larger balances where work has been undertaken and not completed be carried forward and made available for expenditure in 1919.

## Interstate Bridge Between Kittery and Portsmouth

The seventy-eighth Legislature directed the Highway Commission to co-operate with a commission appointed by the Legislature of New Hampshire to investigate the subject of a free highway bridge between Kittery, Maine, and Portsmouth, New Hampshire, across the Piscataqua River. We have had several meetings with the New Hampshire Commission, agreed on a tentative location of the bridge, which will very greatly accommodate the employees of the Kittery Navy Yard, and early in December the Joint Commission met in Washington and accompanied by Governor Milliken of Maine, Governor-Elect Bartlett of New Hampshire, and the Congressional delegations from Maine and New Hampshire, laid the whole matter before Secretary Daniels in an endeavor to secure some federal assistance for this project. The Secretary informed us at the outset that he was not interested in the project, but after its presentation he stated that he was interested in a sympathetic way and that he would be glad to do whatever he could to forward the same.

As a result of this meeting, the matter of federal assistance was left in the hands of a delegation composed of one senator from each State and two representatives from Maine and one from New Hampshire.

## Regulation of "Jitneys"

The Legislature by chapter 254 of the Public Laws of 1917 attempted to place in the hands of the Highway Commission authority for regulating the use of "jitney busses," so called. The Commission looked into this matter quite carefully preparatory to making regulations, but after a conference with the Attorney General found that no regulations could be made which would be in conflict with the provisions of statute designed for the same purpose. The Commission, consequently, deemed it inexpedient to simply recite the provisions of statute as their regulations and nothing has been done on this matter.

## Bath Ferry

The seventy-eighth Legislature provided an appropriation for assisting the city of Bath and the town of Woolwich to secure a modern ferry boat, but due to war conditions and the commandeering of practically all ship yards for Government ship building, it was impossible to do anything toward securing a new boat. We desire to say that the ferry service at this point at the present time is very unsatisfactory. Complaints are often received at the office of the Commission with respect thereto. This ferry is on the line of one of our most heavily travelled State highways, namely, the highway between Brunswick, Rockland and Bangor by the shore route. Probably not less than 22,000 to 25,000 automobiles cross this ferry every season, and this class of traffic is constantly increasing, so it seems to the Commission as though some arrangement for providing a suitable ferry service ought to be made.

## Automobile Fees

Prior to 1917 the net income from fees received for the registration of automobiles and the licensing of drivers of motor vehicles were used for the payment of interest on highway bonds, the retirement of highway bonds and the balance was to be used for the maintenance of State and State aid highways. The seventy-eighth Legislature amended this section of the law so that fees may now be used for other purposes. The law as it now stands appears to be ambiguous and we suggest that this section should be simplified so that these fees may be used as intended in the State Highway Law passed in 1913. We are adding so much improved mileage to our system each year, and the traffic is increasing so rapidly, that maintenance expenses are increasing and will soon be such an amount that in our judgment all of the motor vehicle fees, except that portion needed for the payment of interest and the retirement of highway bonds, will be insufficient to meet the maintenance expenditures.

## Federal Aid

One other matter that should be called to your attention and to the attention of the Legislature at this time is the subject of federal aid for highways.

There has already been apportioned to Maine the sum of \$290,161.92. We have made agreements with the Government which call for the expenditure on the part of the Government of \$284,040.00. Of this amount we have drawn only about \$80,000.00. In other words, \$200,000.00 will be due the State as soon as agreements entered into with the Government have been completed. This work will probably all be done during 1919. This will call for the expenditure on the part of the State of substantially \$200,000.00.

There will be apportioned the State from next year's appropriation for federal aid about \$192,000.00. This means that we must be prepared to expend an equal amount in order to secure the apportionment. This apportionment will be made immediately after June 30, 1919. Provided we complete work now undertaken under existing agreements with the Government and take advantage of the next Government apportionment, we should have to expend at the least calculation \$400,000.00 (The Government allows no part of the preliminary engineering expense in preparing projects, making surveys, plans, estimates and specifications. Their financial co-operation begins after the approval of preliminary work). The mill tax fund for State highways will amount in 1919 to substantially \$377,000.00. Consequently, with funds now in sight we will not be enabled to take advantage of all federal appropriations, to say nothing of being unable to do work on locations other than on the federal aid highway.

President Wilson, Secretary Houston and Secretary Baker have all recommended an increased federal appropriation for federal aid for highways as one means of helping to bridge the gap between war and peace conditions and to absorb labor which will necessarily be turned loose upon the demobilization of the army and the cessation of war industries. A bill has already been introduced into Congress, which we understand has the approval of the administration, calling for an immediate appropriation of fifty million dollars for this purpose. If this bill becomes a law we shall be immediately confronted with a Government apportionment of upwards of \$500,000.00, in addition to the amounts above specified as standing to the credit of this State.

We feel that it is proper that these facts should be laid before you at this time.

### Employees in the Service

This department, in common with all other organizations, has suffered by the loss of personnel, due to the war. During the early months of the war many of our engineers volunteered in the country's service. Later many of our employees were drafted. Several of our stenographers left their positions to undertake Government work in Washington and elsewhere. Among those who have responded to their country's call we have records of the following:

Ambrose Albert	D. W. Greenwood
Clifton Allen	W. S. Hannon
S. J. Andrews	P. M. Jenness
F. A. Barbour	B. F. Jose
Harry O. Barney	G. L. Kinney
Maurice Bennett	Albert Lavorgna
E. H. Blanchard	George Lavorgna
F. L. Buckley	George Martin
S. S. Bunker	A. E. McDonald
H. E. Burke	B. C. Nichols
C. W. Carter	Max L. Wilder
John B. Church	Waldo Pierce
Percy Crane	Charles W. Savage
Howard H. Dole	Walworth Simpson
Harold Fassett	Walter N. Peters
H. M. Fish	W. E. Southard
William Fish	L. W. Smiley
Charles H. Folsom	H. P. Winthrop
C. H. Grant	Annie P. Bibber
Everett Grant	Margaret Lee
	Violet Machle

The above list may not be complete. We have heard of many former employees, especially in our engineering staff, who have been identified with one branch or another of military service. We desire at this time to record our deep appreciation of all our

employees and former employees who have in any way assisted in bringing the war to a successful conclusion. We shall be ready to welcome these employees back and will endeavor as far as possible to find places in our organization for them.

Respectfully submitted,

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

*State Highway Commission.*

## MAINE STATE HIGHWAY COMMISSION.

## Financial Statement 1918.

## MAINTENANCE AND ADMINISTRATION.

## CREDITS.

Transfer from Imp. State Roads, J. F. ....	\$2 00	
Public Utilities share of cost of Railroad signs .....	99 76	
Manifold sold .....	5 79	
Junk sold .....	10 00	
City of Rockland, on account maintenance So. Main St. ....	290 55	
Tar barrels sold .....	4 00	
Earth sold at Foxcroft .....	12 00	
Permit to open highway .....	26 55	
Cement sold .....	8 63	
Refund on freight .....	3 71	
Depreciation and rental auto trucks (cost and maintenance) ..	21,390 58	
Depreciation and rental equipment (cost and maintenance) ..	1,701 08	
Depreciation and rental portable camp .....	1,997 45	
Patrol maintenance for 1916 .....	1,149 16	
Patrol maintenance for 1917 .....	6,244 43	
Patrol maintenance for 1918 .....	191,205 72	
Patrol maintenance for 1918, not deposited .....	16,384 51	
Patrol maintenance overpaid .....	2,861 81	
Transferred from auto fees .....	362,702 03	
		\$606,099 76
Amount overdrawn .....		98,530 58
Available funds .....		\$704,630 34

## MAINE STATE HIGHWAY COMMISSION.

## Financial Statement 1918.

## MAINTENANCE AND ADMINISTRATION.

## EXPENDITURES.

## ADMINISTRATION.

Salaries of Commissioners.....	\$3,000 00	
Salary of Chief Engineer.....	5,000 00	
Salaries of Assistants.....	10,592 07	
Salaries of Stenographers and Clerks.....	8,397 38	
Expenses of Commissioners.....	1,693 80	
Expenses of Chief Engineer.....	1,034 32	
Expenses of Assistants.....	3,066 03	
Office furnishings.....	374 94	
Office stationery and supplies.....	1,272 19	
Telegraph and telephone service.....	887 57	
Printing and binding annual report.....	344 73	
General printing account.....	1,102 48	
Drafting room supplies.....	1 06	
Incidental expenses.....	231 14	
Postage.....	1,362 35	
Commissioner's Auto.....	2,473 21	
Salaries of Engineers.....	789 13	
Expenses and wages of Inspectors.....	1,318 91	
Total administration charges.....		\$42,941 31

## MAINTENANCE.

* Auto Bureau (Sec'y State's Office).....	\$12,239 00	
Rent of land for storehouse.....	50 00	
Storehouse.....	1,223 48	
Shop equipment.....	482 49	
Railroad signs.....	447 21	
Highway danger signs.....	943 17	
Auto truck signs.....	50 40	
Patrolman's flags.....	9 85	
Auto truck (cost).....	15,307 76	
Auto truck (maintenance).....	12,207 83	
Equipment account (cost).....	3,147 70	
Equipment account (maintenance).....	71 08	
Portable camp.....	2,441 57	
Unredeemed mileages.....	195 42	\$48,816 96
Section 17.....	\$2,229 39	
State aid highway imp.....	128,316 27	
State aid highway unimp.....	194,060 85	
State highway imp.....	201,441 36	
State highway unimp.....	70,439 69	
Town funds not deposited but expended under supervision of department.....	16,384 51	\$661,689 03
Amount expended for maintenance and administration in 1918.....		\$704,630 00

NOTE—Funds expended for maintenance work 1918 as follows:

State funds.....	\$405,281 84
Town funds.....	207,590 23
Total amount expended for maintenance of roads in 1918.....	\$612,872 07

Amount of towns' 1918 patrol appropriations unpaid Dec. 31, 1918.....\$16,384 51

\* Clerk hire Secretary of State's office, not on expenditure of State Highway Department.



## MILL TAX HIGHWAY FUND.

## CREDITS.

Appropriation.....	\$321,402 93	
Unexpended balance Jan. 1, 1918.....	16,601 86	
Bond issue of Dec. 31, 1918.....	218,500 00	
Premium.....	752 60	
Amount transferred from auto fees.....	84,301 78	
Miscellaneous credits.....	107 59	
Federal aid.....	81,611 96	
Transfers from State aid.....	3,563 80	
Checks cancelled (1915 checks).....	53 84	
		<u>\$726,896 36</u>

## EXPENDITURES.

Labor and material.....	\$700,359 30	
Engineering and inspection.....	18,570 74	
Advertising.....	189 41	
General expense and right of way.....	2,715 78	
Surveys.....	962 87	
Plans and computations.....	325 10	
Machinery and equipment.....	3,672 47	
Maintenance and rental machinery and equipment.....	707 73	
Trans. to offset 1917 entry "J" Dexter.....	634 28	
		<u>\$728,137 68</u>
Overdrawn.....		\$1,241 32

## IMPROVEMENT STATE ROADS J. F.

(Construction State Aid Highways).

## CREDITS.

Unexpended balance from previous years.....	\$105,397 06	
State's apportionments, Section 20.....	347,872 59	
State's apportionments, Section 21.....	94,382 63	
State's apportionments, Section 2, Chapter 154.....	69,678 81	
Additional apportionment (The Forks Plan).....	172 88	
Transfer from Mill Tax. ("J" Dexter, 1917 Acct.).....	634 28	
Cities and towns appropriation deposited.....	44,782 50	
Cities and towns appropriation not deposited but expended under supervision of department.....	217,751 89	
Rockland (Union Street).....	1,631 27	
Rockland (Additional credits).....	1,092 34	
Cancelled checks.....	32 86	
Boothbay Harbor, earth sold.....	753 05	
Transferred from other appropriations.....	50 25	
		<u>\$884,232 41</u>

## EXPENDITURES.

Labor and material.....	\$618,409 95	
Engineering.....	1,503 04	
Inspection.....	7,834 10	
Transfer to Bingham Bridge.....	3,322 72	
Transferred appropriation account.....	3,137 95	
Transferred Mill Tax.....	5,400 58	
		<u>\$639,608 94</u>
Unexpended balance carried to 1919.....		\$244,623 47

## STATE AID CONSTRUCTION BRIDGES.

CREDITS.	
Unexpended balances from previous years.....	\$156,857 58
State's appropriation.....	100 000 00
County's appropriation.....	57,895 20
Town's appropriation.....	120,556 94
Monticello (credit cement and bags).....	2,270 62
Additional credits.....	184 80
Transferred Yarmouth (State Aid).....	2,117 71
Transferred Bingham (State Aid).....	3,322 72
Transferred Moose River (State Aid).....	120 00
Transferred Camden (Mill Tax).....	9 68
Engineering (Balance of account 1917 not reported).....	168 14
Rangeley (overdraft 1917).....	47 52
	\$443,550 91
DEBITS.	
Labor and material.....	\$265,955 02
Engineering and inspection.....	9,466 55
Advertising.....	189 76
Mileage unredeemed.....	20 04
Town's share unexpended balance refunded.....	4,973 02
County's share unexpended balance refunded.....	1,946 44
State's share unexpended balance refunded.....	2,530 97
Engineering (not reported 1917).....	792 54
Advertising (not reported 1917).....	117 30
Rangeley (not reported 1917).....	47 52
	\$286,039 16
Balance.....	\$157,511 75
Lapsed.....	68,457 67
Balance carried to 1919.....	\$89,054 08

## REGISTRATION OF AUTOMOBILES.

CREDITS.	
Unexpended balance from previous years.....	\$1,540 52
DEBITS.	
Labor and material.....	\$496 60
Unexpended balance carried to 1919.....	\$1,043 92

## SPECIAL APPROPRIATIONS.

CREDITS.	
Unexpended balances from previous years.....	\$106,102 52
Town's appropriation for 1918.....	6,923 07
County's appropriation for 1918.....	1,000 00
Millinocket (Great Northern Paper Co.).....	310 80
Additional credits (check returned payment of land damages).....	150 12
State Contingent Fund (Mattawamkeag used 1917).....	1,016 26
State Contingent Fund (Machias and E. Machiasport).....	200 00
	\$115,602 77
DEBITS.	
Labor and material.....	\$42,059 40
Eng. and inspection.....	1,183 98
Miscellaneous.....	6,607 30
Balances lapsed.....	58,288 06
	\$108,138 74
Unexpended balances carried to 1919.....	\$7,564 03

## AUTO FEES.

DEBITS.	
Accrued interest.....	\$73,220 00
Auto inspectors' payroll (Attorney General's Office).....	13,371 15
Auto expenses (Sec'y of State's & Attorney General's Office).....	27,802 62
Distribution to appropriation accounts.....	455,777 23
	\$570,171 00
CREDITS.	
Auto fees.....	\$570,171 00

1918 RECAPITULATION.

APPROPRIATION.	Adminis- tration.	Engineer- ing.	Inspec- tion.	Advertis- ing.	General expense and right of way.	Labor and material.	Special appro. (Miscel- laneous.)	Total expendi- ture under supervision of department.
Administration.....	\$42,941 31	-	-	-	-	-	-	\$42,941 31
Maintenance appropriation.....	-	-	-	-	-	\$36,577 96	-	36,577 96
Maintenance (Sec. 17).....	-	-	-	-	-	2,229 39	-	2,229 39
Maintenance State Aid Highways.....	-	-	\$11,838 92	-	-	310,768 66	-	322,607 58
Maintenance State Highways.....	-	-	9,253 08	-	-	263,631 33	-	272,884 41
State Highway Construction.....	-	\$19,858 71	-	\$189 41	\$2,715 78	700,359 30	-	723,123 20
State Aid Highways Construction.....	-	1,503 64	7,834 10	-	-	618,409 95	-	627,747 69
State Aid Construction, Bridges.....	-	-	9,466 55	189 76	-	265,955 02	-	275,611 33
Registration of Automobiles.....	-	-	-	-	-	496 60	-	496 60
Special appropriations.....	-	-	1,183 98	-	-	42,059 40	\$6,607 06	49,850 44
Totals.....	\$42,941 31	\$21,362 35	\$39,576 63	\$379 17	\$2,715 78	\$2,252,726 61	\$6,607 06	\$2,354,069 91

Expense for Auto Bureau (Secretary of State) and inspectors (Attorney General) (not under control of Highway Commission)..... \$53,412 77

SUPERVISION CHARGES.

Administration.....	\$42,941 31
Engineering.....	21,362 35
Inspection.....	39,576 63
Advertising.....	379 17
General Expense and Right of Way.....	2,715 78
	<hr/>
	\$106,975 24

LABOR AND MATERIAL.

Maintenance.....	\$613,207 34
State Highway Construction.....	700,359 30
State Aid Highway Construction.....	618,409 95
State Aid Construction, Bridges.....	265,955 02
Registration of Automobiles.....	496 60
Special Appropriations.....	42,059 40
	<hr/>
	\$2,240,487 61

Supervision charges .048 of net construction..... \$2,240,487 61  
 Supervision charges .045 gross expenditure..... 2,354,069 91

## STATE HIGHWAYS.

The State highway construction work begun in 1918 and the unfinished work of previous years completed during the year is briefly described showing the location of each section, its length, type of surface, and name of contractor or superintendent.

The expenditures are shown in the table which follows. Wherever the description has been given in a previous report it is not repeated here, even though in some instances most of the work was done during 1918.

## STATE HIGHWAY "D."

*Edgecomb*—The contract for 1.06 miles which was 95% completed in 1917 was finished during the year.

*Newcastle*—The contract for 2.85 miles which was 53% completed in 1917 was finished during the year.

Section No. 2 begins at the easterly end of the State aid improved section, which is at the junction of the river road with the road leading to Wiscasset, and extends easterly to the road from Damariscotta village to the Maine Central Railroad station. The contract was made with John Arborio. Type of surface is gravel, width 21 feet, depth 6 inches in the center with feather edge, length 0.78 miles. Contract completed.

*Nobleboro*—The contract for 2.67 miles which was 59.6 completed in 1917 was finished during the year and an extension of the same contract 0.63 miles was also completed.

*Camden*—This section begins at the south line of Lincolnville and extends southerly. Work done by force account, F. H. Clark, Supt. Type of surface is gravel, average depth 7 inches, width of gravel 16 feet, total width 21 feet. The construction work was about 95% completed at the end of the season.

Included in this section is a concrete bridge at Spring Brook built under the State Aid Bridge Law. Length of road 2.44 miles.

#### STATE HIGHWAY "E."

*Auburn*—This section, described in the 1917 report as being 4.47 miles in length, includes 0.30 miles, which, on account of a blind crossing of the Grand Trunk Railway, was not included in the contract. The contract length is 4.17 miles. In 1917 only 8% had been completed and at the end of 1918 75% had been completed.

*Winthrop*—This section begins practically at the Manchester town line and extends westerly almost to Winthrop village. The contract was made with E. J. Rourke of Abington, Mass., on a percentage basis. Type of surface is bituminous macadam, 16 feet wide, 6 inches in depth, with earth shoulders, making total width of 21 feet, length 4.35 miles. Contract 25% complete.

#### STATE HIGHWAY "F."

*Letter E*—This section is located from the Madrid town line north. Work was done under superintendence of B. W. Rackliff by force account. Type of surface is gravel, width 21 feet, depth 6 inches, length 0.52 miles. At the end of the season a small amount of surfacing remained to be done.

*Madrid*—This section is located south from the Letter E line and is a continuation of that section with the same forces. Length 0.25 miles.

#### STATE HIGHWAY "G."

*Oakland*—The contract of 1917 which was 74% complete in 1917 was completed during the year.

*Waterville*—The contract of 1917 which was 91% complete in 1917 was also finished during the year.

## STATE HIGHWAY "H."

*Winslow*—This section begins at the bridge across the Sebasticook river and extends southerly to the Vassalboro line. The first half mile was relocated to avoid two railroad crossings and at Chaffee Brook a new location was made to straighten the alignment and improve grade. A bridge was built across Chaffee Brook under the State Aid Bridge Law.

The contract for building the road was made with Greenwood & Ford of Skowhegan. Type of surface is bituminous macadam, 16 feet wide, 6 inches in depth, total width, including earth shoulders, 21 feet, length 3.50 miles, of which 46% was completed during the year.

*Sandy Bay*—This section is located within one-half mile of the Canadian line and the work was done under the superintendence of James H. Murtha by force account. It consisted of grading and wood culverts, with some gravel surface. Length 2.01 miles. On account of heavy rainfall in October work had to be discontinued.

*The Forks*—The location of this work is in two sections about one-third of a mile south of West Forks bridge and five-eighths of a mile south of the same bridge. One section was built with Mill Tax funds and the other with State Aid funds. The work consisted of ledge excavation and graveling. The State Highway section was 275 feet long and the State Aid section 500 feet, or about .05 miles in all. H. E. Reed of Skowhegan had charge of the work, which was completed, except for guard rail.

## STATE HIGHWAY "I."

*Benton*—Two short sections of road were completed in this town, one of which was begun in 1917 by removing considerable ledge. This section has been graveled during the year. The other section comprised two concrete culverts, and gravel surfacing. The work was done under the superintendence of John E. Brown, total length 0.44 miles. The work was completed. The town of Benton paid about \$210.00 toward the cost of culverts.

*Pittsfield*—The section of road, begun in 1917, of which only 74% was completed, was finished during the year.

STATE HIGHWAY "J."

*Dexter*—The work begun in 1917 was continued during 1918, making a total length of 1.84 miles.

STATE HIGHWAY "K."

*Lincoln*—The section of road built in Lincoln extends from the Enfield line at South Lincoln to Lincoln village. A contract was awarded to Rogers and Mullaney of Bangor. Type of surface is gravel, having a width of 21 feet, a depth of six inches in the center with feather edges. Included in this section is one concrete bridge. The work was about 95% completed at the end of the season, length 5.30 miles.

*Mattawamkeag*—This work was continued under the same supervision as obtained in 1917. A wood bridge was built across the channel of the bog and a roadbed about 23 feet wide graded and partly graveled. The length of this section is 2.82 miles.

*Molunkus*—This section extends across the township from the Mattawamkeag to the Macwahoc line and is about 21 feet wide, surfaced with gravel, length 2.32 miles. The work was under the superintendence of H. C. Schoppe.

*Monticello*—This section of road extends from the village of Monticello to the Bridgewater line, and the work was done by force account under the superintendence of S. D. Rice. It is 24 feet wide, surfaced with about 8 inches of gravel, and includes 2.78 miles, of which 0.53 miles is resurfaced State Aid road. The surfacing was not completed at the end of the season.

*Trenton*—The work in this town, about 95% completed in 1917, was completed during the year.

STATE HIGHWAY "N."

*Edmunds*—This work, of which 90% was completed in 1917, was finished during the year.

*Jonesboro*—This section begins about 1.50 miles from the Columbia Falls line and extends easterly 1.97 miles. The work was under the superintendence of W. J. Mawhinney. Type of surface, gravel, depth 8 inches.

#### STATE HIGHWAY "Q."

*Richmond*—Early in 1918 this section of road, extending from the Smith & Havey contract of 1917 southerly to the Bowdoinham line, was begun by hauling stone walls to the site of the crushing plant, and as early as the season would permit the grading was started by force account. The type of surface is bituminous macadam, 16 feet wide with earth shoulders, making a 21 foot roadway, depth of macadam 6 inches, length 5.24 miles, of which about 36% was completed at the end of the season.

*Bowdoinham*—This contract, of which 46% was completed in 1917, was finished during the year.

*Bowdoinham, Section 2*—Begins at the south end of the Amos D. Bridge's Sons contract No. 1 and extends southerly to the Bowdoin town line. It is part of a contract awarded to the Bridge Company late in 1917. Type of surface is bituminous macadam, width 16 feet with earth shoulders, making a 21 foot roadway, depth of macadam 6 inches, length 1.44 miles. 91% completed.

*Bowdoin*—This section is part of the Amos D. Bridge's Sons contract above referred to and extends southerly across the southeast corner of the town to the Topsham town line. Type of surface, bituminous macadam, 16 feet wide, 6 inches in depth with earth shoulders, making width of roadway 21 feet, length 2.26 miles, 35% completed.

*Topsham*—This section also is a part of Contract No. 2, Amos D. Bridge's Sons, above referred to, and extends southerly from the Bowdoin line and is of the same type of construction and dimensions. Length 0.57 miles, 9% completed.

#### STATE HIGHWAY "S."

*Greenwood*—This section, reported in 1917, shows that 0.58 miles were completed last year.—The work was continued in 1918 and a total of 1.28 miles were completed.



*Woodstock*—This section is located at Bryant's Pond and extends from a point near the Grand Trunk Railway Station northerly to the forks of the road. Superintendent, G. L. Cushman. Type of surface, gravel, depth 6 inches, width 21 feet. Work completed.

## STATE HIGHWAY "Z."

*Lisbon*—The section in this town, 0.50 miles in length, was practically completed in 1917. The work was finished in 1918.

*Topsham*—In 1917, 2.17 miles were reported as completed. The work was continued during 1918 and the total length completed during the year, including mileage previously reported, is 6.54 miles. A small amount of graveling remains to be done.

Following are detailed statements of contract work under construction during the year:

## "D" EDGECOMB—I.06 MILES.

CONTRACTOR—H. A. DAY, BANGOR, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	1,733	C. Y. Excavation . . .	\$0 90	\$1,559 70	2,100	C. Y.	\$1,890 00
2	20	C. Y. Rock Excavation	3 50	70 00	5	C. Y.	17 50
3	200	C. Y. Borrow . . . . .	1 15	230 00	-	-	-
4	-	C. Y. St. V-drain . . .	1 25	-	-	-	-
5	-	C. Y. Gr. V-drain . . .	-	-	-	-	-
6	148	C. Y. St. Base . . . . .	1 15	170 20	-	-	-
7	-	C. Y. Gr. Base . . . . .	-	-	-	-	-
8	33.67	C. Y. "A" Concrete . .	20 00	673 40	33.4	C. Y.	668 00
9	48.21	C. Y. "B" Concrete . .	18 00	867 78	43.9	C. Y.	790 20
10	-	C. Y. "C" Concrete . .	-	-	-	-	-
11	-	C. Y. St. Masonry . . .	8 00	-	-	-	-
12	30	L. F. 12 in. pipe . . .	0 90	27 00	66	L. F.	59 40
13	-	L. F. 14 in. pipe . . .	0 90	-	-	-	-
14	26	L. F. 16 in. pipe . . .	0 90	23 40	26	L. F.	23 40
15	-	L. F. 18 in. pipe . . .	0 90	-	-	-	-
16	30	L. F. 24 in. pipe . . .	0 90	27 00	30	L. F.	27 00
17	155.5	C. Y. Underdrains . . .	1 40	217 70	-	-	-
18	600	L. F. Wd. Gd. Rail . . .	1 10	660 00	864	L. F.	950 40
21	1,913	C. Y. Gravel surface . .	1 95	3,730 35	1,895	C. Y.	3,695 25
25	-	S. Y. Cobble paving . .	1 25	-	-	-	-
	Maintenance . . . . .		1 95	-	52	C. Y.	101 40
				\$8,256 53			\$8,222 55

## "D" NEWCASTLE—2.85 MILES.

CONTRACTOR—JOHN ARBORIO, 36 WARD ST., NEW HAVEN,  
CONN.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	4,443	C. Y. Excavation . . .	\$1 00	\$4,443 00	4,813	C. Y.	\$4,813 00
2	616	C. Y. Rock Excav. . .	3 00	1,848 00	272	C. Y.	816 00
3	1,388	C. Y. Borrow. . . . .	1 15	1,596 20	610	C. Y.	701 50
4	148.1	C. Y. St. V-drain. . .	2 50	370 25	44	C. Y.	110 00
5	-	C. Y. Gr. V-drain. . .	2 75	-	-	-	-
6	347.6	C. Y. Stone base. . . .	3 00	1,042.80	240	C. Y.	720 00
7	-	C. Y. Gravel base. . .	2 75	-	-	-	-
8	7.93	C. Y. "A" Concrete. . .	20 00	158 60	7.93	C. Y.	158 60
9	39.53	C. Y. "B" Concrete. . .	10 00	395 30	52.6	C. Y.	526 00
10	-	C. Y. "C" Concrete. . .	9 00	-	-	-	-
11	-	C. Y. Stone masonry. . .	9 00	-	-	-	-
12	104	L. F. 12 in. pipe. . . .	0 75	78 00	188	L. F.	141 00
13	-	L. F. 14 in. pipe. . . .	0 80	-	-	-	-
14	140	L. F. 16 in. pipe. . . .	0 85	119 00	190	L. F.	161 50
15	-	L. F. 18 in. pipe. . . .	0 90	-	26	L. F.	23 40
16	52	L. F. 24 in. pipe. . . .	1 00	52 00	78	L. F.	78 00
17	-	C. Y. Side Underdr. . .	2 50	-	73	C. Y.	182 50
18	192	L. F. Wd. Gd. Rail. . .	0 35	67 20	1,114	L. F.	389 90
19	-	L. F. Ir. Gd. Rail. . . .	3 00	-	-	-	-
20	-	C. Y. Sand-Clay surf. . .	2 50	-	-	-	-
21	5,144	C. Y. Gravel surface. . .	3 00	15,432 00	5,439	C. Y.	16,317 00
22	-	S. Y. Cobble pav'g. . . .	1 00	-	-	-	-
25	-	C. Y. Gr. Maintenance. .	3 00	-	150	C. Y.	450 00
				\$25,602 35			\$25,588 40

## "D" NEWCASTLE NO. 2—0.78 MILES.

CONTRACTOR—JOHN ARBORIO, NEW HAVEN, CONN.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	1,450	C. Y. Excavation . . .	\$1 10	\$1,595 00	1,296	C. Y.	\$1,425 60
2	40	C. Y. Rock Excav. . .	3 25	130 00	60	C. Y.	195 00
3	450	C. Y. Borrow. . . . .	1 25	562 50	-	-	-
4	-	C. Y. St. V-drain. . . .	3 25	-	-	-	-
5	-	C. Y. Gr. V-drain. . . .	3 25	-	-	-	-
6	100	C. Y. St. Base. . . . .	3 00	300 00	56	C. Y.	168 00
7	150	C. Y. Gr. Base. . . . .	3 25	487 50	-	-	-
8	-	C. Y. "A" Conc. . . . .	22 00	-	-	-	-
9	20	C. Y. "B" Conc. . . . .	18 00	360 00	17.5	C. Y.	315 00
10	-	C. Y. "C" Conc. . . . .	15 00	-	-	-	-
11	-	C. Y. Cem. Stone. . . . .	15 00	-	-	-	-
12	160	L. F. 12 in. pipe. . . .	1 00	160 00	76	L. F.	76 00
13	-	L. F. 14 in. pipe. . . .	1 25	-	28	L. F.	35 00
14	-	L. F. 16 in. pipe. . . .	1 35	-	82	L. F.	110 70
15	60	L. F. 18 in. pipe. . . .	1 40	84 00	26	L. F.	36 40
16	-	L. F. 24 in. pipe. . . .	1 60	-	-	-	-
17	-	C. Y. Side under. . . . .	3 00	-	-	-	-
18	-	L. F. Wd. Gd. Rail. . . .	0 55	-	-	-	-
19	-	L. F. Ir. Gd. Rail. . . .	3 50	-	-	-	-
21	1,450	C. Y. Gr. Surf. . . . .	3 25	4,712 50	1,483	C. Y.	4,819 75
22	-	S. Y. Cobble Gutter. . . .	0 90	-	-	-	-
25	-	C. Y. Gr. Maint. . . . .	3 25	-	50	C. Y.	162 50
				\$8,391 50			\$7,343 95

"D" NOBLEBORO—2.67 MILES.  
CONTRACTOR—A. WILLIAMS CO., REVERE, MASS.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	4,237	C. Y. Earth Excav...	\$1 00	\$4,237 00	6,788 C. Y.	\$6,788 00
2	750	C. Y. Rock Excav...	3 00	2,250 00	921 C. Y.	2,763 00
3	850	C. Y. Borrow.....	1 00	850 00	704 C. Y.	704 00
4	-	C. Y. St. V-drain....	1 75	-	323.5 C. Y.	566 12
5	-	C. Y. Gr. V-drain....	1 40	-	-	-
6	175	C. Y. St. Base.....	2 00	350 00	-	-
7	-	C. Y. Gr. Base.....	1 40	-	378.5 C. Y.	529 90
8	49.4	C. Y. "A" Conc.....	18 00	889 20	20.5 C. Y.	369 00
9	91.6	C. Y. "B" Conc.....	16 00	1,465 60	63.1 C. Y.	1,009 60
10	-	C. Y. "C" Conc.....	16 00	-	-	-
11	-	C. Y. Cem. St. Mas..	7 00	-	-	-
12	142	L. F. 12 in. M. Cul..	75	106 50	52 L. F.	39 00
13	-	L. F. 14 in. M. Cul..	80	-	-	-
14	52	L. F. 16 in. M. Cul..	90	46 80	52 L. F.	46 80
15	78	L. F. 18 in. M. Cul..	90	70 20	52 L. F.	46 80
16	106	L. F. 24 in. M. Cul..	1 00	106 00	68 L. F.	68 00
17	-	C. Y. Side Un'drs....	1 25	-	-	-
18	80	L. F. Wd. Gd. Rl....	50	40 00	776 L. F.	388 00
19	-	L. F. Ir. Gd. Rl....	-	-	-	-
21	5,727	C. Y. Gravel surface..	2 00	11,454 00	4,942 C. Y.	9,884 00
22	-	S. Y. ( ) Mac. Surf..	-	-	-	-
23	-	Gals. Bit. Material..	-	-	-	-
24	-	S. Y. Cem. Conc. Surf	-	-	-	-
25	375	S. Y. Cobble Paving..	1 25	468 75	125 S. Y.	156 25
	-	C. Y. Gr. Maint'nce..	2 00	-	160 C. Y.	320 00
				\$22,333 50		\$23,678 47

"E" AUBURN—4.17 MILES. 75% COMPLETED.  
CONTRACTOR—A. D. BRIDGES' SONS, HAZARDVILLE, CONN.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	2,500	C. Y. Earth Ex.....	\$1 25	\$3,125 00	5,357 C. Y.	\$6,696 25
2	40	C. Y. Rock Ex.....	4 00	160 00	42 C. Y.	168 00
3	3,600	C. Y. Borrow.....	1 25	4,500 00	2,983 C. Y.	3,728 75
4	20	C. Y. St. V-dr....	3 00	60 00	-	-
5	10	C. Y. Gr. V-dr....	3 00	30 00	-	-
6	150	C. Y. Stone Base....	3 00	450 00	733 C. Y.	2,199 00
7	200	C. Y. Gravel Base....	3 00	600 00	67 C. Y.	201 00
8	16	C. Y. "A" Conc.....	20 00	320 00	-	-
9	27	C. Y. "B" Conc.....	18 00	486 00	-	-
10	6	C. Y. "C" Conc.....	16 00	96 00	-	-
11	12	C. Y. St. Masry....	12 00	144 00	-	-
12	28	L. F. 12 in. pipe....	1 00	28 00	28 L. F.	28 00
13	26	L. F. 14 in. pipe....	1 00	26 00	-	-
14	26	L. F. 16 in. pipe....	1 00	26 00	-	-
15	30	L. F. 18 in. pipe....	1 10	33 00	-	-
16	44	L. F. 24 in. pipe....	1 25	55 00	-	-
17	2,850	C. Y. Side Under....	3 65	10,402 50	3,243 C. Y.	11,836 95
18	800	L. F. Wd. Gd. Rail..	0 40	320 00	-	-
21	80	C. Y. Gravel Sur....	3 00	240 00	32 C. Y.	96 00
22	41,956	S. Y. 6in. Mac. Surf.	1 00	41,956 00	27,292 S. Y.	27,292 00
23	83,912	Gals. Bit. Mat.....	0 06	5,034 72	58,950 Gals.	3,537 00
25	50	S. Y. Cob. Pav'g....	1 00	50 00	-	-
26	4,800	S. Y. 6in. Tile.....	0 08	384 00	4,856 L. F.	388 48
	-	S. Y. 5in. Tile.....	0 07	-	260 L. F.	18 20
27	6,620	S. Y. 4in. Tile.....	0 06	397 20	6,894 L. F.	413 64
	Extra work.....		-	-	-	35 71
				\$68,923 42		\$56,638 98

## "G" OAKLAND—1.41 MILES.

CONTRACTOR—SMALL &amp; INGALLS, BAR HARBOR, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	2,800	C. Y. Earth Ex. ....	\$1 00	\$2,800 00	3,271 C. Y.	\$3,271 00
2	325	C. Y. Rock Ex. ....	6 00	1,950 00	66.6 C. Y.	399 60
3	200	C. Y. Borrow. ....	1 50	300 00	-	-
4	430	C. Y. St. V-dr. ....	2 00	860 00	-	-
5	-	C. Y. Gr. V-dr. ....	3 50	-	-	-
6	460	C. Y. St. Base. ....	2 00	920 00	880 C. Y.	1,760 00
7	-	C. Y. Gr. Base. ....	3 50	-	377.1 C. Y.	1,319 85
8	16	C. Y. "A" Conc. ....	20 00	320 00	19.92 C. Y.	398 40
9	41	C. Y. "B" Conc. ....	18 00	738 00	33.15 C. Y.	596 70
10	-	C. Y. "C" Conc. ....	15 00	-	-	-
11	-	C. Y. Cem. St. Mas. ....	-	-	-	-
12	160	L. F. 12 in. M. Cul. ....	1 00	160 00	142 L. F.	142 00
13	-	L. F. 14 in. M. Cul. ....	1 00	-	-	-
14	82	L. F. 16 in. M. Cul. ....	1 10	90 20	40 L. F.	44 00
15	106	L. F. 18 in. M. Cul. ....	1 20	127 20	126 L. F.	151 20
16	-	L. F. 24 in. M. Cul. ....	1 30	-	-	-
17	100	C. Y. Side Underdrs. ....	2 50	250 00	9 C. Y.	22 50
18	96	L. F. Wd. Gd. Rail. ....	1 00	96 00	630 L. F.	630 00
19	-	L. F. Ir. Gd. Rail. ....	2 50	-	-	-
20	-	C. Y. Sand-Clay Sur. ....	-	-	-	-
21	300	C. Y. Gravel Sur. ....	3 50	1,050 00	56 C. Y.	196 00
22	12,747	S. Y. ( ) Mac. Sur. ....	0 80	10,197 60	13,185 S. Y.	10,548 00
23	28,681	Gals. Bit. Mat. ....	0 05	1,434 05	26,424 Gals.	1,321 20
24	-	S. Y. Cem. Con. Sur. ....	-	-	-	-
25	200	S. Y. Cobble. ....	1 50	300 00	-	-
26	140	S. Y. Gran. Blk. ....	3 50	490 00	74 S. Y.	259 00
	Overhaul . 1c per	C. Y. per 100 ft.	0 02	-	140 C. Y.	2 80
				\$22,083 05		\$21,062 25

## "G" WATERVILLE—1.84 MILES.

CONTRACTOR—JAS. H. KERR, RUMFORD FALLS, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	2,215	C. Y. Earth Ex. ....	\$0 91	\$2,015 65	4,439.6 C. Y.	\$4,040 04
2	200	C. Y. Rock Ex. ....	5 95	1,190 00	76.5 C. Y.	455 17
3	2,427	C. Y. Borrow. ....	0 95	2,305 65	-	-
4	-	C. Y. St. V-dr. ....	1 75	-	659 C. Y.	1,153 25
5	-	C. Y. Gr. V-dr. ....	2 00	-	-	-
6	1,500	C. Y. St. Base. ....	1 75	2,625 00	1,277 C. Y.	2,234 75
7	-	C. Y. Gr. Base. ....	2 00	-	827 C. Y.	1,654 00
8	14	C. Y. "A" Conc. ....	20 00	280 00	13.26 C. Y.	265 20
9	50	C. Y. "B" Conc. ....	15 00	750 00	41.66 C. Y.	624 90
10	-	C. Y. "C" Conc. ....	12 00	-	-	-
11	-	C. Y. Cem. St. Mas. ....	8 00	-	-	-
12	68	L. F. 12 in. M. Cul. ....	0 50	34 00	69 L. F.	34 50
13	-	L. F. 14 in. M. Cul. ....	0 80	-	-	-
14	138	L. F. 16 in. M. Cul. ....	0 80	110 40	116 L. F.	92 80
15	-	L. F. 18 in. M. Cul. ....	0 80	-	-	-
16	28	L. F. 24 in. M. Cul. ....	1 00	28 00	28 L. F.	28 00
17	150	C. Y. Side Undrs. ....	3 00	450 00	93 C. Y.	279 00
18	104	L. F. Wd. Gd. Rl. ....	0 50	52 00	204 L. F.	102 00
19	-	L. F. Ir. Gd. Rl. ....	2 00	-	-	-
20	-	C. Y. Sand-Clay Sur. ....	-	-	-	-
21	3,467	C. Y. Gravel Surf. ....	1 91	6,621 97	3,448 C. Y.	6,585 68
24	-	S. Y. Cem. Con. Sr. ....	-	-	-	-
25	280	S. Y. Cobble Pav. ....	1 50	420 00	-	-
				\$16,882 67		\$17,549 29

## "H" WINSLOW—3.50 MILES.

CONTRACTORS—GREENWOOD &amp; FORD, SKOWHEGAN, MAINE.

46% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	6,650	C. Y. Excav. ....	\$1 20	\$7,980 00	6,406	C. Y. \$7,687 20
2	100	C. Y. Rock Ex. ....	5 50	550 00	21.8	C. Y. 119 90
3	4,750	C. Y. Borrow. ....	1 30	6,175 00	892	C. Y. 1,159 60
4	100	C. Y. St. V-dr. ....	2 50	250 00	56	C. Y. 140 00
6	1,200	C. Y. St. Base. ....	3 00	3,600 00	530	C. Y. 1,590 00
7	200	C. Y. Gr. Base. ....	3 00	600 00	290	C. Y. 870 00
8	22	C. Y. "A" Conc. ....	26 00	572 00	-	-
9	60	C. Y. "B" Conc. ....	24 00	1,440 00	29.09	C. Y. 698 16
11	20	C. Y. St. Masry. ....	20 00	400 00	-	-
12	94	L. F. 12 in. pipe. ....	1 00	94 00	68	L. F. 68 00
13	26	L. F. 14 in. pipe. ....	1 05	27 30	-	-
14	224	L. F. 16 in. pipe. ....	1 15	257 60	224	L. F. 257 60
15	84	L. F. 18 in. pipe. ....	1 25	105 00	84	L. F. 105 00
17	150	C. Y. Underdrain. ....	3 00	450 00	38	C. Y. 114 00
18	2,800	L. F. Wd. Gd. Rail. ....	0 75	2,100 00	-	-
21	275	C. Y. Gr. Surf. ....	3 00	825 00	22	C. Y. 66 00
22	32,951	S. Y. Mac. Surf. ....	1 10	36,246 10	12,588	S. Y. 13,846 80
23	74,140	Gals. Bit. Mat. ....	0 08	5,931 20	28,323	Gals. 2,265 84
25	500	S. Y. Cobble Pav'g. ....	3 00	1,500 00	-	-
				\$69,103 20		\$28,988 10

## "I" PITTSFIELD—6.16 MILES. CONTRACT NO. I.

CONTRACTOR—DOMINIC SUSI, PITTSFIELD, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	6,650	C. Y. Excav. ....	\$1 00	\$6,650 00	8,231	C. Y. \$8,231 00
2	80	C. Y. Rock Ex. ....	5 00	400 00	41.2	C. Y. 206 00
3	4,300	C. Y. Borrow. ....	1 25	5,375 00	6,056	C. Y. 7,570 00
4	-	C. Y. St. V-drain. ....	2 00	-	300.4	C. Y. 600 80
5	-	C. Y. Gr. V-drain. ....	2 00	-	-	-
6	1,720	C. Y. St. Base. ....	2 00	3,440 00	2,764.3	C. Y. 5,528 60
7	-	C. Y. Gr. Base. ....	2 60	-	59.4	C. Y. 154 44
8	136	C. Y. "A" Conc. ....	25 00	3,400 00	72.88	C. Y. 1,822 00
9	158	C. Y. "B" Conc. ....	20 00	3,160 00	196.06	C. Y. 3,921 20
10	-	C. Y. "C" Conc. ....	-	-	-	-
11	64	C. Y. St. Masry. ....	6 00	384 00	31.68	C. Y. 190 08
12	137	L. F. 12 in. pipe. ....	0 50	68 50	154	L. F. 77 00
13	26	L. F. 14 in. pipe. ....	0 50	13 00	26	L. F. 13 00
14	322	L. F. 16 in. pipe. ....	0 60	193 20	322	L. F. 193 20
15	-	L. F. 18 in. pipe. ....	-	-	-	-
16	52	L. F. 24 in. pipe. ....	0 70	36 40	52	L. F. 36 40
17	200	C. Y. Underdrains. ....	1 75	350 00	-	-
18	3,920	L. F. Wd. Gd. Rail. ....	0 25	980 00	3,000	L. F. 750 00
19	-	L. F. Ir. Gd. Rail. ....	2 00	-	116	L. F. 232 00
20	-	C. Y. Sand-Clay Sur. ....	1 50	-	-	-
21	13,176	C. Y. Gravel Sur. ....	1 90	25,034.40	13,204.4	C. Y. 25,088 36
Extra work on culverts. ....				-	-	657 50
Re-laying plank driveways. ....				-	-	4 76
Side underdrains. ....				-	-	243 35
				\$49,484 50		\$55,519 69

## "K" LINCOLN—5.30 MILES.

CONTRACTORS—ROGERS & MULLANEY, BANGOR, MAINE.  
95% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	8,000	C. Y. Excav. ....	\$0 70	\$5,600 00	9,215	C. Y.	\$6,450 50
2	50	C. Y. Rock Ex. ....	2 00	100 00	52	C. Y.	104 00
3	500	C. Y. Borrow. ....	0 70	350 00	7,255	C. Y.	5,078 50
4	50	C. Y. St. V-drain. ....	1 75	87 50	207.3	C. Y.	362 77
5	50	C. Y. Gr. V-drain. ....	1 50	75 00	141	C. Y.	211 50
6	100	C. Y. St. Base. ....	1 75	175 00	-	-	-
7	100	C. Y. Gr. Base. ....	1 75	175 00	-	-	-
8	136	C. Y. "A" Conc. ....	15 00	2,040 00	67.86	C. Y.	1,017 90
9	225	C. Y. "B" Conc. ....	14 00	3,150 00	417.65	C. Y.	5,847 10
10	30	C. Y. "C" Conc. ....	12 00	360 00	-	-	-
11	20	C. Y. St. Masry. ....	8 00	160 00	-	-	-
12	338	L. F. 12 in. pipe. ....	0 45	152 10	364	L. F.	163 80
14	130	L. F. 16 in. pipe. ....	0 55	71 50	182	L. F.	100 10
15	52	L. F. 18 in. pipe. ....	0 65	33 80	52	L. F.	33 80
16	28	L. F. 24 in. pipe. ....	0 90	25 20	28	L. F.	25 20
17	100	C. Y. Underdrain. ....	1 50	150 00	118	C. Y.	177 00
18	1,200	L. F. Wd. Gd. Rail. ....	0 50	600 00	970	L. F.	485 00
21	9,800	C. Y. Gravel Surface. ....	1 90	18,620 00	9,811	C. Y.	18,640 90
25	100	S. Y. Cob. Paving. ....	0 80	80 00	-	-	-
				\$32,005 10			\$38,698 07

## "M" TRENTON—0.57 MILES.

CONTRACTOR—JOHN H. STALFORD, BAR HARBOR, MAINE.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.		Amount.
1	411	C. Y. Earth Ex. ....	\$1 00	\$411 00	45	C. Y.	\$45 00
2	200	C. Y. Rock Ex. ....	4 00	800 00	344.54	C. Y.	1,378 16
3	2,575	C. Y. Borrow. ....	1 00	2,575 00	1,379	C. Y.	1,379 00
4	-	C. Y. St. V-drain. ....	1 50	-	-	-	-
5	-	C. Y. Gr. V-drain. ....	-	-	-	-	-
6	367	C. Y. St. Base. ....	1 50	550 50	-	-	-
7	-	C. Y. Gr. Base. ....	-	-	-	-	-
8	-	C. Y. "A" Conc. ....	-	-	-	-	-
9	5.61	C. Y. "B" Conc. ....	18 00	100 98	6.9	C. Y.	124 20
10	-	C. Y. "C" Conc. ....	-	-	-	-	-
11	-	C. Y. St. Masry. ....	-	-	-	-	-
12	82	L. F. 12 in. pipe. ....	0 80	65 60	82	L. F.	65 60
18	710	L. F. Wd. Gd. Rail. ....	1 00	710 00	1,738	L. F.	1,738 00
21	1,045	C. Y. Gr. Surface. ....	1 80	1,881 00	1,350	C. Y.	2,430 00
26	368	C. Y. Stone Fill. ....	2 00	736 00	3,571.44	C. Y.	7,142 88
	-	C. Y. Stone Wall. ....	-	-	4.56	-	-
	Overhaul rock fill, 3,670 ft. =						
	3,571.44	C. Y. @ $\frac{1}{4}$ c. ....					655 36
				\$7,830 08			\$14,958 20

" N " EDMUNDS NO. 3—1.46 MILES.  
CONTRACTOR—A. WILLIAMS & Co., REVERE, MASS.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	1,952	C. Y. Earth Exc. ....	\$1 00	\$1,952 00	2,949	C. Y. \$2,949 00
2	1,744	C. Y. Rock Exc. ....	3 00	5,232 00	902.8	C. Y. 2,708 40
3	2,313	C. Y. Borrow. ....	1 25	2,891 25	3,882.2	C. Y. 4,852 75
4	-	C. Y. St. V-drain. ....	1 75	-	-	-
5	-	C. Y. Gr. V-drain. ....	1 50	-	-	-
6	-	C. Y. St. Base. ....	1 75	-	1.7	C. Y. 2 98
7	-	C. Y. Gr. Base. ....	1 50	-	-	-
8	-	C. Y. "A" Conc. ....	15 00	-	-	-
9	25.7	C. Y. "B" Conc. ....	18 00	462 60	26.1	C. Y. 469 80
10	-	C. Y. "C" Conc. ....	16 00	-	-	-
11	-	C. Y. Cem. St. Mas. ....	7 00	-	-	-
12	296	L. F. 12 in. M. Cul. ....	0 75	222 00	292	L. F. 219 00
13	-	L. F. 14 in. M. Cul. ....	0 75	-	-	-
14	52	L. F. 16 in. M. Cul. ....	1 00	52 00	52	L. F. 52 00
15	-	L. F. 18 in. M. Cul. ....	1 00	-	-	-
16	-	L. F. 24 in. M. Cul. ....	1 25	-	-	-
17	-	C. Y. Side Underdr. ....	1 25	-	-	-
18	656	L. F. Wd. Gd. Rail. ....	0 40	262 40	488	L. F. 195 20
19	-	L. F. Ir. Gd. Rail. ....	-	-	-	-
21	3,050	C. Y. Gravel Sur. ....	1 50	4,575 00	2,246	C. Y. 3,369 00
22	-	S. Y. ( ) Mac. Sur. ....	-	-	-	-
23	-	Gals. Bit. Mat. ....	-	-	-	-
24	-	S. Y. Cem. Conc. Sur. ....	-	-	-	-
26	Overhaul 0.005	.....	-	-	33,081	C. Y. 165 40
				\$15,649 25		\$14,983 53

## "Q" BOWDOINHAM—6.05 MILES.

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

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	8,400	C. Y. Excav.....	\$1 30	\$10,920 00	7,733.3	C. Y. \$10,053 29
2	1,885	C. Y. Rock Ex.....	3 50	6,597 50	1,101	C. Y. 3,853 50
3	2,611	C. Y. Borrow.....	1 30	3,394 30	11,060.9	C. Y. 14,379 17
4	470	C. Y. St. V-drain....	2 25	1,057 50	1,485	C. Y. 3,341 25
5	-	C. Y. Gr. V-drain....	2 25	-	-	-
6	1,320	C. Y. Stone Base....	2 25	2,970 00	2,745.2	C. Y. 6,176 70
7	512	C. Y. Gravel Base....	2 25	1,152 00	201.4	C. Y. 453 15
8	65	C. Y. "A" Conc.....	18 00	1,170 00	43.84	C. Y. 789 12
9	325	C. Y. "B" Conc.....	16 00	5,200 00	187.15	C. Y. 2,994 40
10	10	C. Y. "C" Conc.....	15 00	150 00	26.2	C. Y. 393 00
11	-	C. Y. Stone Masry....	-	-	-	-
12	186	L. F. 12 in. pipe....	0 90	167 40	186	L. F. 167 40
13	-	L. F. 14 in. pipe....	1 00	-	-	-
14	614	L. F. 16 in. pipe....	1 00	614 00	592	L. F. 592 00
15	164	L. F. 18 in. pipe....	1 10	180 40	164	L. F. 180 40
16	110	L. F. 24 in. pipe....	1 25	137 50	110	L. F. 137 50
17	220	C. Y. Underdrains....	2 50	550 00	1,181.6	C. Y. 2,954 00
18	2,100	L. F. Wd. Gd. Rail....	0 40	840 00	1,456	L. F. 582 40
21	425	C. Y. Gravel Sur....	2 50	1,062 50	246.3	C. Y. 615 75
22	56,770	S. Y. 6 in Macadam	0 80	45,416 00	56,770	S. Y. 45,416 00
23	127,732	Gals. Bit. Mat.....	0 06	7,663 92	127,732	Gals. 7,663 92
25	1,443	S. Y. Cobble paving	1 00	1,443 00	611.1	S. Y. 611 10
		Extra work—Conc. steps.....	-	-	-	- 35 54
		Overhaul.....	-	-	-	- 60 09
		- C. Y. Maint. Rock....	2 25	-	96.1	C. Y. 216 22
				\$90,686 02		\$101,665 90



## "Q" BOWDOINHAM NO. 2—4.28 MILES.

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

53% COMPLETED.

Item.	ESTIMATED QUANTITIES.		Price Bid.	Amount.	Actual Quantities.	Amount.
1	10,615	C. Y. Excav.....	\$1 20	\$12,738 00	4,440 C. Y.	\$5,280 00
2	2,063	C. Y. Rock Ex.....	3 00	6,189 00	478.7 C. Y.	1,436 10
3	1,647	C. Y. Borrow.....	1 20	1,976 40	7,128 C. Y.	8,553 60
4	-	C. Y. St. V-drain....	2 50	-	190 C. Y.	475 00
5	-	C. Y. Gr. V-drain....	2 50	-	-	-
6	2,134	C. Y. St. Base.....	2 25	4,801 50	1,731.6 C. Y.	3,896 10
7	826	C. Y. Gr. Base.....	2 25	1,858 50	769.1 C. Y.	1,730 47
8	22.4	C. Y. "A" Conc.....	20 00	448 00	46.24 C. Y.	924 80
9	112.50	C. Y. "B" Conc.....	18 00	2,025 00	197.1 C. Y.	3,547 80
10	10	C. Y. "C" Conc.....	16 00	160 00	10 C. Y.	160 00
11	-	C. Y. St. Masry.....	16 00	-	-	-
12	480	L. F. 12 in. pipe....	0 80	384 00	472 L. F.	377 60
13	-	L. F. 14 in. pipe....	1 00	-	-	-
14	350	L. F. 16 in. pipe....	1 00	350 00	326 L. F.	326 00
15	106	L. F. 18 in. pipe....	1 10	116 60	106 L. F.	116 60
16	176	L. F. 24 in. pipe....	1 25	220 00	118 L. F.	147 50
17	-	C. Y. Side Under....	3 65	-	153.1 C. Y.	558 81
18	1,851	L. F. Wd. Gd. Rail... L. F. Ir. Gd. Rail...	0 35 2 50	647 85 -	608 L. F.	212 80 -
19	-	C. Y. Gr. Surf.....	2 50	250 00	163.4 C. Y.	408 50
21	100	S. Y. 6 in. Mac. Surf.	0 80	32,136 00	16,399 S. Y.	13,119 20
22	40,170	Gals. Bit. Mat. (tank)	0 06	5,422 92	-	-
23	90,382	S. Y. Cob. Pav'g....	1 00	616 00	-	-
25	616	Gals. Bit. Mat. (bbl)	0 05	4,519 10	36,898 Gals.	\$2,213 88
26	90,382	Gals. Bit. Mat. (bbl)	0 05	4,519 10	36,898 Gals.	\$2,213 88
		In tank cars.....	-	\$70,339 77	-	\$43,484 76
		In barrels.....	-	69,435 95	-	-

TABLE I.  
EXPENDITURES ON STATE HIGHWAYS FROM STATE HIGHWAY

Highway.	TOWN	ENGINEERING AND ADVERTISING.					LABOR AND MATERIALS.		
		Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
A	Kittery .....	-	-	-	\$448 46	-	\$448 46	-	-
C	Falmouth .....	-	-	4 76	-	-	4 76	-	-
	Yarmouth .....	-	-	-	-	-	-	-	-
	Brunswick .....	-	-	-	83 48	-	83 48	130 49	-
	Bath .....	-	-	-	20 83	-	20 83	-	-
D	Edgecomb .....	-	-	-	68 42	-	68 42	286 32	-
	Newcastle .....	-	-	15 68	968 36	-	979 04	4,684 01	551 40
	Nobleboro .....	-	-	-	763 91	-	763 91	3,723 15	282 26
	Thomaston .....	-	-	-	-	-	-	-	-
	Camden .....	-	-	-	222 79	-	222 79	7,638 01	1,121 68
	Northport .....	-	-	15 67	15 80	82 22	113 69	-	-
So. Thomaston .....	-	-	-	42 99	-	42 99	-	-	
E	Falmouth .....	-	\$5 21	10 89	-	-	16 10	-	-
	Auburn .....	-	-	-	1,467 46	9 32	1,476 78	7,638 42	11,770 47
	Lewiston .....	-	-	-	-	-	-	-	-
	Greene .....	-	-	-	-	-	-	-	-
	Leeds .....	-	-	-	-	-	-	-	-
	Winthrop .....	\$7 85	11 54	68 91	978 18	-	1,066 48	10,549 72	414 32
F	Strong .....	-	-	-	-	-	-	-	-
	Madrid .....	-	-	-	-	-	-	375 82	-
	Letter "E" .....	-	-	-	-	-	-	1,725 97	-
G	Oakland .....	-	-	-	201 88	175 00	376 88	1,831 03	1,046 24
	Waterville .....	-	-	-	108 93	-	108 93	612 50	594 70
H	Vassalboro .....	-	98 87	15 69	187 87	-	302 43	-	-
	Winslow .....	-	44 48	15 65	1,454 26	1,914 50	3,428 89	8,070 04	2,442 60
	The Forks .....	-	-	-	-	-	-	898 27	-
	Jackman Pl. ....	-	-	-	-	-	-	-	-
	Sandy Bay .....	-	-	-	56 13	-	56 13	7,723 83	-
I	Benton .....	-	-	-	19 26	150 00	169 26	1,207 20	-
	Clinton .....	-	-	-	13 89	-	13 89	868 77	160 20
	Burnham .....	-	-	-	-	-	-	-	-
	Pittsfield .....	-	-	-	1,682 30	-	1,682 30	6,316 98	3,466 38
	Palmyra .....	-	-	-	-	-	-	30 79	20 21
	Hermon .....	-	-	-	-	-	-	294 99	51 67
J	Dexter .....	-	-	2 80	227 84	-	230 64	275 33	256 00
	Foxcroft .....	-	-	-	2 41	-	2 41	-	-
	Garland .....	-	-	-	-	-	-	196 40	3 26

TABLE I.

MILL TAX JANUARY 1ST, 1918, TO JANUARY 1ST, 1919.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	\$448 46	Kittery-Portsmouth Inter-State Bridge.	-
-	-	-	-	-	-	4 76	-	-
\$6 30	\$908 06	\$370 39	\$5,499 99	-	\$5,499 99	5,499 99	Journal transfer to Lime stone bridge (cement)	\$38 52
-	537 92	-	-	-	537 92	558 75	-	-
156 23	378 23	98 67	-	-	919 45	987 87	-	-
1,402 99	14,896 75	389 90	14 75	-	21,939 80	22,918 84	-	-
1,660 53	11,376 75	656 80	-	-	17,699 49	18,463 40	-	-
-	43 65	-	-	-	43 65	43 65	-	-
4,364 55	12,403 34	169 74	116 98	3,067 50	28,881 80	29,104 59	-	-
-	-	-	-	-	-	113 69	-	-
-	-	-	-	-	-	42 99	-	-
-	-	-	-	-	-	16 10	-	-
232 13	43,761 96	-	-	-	63,402 98	64,879 76	-	-
24 00	-	1 06	-	-	25 06	25 06	-	-
1,438 52	18,673 19	-	-	-	31,075 75	32,142 23	-	-
-	-	-	-	-	-	-	-	-
32 50	200 10	-	-	-	608 42	608 42	-	-
190 00	652 25	-	-	-	2,568 22	2,568 22	-	-
542 68	4,370 58	1,055 50	-	-	8,846 03	9,222 91	-	-
672 53	969 71	102 00	-	-	2,951 44	3,060 37	-	-
-	-	-	-	-	-	302 43	-	-
1,643 48	27,560 23	-	-	-	39,716 35	43,145 24	Federal Aid.	10,901 24
-	7 20	-	-	-	905 47	905 47	Journal transfer from State Aid.	445 63
16 50	280 50	-	-	-	297 00	297 00	-	-
1,169 98	4,631 79	237 89	-	2,357 85	16,121 34	16,177 47	Journal transfer from State Aid.	1,487 55
3,541 63	1,545 32	91 65	119 50	-	6,505 30	6,674 56	-	-
228 63	1,828 80	74 16	-	-	3,160 56	3,174 45	-	-
1 75	-	-	-	-	1 75	1 75	-	-
1,032 74	10,739 36	982 00	-	-	22,537 46	24,219 76	-	-
6 82	76 06	-	-	-	133 88	133 88	-	-
241 02	712 80	202 80	46 97	-	1,550 25	1,550 25	Deducted from estimate 14.	69 07
522 45	8,047 70	-	-	-	10,101 48	10,332 12	-	-
-	-	-	-	-	-	2 41	-	-
116 42	245 92	19 04	-	-	581 04	581 04	-	-



—Concluded.

LABOR AND MATERIALS.						Amount approved for payment.	CREDIT.	
Culverts.	Surfacing.	Guard rail.	Bridges.	Camp and provisions.	Total.		EXPLANATION.	Amount.
-	-	-	-	-	-	8 00	-	-
7,317 11	16,776 82	436 50	-	-	34,065 55	35,760 43	-	-
2,613 16	12,896 44	-	20 00	3,025 13	25,353 13	25,986 86	-	-
709 14	1,869 49	-	-	-	17,149 30	17,635 86	-	-
-	-	-	-	-	-	316 19	-	-
-	-	-	-	-	-	121 21	-	-
-	-	-	-	-	-	158 89	-	-
-	-	-	-	-	-	140 18	-	-
3,972 74	15,967 42	394 11	1 35	394 44	34,570 36	34,722 00	Journal transfer from State Aid.	1,349 69
5 00	30 75	19 67	5 15	-	76 07	76 07	-	-
-	12 00	-	-	-	12 00	148 95	-	-
-	-	-	-	-	-	17 55	-	-
10 78	718 60	-	-	-	1,144 33	1,144 33	-	-
796 26	6,822 94	139 69	-	-	24,217 67	24,217 67	-	-
264 61	1,355 33	791 14	-	-	7,979 86	8,018 61	-	-
595 32	4,620 86	98 98	-	-	7,633 36	7,737 16	Journal transfer from Addison State Aid.	10 05
86 91	391 13	22 60	-	-	1,738 35	1,773 20	-	-
-	-	-	-	-	-	27 26	-	-
-	-	-	-	-	-	382 55	-	-
244 44	939 62	-	-	-	1,987 58	2,005 25	Federal Aid.	57 04
5,519 49	59,485 22	773 92	-	-	104,463 74	107,275 84	Federal Aid.	59,137 21
2,042 48	11,792 73	-	-	-	21,036 48	21,776 13	Federal Aid.	2,003 77
6,701 99	37,124 51	-	-	72 97	65,664 15	67,594 20	Federal Aid.	9,512 70
-	-	-	-	-	-	22 04	-	-
-	871 97	-	-	-	1,630 73	1,680 48	-	-
845 16	1,987 63	462 30	-	-	5,558 00	5,562 81	-	-
-	-	-	-	-	-	-	-	-
227 40	443 55	-	-	-	725 45	735 06	Town's share of expense of culverts.	270 88
3,866 05	23,477 54	167 50	1,311 30	248 39	57,326 07	58,370 91	-	-
\$55,062 42	\$362,412 72	\$7,758 01	\$7,135 99	\$9,166 28	\$700,359 30	\$723,123 20	-	-
-	-	-	-	-	-	4,422 47	-	-
-	-	-	-	-	-	-	-	42 27
-	-	-	-	-	-	727,545 67	-	85,325 62

STATE HIGHWAYS CONSTRUCTED  
1914-1915-1916-1917-1918.

COUNTY.	Highway.	Work done.	Town.	TYPE OF CONSTRUCTION.		Length—miles.
				Contract.	Force Acc't.	
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.....	Grav. & Mac.		1.80
	E	1916	Lewiston.....	Gravel		2.60
	E	1916	Mechanic Falls.....	Gravel		2.60
	S	1916	Greene.....		Gravel	1.69
	Z	1917	Lisbon.....		Gravel	0.50
	Z	1917	Lisbon.....		Gravel	4.17
	E	1918	Auburn.....	Bit. Mac.		22.83
	Aroostook.....	K	1914-1915	New Limerick.....		Gravel
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
K		1917	Blaine.....		Gravel	3.41
K		1918	Molunkus.....		Gravel	2.32
K		1918	Monticello.....		Gravel	2.25
Cumberland....	A	1915	Scarboro No. 1.....	Concrete		5.47
	A	1915	So. Portland.....	Concrete		2.09
	B	1915	Raymond.....		Sand-Clay	0.98
	B	1915	Windham.....		Sand-Clay	2.00
	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	1916	Bridgton.....		Gravel	0.50
	A	1916	Scarboro No. 2.....	Concrete		0.64
C	1916	Brunswick.....		Bit. Mac.	4.59	
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
	F	1917	Letter E. Pl.....		Gravel	0.41
	F	1917	Sandy River.....		Gravel	0.78
	F	1918	Letter E. Pl.....		Gravel	0.52
	F	1918	Madrid.....		Gravel	0.25
						15.08
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
	M	1917	Trenton.....	Gravel		0.57
	M	1917	Ellsworth.....		Gravel	3.75
Kennebec.....	E	1914-1915	Monmouth.....	Grav. & 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
	G	1917	Waterville.....	Gravel		1.84
	G	1917	Oakland.....	Bit. Mac.		1.41
	I	1917	Benton.....		Gravel	0.35
	H	1918	Winslow.....	Bit. Mac.		3.50
	E	1918	Winthrop.....	Bit. Mac.		4.35
	I	1918	Benton.....		Gravel	0.44
						30.75

## STATE HIGHWAYS CONSTRUCTED—Continued.

COUNTY.	Highway.	Work done.	Town.	TYPE OF CONSTRUCTION.		Length—miles.	
				Contract.	Force Acc't.		
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	
	D	1917	Thomaston Spur .....		Gravel	0.59	
	D	1917	So. Thomaston .....		Gravel	1.80	
	D	1918	Camden .....		Gravel	2.44 12.45	
Lincoln.....	D	1914-1915	Wiscasset .....	Gravel		3.94	
	D	1914	Waldoboro .....	Gravel		7.09	
	D	1916	Damariscotta .....	Gravel		3.22	
	D	1917	Edgecomb .....	Gravel		1.06	
	D	1917-1918	Newcastle .....	Gravel		3.63	
	D	1917	Nobleboro .....	Gravel		2.67	
	D	1918	Nobleboro .....	Gravel		0.63 22.24	
Oxford.....	B	1914	Fryeburg .....	Gravel		7.41	
	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	
	S	1917-1918	Greenwood .....		Gravel	1.28	
	S	1918	Woodstock .....		Gravel	0.32 18.12	
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	
	I	1917	Newport .....	Gravel		0.17	
	J	1917-1918	Dexter .....		Gravel	2.26	
	K	1918	Lincoln .....	Gravel		5.30	
	K	1918	Mattawamkeag .....		Gravel	2.82 29.76	
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	
	Q	1916	Richmond .....			0.56	
	Q	1917-1918	Bowdoinham .....	Bit. Mac.		6.05	
	C	1917	Bath .....		Bit. Mac.	2.38	
	Q	1917-1918	Richmond .....		Bit. Mac.	5.24	
	Z	1917-1918	Topsham .....		Gravel	6.54	
	Q	1918	Bowdoinham .....	Bit. Mac.		1.44	
	Q	1918	Bowdoin .....	Bit. Mac.		2.26	
	Q	1918	Topsham .....	Bit. Mac.		0.57 30.69	
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	
	I	1917	Pittsfield No. 1 .....	Gravel		6.16	
	I	1917	Pittsfield No. 2 .....	Gravel		0.82	
	H	1917	Emden .....		Gravel	0.32	
	H	1918	The Forks .....		Gravel	0.05	
	H	1918	Sandy Bay .....		Gravel	2.01 25.63	
			1916	Jackman—Rockwood .....	Clearing and grubbing		22.21
			1916	Jackman—Long Pond .....	Grading		8.93

## STATE HIGHWAYS CONSTRUCTED—Concluded.

COUNTY.	Highway.	Work done.	Town.	TYPE OF CONSTRUCTION.		Length—miles.
				Contract.	Force Acct.	
Waldo.....	I	1914	Burnham.....			Bridge
	D	1914-1915	Northport.....		Gravel	7.65
	L	1915-1916	Searsport.....	Gravel		2.53
	L	1915	Prospect.....	Gravel		0.34
	D	1916	Lincolnvile.....	Gravel		3.50
	I	1916	Burnham.....	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
	N	1917	Edmunds.....	Gravel		1.46
	N	1918	Jonesboro.....		Gravel	1.97 19.61
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

† State Aid.

‡ Special Resolve.

## SUMMARY.

Gravel.....	266.60 miles
Macadam.....	4.78
Concrete.....	11.80
Sand-Clay.....	6.75
Bituminous Macadam.....	63.06
Gravel and Macadam.....	6.68
Clearing and Grubbing.....	22.21
Grading.....	8.93
	<u>390.81 miles</u>



## STATE AID ROAD WORK.

INCLUDING EXPENDITURES FROM FEBRUARY 1, 1918, TO  
JANUARY 1, 1919.

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During 1918 the total expenditure on account of state aid road work amounted to \$609,482.21; against this cost \$344,976.08 was paid by the State; of this amount \$292,030.44 was paid from the appropriation for 1918 and \$52,945.64 was paid by the State from the unexpended balances of State aid apportionments brought forward from previous years. Of the total amount paid by the State, \$8,679.18 was paid for inspection and engineering, and \$336,296.90 was paid as state aid to towns and cities.

In three towns 1918 state aid apportionments amounting to \$1,513.64, and apportionments from previous years amounting to \$610.35 were transferred to the mill tax highway fund. In two towns 1918 state aid apportionments amounting to \$1,562.75 and apportionments from previous years amounting to \$2,278.68 were transferred to the appropriation for bridges. The above amounts were expended on construction work together with additional funds from the appropriations to which they were transferred, and in the same towns to which the original State aid apportionments were made. In the case of ten towns and townships, apportionments from previous years amounting to \$1,538.95 were rescinded and credited to the appropriation for the improvement of State roads.

The above amounts transferred are not included in the total expenditure shown above.

Applications for State aid in 1918 were received from 466 towns, including cities and townships.

Of the above 466 towns, 25 towns did not complete work

which was undertaken; 16 towns completed 1918 work but failed to file payrolls and bills before January 1, 1919; 76 towns have laid their joint funds over for expenditure in 1919; in 4 towns 1918 apportionments were transferred to other appropriations, leaving 345 towns which completed their 1918 work.

Twenty-six towns completed 1917 work and two towns completed 1916 work in 1918.

Thirty-eight towns applied for additional State aid under the provisions of section 21, chapter 25, Revised Statutes of 1916; the additional State aid applied for amounted to \$94,382.63, all of which was apportioned.

Ten of the above 466 towns applied for additional State aid under the provisions of chapter 154, Public Laws 1917. Four of these towns, Cornish, Limington, Parsonsfield and Porter, applied for aid for the improvement of the road from Limington to the New Hampshire state line, known as the Ossipee Trail. Six towns, Baldwin, Brownfield, Fryeburg, Gorham, Hiram and Standish, applied for aid under the above provisions for the improvement of the road from Westbrook city line to Fryeburg village, known as the Peququet Trail.

The total apportionment of State aid to the above ten towns amounted to \$69,678.81. Work was undertaken in all of these towns but was not completed; this work will undoubtedly be completed in 1919.

Unexpended balances from 1918 amounting to \$215,228.20 and \$27,038.98 from apportionments made prior to 1918, a total of \$242,267.18 has been carried over to 1919 and stand to the credit of various towns, townships and cities which did not receive payment in 1918 or did not expend the full amount of the available apportionments in 1918.

Of the work laid out for 1918, 105,925 miles were completed; 5.92 miles of 1917 State aid road and 0.591 miles of 1916 State aid road were also completed, making a total of 112.436 miles completed in 1918.

## STATEMENT OF 1918 APPROPRIATION.

(See Chapter 25, R. S. 1916 &amp; Chapter 154, P. L. 1917.)

Apportioned by State, Sec. 20	\$346,273 59	Appropriation, Secs. 34 & 35, Chap. 25, R. S., 1916.....	\$500,000 00
Apportioned by State, Sec. 21	94,382 63	Amount refunded by town of Islesboro.....	22 66
Apportioned by State, Chap. 154, P. L., 1917.....	69,678 81	Apportionments from previous years rescinded.....	1,538 95
		* Overdrawn.....	8,773 42
Totals.....	\$510,335 03		\$510,335 03
Total apportionment.....			\$510,335 03
Paid by State on 1918 construction.....		\$287,224 12	
Paid by State on 1918 work not completed.....		1,715 73	
Miscellaneous expenditures for inspection.....		364 89	
Paid by State, Chap. 154, Ossipee Trail.....		1,690 62	
Paid by State, Chap. 154, Pequaquet Trail.....		582 33	
Miscellaneous expenditures for materials.....		452 75	
Transfers.....		3,076 39	
Unexpended balances, 1918 apportionments.....		215,228 20	
Totals.....			\$510,335 03

\* Amount overdrawn to be made up from other funds.

## AUTOMOBILE FUND.

Apportionment made prior to 1918.

The total expenditure in 1918 on account of work done with apportionments from the automobile fund of 1913 and 1914 amounted to \$513.00. Against this expenditure the State paid \$496.60. The above expenditure was for repairs on the State aid road in the town of Vassalboro.

Unexpended balances amounting to \$1,043.92 stand to the credit of the various towns to which the apportionments were made.

## SPECIAL RESOLVES.

The total expenditure on account of work under special resolves amounted to \$51,708.44; against this cost the State paid \$39,568.20. Of the total amount paid by the State \$373.83 was paid for inspection and engineering and \$39,194.37 was paid as State aid.

The work under special resolves included the construction of 3.95 miles of gravel road, 0.41 miles of earth road, repairs to roads, construction and repairs of bridges and miscellaneous expenditures as provided for by the resolves.

In several towns work has not been completed. The State Highway Commission has requested that unexpended balances standing to the credit of these towns be carried forward for expenditure in 1919.

A tabular statement of all work and expenditures under special resolves is included with this report.

TABLE II.  
SUMMARY OF 1918 STATE AID ROAD WORK.  
INCLUDING EXPENDITURES FROM FEBRUARY 1, 1918 TO JANUARY 1, 1919.

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.
*331	Gravel.....	-	530,034	\$489,356 21	\$284,906 62	100.385	\$4,874 55	-
5	Earth.....	-	19,291	7,477 38	4,917 18	3.654	2,048 60	-
1	Macadam.....	733	440	1,355 04	689 04	0.083	16,325 78	\$1 84
*4	Bituminous macadam.....	10,642	5,548	22,833 54	11,723 50	1.051	21,746 23	2 15
*1	Concrete.....	5,199	1,814	17,217 56	8,682 00	0.343	-	3 31
1	Granite block pavement.....	6,047	2,160	22,795 46	10,252 03	0.409	-	3.77
1	Bridges.....	-	-	1,788 13	825 77	-	-	-
1	Ledge work.....	-	-	866 02	616 52	-	-	-
345	Totals.....	-	559,287	\$563,689 34	\$322,612 66	105.925	-	-

- 25 Towns-work not completed.
- 16 Towns-completion papers not received.
- 76 Towns-1918 joint fund laid over to 1919.
- 4 Towns-1918 apportionments of state aid transferred to other appropriations.
- 466 Towns received 1918 apportionments.

\* NOTE: Of 331 towns which reported gravel construction, one town also constructed 845 lineal feet of grouted granite block pavement. One town which reported bituminous macadam construction also constructed 2,360 lineal feet of gravel road. One city reporting concrete construction also constructed 1,015 lineal feet of bituminous macadam. The above lengths with the costs and state aid approved have been included in the above table under the proper classification.

## SUMMARY OF MISCELLANEOUS EXPENDITURES ON 1918 WORK.

No. of towns.	EXPLANATION.	Total cost.	Total state aid approved.
31	Miscellaneous payments by state for inspection .....	\$760 01	\$760 01
2	Miscellaneous payments by state for material .....	452 75	452 75
4	Miscellaneous payments on construction work under section 18 & 20 .....	10,426 41	3,686 41
4	Miscellaneous payments on construction work, Ossipee Trail, Chap. 154 .....	4,355 62	1,690 62
6	Miscellaneous payments on construction work, Peququet Trail, Chap. 154 .....	3,247 33	582 33
47	Totals .....	\$19,242 12	\$7,172 12

SUMMARY OF 1917 STATE AID ROAD WORK NOT REPORTED IN 1917.

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.
21	Gravel.....	-	24,570	\$18,363 55	\$10,495 22	4.653	\$3,949 15	-
5	Earth.....	-	6,688	5,825 94	2,935 42	1.267	4,587 35	-
26	Totals.....	-	31,258	\$24,189 49	\$13,430 64	5.92	\$8,536 50	-

SUMMARY OF 1916 STATE AID ROAD WORK NOT REPORTED IN 1916.

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	\$2,098 85	\$1,498 25	0.591	\$3,557 37	-
2	Total.....	-	3,125	\$2,098 85	\$1,498 25	0.591	\$3,557 37	-

## SUMMARY OF MISCELLANEOUS EXPENDITURES FROM APPROPRIATIONS MADE PRIOR TO 1918.

No. of towns.	EXPLANATIONS.	Total cost.	Total State aid approved.
16	Miscellaneous expenditures by state for inspection.....	\$112 41	\$112 41
2	Miscellaneous payment by state to complete work.....	150 00	150 00
18	Totals.....	\$262 41	\$262 41

## EXPENDITURES, APPORTIONMENTS FROM AUTOMOBILE FUND, 1913 AND 1914.

		Total cost.	Total state aid approved.
1	Vassalboro, repairs.....	\$513 00	\$496 60



## GENERAL SUMMARY.

EXPENDITURES ON STATE AID ROADS, SPECIAL RESOLVES AND  
EXPENDITURES FROM APPORTIONMENTS FROM THE AUTOMO-  
BILE FUND.

ITEM.	Total cost.	State aid paid.
1918—State Aid Road Work Completed.....	\$563,689 34	\$322,612 66
1918—Miscellaneous expenditures.....	19,242 12	7,172 12
1917—State aid road work completed in 1918.....	24,189 49	13,430 64
1916—State aid road work completed in 1918.....	2,098 85	1,498 25
Expenditures for inspection from apportionments made prior to 1918.....	112 41	112 41
Amounts retained to complete work, paid in 1918.....	150 00	150 00
Expenditures from apportionments from Auto Fund.....	513 00	496 60
1917 Special Resolves.....	49,876 93	37,736 69
1915 Special Resolves.....	1,831 51	1,831 51
Totals.....	\$661,703 65	\$385,040 88

Total number of miles constructed., 116.796.

TABULAR STATEMENT OF EXPENDITURES UNDER  
RESOLVES

ROADS—BRIDGES—FERRIES.

Expenditures to

ROADS.

Town.	Balance town ap- propria- tion.	Balance state ap- propria- tion.	Cost of engineer- ing & in- spection.	Payments on con- tracts or force account.	Total cost.	Paid by state.
Addison	-	\$1,619 26	\$20 85	\$1,597 51	\$1,618 36	\$1,618 36
Atkinson	-	794 97	17 86	774 92	792 78	792 78
Bingham	-	2,500 00	-	2,336 30	2,336 30	2,336 30
Bucksport	\$500 00	1,000 00	33 36	1,464 37	1,497 73	997 73
Camden and Lincolnville	23 16	1,439 10	10 58	1,461 55	1,472 13	1,439 10
Carmel	-	277 81	-	238 00	238 00	238 00
Charlotte	400 00	600 00	4 06	994 75	998 81	598 81
Corinth	-	17 32	-	17 32	17 32	17 32
Dallas Pl.	-	500 00	-	492 25	492 25	492 25
Edgecomb and Boothbay	487 23	16,000 00	63 75	15,234 67	15,298 42	14,811 19
Etna	-	27 06	-	-	-	-
Franklin and Hancock	500 00	500 00	20 43	979 57	1,000 00	500 00
Gray, New Gloucester & Pownal	-	62 43	-	29 25	29 25	29 25
Hebron	-	500 00	-	-	-	-
Hibbert's Gore	-	400 00	10 24	389 76	400 00	400 00
Indian Township	-	344 34	9 47	334 87	344 34	344 34
Jerusalem & Crockertown Twp's.	-	212 04	-	371 50	371 50	212 04
Jonesboro	-	750 00	-	-	-	-
Marshfield and Whitneyville	-	744 03	3 26	739 54	742 80	742 80
Medford	-	750 00	18 56	729 90	748 46	748 46
Millinocket	-	348 68	6 09	342 59	348 68	348 68
New Canada	-	500 00	-	-	-	-
No. 1, R. 4, Aroostook County	-	1,000 00	2 05	-	2 05	2 05
No. 9 & No. 10 Twp's Hancock Co.	-	213 26	3 96	265 56	269 52	212 96
Otisfield	-	28 45	-	-	-	-
Perry	-	226 70	-	42 00	42 00	42 00
Prentiss	-	576 68	-	-	-	-
Reed Pl.	-	567 50	6 48	540 28	546 76	546 76
Sidney	1,000 00	1,000 00	29 85	1,329 13	1,358 98	358 98
Southwest Harbor	-	313 54	-	312 86	312 86	312 86
Trescott	-	24 20	-	24 00	24 00	24 00
Union	-	585 91	12 88	636 46	649 34	585 91
Unity	-	310 41	4 08	343 70	347 78	310 41
Upton and Magalloway	-	194 19	-	194 19	194 19	194 19
Wallagrass and New Canada	-	795 44	5 65	772 12	777 77	777 77
Warren	400 00	1,164 32	8 40	1,590 27	1,598 67	1,164 32
Wesley	-	748 00	8 85	736 18	745 03	745 03
Winn	500 00	995 97	2 52	1,532 33	1,534 85	995 97
Totals	\$3,810 39	\$38,631 61	\$303 23	\$36,847 70	\$37,150 93	\$32,940 62

SPECIAL LEGISLATIVE RESOLVES CHAPTER 90,  
OF 1917.

## ROADS—BRIDGES—FERRIES.

December 31, 1918.

## ROADS.

Paid by town.	Balance state's appropriation.	Balance town's appropriation.	Length—lineal feet.	Repairs.	REMARKS.
-	\$0 90	-	G 2,900	-	
-	2 19	-	G 910	-	
-	163 70	-	-	-	Expended on Austin Stream Bridge.
\$500 00	2 27	-	-	-	Not completed, balance lapsed.
33 03	-	-	G 550	-	
-	39 81	-	-	Repairs	Balance lapsed.
400 00	1 19	-	G 2,500	-	Balance lapsed.
-	-	-	-	Repairs	
-	7 75	-	G 900	-	Balance lapsed.
487 23	1,188 81	-	-	-	Not completed.
-	27 06	-	-	-	Balance lapsed.
500 00	-	-	G 1,700	Repairs	1,700feetbu iltinFranklin.
-	33 18	-	-	Repairs	Balance lapsed.
-	500 00	-	-	-	Balance lapsed.
-	-	-	-	Repairs	
-	-	-	-	Repairs	
159 46	-	-	G 2,475	-	Balance lapsed.
-	750 00	-	-	-	Built in Whitneyville. Balance lapsed.
-	1 23	-	G 850	-	Balance lapsed.
-	1 54	-	E 2,190	-	Balance lapsed.
-	-	-	-	Repairs	
-	500 00	-	-	-	Balance lapsed.
-	997 95	-	-	-	
56 56	30	-	-	-	Balance lapsed.
-	28 45	-	-	-	Balance lapsed
-	184 70	-	-	Repairs	
-	576 68	-	-	-	
-	20 74	-	-	Repairs	Balance lapsed
1,000 00	641 02	-	G 900	Repairs	900 feet built on bog road.
-	68	-	G 350	-	Balance lapsed.
-	20	-	-	Repairs	Balance lapsed.
63 43	-	-	G 800	-	
37 37	-	-	G 600	-	
-	-	-	-	Repairs	
-	17 67	-	-	Repairs	Balance lapsed
434 35	-	-	G 2,150	-	
-	2 97	-	G 1,500	-	Balance lapsed.
538 88	-	-	G 1,800	-	
-	-	-	E 2,190	-	E Denotes earth.
\$4,210 31	\$5,690 99	-	G 20,885	-	G Denotes gravel.

TABULAR STATEMENT OF EXPENDITURES UNDER  
RESOLVES OF

ROADS—BRIDGES—FERRIES.

Expenditures to

BRIDGES.

Town.	Balance town appropriation.	Balance state appropriation.	Cost of engineering & inspection.	Payments on contracts or force account.	Total cost.	Paid by state.
Anson and Madison.....	-	\$5,000 00	\$23 23	-	\$23 23	\$23 23
Calais.....	\$3,673 07	1,500 00	33 07	\$5,140 00	5,173 07	1,500 00
Gardiner.....	-	1,000 00	-	4,256 86	4,256 86	1,000 00
Mt. Desert Toll Bridge.....	-	1,416 67	-	495 08	495 08	495 08
No. 31 Twp., Washington Co.....	-	171 80	3 15	165 00	168 15	168 15
Passadumkeag.....	-	307 91	-	-	-	-
Webster Pl.....	1,000 00	977 11	-	1,977 11	1,977 11	977 11
Totals.....	\$4,673 07	\$10,373 49	\$59 45	\$12,034 05	\$12,093 50	\$4,163 57

FERRIES.

Town.	Balance town appropriation.	Balance state appropriation.	Cost of engineering & inspection.	Payments on contracts or force account.	Total cost.	Paid by state.
Merrymeeting Bay Ferry.....	-	\$1,000 00	-	-	\$632 50	\$632 50
People's Ferry Co., Bath.....	-	30,000 00	-	-	-	-
Totals.....	-	\$31,000 00	-	-	\$632 50	\$632 50

TABULAR STATEMENT OF EXPENDITURES

Town.	Balance town appropriation.	Balance state appropriation.	Cost of engineering & inspection.	Payments on contracts or force account.	Total cost.	Paid by state.
Fort Kent, (Bridge).....	-	\$17,147 50	-	-	-	-
Jackman and Rockwood Road.....	-	2,449 48	\$11 15	\$1,358 71	\$1,369 86	\$1,369 86
Madawaska & Edmunston Bridge.....	-	4,985 26	-	-	-	-
Plymouth, (Bridge).....	-	465 02	-	461 65	461 65	461 65
Southport, (Bridge).....	-	367 93	-	-	-	-
Totals.....	-	\$25,415 19	\$11 15	\$1,820 36	\$1,831 51	\$1,831 51

SPECIAL LEGISLATIVE RESOLVES CHAPTER 90.  
1917.—Concluded.

## ROADS—BRIDGES—FERRIES.

December 31, 1918.

## BRIDGES.

Paid by town.	Balance state appropriation.	Balance town appropriation.	REMARKS.
-	\$4,976 77	-	
\$3,673 07	-	-	
3,256 86	-	-	Maintenance of Gardiner-Randolph bridge.
-	921 59	-	Repairs on old toll bridge.
-	3 65	-	Balance lapsed.
-	307 91	-	
1,000 00	-	-	Construction of Mattagoodus Bridge.
\$7,929 93	\$6,209 92	-	

## FERRIES.

Paid by town.	Balance state appropriation.	Balance town appropriation.	REMARKS.
-	\$367 50	-	Balance lapsed.
-	30,000 00	-	
-	\$30,367 50	-	

## UNDER 1915 SPECIAL LEGISLATIVE RESOLVES.

Paid by town.	Balance state appropriation.	Balance town appropriation.	REMARKS.
-	\$17,147 50	-	
-	1,079 62	-	Expended for surfacing.
-	4,985 26	-	
-	3 37	-	Balance lapsed.
-	367 93	-	Balance lapsed.
-	\$23,583 68	-	

## STATE AID BRIDGE CONSTRUCTION.

---

The construction of bridges under the provisions of the State and County Aid Act has been seriously hampered by conditions arising from the war necessities of the Federal Government. The classification of bridge construction as an essential industry by the Priorities Board rendered shipping facilities obtainable for materials, but the frequent requisitioning for war purposes of bridge material about to be shipped made deliveries uncertain. The scarcity and high cost of labor has placed the estimated cost of various projects above the present worth of the improvement. By direction of the Highways Council in Washington only construction necessary to the prosecution of the war was to be undertaken by each state highway department. Under this ruling numerous petitions for new bridge work had to be temporarily discontinued.

During the year 1918, there were forty-nine new applications for State and county aid for the construction of bridges, and there were eighteen petitions continued from the previous year awaiting action by the towns and various other authorities. Of these petitions only eleven were favorably acted upon, and contracts let for their construction. At the close of the year there were two petitions on which no action had been taken and two that were discontinued owing to lack of jurisdiction by the Joint Board. In eighteen cases the towns have neglected to provide an appropriation to pay for their share of the cost of construction.

Five bridges on State or State aid highways have been ordered replaced and contracts let for the work by the Highway Commission under the provision of the law in cases where the towns have neglected to repair dangerous structures.

Of the projects whose completion was postponed by the severe weather of the past winter, all but three have been fin-

ished and accepted. Of the new work placed under contract during this year seven projects remain uncompleted by reason of cold weather, six have their final accounts about completed, while three have been completed, accepted and have had final costs rendered according to law.

Total expenditures under the State and county bridge aid act supervised by the Commission during the year amount to \$278,323.57. Of this amount there was paid by the State from the annual appropriation \$59,721.49. Included in the last amount are various expenses in connection with surveys and investigations relative to projects not yet approved by joint boards; also some items of expense in connection with plans and estimates on petitions which were subsequently dismissed.

The following list shows all of the bridge work that has been completed, accepted, and had final accounts rendered during the past year.

## WORK COMPLETED.

Town.	County.	Contractor.	Total cost.	Description.
Abbot.....	Piscataquis...	Edmund Cyr & Company.....	\$16,087 88	Two spans, 109 ft. total. One pier, two abutments, all concrete.
Bath-Brunswick..	Sagadahoc....	Sanders Eng. Co.	12,061 78	One 57 ft. concrete span. Two stone abutments.
Canton.....	Oxford.....	James H. Kerr..	4,782 58	One 23 ft. concrete span, concrete abutments, 26 ft. roadway.
Caribou.....	Aroostook....	Cyr Bros. Co.....	6,527 31	Two concrete abutmt's.
Caribou.....	Aroostook....	Binghamton Bdg. Company.	7,550 04	Steel superstructure, 102 ft. span, 20 ft. roadway.
Caribou.....	Aroostook....	Cyr Bros. Co....	2,135 33	Concrete floor on above span.
Caribou.....	Aroostook....	Town of Caribou	785 33	Filling in guard rail on approaches of above.
Durham.....	Androscoggin.	Town of Durham.	3,298 36	One 21 ft. concrete span and abutments.
Hamlin Pl.....	Aroostook....	Cyr Bros. Co....	8,662 16	One 34 ft. concrete span and abutments.
Newcastle.....	Lincoln.....	F. W. Carlton ..	5,650 10	One 83 ft. timber swing span on pile piers.
Shapleigh.....	York.....	Sanders Eng. Co.	3,375 56	One 20 ft. concrete span and abutments.
Stockholm.....	Aroostook....	Cyr Bros. Co.....	10,849 76	One 53 ft. concrete span and abutments.
Tremont.....	Hancock.....	Norwood and Crockett.	3,272 09	One 14 ft. concrete span and stone abutments.
Vassalboro.....	Kennebec....	Edmund Cyr & Co	2,706 68	One span 33 ft. long. concrete superstructure only.
York.....	York.....	Cyr Bros. Co....	28,909 33	Total length 361 ft. draw opening 36 ft., roadway 26 ft., pile and timber trestle.
Gardiner.....	Kennebec....	T. Stuart & Sons Co.	55,630 48	Total length 223 ft., 4 concrete spans, 3 piers, 2 abutments, 45 ft. roadway.

The following is a list of the bridges which were not completed by the end of the year. Most of this work was held up owing to unsatisfactory condition of approach filling and guard railing for the same. A few weeks' work will no doubt finish most all of these contracts:

## WORK UNDER CONSTRUCTION.

Town.	County.	Contractor.	Estimated cost.	Description.
St. John.....	Aroostook...	W. P. Wheelock.	\$4,000 00	15 ft. overall, 20 foot roadway, 2 concrete abutments.
Fort Kent.....	Aroostook...	Town of Ft. Kent	5,000 00	16 ft. span, roadway 20 ft., 2 concrete abutments.
Easton.....	Aroostook...	Cyr Bros. Co....	9,500 00	30 feet overall, 24 ft. roadway, sidewalk 5 ft.. 2 concrete abutments.
New Limerick...	Aroostook...	G. W. Van Tasel	3,500 00	23 ft. 5½ in. overall, roadway 20 ft., 2 concrete abutments.
Monticello.....	Aroostook...	Cyr Bros. Co....	31,500 00	3 spans. @ 51 ft. 6 in. 154 ft., 6 in. overall. Roadway 18 ft., 4 ft. sidewalk, 2 piers, 2 concrete abutments.
Bingham.....	Somerset.....	Force account....	15,000 00	Reynolds Bridge—overall 54 ft., roadway, 20 ft., 2 abutments. Collins Bridge—34 ft. overall, roadway 20 ft., 2 abutments.
Norridgewock...	Somerset.....	Edmund Cyr & Co.	10,000 00	Overall 21 ft. 6 in. Roadway 20 ft., 2 concrete abutments.
Rumford.....	Oxford.....	James H. Kerr...	22,000 00	Overall 104 ft. Roadway 20 ft, 1 pier, 2 abutments, concrete pile foundation.
Marshfield.....	Washington..	Town of Marshfield.	5,000 00	23 ft. overall. Roadway 20 ft., 2 stone abutments.
Perry.....	Washington..	Lester C. Wilbur.	16,000 00	Overall 43 ft. Roadway 20 ft, 2 stone abutments.
Mt. Desert.....	Hancock.....	Nelson & Spellman.	120,000 00	Overall 642 ft., 4 in. Roadway 20 ft., 9 concrete spans, 1 swing span, 7 stone piers, 2 rest piers, 1 pivot, 2 abutments.
Winslow.....	Kennebec....	Cyr Bros. Co....	15,000 00	54 ft. length, 15 ft. span, concrete abutments.
Camden.....	Knox.....	Force account....	4,500 00	Spring Brook—box 10 ft. 6 in.x 10 ft.x 26 ft. 15 ft. 6 in., overall. Roadway 20 ft., 2 concrete abutments.
Casco-Naples...	Cumberland..	James H. Kerr...	17,500 00	2 spans at 58 ft. 6 in. equals 117 ft. Roadway 20 ft., 2 abutments, 1 pier.
Yarmouth.....	Cumberland..	Cyr Bros. Co....	18,000 00	2 spans at 55 ft. equals 110 ft. Roadway 20 ft., 1 stone pier, 2 stone abutments. Pile foundation.
Webster Pl. *..	Penobscot....	H. A. Brawn.....	4,500 00	Overall 44 ft. Roadway 20 feet, 2 abutments.



MAINTENANCE WORK FOR 1918.

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Maintenance work during 1918 was performed generally by patrol maintenance. Four hundred and eighty patrolmen were employed in caring for 4,235 miles of road in 467 towns. Of this mileage 592.28 miles was improved State highway, 768.62 miles was improved State aid highway and the balance or 2,874.10 miles was unimproved road. There was also maintained by special arrangement with the towns 88.42 miles of improved State aid road.

A total expenditure for labor and material of \$568,799.84 was made on this work, including \$18,652.36 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$21,092.00, making the total gross expenditure chargeable to maintenance of \$589,891.84. Of this amount the State furnished \$387,897.08 and the cities and towns furnished \$201,994.76. The average expenditure per mile was \$136.44.

On the 592.28 miles of improved State highway, the expenditure for labor and material and supervision was \$200,331.31 or an average expenditure per mile of \$338.23. The expenditure on the 3,642.72 miles of other road under patrol was for labor, material and supervision \$362,315.16 or an average expenditure per mile of \$99.46.



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