

MAINE STATE LEGISLATURE

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PUBLIC DOCUMENTS

OF THE

STATE OF MAINE

BEING THE

REPORTS



PUBLIC OFFICERS
DEPARTMENTS AND
INSTITUTIONS

FOR THE EIGHTEEN MONTHS

JANUARY 1, 1921-JUNE 30, 1922

NINTH ANNUAL REPORT

OF THE

STATE HIGHWAY COMMISSION

OF THE

STATE OF MAINE

From January 1, 1921 to June 30, 1922

STATE OF MAINE

OFFICE OF STATE HIGHWAY COMMISSION

Augusta, Maine, October 27, 1922.

To His Excellency, the Governor, and the Honorable Council:

We have the honor to present the ninth annual report of the State Highway Commission from January 1, 1921, to June 30, 1922.

W. M. AYER, Chairman,
FRANK A. PEABODY,
LYMAN H. NELSON,

State Highway Commission.

To the Honorable Governor and Council:

The Highway Commission presents herewith its report. There is included a financial statement covering the calendar year 1921 and a financial statement covering the six months period from January 1, 1922, to June 30, 1922. On the recapitulation sheet covering the whole period there is combined the total expenditures for the eighteen months period, January 1, 1921, to June 30, 1922, but the combined detailed account covering the eighteen month period is not shown.

That part of the report covering the actual operation of the Commission with respect to highway construction and maintenance covers the calendar year 1921. It is not impossible, but it is decidedly impracticable, to attempt to show construction and maintenance work actually accomplished during the first six months of any calendar year, on account of the fact that construction work usually does not start until about June 1 and maintenance work begins from about April 15 to May 1. In other words, a very inconsiderable amount of either construction or maintenance work has been accomplished by June 30 and much work has not been put under construction at all. Furthermore, the period immediately following the end of the fiscal period comes at a time when the supervisory force is working at top pitch, getting the season's work begun, and to halt the regular routine of construction and maintenance work for a time sufficient to compile a report would very seriously interfere with the prosecution of work which must be done during the summer months. The Commission, therefore, recommends that the legislature amend the existing law so as to provide that the Commission's report shall cover the calendar year.

In reviewing the financial statements and recapitulation sheets, it will be noted that the supervision charge for the six month period, January 1 to June 30, 1922, is considerably higher than for the complete calendar year of 1921. This is due to the fact already pointed

out that during the first six months of any calendar year a very small amount of actual construction or maintenance work is done. The office and supervisory force is busy during that time in the preparation of plans and specifications for the season's work. That expense, in comparison with the actual construction and maintenance moneys expended during the period, is out of proportion but adjusts itself when spread over the full calendar year, the major expenditures for construction and maintenance work taking place during the last six months of the year.

The commission desires to call particular attention to the fact that more funds should be provided for the purposes of meeting the requirements of the towns for the construction of state aid highways. During the year 1921, even with an additional fund of \$150,000 added to the regular annual appropriation of \$500,000, there was needed \$142,527.97 in order to make full apportionments of state aid to the various towns and cities which made appropriations for state aid road construction under the provisions of the law. On account of not being able to make full apportionments extra town appropriations amounting to \$102,621.60 were not expended. These two amounts, the additional appropriations by the cities and towns and the state aid which could not be apportioned, amounted to \$245,149.57. In other words, the improved road program for 1921 was curtailed just that amount.

In the spring of 1922 applications calling for \$852,019.85 were filed with the Highway Commission by the various cities and towns. To meet this the state's appropriation, however, was only \$500,000. This condition was the subject of long consideration and extended discussion by the Commission. Finally a ruling was sought from the Attorney General's office as to just how the Commission should proceed in apportioning the state aid funds available. After receipt of the Attorney General's advice the Commission proceeded to make apportionment in accordance therewith and in announcing the same to the towns sent out the following statement:

“To Municipal Officers:

We hand you herewith apportionment of state aid for the year 1922. You will note that the amount is 62.8 per cent of the full apportionment of one year's state aid. Undoubtedly you will be surprised and disappointed at not receiving full apportionment and we desire to state as briefly as we can our reason for arriving at this percentage.

“Since the present state aid law was enacted in 1913, carrying an appropriation of \$300,000 per annum for state aid, there have been additional funds provided for the payment of state aid but once; that was in 1917 when the mill tax fund for highways was created. Two hundred thousand dollars of this fund was added to the appropriation for state aid. Since that time the appropriation for state aid has stood at \$500,000 per year, with the exception of 1921 when we had an additional \$150,000 provided by the legislature to cover the six-month period January 1, 1921, to July 1, 1921, incident to the change in the fiscal periods.

“Notwithstanding the fact that state aid appropriations have never been sufficient to meet the requirements of state aid in full, the legislature of 1917 passed what has been called the Three Town Act (Chapter 154 P. L. 1917) and provided that the state should meet applications under this law from the appropriation for state aid.

“The legislature of 1919 amended this law so that its provisions should apply to any single town which had previously been in a group of three or more towns but made no provision for additional funds with which to meet applications for state aid.

“In view of the fact that ever since 1913 appropriations have been insufficient to meet

the requirements of towns for state aid, the State Highway Commission in 1920 filed estimates with the Budget Committee asking for \$850,000 for the fiscal period beginning January 1, 1921, and ending June 30, 1922, and \$750,000 for the fiscal period beginning July 1, 1922, and ending June 30, 1923. The appropriations granted for these two periods were respectively \$650,000 and \$500,000. The legislature provided by resolve, however, for amending the constitution so that highway loan funds might be used for the payment of state aid. This question was referred to the people in September, 1921, and defeated, so we are left with an appropriation of \$500,000 for the next fiscal period beginning July 1.

“Applications for state aid this year call for the following amounts:

To Town of Winthrop, ordered by Chapter 157, Resolves of 1921.....	\$ 9,478.27
Under Chapter 154, P. L. 1917, Three Town Act.....	143,767.48
Under Chapter 157, P. L. 1919, Amendment to Three Town Act	102,170.74
Under Section 20, State Highway Law, straight State aid.....	389,211.68
Under Section 21 (Five Times Provision) towns which have had no additional apportionments in previous years.....	32,241.54
Under Section 21 of State Highway Law (Five Times Provision) towns which have had additional apportionments under this section in previous years.....	175,150.14
	<hr/>
Making the total amount of State aid applied for.....	\$852,019.85

"Bearing in mind that the appropriation available for meeting the above apportionment is only \$500,000, it is obvious that without further funds available some scaling down of apportionments must be made.

"This matter has had long and careful consideration by this Commission. The matter has also been the subject of conferences with the legal department of the state. As a result the Commission was furnished with an opinion as follows:

'State Highway Commission,
Augusta, Maine.

Gentlemen:

In answer to your request for the opinion of this department as to the proper and lawful application of the state aid money, I beg to advise that in my opinion no apportionment can be made under Section 21, unless there is a surplus after the appropriations provided for by Section 20.

'2. There should first be deducted from the funds available the amount provided for by resolve in favor of the town of Winthrop.

'3. Chapter 154 of the Public Laws of 1917 (The Three Town Act), being a later law than Chapter 25 of the Revised Statutes and containing provisions inconsistent with the earlier statute and being mandatory as to the provision that the commission *shall* set apart etc. certain funds, supercedes and takes precedence over said statute and funds must be apportioned under that Act regardless as to whether there are enough at the disposal of the Commission to provide for all sums called for under the general statute.

'4. Any funds remaining after the above distributions should be apportioned under the provisions of the general statute.

Yours very truly,

(Signed) WM. H. FISHER,

Deputy Attorney General.'

“In accordance with the above opinion, the Commission has apportioned state aid in strict conformity thereto. This allows us to make apportionments to the town of Winthrop as per direction of the legislature, to all towns applying under the three town act, and 62.8 per cent of the amount applied for by towns making application for one year’s state aid. No apportionment is made to any town applying under the provisions of Section 21, the five times clause, so-called.

“At a recent meeting of the Governor and Council this matter was presented in full and a request made for additional funds from the state contingent fund. This request was not granted.

“We shall appreciate it if you will give this matter as wide publicity as possible in order that the citizens of the state may understand exactly why state aid work must be curtailed during the present season.

Yours very truly,

WILLIAM M. AYER, Chr.,
FRANK A. PEABODY,
LYMAN H. NELSON,

State Highway Commission.

As a consequence, state aid road construction for the year 1922 was curtailed to the amount of \$596,022.31.

In view of the Attorney General’s opinion, contained in the above statement, which was furnished to every board of selectmen in the state, it appears to this Commission that the tendency in the future will be for a constantly increasing number of towns to cooperate in groups under the provisions of Chapter 154 of the Public Laws of 1917, commonly known as the three town act. It has been ruled that that law takes precedence over all other statutes granting state aid for roads. Under the provisions of this act in 1922, thirty-nine towns received \$245,938.22—nearly one-half of the whole appropriation.

Consequently, it is conceivable that eighty towns might absorb the whole appropriation, leaving all the other towns without any state aid. If the state is to keep faith with the towns there will be needed a very much larger appropriation for state aid road work than has been made in the past.

Although the Highway Commission has been organized since July, 1913, there seems to be a lack of information in the minds of the public as to just how the Commission functions. Accordingly, we believe it is fair to inform the citizens of the state on this matter at this time.

The Commission holds meetings from time to time at its offices at Augusta and occasionally at other places in the state. At these meetings all questions of policy are discussed and settled by the Commission. All questions of location of state highways, state aid highways and third class roads are passed upon by the Commission. Locations for state highway work are selected by the Commission and all locations for state aid work as recommended by the municipal officers in the various towns are passed upon by the Commission. A typewritten record of the Commission's doings is kept and this record discloses that during 1921, twenty-seven meetings were held, that there were taken up by the Commission and disposed of by vote eight hundred and forty-three topics, all of which appears in the typewritten record covering three hundred and sixty-six pages. From January 1, 1922, to June 30, 1922, inclusive, there were held twenty-one meetings, seven hundred and fifty-five topics were discussed and passed upon and the record of these meetings takes up two hundred and eighty-two pages of typewritten matter.

In addition to the regular meetings the Commission holds hearings on petitions from municipal officers for state and county aid in the reconstruction of bridges, usually at the site of the bridge. Thirty-six of these hearings were held in 1921 and forty-two hearings from January 1, 1922, to June 30, 1922.

The Commission covers substantially the whole state highway system by automobile every year and some

parts of the system are covered many times. In this way the Commission is in full personal touch with the condition of the whole state highway system and with the needs of the system as regards construction and maintenance. Early in the fall it is the custom of the Commission to make up a list of construction jobs for the succeeding year. When the list has been made up it is turned over to the engineering division to make surveys and to prepare plans, specifications and estimates. The Commission passes on the type of construction to be employed.

It often happens that the Commission lists more projects for construction than available funds will take care of. In this event recourse is had to the traffic census which has been taken for the past several years. Of two projects which appear to be equally in need of reconstruction, the one is selected which the traffic census figures show carries the heavier traffic and consequently is of more importance to the travelling public. This appears to the Commission to be the only fair means of determining which sections shall receive earliest attention.

The traffic census was first inaugurated in 1916 at about twelve stations on the state highway system. It has been carried along each year since and several stations have been added each year. At the present time traffic is counted at about fifty places. This count is made during the last week of August or the first week of September, from seven A.M. to seven P.M. during seven successive days. The traffic count is divided into traffic going north or south and east or west. It is divided into horse-drawn and motor vehicle traffic, with several sub-divisions of each class of traffic. Herewith is a table showing the average weekly traffic for the period counted during each of several years and the relative percentages of horse-drawn and motor vehicle traffic:

TRAFFIC CENSUS

Number and Per cent of Horse Drawn and Motor Vehicles in Weekly Average

HORSE DRAWN VEHICLES

MOTOR VEHICLES

Location	1916		1917		1918		1919		1920		1921		1922		1916		1917		1918		1919		1920		1921		1922							
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%						
"A" Wells	497	6													7,855	94																		
"A" York					102	1	511	3	203	1	133	0.7																						
"A" Scarborough	258	3	240	2	204	2	623	4	77	0.4	84	0.4	63	0.2	7,790	97	9,374	98	10,888	98	16,121	96	20,615	99.6	22,722	99.6	26,012	99.8						
"B" Raymond			285	10	195	8	224	7	245	7	196	5	147	3			2,472	90	2,389	92	3,052	93	3,423	93	3,402	95	4,620	97						
"C" Falmouth			527	7	419	5	735	7	252	2	273	2	567	3			7,040	93	7,560	95	9,471	93	13,272	98	17,948	98	17,563	97						
"D" Wiscasset	159	11	156	12	74	3	161	6	105	3	91	2	77	2	1,232	89	1,099	88	2,384	97	2,583	94	3,059	97	3,633	98	3,962	98						
"E" Greene	136	9	125	5	148	7	182	6	112	4	63	1	63	1	1,434	91	2,295	95	2,062	93	2,730	94	2,583	96	4,466	99	5,369	99						
"F" Strong	133	13	57	4	92	9	196	11	273	10	119	4	49	2	912	87	1,284	96	890	91	1,554	89	2,492	90	2,562	96	2,205	98						
"F" Jay							287	22	224	16	273	17	196	12							994	78	1,134	84	1,358	83	1,379	88						
"I" Burnham			519	35	374	36			182	6			91	2			956	65			2,996	84	2,996	84	4,578	98	4,578	98						
"I" Etna							413	13	231	6	315	7	77	1							2,744	87	3,451	94	4,536	93	5,838	99						
"J" Guilford							315	13	329	13	252	8	168	6							2,044	87	2,296	87	2,926	92	2,842	94						
"K" Macwahoc							203	17	224	14	196	10	140	7							1,008	83	1,421	86	1,750	90	1,939	93						
"K" Lincoln							1393	26	1092	19	1253	16	917	12							4,018	74	5,040	81	6,559	84	6,482	88						
"L" Hampden			499	14	453	13	574	12	378	8	511	10	1113	18			2,969	86	3,149	87	4,109	88	4,459	92	4,410	90	5,243	82						
"L" Searsport	243	16	235	13	154	7	231	10	147	6			140	4	1,272	84	1,638	87	1,998	93	2,394	90	2,527	94	3,696	97	4,046	97						
"L" Trenton	248	15	212	11	155	10	252	9	105	4	112	3	119	3	1,436	85	1,673	89	1,382	90	2,674	91	2,625	96	3,696	97	4,046	97						
"N" Columbia Falls							350	23	413	20	434	18	315	13							1,183	77	1,603	80	1,939	82	2,114	87						
"P" Washington							112	17	273	25	315	24	259	20									546	83	840	75	1,022	76	1,022	80				
"Q" Richmond													56	1														4,977	99					
"Q" Farmingdale			728	25	644	22	546	12	511	8	595	6					2,163	75	2,287	78	3,682	88	5,740	92	8,946	94	1,288	81						
"R" Waldo							259	32	224	22	336	25																1,288	81					
"R" Liberty							245	34	252	26	189	18																889	82	959	87			
"S" Poland			270	12	199	8	168	5	133	4	238	7					1,929	88	2,348	92	2,779	95	2,968	96	3,255	93	5,481	97						

The traffic census not only shows which roads are of most importance to the public but the information also is an indication as to the type of surface which must be provided at the locations under consideration.

The work of the Commission has been greatly increased since its organization in 1913. At that time the only questions before the Commission were the location, construction and maintenance of state and state aid highways. There has been placed under the supervision of the Commission since 1915, the state and county bridge aid act; the three town state aid road act and amendments; the third class highway act; and the administration of the motor vehicle law, including the regulation of motor vehicle and other highway traffic. This has meant a considerable increase in personnel and has resulted in a very congested office condition. The Commission is occupying the same quarters as in 1913. The Commission has never been provided with a board room where hearings could be held and even for an opening of bids on highway or bridge work it is necessary to seek temporary quarters to secure proper accommodations. The Commission should be provided with a suitable room where hearings attended by a dozen or twenty persons could be held and each commissioner could have a desk for his personal use. Furthermore, suitable accommodations have never been provided for the Commission's draftsmen. During the winter of 1920 and 1921 a building in the business section of the city of Augusta was rented and fixed up for temporary drafting quarters. During the winter of 1921 and 1922 committee rooms, cloak rooms, and all other available space about the State House was used for housing draftsmen.

The Commission urgently recommend that some steps be taken to provide suitable quarters for their accommodation.

The question of the reconstruction of bridges under the state and county bridge aid act demands a considerable amount of the Commission's time. The number of petitions for bridge assistance and the number of

bridges which will actually be put under construction in any year is problematical. For many years, due to the agitation for state aid for bridges, many cities and towns allowed their bridge structures to go with a minimum amount of maintenance, anticipating that the state might at any time assume entire control of the construction and maintenance of bridges and thereby relieve the municipality of those burdens. As a result, many bridges are approaching the danger point and it is not uncommon to receive reports of bridges which have failed under a load within the limit prescribed by statute. Again, most of the bridges were built to carry loads of from three to six tons, while the present maximum load allowed on highways is nine tons.

The policy of the Commission with respect to the reconstruction of bridges has been to make permanent structures so far as possible. The maintenance of bridges built under the state and county bridge aid act remains with the municipality and the policy of the Commission, as just outlined, if carried to its logical conclusion will mean a constantly increasing investment in bridge structures with a consequent reduction in annual maintenance charges.

There remain of state highway and bridge bonds unissued \$2,485,000. The Commission will ask the legislature to authorize the issue of these bonds for purposes of state highway and bridge construction during the next two fiscal periods, or to June 30, 1925. It is apparent, therefore, that the question of further financing of state highway and bridge work should be taken up by the legislature which meets in 1923. If the legislature decides to ask the voters of the state for a further bond issue, a resolution for amending the constitution to this effect can be passed and submitted to the voters at such time as the legislature may determine. If the bond issue should fail to carry, the legislature which meets in January, 1925, can then address its attention to the question of further financing, which would have to be either by direct tax or an increased registration fee upon motor vehicles.

Should a further bond issue be authorized, the legislature which meets in 1925 can pass any necessary legislation for the issue of such bonds and the construction program of the Commission would proceed without interruption. If, on the other hand, the bond issue should not be voted by the people, the legislature of 1925 could undoubtedly arrange some form of financing which would provide funds for the fiscal period beginning July 1, 1925. The Commission recommends that this matter of financing be taken up with the legislature which meets in 1923.

Respectfully submitted,

W. M. AYER, Chairman;
FRANK A. PEABODY,
LYMAN H. NELSON,

State Highway Commission.

MAINE STATE HIGHWAY COMMISSION

Financial Statements, 1920

MAINTENANCE AND ADMINISTRATION

CREDITS

Permit to open Highways.....	\$ 379 16
Tarvia sold.....	3,432 39
Gravel sold.....	25 00
Gas sold.....	47 25
Towns paid for extra work.....	378 00
Town overpaid.....	10
Patrol maintenance for 1918.....	75 20
Patrol maintenance for 1919.....	305 08
Patrol maintenance for 1920.....	2,443 13
Patrol maintenance for 1921.....	228,792 67
Patrol maintenance for 1921 (not deposited).....	5,961 84
Patrol maintenance for 1921 (overpaid).....	1,001 84
Net Auto Fees to July 1, 1921.....	539,145 75
Net Autos Fee July 1-Dec. 31, 1921.....	34,171 58
Balance overdrawn Jan. 1, 1922.....	226,943 26
Available Funds.....	<u>\$1,043,102 25</u>

EXPENDITURES

Administration

Salaries of Commissioners.....	\$ 2,940 79
Salary of Chief Engineer.....	6,009 37
Salaries of Assistants.....	16,568 97
Salaries of Clerks and Stenographers.....	12,198 07
Expenses of Commissioners.....	1,857 84
Expenses of Chief Engineer.....	793 76
Expenses of Assistants.....	4,139 31
Office Furnishings.....	1,106 30
Office Stationery and Supplies.....	911 78
Telephone and Telegraph.....	2,106 13
Printing and Binding Annual Report.....	519 73
General Printing.....	3,254 52
Drafting Room Supplies.....	3,138 46
Incidental Expense.....	184 49
Postage.....	1,721 00
Commission Auto.....	2 55
Salaries of Engineers.....	3,075 88
Expenses and Wages of Supervisors.....	1,397 16
Erecting Signs.....	4 78
State Map.....	142 93
Bureau of Public Roads.....	72 00
	<u>\$62,145 82</u>

MAINTENANCE

*Auto Bureau (Secretary of State).....	\$49,467 26	
*Auto Bureau (Auto Inspectors to July 9, 1921).....	10,885 48	
Auto Motor Vehicle Department July 9-Dec. 31, 1921..		60,352 74
		<u>53,892 40</u>

*This expense not under the supervision of the State Highway Commission.

ROAD MAINTENANCE

Section 17.....	\$ 4,189 76	
State Aid Highway Improved.....	214,708 22	
State Aid Highway Unimproved.....	161,315 03	
State Highway Improved.....	422,330 32	
State Highway Unimproved.....	57,204 28	
		859,747 61
Refund of overpayment by towns in 1921.....		1,001 84
Town Funds not yet deposited but expended under the direction of Department.....		5,961 84
		<u>\$1,043,102 25</u>

NOTE.—Funds expended for Road Maintenance
in 1921 as follows:

State Funds.....	\$630,954 94	
Town Funds.....	228,792 67	
		\$859,747 61

Amount of towns' patrol requisitioned but un- paid Dec. 31, 1921.....		\$5,961 84
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HIGHWAY LOAN FUND

CREDITS

Balance Jan. 1, 1921.....		\$ 609,580 97
Receipts from sale of Bonds.....		1,316,805 58
Federal Aid		
"B" Westbrook.....	\$64,023 70	
"E" Falmouth.....	73,375 11	
"E" Cumberland.....	36,744 82	
"F" Livermore.....	3,398 65	
"F" Farmington.....	25,610 16	
"F" Turner.....	3,869 53	
"F" Wilton.....	28,310 35	
"H" Skowhegan.....	48,004 60	
"H" Vassalboro.....	70,905 15	
"J" Newport.....	70,868 75	
"J" Dexter.....	19,335 34	
"J" Corinna.....	19,709 45	
"K" Bangor.....	16,300 00	
"K" Enfield.....	40,579 60	
"K" Veazie.....	11,790 34	
"K" Sherman.....	26,583 54	
"K" Crystal.....	17,480 83	
"K" Island Falls.....	2,650 98	
"K" Silver Ridge.....	12,190 00	
"K" Dyer Brook.....	17,714 00	
"K" Houlton.....	34,435 66	
"K" Monticello.....	13,312 57	
"L" Stockton.....	19,963 50	
"N" Perry.....	42,127 63	
"N" Calais.....	38,321 19	
"O" Richmond.....	30,431 43	
"S" Oxford.....	40,857 22	
"S" Norway.....	712 17	
"Z" Lisbon.....	22,584 85	
		\$852,192 12
City of Brewer, Appropriation.....		2,000 00
Town of Woodstock, share of cost of drainage.....		299 44
Maine Central Railroad Co., share of cost for alteration of crossing in Dedham.....		168 45
Balance of Motor Transport and Equipment Division.....		39,786 72
Balance of Loan Fund Account, overdrawn.....		64,036 08
		<u>\$2,884,869 36</u>

EXPENDITURES

Labor and Material.....	\$2,712,567 33
Engineering and Inspection.....	61,789 26
Advertising.....	502 71
General Expense and Right of Way.....	4,479 88
Surveys.....	8,383 20
Plans and Computations.....	10,637 58
Transferred to Improvement State Roads J. F.	
"S" Norway.....	\$ 744 94
"S" Paris.....	19,553 83
"S" Woodstock.....	1,318 00
"H" Winslow.....	615 87
	<u>22,232 64</u>
Garage.....	59,906 29
Garage Machinery.....	3,318 81
Expense of Issuing Bonds.....	1,051 66
	<u>\$2,884,869 36</u>

MOTOR TRANSPORT AND EQUIPMENT

Jan. 1—Dec. 31, 1921

EXPENDITURES

Audited vouchers	\$180,478 41
Balance to Highway Loan	39,786 72
	<u>\$220,265 13</u>
CREDITS	
Receipts from rentals, etc.....	\$220,265 13

IMPROVEMENT STATE ROADS J. F.

CREDITS

Unexpended balance Jan. 1, 1921	\$161,989 61
Appropriation 1921	650,000 00
Cities and towns money credited	405,709 11
Cities and towns money in excess of Joint Fund but expended under the direction of the Dept.....	47,119 91
Transferred from Highway Loan Fund	22,232 64
Transferred from Equalization Fund	880 66
Transferred from Special Resolves	467 00
Transferred from Third Class Highway Fund	546 99
Transferred from Bridge Loan Fund	215 06

\$1,289,160 98

EXPENDITURES

Labor and Material	\$1,161,718 25
Engineering	3,056 32
Inspection	17,394 85
Balance to 1922	106,991 55

\$1,289,160 98

BRIDGE LOAN FUNDS

CREDITS

Balance Jan. 1, 1921	\$321,897 39
Receipts from sale of Bonds	400,766 92
Treasurer's advices:	
County	122,553 56
Cities and towns	93,774 58
Transferred:	
Strong Special Resolve	6,000 00
New Portland Special Resolve	2,598 90
New Limerick Improvement State Roads J. F.	1,098 00
Cyr Plantation Improvement State Roads J. F.	683 50
Bingham Improvement State Roads J. F.	463 50
New Portland Improvement State Roads J. F.	2,161 10
Stoneham Improvement State Roads J. F.	1,223 96
Yarmouth Highway Loan Fund	8,387 30

\$961,608 71

EXPENDITURES

Labor and Material	\$508,459 34
Engineering and Advertising	30,060 37
Refunds to Counties; Cities and Towns	7,470 19
Expense of Issuing Bridge Bonds	320 07
Transfer to Madawaska-Edmundston Bridge	150,000 00
Balance to 1922	265,298 74

\$961,608 71

THIRD CLASS HIGHWAY FUND

CREDITS	
Appropriation	\$212,467 81
Transferred from Equalization Fund	6,191 73
Cities and towns money not deposited but expended under direction of Department	5,179 25
	\$223,838 79
EXPENDITURES	
Labor and Material	\$167,087 90
Inspection	2,417 42
Third Class money expended with Improvement State Roads J. F. Labor and Material	\$46,226 07
Inspection	106 58
	46,332 65
Transferred to Newport, Highway Loan Fund	646 80
Transferred to Cutler, Improvement State Roads J. F.	500 19
Balance to Equalization Fund	6,853 83
	\$223,838 79

SPECIAL RESOLVES

CREDITS	
Balance 1919 Resolves Jan. 1, 1921	\$ 17,397 13
Resolves 1921, Chapter 168	105,850 00
Resolves 1921, Chapter 67	100 00
Resolves 1921, Chapter 163	15,000 00
Resolves 1921, Chapter 172	35,000 00
Resolves 1921, Chapter 157	347 42
Council Order, No. 508 Wiscasset Bridge	10,000 00
Council Order, No. 542 Gardiner-Randolph Bridge	2,500 00
Council Order, No. 742 Medway	1,000 00
Council Order, No. 588 Enfield	5,000 00
Council Order, No. 593 Twp. 31 Chain Lake Bridge	300 00
Council Order, No. 593 Twp. 31 Old Stream Bridge	200 00
Council Order, No. 570 Merrymeeting Bay Ferry	150 00
Transferred from Bridge Loan Fund to Madawaska-Edmundston Bridge	150,000 00
Towns money not deposited but expended under the direction of the Department	8,046 63
Funds advanced from Contingent Fund for 1922 Resolves	31,500 00
Town money deposited	15,050 00
Insurance Company's payment to State for Chapter 157	347 42
	\$397,788 60
EXPENDITURES	
Labor and Material Chapter 168, 1921 Roads	\$74,778 95
Labor and Material Chapter 168, 1921 Bridges	5,173 79
Labor and Material Chapter 163	2,762 78
Labor and Material Chapter 172	692 11
Labor and Material Chapter 127-170-171-1919 Roads	11,196 58
Labor and Material Chapter 127-170-171, 1919 Bridges	55,323 82
Labor and Material (1922 Resolves) Contingent Fund	13,645 24
Labor and Material (Miscellaneous) Contingent Fund	150 00
Engineering Chapter 168, 1921 Roads	993 92
Engineering Chapter 168, 1921 Bridges	89 22
Engineering Chapter 163	454 16
Engineering Chapter 172	274 69
Engineering Chapter 127-170-171, 1919 Roads	58 81
Engineering Chapter 127-170-171, 1919 Bridges	2,109 29
Engineering (1922 Resolves) Contingent Fund	86 19
Engineering (Miscellaneous) Contingent Fund	10 00
Claim, Roswell S. Cushing, Chapter 157	347 42
Claim, Bert Allard, Chapter 67	100 00
Funds expended with Improvement State Roads J. F.	15,636 13
Direct payment to Town of Washburn	2,000 00
Transferred to New Portland Bridge Account	6,000 00
Balance to 1922	205,905 50
	\$397,788 60

BATH STATE FERRY

Jan. 1—Dec. 31, 1921

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	57,175	318,649	261,474	.05	13,073.70
Passenger Ticket 12 Trips	562	1,809	1,247	.60	748.20
One Horse Team, Hack or Passenger Team, Motor Cycle, Side Car, Yoke Oxen, Hay Team, One Horse	2,913	11,011	8,098	.25	2,024.50
Two Horse Team	558	1,745	1,187	.35	415.45
Automobile or Light Truck	11,306	70,747	59,441	.50	29,720.50
Auto Truck, Heavy	203	998	793	.75	594.75
Oil Truck	40	104	64	.60	38.40
Motor Cycle, Oxen, Horses or Cow	133	829	696	.15	104.40
Automobile or Light Truck	1	6	5	15.00	75.00
30 Round Trip	1	7	6	12.00	72.00
20 Round Trip	(3	(20	(17	(7.00	
10 Round Trip	(201	(664	(463	(5.00	2,434.00
Auto Trucks, Heavy	1	1		22.50	
30 Round Trip	1	1		18.00	
20 Round Trip	(1	(2	(1		
10 Round Trip	(51	(63	(12	10.50	136.50
Single Horse Team	6	25	19	7.50	142.50
30 Round Trip	2	16	14	6.00	84.00
20 Round Trip	(13	(49	(36		
10 Round Trip	(201	(410	(209	3.50	857.50
Two Horse Team	1	4	3	10.50	31.50
30 Round Trip	1	1		8.00	
20 Round Trip	(4	(30	(26		
10 Round Trip	(201	(254	(53	4.50	355.50
School Tickets	32	251	319	.25	79.75
Special Trip Fare, Sun. P.M.	489	2,394	1,905	.10	190.50
Special Trips					38.00
Miscellaneous					16.50
					\$51,233.20

(OLD RATES) Jan 1—Oct. 1920

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Fare	225,244	370,681	145,437	.05	7,271.85
1 Horse Team, Round Trip	15,332	17,787	2,455	.25	613.75
2 Horse Team (Round Trip)	4,371	4,937	566	.35	198.10
One Horse Team, Hay (Round Tr)	1,334	1,509	173	.35	61.25
2 Horse Team, Hay (Round Trip)	1,025	1,101	76	.50	38.00
Hack	158	167	9	.35	3.15
Oil Team	369	435	66	.60	39.60
Auto, Including Driver	97,585	133,929	36,344	.50	18,172.00
Oxen and Driver	140	141	1	.35	.35
Extra Yoke Oxen	251	260	9	.15	1.35
Team Tickets (5 Round Trips)	2,838	3,415	577	1.00	577.00
Foot Tickets (6 Single Trips)	18,397	23,713	5,316	.25	1,329.00
Auto Tickets (5 Round Trips)	2,397	2,972	657	2.00	1,314.00
Workmen's Tickets	17,736	22,155	4,419	.36	1,590.84
High School (per Term)	175	177	2	2.50	5.00
Special Trips	4,201	6,450	2,249	.10	224.90
Miscellaneous					55.70
Freight . . . . .					.65
Oil Barrels					6.00
					\$31,502.49

DAILY REPORTS OF TICKET SALES

Oct. 1—Dec. 31, 1920.

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger	1	57,175	57,174	.05	2,858.70
Passenger Tickets 12 Trips	1	562	561	.60	336.60
One Horse Team	1	2,913	2,912	.25	728.00
Two Horse Team	1	558	557	.35	194.95
Automobile	1	11,306	11,305	.50	5,652.50
Auto Truck	1	205	204	.75	153.00
Oil Truck	1	40	39	.60	23.40
Cow	1	133	132	.15	19.80
Automobile, 10 Trips	1	3	2	7.00	14.00
Single Horse Team, 30 Trips	1	6	5	7.50	37.50
Single Horse Team, 20 Trips	1	2	1	6.00	6.00
Single Horse Team, 10 Trips	1	13	12	3.50	42.00
Two Horse Team	1	4	3	4.50	13.50
School Tickets	1	32	31	.25	7.75
Special Trip, Sunday P.M.	1	489	488	.10	48.80
Special Trip	1				9.00
					\$10,145.50

	Expenses Paid 1921	1921 Expenses Payable 1922	Total Operating Expenses 1921	Total Operating Expenses 1920
Wages				
Crew Hockomock	10,743.98	480.50	11,224.48	11,550.67
Crew Gov. King	11,517.18		11,517.18	9,238.98
Coal	20,185.12		20,185.12	17,352.79
Water	465.74		465.74	673.68
Light	278.19	13.32	291.51	427.07
Insurance	591.00		591.00	4,260.65
Oil	353.43	75.48	428.91	585.65
Repairs-Gov. King				
Machinery—Labor	334.21	41.23	375.44	616.75
Material	345.34	35.77	381.11	591.92
Hull—Labor	1,181.21		1,181.21	6.50
Material	364.21		364.21	732.58
Hockomock				
Machinery—Labor	693.46	2.25	695.71	744.20
Material	144.94	8.49	153.43	348.54
Hull—Labor	1,420.59		1,420.59	1,675.96
Material	795.17		795.17	1,671.06
Ferry Slips				
Labor	748.08		748.08	82.00
Material	1,567.79		1,567.79	719.99
General Expense	1,539.92	17.74	1,557.66	2,119.20
	\$53,269.56	674.78	\$53,944.34	\$53,398.19

There were on hand and paid for at the end of the year 1921, 100 tons of coal estimated to supply the Ferry for about 40 days. At the end of the year 1920 there was not any coal on hand.

1921 RECAPITULATION

Appropriation.	Adminis- tration.	Engineer- ing.	Inspec- tion.	Adver- tising.	General expense and right of way.	Labor and material.	Miscel.	Auto Reg. and Enfor- ment of Auto Laws.	Total expend- iture under supervision of department
Administration	\$62,145 82								\$62,145 82
Maintenance, Sec. 17						\$ 4,189 76			4,189 76
Maintenance State Aid Highway			\$20,323 99			355,699 26			376,023 25
Maintenance State Highway			17,654 37			461,880 23			479,534 60
State Highway Const. (Loan)		\$80,810 04		\$502 71	\$4,479 88	2,713,312 27			2,799,104 60
Expense of Issuing Bonds							\$1,051 66		1,051 66
Motor Transport & Equip.						180,478 41			180,478 41
State Aid Construction		3,056 33	17,394 85			1,162,040 87			1,182,492 05
Bridge Loan Construction		29,689 62		370 75		508,459 34			538,519 71
Expense of Issuing Bridge Bonds							320 07		320 07
Third Class Highways		2,417 42	106 58			213,313 97			215,837 97
Special Appropriations		4,076 28				179,359 40			183,435 68
Bath State Ferry						53,269 56			53,269 56
Garage and Garage Machinery						63,225 10			63,225 10
Motor Vehicle Dept.								\$53,892 40	53,892 40
*Auto Bureau (Sec. State)								49,467 26	49,467 26
*Auto Bureau (Auto Inspect. to July 9, 1921)								10,885 48	10,885 48
Arrowsic Bridge						1,000 00			1,000 00
St. Leonards-Van Buren Bridge		40 00				188 43			228 43
	\$62,145 82	\$120,089 69	\$55,479 79	\$873 46	\$4,479 88	\$5,896,416 60	\$1,371 73	\$114,245 14	\$6,255,102 11

*Not under supervision of Highway Commission.
Supervision Charges

Administration	\$62,145 82
Engineering	120,089 69
Inspection	55,479 79
Advertising	873 46
General Exp. and Right of Way	4,479 88
	\$243,068 64

Supervision charges .0412 of net Construction.
Supervision charges .0389 of gross Expenditure.

<i>Labor and Material</i>	
Maintenance	\$821,769 25
State Highway Construction	2,713,312 27
Motor Transport and Equipment	180,478 41
State Aid Construction	1,162,040 87
Bridge Loan Construction	508,459 34
Third Class Highways	213,313 97
Special Appropriations	179,359 40
Bath State Ferry	53,269 56
Garage and Garage Machinery	63,225 10
Miscellaneous	1,188 43
	\$5,896,416 60

MAINE STATE HIGHWAY COMMISSION

Financial Statement

January 1—June 30, 1922

MAINTENANCE AND ADMINISTRATION

CREDITS

Permit to open highways.....	\$ 1,603 66	
Tarvia sold.....	1,697 83	
Brunswick paid charge of Camp No. 3 to Special Resolve.....	200 23	
Towns paid additional 50—50 for 1921.....	100 00	
Patrol Maintenance 1921 deposited.....	4,005 12	
Patrol Maintenance 1921 not-deposited.....	1,956 72	
Bureau of Public Roads.....	72 00	
Testing Charges.....	65 00	
Balance Auto Fees transferred.....	963,842 65	\$973,543 21

EXPENDITURES

Administration

Salaries of Commissioners.....	\$ 1,500 00	
Salary of Chief Engineer.....	3,000 00	
Salaries of Assistants.....	9 007 76	
Salaries of Clerks.....	6,947 82	
Salaries of Engineers.....	1,567 67	
Expenses of Commissioners.....	1,043 11	
Expenses of Chief Engineer.....	427 90	
Expenses of Assistants.....	617 23	
Office Furnishings.....	325 09	
Office Stationery and Supplies.....	1,409 17	
Telephone and Telegraph.....	554 07	
General Printing.....	2,669 88	
Drafting Room Supplies.....	1,082 87	
Incidental Expenses.....	283 70	
Postage.....	956 98	
Commissioner's auto.....	952 50	
Expenses and Wages of Supervisors.....	816 10	
Highway color bands.....	53 00	
Testing Laboratory.....	364 84	\$33,579 69

MOTOR VEHICLE DEPARTMENT

Salary of Chief of Division.....	\$ 1,500 06	
Salaries of Clerks.....	770 00	
Salaries of Inspectors.....	10,009 76	
Salaries of Police Patrolmen.....	4,988 09	
Expenses of Chief of Division.....	97 43	
Expenses of Inspectors.....	4,459 91	
Expenses of Police Patrolmen.....	1,257 06	
Postage.....	225 10	
Office Furnishings.....	38 00	
Office Stationery.....	47 39	
Advertising.....	251 33	
Legal Expense.....	18 60	
Printing Account.....	419 04	
Telephone and Telegraph.....	76 21	
Cost of Equipment.....	1,934 72	
Repairs on Equipment.....	531 49	
Supplies for Equipment.....	367 03	
Miscellaneous.....	10 00	\$27,001 22

MAINTENANCE	
Overdraft January 1, 1922.....	\$226,943 26
*Auto Bureau (Secretary of State's Office).....	52,191 59
General Tar Account.....	37,883 78
Portable Camps.....	4,212 23
Tent Account.....	390 79
Guard Rails.....	109 24
Road Signs.....	34 38
	\$321,765 27
State Aid Highway Improved.....	\$40,593 34
State Aid Highway Unimproved.....	37,620 00
State Highway Improved.....	103,779 85
State Highway Unimproved.....	10,339 12
	\$192,332 31
Town funds not deposited but expended under supervision of department (1921).....	1,956 72
Total expenditure for maintenance and administra- tion.....	576,635 21
Balance June 30, 1922.....	396,908 00
	\$973,543 21

*This account not under supervision of State Highway Commission.

HIGHWAY LOAN FUND

CREDITS	
Federal Aid:	
"B" Windham.....	\$84,125 28
"E" Falmouth.....	28,279 63
"E" Cumberland.....	12,466 60
"E" Gray.....	85,597 25
"F" Turner.....	4,671 39
"F" Livermore.....	5,877 20
"G" Belgrade.....	20,552 95
"G" Oakland.....	45,370 76
"H" Vassalboro.....	23,125 09
"H" Winslow.....	2,283 92
"H" Skowhegan.....	24,688 00
"J" Corinna.....	40,038 81
"J" Dexter.....	16,497 65
"K" Enfield.....	15,959 76
"K" Littleton.....	25,729 57
"K" Monticello.....	3,694 01
"K" Island Falls.....	9,375 00
"K" Dyer Brook.....	12,309 99
"L" Belfast.....	42,915 43
"L" Stockton.....	4,807 77
"N" Calais.....	22,521 13
"S" Oxford.....	39,042 78
"S" Norway.....	10,787 83
"Z" Lisbon.....	9,566 24
	\$590,284 04
Received from Towns on account of Detours.....	977 00
Received for cement credits, freight claims, etc.....	7,881 56
Transferred from State Aid.....	1,763 66
Balance overdrawn.....	20,350 25
	\$621,256 51

EXPENDITURES	
Balance overdrawn January 1, 1922.....	\$64,036 08
Surveys.....	2,738 08
Plans and Computations.....	9,643 27
Advertising.....	233 03
Engineering and Inspection.....	18,035 51
General Expense.....	29 00
Labor and Material.....	522,158 29
Garage and Garage Machinery.....	4,383 25
	\$621,256 51

This balance will not agree with the State Auditor's balance by \$26,762.93, as we have taken the balance on Motor Transport Jan. 1, 1922 (\$39,786.77) and transferred it to Highway Loan Account. Also the discount bills which were passed the last week in June 1922 on our books were paid in this month but will not be charged on the Auditor's books until July.

MOTOR TRANSPORT AND EQUIPMENT

CREDITS		
Receipts from Rentals, etc.....	\$62,977 23	
Balance overdrawn.....	48,838 86	
		\$111,816 09
EXPENDITURES		
Audited vouchers.....	\$109,934 08	
Adjustment on Motor Cycles, Motor Vehicle Department.....	1,882 01	
		\$111,816 09

This balance will not agree with State Auditor's balance as we have transferred (\$39,786.72) of this account to Highway Loan Funds. Also discount bills of \$206.59 paid on our books June 1922 will not be entered on their books until July.

IMPROVEMENT STATE ROADS J. F.

CREDITS		
Balance January 1, 1922.....	\$106,991 55	
Received from Counties.....	2,400 00	
Received from Towns and Cities.....	62,466 53	
Transferred from Eddington Bridge.....	50 00	
Transferred from Equalization Fund (Damariscotta).....	708 89	
Transferred from Contingent Fund (Gray).....	200 00	
		\$172,816 97
EXPENDITURES		
Engineering.....	\$ 933 82	
Labor and Material.....	70,747 88	
Balance June 30, 1922.....	101,135 27	
		\$172,816 97

BRIDGE LOAN FUND

CREDITS		
Balance January 1, 1922.....	\$265,298 74	
Treasurer's advices		
Received from Towns.....	93,511 37	
Received from County.....	50,680 09	
Received from Mt. Dessert Bridge District.....	12,441 52	
Federal Aid.....	186,660 48	
Transferred from Leeds Special Resolve.....	5,000 00	
		\$613,592 20
EXPENDITURES		
Engineering.....	\$17,498 14	
Advertising.....	144 68	
Labor, Material and Refunds.....	144,870 41	
Transferred to Madawaska-Edmundston Bridge.....	13,000 00	
Balance June 30, 1922.....	438,078 97	
		\$613,592 20

SPECIAL RESOLVES

CREDITS

Balance January 1, 1922.....	\$205,905 50
Transferred from Bridge Loan Fund to Madawaska-Edmundston Bridge.....	13,000 00
Transferred from Improvement State Roads J. F. to Brunswick.....	6 96
Town money received.....	2,152 17
1923 money advanced by Council Orders.....	7,250 00
	<u>\$228,314 63</u>

EXPENDITURES

Engineering (Madawaska-Edmundston Bridge).....	\$ 2,065 90
Labor and Material (Madawaska-Edmundston).....	101,649 10
Engineering 1921 Resolves.....	1,422 06
Labor and Material 1921 Resolves.....	66,995 08
Labor and Material Council Orders 1922.....	4,742 78
Balance.....	51,439 71
	<u>\$228,314 63</u>

BATH STATE FERRY

DAILY REPORT OF TICKET SALES

Jan. 1—June 30, 1921

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare.....	57,175	155,121	97,946	\$.05	\$4,897.30
Passenger Ticket (12 Trips).....	562	1,061	499	.60	299.40
One Horse Team.....	2,913	7,609	4,696	.25	1,174.00
Two Horse Team.....	558	1,278	720	.35	252.00
Automobile or Light Truck.....	11,306	27,645	16,339	.50	8,169.50
Auto Truck, Heavy.....	205	556	351	.75	263.25
Oil Truck.....	40	100	60	.60	36.00
Motor Cycle.....	133	414	281	.15	42.15
Automobile (30 Round Trip).....	1	6	5	15.00	75.00
Automobile (20 Round Trip).....	1	7	6	12.00	72.00
Automobile (10 Round Trip).....	3	20	17	7.00	119.00
Auto Truck (10 Round Trip).....	1	2	1	10.50	10.50
Single Horse Team (30 Round Trip).....	6	25	19	7.50	142.50
Single Horse Team (20 Round Trip).....	2	16	14	6.00	84.00
Single Horse Team (10 Round Trip).....	13	49	36	3.50	126.00
Two Horse Team (30 Round Trip).....	1	4	3	10.50	31.50
Two Horse Team (20 Round Trip).....	4	30	26	4.50	117.00
School Tickets.....	32	181	149	.25	37.25
Special Trip Fare-Sunday P.M.....	489	2,246	1,757	.10	175.70
Special Trips.....					20.00
Miscellaneous.....					1.55
					<u>\$16,145.60</u>

DAILY REPORT OF TICKET SALES

Jan. 1—June 30, 1922

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	318,649	398,612	79,963	\$.05	\$3,998. 15
Passenger Ticket (12 Trips).....	1,809	2,251	442	.60	265. 20
One Horse Team	11,011	13,577	2,566	.25	641. 50
Two Horse Team	1,745	2,202	457	.35	159. 95
Automobile or Light Truck	70,747	84,160	13,413	.50	6,706. 50
Auto Truck, Heavy	998	1,218	220	.75	165. 00
Oil Truck	104	156	52	.60	31. 20
Motor Cycle	829	1,000	171	.15	25. 65
Auto. or Lt. Truck (10 Round Trip)	664	988	324	7.00	1,620. 00
Auto. Tr'ks Heavy (10 Round Trip)	63	72	9	10.50	94. 50
Single Horse Team (10 Round Trip)	410	592	182	3.50	637. 00
Two Horse Team (10 Round Trip)	254	296	42	4.50	189. 00
School Tickets	351	504	153	.25	38. 25
Special Trip Fare-Sunday P.M.....	2,394	3,065	671	.10	67. 10
Spical Trips				5.00	26. 00
Miscellaneous					2. 00
					\$14,667. 00

OPERATING EXPENSES

	1921	1922
Wages—Crew of "Hockomock".....	\$ 7,590. 20	\$ 7,463. 92
Wages—Crew of "Governor King".....	1,604. 78	1,233. 25
Coal	12,816. 80	3,146. 60
Water	199. 96	268. 96
Light	93. 67	174. 40
Insurance	150. 00	295. 00
Oil	214. 07	215. 23
Repairs—"Governor King"		
Machinery—Labor	156. 28	57. 73
Material	172. 77	94. 31
Hull—Labor	1,181. 21	34. 56
Material	281. 22	
"Hockomock"—Machinery—Labor	208. 59	526. 50
Material	83. 13	172. 01
Hull—Labor	55. 10	
Material	17. 71	10. 60
Ferry Slips—Labor	380. 93	
Material	143. 32	
General Expense	823. 71	1,036. 63
Heater Charges		161. 91
	\$26,173. 45	\$14,891. 61

RECAPITULATION—January 1—June 30, 1922

Administration.	Adminis- tration.	Engineer- ing.	Inspec- tion.	Adver- tising.	General expense and right of way	Labor and material.	Auto Reg. & Enforce- ment of Auto Law.	Total expend- iture under supervision of department.
Administration	\$33,579 69							\$33,579 69
Miscellaneous (Maintenance)						\$42,630 42		42,630 42
Maintenance State Aid Highways			\$8,058 48			70,154 86		78,213 34
Maintenance State Highways			6,391 41			107,727 56		114,118 97
State Highway Construction (Loan)		\$30,416 86		\$233 03	\$29 00	522,158 29		552,837 18
Motor Transport & Equipment						111,816 09		111,816 09
State Aid Construction			933 82			70,747 88		71,681 70
Bridge Loan Construction		17,498 14		144 68		144,870 41		162,513 23
Special Appropriations			3,487 96			173,386 96		176,874 92
Bath State Ferry						14,891 61		14,891 61
Garage and Garage Machinery						4,383 25		4,383 25
Motor Vehicle Dept.							\$27,001 22	27,001 22
*Auto Bureau (Sec. of State)							52,191 59	52,191 59
	\$33,579 69	\$47,915 00	\$18,871 67	\$377 71	\$29 00	\$1,262,767 33	\$79,192 81	\$1,442,733 21

*Not under supervision of Highway Commission.
Supervision Charges

Administration	\$33,579 69
Engineering	47,915 00
Inspection	18,871 67
Advertising	377 71
Gen. Exp. and Right of Way	29 00
	\$100,773 07

Labor and Material.

Maintenance	\$220,512 84
State Highway Construction	522,158 29
Motor Transport and Equipment	111,816 09
State Aid Construction	70,747 88
Bridge Loan Construction	144,870 41
Special Appropriation	173,386 96
Bath State Ferry	14,891 61
Garage and Garage Machinery	4,383 25

Supervision charges .0799 of net construction
Supervision charges .0699 of gross expenditure.

Eighteen Month Period Jan. 1, 1921—June 30, 1922

	Supervision Charges	Net Construction.	Gross Expenditure.
Jan. 1—Dec. 31, 1921	\$243,068 64	\$5,896,416 60	\$6,255,102 11
Jan. 1—June 30, 1922	100,773 07	1,262,767 33	1,442,733 21

Supervision charges .0480 of net construction.
Supervision charges .0447 of gross expenditure.

\$343,841 71	\$7,159,183 93	\$7,697,835 32
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STATE HIGHWAYS

The State Highway construction work of 1921 consists of the unfinished projects of the previous year which were completed, and the new work undertaken during the year as set forth in the following descriptions and tables.

Complete information and statistics of each project will be found by consulting previous annual reports when the work was not all done in one calendar year. The descriptions give the location of the project, its length, width, thickness and type of surfacing.

The mileage table shows the work done in 1921 with a summary of previous years from 1914 to 1921 inclusive.

The expenditures, taken from the books of the accounting division, are tabulated to show the engineering costs, and the costs of labor and material classified by sub-divisions adopted by the Commission. Expenditures in any year are seldom comparable with the mileage shown in the tables except when the work was begun and completed during that year.

State Highway "B"

Westbrook. Federal Aid Project No. 26, begun in 1920 was finished, adding 1.53 miles of bituminous macadam road to the system. Expenditures \$49,185.76.

Windham. Federal Aid Project No. 27. Begins at the Westbrook line and extends to the sand-clay road built in 1915. Type of surface bituminous macadam. Length 6.64 miles, width 18 feet, thickness 6 inches. The work was done in two sections by contracts with Amos D. Bridges' Sons, Inc. and John Arborio. Expenditures \$176,820.08.

State Highway "E"

Falmouth. Federal Aid Project No. 9, begun in 1920 was finished, adding 4.72 miles of cement concrete road to the system. Expenditures \$223,433.58.

Cumberland. Federal Aid Project No. 10 was also completed with an additional mileage of 1.03. Expenditures \$59,818.40.

Gray. Federal Aid Project No. 11. Begins at the Cumberland line and extends to the New Gloucester line. Type of surface, cement concrete. Length completed during the year 4.51 miles, width 18 feet, thickness 7 inches on the sides, 9 inches in the center. The work was not completed. Contractors Bruno & Petitti. Expenditures \$207,970.55.

Augusta. Bituminous macadam surface was built 2.05 miles in length, 18 feet wide and 6 inches deep beginning at the end of the compact section and extending to the Manchester line. This section required unusual foundation on account of the sub-soil conditions. The work was done by force account under the superintendence of A. F. Rourke. Expenditures \$40,773.60.

Manchester. A section of bituminous macadam was built beginning at the Augusta line and extending 2.39 miles by force account, under the superintendence of A. F. Rourke. Expenditures \$34,867.90.

State Highway "F"

Turner. Federal Aid Project No. 30. A section of the road between North Turner and the Livermore line was built by contract with Jas. H. Kerr. Gravel surface. Length 1.44 miles, width 18 feet, thickness 8 inches. Expenditures \$18,797.43. Work was not quite completed at end of year.

Livermore. The work in Livermore, also Federal Aid Project No. 30 was done by contract with Jas. H. Kerr and connects with the Turner project extending 1.66 miles to Brettun's Mills. Gravel surface. Expenditures \$21,955.83.

Wilton. Federal Aid Project No. 18, begun in 1920 was completed during the year under the direction of S. D. Rice. Length 2.88 miles. Expenditures \$100,415.-08.

Farmington. Project No. 19 was also completed, adding 0.67 miles of gravel road.

State Highway "G"

Augusta. The work begun in 1920 was extended 0.44 miles in connection with the work in Sidney under the direction of A. D. Estey.

Sidney. The gravel surfacing begun in 1920 was continued 1.08 miles in length. Expenditures in Sidney and Augusta \$18,153.12.

Belgrade. Federal Aid Project No. 23. Begins at the Sidney line and extends to the Oakland line. Type of surface, 2 1-2 inch bituminous macadam on 8-inch base. Length built 1.00 mile, width 18 feet. The length of this project is 8.57 miles, therefore it was only about 11 per cent completed. Expenditures \$45,445.86. The work is under contract with John Arborio.

Oakland. Federal Aid Project No. 22 was practically completed at the end of the year. Length 2.87 miles. Type of surface, 2 1-2 inch bituminous macadam with 8-inch base, width 18 feet. Contractor Amos D. Bridge's Sons, Inc. Expenditures \$80,522.19.

State Highway "H"

Vassalboro. Federal Aid Project 3-A, was completed during the year. Length 3.55 miles. Expenditures \$123,228.33.

Skowhegan. Federal Aid Project No. 21. This section of road begins at the Fairfield line and extends to the compact section in Skowhegan. Type, 6-inch bituminous macadam with 8-inch base, width 18 feet. Length built 3.3 miles or about 50 per cent of the project. Contractors Ford & Smiley. Expenditures \$156,072.00.

Anson. The section begins at the end of the State Aid road north of Anson village and extends northerly 4.06 miles to North Anson village. Work was done by contract with R. H. Newell and was practically completed. Gravel surface 21 feet wide, 8 inches deep, Expenditures \$33,484.18.

State Highway "J"

Newport. Federal Aid Project No. 14. Work was continued from the previous year under the direction of John B. Church by force account, adding 1.6 miles of bituminous macadam surface. Expenditures \$82,354.93.

Corinna. Federal Aid Project No. 15. Work was continued from 1920 also under John B. Church, adding 2.75 miles of bituminous macadam. Expenditures \$149,525.79.

Dexter. Federal Aid Project No. 16. This work under John B. Church continued from 1920, adding 1.6 miles of bituminous macadam. Expenditures \$73,195.14.

State Highway "K"

Bangor. Project No. 42, is located between the end of the compact section and the Veazie town line. A contract was made with the Frissel Engineering Co. for building a cement concrete road 18 feet wide and 6 inches thick on the sides, 7 inches thick in the center. The length built during the year was 1.01 miles, before discontinuance for the winter. Expenditures \$28,777.63.

Veazie. Federal Project No. 42, is connected with the Bangor project and under the same contract. It extends to the Orono town line and 0.81 miles were completed before the end of the season. Expenditures \$29,520.45.

Greenbush. A short section of gravel road was built 0.25 miles in length by H. A. Day about five and one-half miles north of the Milford town line. Expenditures \$5,737.89.

Enfield. Federal Aid Project No. 4. This project begun in 1920 was completed, adding 2.54 miles of gravel road. Expenditures \$52,874.54.

Sherman. Federal Aid Project No. 6 and No. 41. The force account work, begun in 1920, was completed and another section contracted for with Murtagh Hughes, beginning at Silver Ridge and extending northerly, so that 3.06 miles of gravel road were completed. Expenditures \$70,128.11.

Crystal. Federal Aid Project No. 6 was completed in connection with the work in Sherman. Length 0.32 miles. Expenditures \$22,398.73.

Island Falls. Federal Aid Project No. 7. This project, which includes Dyer Brook, begun in 1920 was completed. Length 1.85 miles. Expenditures \$34,620.18.

Dyer Brook. Federal Aid Project No. 7. Work done in connection with Island Falls. Length 0.29 miles. Expenditures \$20,681.43.

Merrill Plantation and Smyrna work was done under F. H. Burnham. Length 0.30 miles in Merrill Pl. and 0.06 miles in Smyrna. Expenditures \$6,676.79.

Houlton. Federal Aid Project No. 24. The contract for this work was completed during the year, adding 0.85 miles of gravel road. Expenditures \$26,431.52.

Littleton. Federal Aid Project No. 25. A contract was made with McCabe & Giovaninni for building 6.12 miles of gravel road 21 feet wide and 8 inches thick, of which 3.5 miles were completed before the work was closed down at the end of the season. Expenditures \$53,464.62.

Monticello. Federal Aid Project No. 39. This work was done by contract with McCabe & Giovaninni. Gravel surface. Length 2.19 miles, depth 8 inches. Expenditures \$35,607.40.

Fort Kent. Work was continued from 1920 with gravel surface. Length 1.32 miles. Expenditures \$16,901.48.

State Highway "L"

Belfast. Federal Aid Project No. 8. A contract was made with Amos D. Bridge's Sons, Inc. for building a section of bituminous macadam road 18 feet wide and 6 inches thick, beginning at the new bridge and extending easterly. A length of 2 miles was completed. Expenditures \$93,922.84.

Searsport. In connection with the Belfast project 0.05 miles of road was completed. Expenditures \$3,412.29.

Stockton Springs. Federal Aid Project No. 38. This section of road begins at Stockton village and extends northerly. The work was done by contract with The Arborio Road Construction Co. and 2.75 miles were completed at the end of the season. Type of surface gravel. Width 21 feet, depth 8 inches. Expenditures \$53,596.29.

State Highway "M"

Brewer. A section of gravel road was built by Hillard C. Schoppe, beginning at the easterly end of the State aid road and extending 1.33 miles. Expenditures \$21,019.91.

Dedham. Expenditures amounting to \$9,591.72 were made in completing the section reported in 1920.

Ellsworth. A gravel section was built by H. C. Schoppe by force account 0.80 miles in length. Expenditures \$5,059.14.

State Highway "N"

Sullivan. The section built in 1920 was extended by force account 1.06 miles. Expenditures \$4,806.88.

Gouldsboro. The work of 1920 was continued and 1.00 mile of gravel road built by force account. Expenditures \$5,067.16.

Cherryfield. The work of 1920 was continued, adding 1.20 miles of gravel road. Expenditures \$11,795.27.

Columbia Falls. The work in this town was done by force account by W. J. Mawhinney. Type of surface, gravel. Length 1.00 mile. Expenditures \$5,291.48.

Calais. Federal Aid Project No. 36. A contract was made with Joseph McCormick for building 6.00 miles of bituminous macadam surface, 18 feet wide and 6 inches deep, extending southerly from the compact section toward Robbinston. At the end of the year 3.00 miles had been completed. Expenditures \$124,022.85.

State Highway "O"

Bethel. A gravel road was built by W. T. Welch on the road from Bethel to Rumford ending at Bear River Bridge. Length 1.60 miles. Expenditures \$16,371.05.

State Highway "Q"

Topsham. The contract with E. J. Rourke begun in 1920 was completed, adding 0.34 miles in length. Expenditures \$17,968.30.

State Highway "R"

Belfast. A section of gravel road was built by force account, 0.50 miles in length. Expenditures \$5,810.79.

State Highway "S"

Oxford. Federal Aid Project No. 34. The contract work of 1920 was continued by the Hassam Paving Co. and completed during the year, adding 2.88 miles of concrete road to that previously reported. Expenditures \$130,983.85.

Norway. Federal Aid Project No. 34. This work was continued to completion in connection with that of Oxford, adding 1.50 miles in length.

Paris. Expenditures of \$70.50 were made on this section of road in connection with State aid and town funds, adding 1.57 miles of concrete road to the system of State Highways.

State Highway "Y"

Surry. A section of gravel road was built by force account under Fred B. Marden, at the easterly end of section previously reported. Length 1.00 miles. Type of surface, gravel. Expenditures \$11,075.85.

State Highway "Z"

Lisbon. Federal Aid Project No. 29. The section built by contract with Thomas & Murphy begins at the northerly end of the compact section and extends northerly 2.20 miles. The work was closed down for the season before completion, leaving 3.07 miles unfinished.

The total length of State Highway work for the year was 97.10 miles.

STATE HIGHWAY LOAN FUND
December 31st 1921

AND MATERIAL							Total.	Town. Credits.
Culverts.	Surfacing.	Guard rails.	Bridges.	Camp and provisions.	Detours.	Total.		
.....	2,531 68	.....	.....	.....	.....	133 72 2,531 68	133 72 2,531 68	
8,198 75	124,850 80	.....	.....	.....	1,582 58	172,592 01	176,820 08	Federal Aid .64,023.70
2,741 13	33,661 83	805 64	.....	.....	609 29	48,574 90	49,185 76	
.....	.....	.....	8,387 30	.....	.....	8,463 80	8,463 80	
.....	.....	.....	.....	.....	.....	.....	214 43	
.....	.....	12 56	.....	.....	.....	12 56	99 95	
.....	.....	.....	.....	.....	.....	.....	68 34	
.....	.....	.....	.....	.....	.....	.....	9 29	
25,468 05	121,675 06	6,938 33	.....	.....	690 27	219,355 37	223,433 58	Federal Aid ..73,375 11
7,596 12	40,890 71	1,368 00	.....	.....	95 15	58,326 19	59,818 40	" ..36,744 82
19,175 76	139,742 92	1,778 63	.....	.....	79 47	203,997 93	207,970 55	
.....	.....	.....	.....	.....	.....	.....	13 83	
.....	.....	.....	.....	.....	.....	.....	6 73	
57 00	.....	.....	.....	.....	.....	57 00	60 46	
260 30	32,590 63	145 95	.....	.....	9 12	34,848 66	34,867 90	
232 21	25,867 04	108 24	.....	.....	.....	40,319 59	40,773 60	
3,570 90	1,154 86	.....	.....	.....	.....	17,224 51	18,797 43	Federal Aid 3,869 53
2,427 30	1,410 66	212 40	1,879 65	.....	42 00	20,822 01	21,955 83	" 3,398 65
.....	.....	.....	.....	.....	.....	.....	7 21	
.....	.....	.....	.....	.....	.....	.....	512 06	
10,538 67	49,378 96	854 12	4,331 36	1,351 91	.....	98,873 98	100,415 08	Federal Aid 28,310 35
5,508 23	19,814 51	340 27	.....	108 26	.....	31,246 85	32,159 25	" 25,610 16
.....	175 51	.....	.....	.....	.....	180 51	180 51	
419 64	15,088 85	61 80	.....	.....	.....	17,972 61	17,972 61	
18,012 70	224 64	.....	387 70	.....	232 50	42,170 33	45,445 86	
6,446 92	23,752 92	410 40	.....	.....	307 75	78,522 68	80,522 19	
.....	3,653 00	.....	.....	.....	.....	3,653 00	3,653 00	
623 40	46,564 57	1,775 03	.....	.....	.....	121,575 53	123,228 33	Federal Aid 70,905 15
.....	.....	67 45	.....	.....	.....	67 45	67 45	
12,337 31	49,999 28	.....	.....	.....	.....	149,735 82	156,072 00	Federal Aid 48,004 60
.....	.....	.....	.....	.....	.....	.....	95 76	
6,444 37	8,632 26	3,075 12	.....	.....	.....	31,452 57	33,484 18	
.....	.....	.....	.....	.....	.....	.....	298 41	
102 36	.....	.....	.....	.....	.....	114 36	114 36	
.....	.....	.....	.....	.....	.....	.....	100 97	
.....	.....	.....	.....	.....	.....	.....	114 36	
.....	.....	.....	.....	.....	.....	.....	22 75	
97 26	63,351 86	838 60	201 00	.....	.....	79,825 28	82,354 93	Federal Aid 70,868 75
12,240 49	80,165 93	338 16	12 00	.....	.....	147,086 06	149,525 79	Federal Aid 19,709 45
3,877 50	22,244 79	.....	94 50	24 36	7 70	71,877 66	73,195 14	" 19,335 34
.....	.....	.....	.....	.....	.....	.....	13 44	
.....	3,432 20	4 25	.....	.....	.....	3,815 65	3,827 84	
2,133 05	19,194 21	.....	.....	.....	.....	27,188 82	28,777 63	Federal Aid 16,300 00
473 40	23,550 09	.....	.....	.....	.....	27,785 49	29,520 45	" 11,791 34
.....	.....	.....	.....	.....	211 00	211 00	936 68	
.....	.....	.....	.....	.....	.....	.....	235 42	
1,493 23	2,378 04	201 42	.....	.....	.....	5,455 77	5,737 89	
5,036 51	14,200 88	1,062 00	.....	.....	.....	51,478 65	52,874 54	Federal Aid 40,579 60
.....	4 00	.....	.....	.....	.....	4 00	4 00	
.....	.....	.....	.....	.....	.....	.....	982 44	
.....	554 80	.....	.....	106 80	.....	1,105 58	1,281 76	
2,914 95	22,964 12	.....	57 51	5,281 29	.....	67,718 47	70,128 11	Federal Aid 26,583 54
1,065 90	0 78	.....	.....	.....	.....	21,462 76	22,398 73	" 12,190 00
1,050 67	956 68	.....	.....	398 09	.....	2,734 52	2,998 43	" 17,480 83

EXPENDITURES OF STATE HIGHWAYS

January 1st 1921 to

Highway.	Town.	ENGINEERING AND ADVERTISING					LABOR		
		Surveys.	Plans and computations.	Advertising.	Engineering and inspection.	General expense and right of way.	Total.	Grading.	Drainage.
K	Island Falls Gr.		27 46		1,384 56		1,412 02	12,845 98	7,134 30
	Dyer Brook Gr.				595 46		595 46	7,112 04	4,242 90
	Merrill Pl. Gr.				52 80		52 80	2,147 05	1,249 00
	Smyrna				1 18		1 18		
	Ludlow				0 02		0 02		
	New Limerick				1 14		1 14		
	Houlton Gr.				741 03	65 72	806 75	5,975 03	1,919 69
	Littleton Gr.		51 35	33 53	1,882 20		1,967 08	20,861 82	11,202 09
	Monticello Gr.		295 32	22 22	1,257 58		1,575 12	11,828 26	6,932 45
	Bridgewater	1 30					1 30		
	Blaine	1 20					1 20		
	Mars Hill	448 20					448 20		
	Easton	170 44					170 44		
	Presque Isle	484 66			3 50		488 16		
	Milford	869 43	48 00				917 43		
	Van Buren								
Frenchville		82 96				82 96			
Fort Kent Gr.		153 57			640 08	793 65	5,859 12		
L	Belfast B.M.		130 93	16 80	1,990 79	1 02	2,139 54	20,025 00	15,991 22
	Searsport B.M.				58 26		58 26	637 50	643 41
	Stockton Sp. Gr.	20 41	473 62	16 80	1,728 33		2,239 16	17,127 44	17,594 22
M	Brewer Gr.				9 17		9 17	4,995 43	13,571 90
	Dedham Gr.		3 46		74 21	7 65	85 32	6,356 90	417 50
	Ellsworth Gr.	31 33			90 10		121 43	2,710 50	1,816 20
N	Sullivan Gr.				41 14		41 14	1,789 96	292 05
	Gouldsboro Gr.				57 94		57 94	3,069 66	
	Cherryfield Gr.				99 16	10 00	109 16	4,627 06	27 00
	Columbia Falls Gr.				59 50		59 50	2,484 42	25 00
	Jonesboro								
O	Pembroke Gr.				17 61		17 61		
	Perry Gr.	421 75	7 68		186 71	700 00	1,316 14		
	Calais B.M.	170 53	693 43	38 08	4,508 79		5,410 83	39,575 97	18,097 38
Q	Livermore	2 30	260 89				263 19		
	Hartford	2 31	18 82				21 13		
	Canton	2 31	421 65				423 96		
	Bethel Gr.	192 25					192 25	2,992 20	4,379 32
R	Topsham B.M.	68 57	15 73		271 66	1 00	356 96	4,860 55	160 00
	Richmond					10 64	10 64		
	Farmingdale	43 40	291 88				335 28		
S	Hallowell	0 36	21 17				21 53		
	Belfast Gr.							928 50	1,343 70
	Oxford C.C.	11 50	6 25		2,497 96	75 00	2,590 71	12,461 76	32 88
	Norway C.C.				1,059 41		1,059 41	3,841 21	
	Paris C.C.	30 00					30 00		40 50
T	Woodstock Gr.	102 64	30 00				132 64	3 50	303 69
	Greenwood								
	Bethel							1 17	
V	Newry							390 50	
	Mercer	295 57					295 57		
W	New Sharon	154 81					154 81		
	Rome	233 78					233 78		
Y	New Sharon	376 81					376 81		
	Surry Gr.				109 02		109 02	7,353 70	131 18
Z	Lewiston	370 91	80 33		11 55		462 79		
	Lisbon B.M.	51 24	449 65	16 79	2,575 78		3,093 46	10,981 53	12,683 57
Totals		8,383 20	10,637 58	502 71	61,789 26	4,479 88	85,792 63	580,948 29	466,558 12

ROM STATE HIGHWAY LOAN FUND

December 31st 1921

AND MATERIAL							Total.	Town Credits
Culverts.	Surfacing.	Guard rails.	Bridges.	Camp and provisions.	Detours.	Total.		
3,719 97	8,586 31	921 60	.....	.....	.....	33,208 16	34,620 18	Federal Aid 2,650 98
1,270 35	5,846 60	1,614 08	.....	.....	.....	20,085 97	20,681 43	" " 17,714 00
728 24	2,498 52	.....	.....	.....	.....	6,622 81	6,675 61	.....
.....	.....	.....	.....	.....	.....	.....	1 18	.....
.....	.....	.....	.....	.....	.....	.....	0 02	.....
.....	.....	.....	.....	.....	.....	.....	1 14	.....
3,316 30	9,312 65	5,064 90	.....	.....	36 20	25,624 77	26,431 52	Federal Aid 34,435 66
5,332 30	13,977 58	.....	.....	.....	123 75	51,497 54	53,464 62	.....
2,694 15	11,792 62	784 80	.....	.....	.....	34,032 28	35,607 40	Federal Aid 13,312 57
78 50	.....	.....	.....	.....	.....	78 50	79 80	.....
.....	.....	.....	.....	.....	.....	.....	1 20	.....
.....	.....	.....	.....	.....	.....	.....	448 20	.....
.....	.....	.....	.....	.....	.....	.....	170 44	.....
.....	.....	.....	.....	.....	.....	.....	488 16	.....
996 23	.....	.....	.....	.....	.....	996 23	917 43	.....
.....	.....	.....	.....	.....	.....	.....	996 23	.....
.....	.....	.....	.....	.....	.....	.....	82 96	.....
1,543 91	8,704 80	.....	.....	.....	.....	16,107 83	16,901 48	.....
4,110 20	34,221 14	.....	17,401 80	.....	33 94	91,783 30	93,922 84	.....
.....	1,962 40	.....	.....	.....	110 72	3,354 03	3,412 29	.....
4,654 55	10,854 97	720 72	.....	.....	405 23	51,357 13	53,596 29	Federal Aid 19,963 50
428 82	1,841 75	172 84	.....	.....	.....	21,010 74	21,019 91	Paid by Town 2,000 00
309 00	1,271 00	1,152 00	.....	.....	.....	9,506 40	9,591 72	Pd by MCRR Co 168 45
411 01	.....	.....	.....	.....	.....	4,937 71	5,059 14	.....
708 79	1,600 43	374 51	.....	.....	.....	4,765 74	4,806 88	.....
26 09	1,913 47	.....	.....	.....	.....	5,009 22	5,067 16	.....
2,483 26	4,215 92	332 87	.....	.....	.....	11,686 11	11,795 27	.....
269 12	2,372 15	81 29	.....	.....	.....	5,231 98	5,291 48	.....
18 36	.....	15 79	.....	.....	.....	34 15	34 15	.....
72 80	17 00	6 83	.....	.....	.....	96 63	114 24	.....
1,004 02	80 00	87 00	.....	.....	.....	1,171 02	2,487 16	Federal Aid 42,127 63
17,356 12	43,308 95	.....	.....	.....	273 60	118,612 02	124,022 85	" " 38,321 19
.....	.....	.....	.....	.....	.....	.....	263 19	.....
.....	.....	.....	.....	.....	.....	.....	21 13	.....
.....	.....	.....	.....	.....	.....	.....	423 96	.....
1,510 72	7,253 26	.....	.....	43 30	.....	16,178 80	16,371 05	.....
1,434 52	11,156 27	.....	.....	.....	.....	17,611 34	17,968 30	Federal Aid 30,431 43
.....	.....	.....	.....	.....	.....	.....	10 64	.....
.....	.....	.....	.....	.....	.....	.....	335 28	.....
.....	.....	.....	.....	.....	.....	.....	21 53	.....
851 19	2,667 40	.....	.....	.....	20 00	5,810 79	5,810 79	.....
9,051 77	104,739 98	1,867 87	.....	22 00	216 88	128,393 14	130,983 85	Federal Aid 40,857 22
896 53	38,022 56	318 03	.....	.....	.....	43,078 33	44,137 74	" " 712 17
.....	.....	.....	.....	.....	.....	40 50	70 50	.....
512 28	.....	.....	.....	.....	.....	819 47	952 11	Paid by Town 299 44
.....	1 85	.....	.....	.....	.....	1 85	1 85	.....
.....	3 70	.....	.....	.....	.....	4 87	4 87	.....
6 00	257 25	.....	.....	.....	.....	653 75	653 75	.....
.....	.....	.....	.....	.....	.....	.....	295 57	.....
.....	.....	.....	.....	.....	.....	.....	154 81	.....
.....	.....	.....	.....	.....	.....	.....	233 78	.....
.....	.....	.....	.....	.....	.....	.....	376 81	.....
463 97	3,017 98	.....	.....	.....	.....	10,966 83	11,075 85	.....
.....	.....	.....	.....	.....	.....	.....	462 79	.....
670 37	36,781 10	.....	.....	.....	1,248 68	62,365 25	65,458 71	Federal Aid 22,584 85
222,473 52	1,362,917,68	33,913 50	32,752 82	7,336 01	6,412 33	2,713,312 27	2,799,104 90	854,660 01

EXPENDITURES ON STATE HIGHWAYS
January 1st 1921 to

MISCELLANEOUS

	Supervision	Total	Labor
Expense of Issuing Bonds			
Garage	438 71	438 71	22,953 46
Garage Machinery			541 08
Totals	438 71	438 71	23,494 54
Transfers to State Aid as follows:—			
S Paris			
S Woodstock			
H Winslow			

HIGHWAY CONSTRUCTION PAID FOR OUT OF STATE AID FUNDS

C.C. Cement Concrete							
B.M. Bituminous Macadam							
Gr. Gravel							
		"J" Newport	Engineering	Grading	Surfacing	Total	
			107 38	886 37	621 71	1,615 46	

FROM STATE HIGHWAY LOAN FUND
December 31st 1921

EXPENDITURES

Material	Contractors Com.	Camp and Provisions	Total	Total	Summary above Credits
27,296 93	9,166 97	48 47	1,051 66	1,051 66	Federal Aid 852,192 12
2,777 73	.....	.....	59,467 58	59,906 29	Town Appro. 2,299 44
			3,318 81	3,318 81	M.C.R.R. Co. 168 45
30,074 66	9,166 97	48 47	63,838 05	64,276 76	
.....	.....	.....	19,553 83	19,553 83	
.....	.....	.....	1,318 00	1,318 00	
.....	.....	.....	615 87	615 87	
		Total	21,487 70	21,487 70	
		Grand Total....		2,884,869 36	854,660 01

CREDITS

Paid from Town 1917	666.00	
Third Class 1921	646.80	Total 1,615.46
State Aid 1917	302.66	

STATE HIGHWAYS CONSTRUCTED 1921

County.	Highway.	Town.	Type of Construction.		Length Miles.	
			Contract.	Force Acc't.		
Androscoggin	F	Turner	Gravel.....		1.44	
	F	Livermore	Gravel.....		1.66	
	Z	Lisbon	Bit. Mac.		2.20	5.30
Aroostook ...	K	Sherman	Gravel	Gravel	3.06	
	K	Silver Ridge	Gravel		0.90	
	K	Crystal		Gravel	0.32	
	K	Island Falls	Gravel		1.85	
	K	Dyer Brook	Gravel		0.29	
	K	Merrill Pl.		Gravel	0.30	
	K	Smyrna		Gravel	0.06	
	K	Houlton	Gravel		0.85	
	K	Littleton	Gravel		3.50	
	K	Monticello	Gravel		2.19	
Cumberland .	K	Fort Kent		Gravel	1.32	14.64
	B	Windham	Bit. Mac.		6.64	
	B	Westbrook	Bit. Mac.		1.53	
	E	Falmouth	Concrete		4.72	
	E	Cumberland	Concrete.		1.03	
Franklin	E	Gray	Concrete		4.51	18.43
	F	Wilton		Gravel	2.88	
Franklin	F	Farmington		Gravel	0.67	3.55
	M	Ellsworth		Gravel	0.80	
Hancock	N	Sullivan		Gravel	1.06	
	N	Gouldsboro		Gravel	1.00	
	N	Gouldsboro		Gravel	1.00	
	Y	Surry		Gravel	1.00	3.86
	E	Manchester		Bit. Mac.	2.39	
Kennebec ...	E	Augusta		Bit. Mac.	2.05	
	G	Augusta		Gravel	0.44	
	G	Sidney		Gravel	1.08	
	G	Belgrade	Bit. Mac.		1.00	
	G	Oakland	Bit. Mac.		2.87	
	H	Vassalboro	Bit. Mac.		3.55	13.38
	O	Bethel		Gravel	1.60	
Oxford	S	Oxford	Concrete		2.88	
	S	Norway	Concrete		1.50	
	S	Paris	Concrete		1.57	7.55
	S	Paris	Concrete		1.57	7.55
Penobscot ...	J	Newport		Bit. Mac.	1.60	
	J	Corinna		Bit. Mac.	2.75	
	J	Dexter		Bit. Mac.	1.60	
	K	Bangor	Concrete		1.01	
	K	Veazie	Concrete		0.81	
	K	Greenbush		Gravel	0.25	
	K	Enfield	Gravel		2.54	
Sagadahoc...	M	Brewer		Gravel	1.33	11.89
	Q	Topsham	Bit. Mac.		0.34	0.34
Somerset	H	Skowhegan	Bit. Mac.		3.30	
	H	Anson	Gravel		4.06	7.36
Waldo	L	Belfast	Bit. Mac.		2.00	
	L	Searsport	Bit. Mac.		0.05	
	L	Stockton	Gravel		2.75	
	R	Belfast		Gravel	0.50	5.30
Washington .	N	Cherryfield		Gravel	1.20	
	N	Columbia Falls		Gravel	1.00	
	N	Calais	Bit. Mac.		3.00	5.20

SUMMARY

1914—1921 Inclusive

Gravel	346.29	Miles
Macadam	4.78	"
Concrete	32.43	"
Sand Clay	6.75	"
Bituminous Macadam	114.33	"
Gravel and Macadam	6.68	"
Clearing and Grubbing	22.21	"
Grading	8.93	"
	<hr/>	
	542.40	"

STATE AID ROAD WORK

Including Expenditures from January 1, 1921 to
December 31, 1921

The total expenditure on account of state aid road construction for the period beginning January 1, 1921 and ending December 31, 1921 amounted to \$1,246,609.38. Against this total cost the sum of \$773,566.31 was paid from State appropriations; \$218.23 was paid by the Androscoggin & Kennebec Street Railway Company on account of track paving; \$104.39 was paid by private subscription; and the sum of \$472,720.45 was paid by towns, cities, and counties.

Of the total cost \$3,056.33 was paid for engineering, \$17,501.43 for inspection and \$1,226,051.62 was expended for labor and material.

Of the amount paid from state appropriations, \$551,350.83 was paid from the appropriation for the improvement of state aid roads for 1921; \$137,133.40 was paid from unexpended balances of state aid apportionments brought forward from previous years; \$46,332.65 was paid from apportionments from the third class highway fund; \$880.66 was paid from apportionments from the equalization fund; \$15,636.13 was paid from special legislative appropriations and \$22,232.64 was paid from funds transferred from the state highway loan fund.

The above expenditures do not include \$1,261.50 from 1921 apportionments, \$509.46 from 1920 apportionments, and \$798.00 from 1918 apportionments, which were transferred to the bridge fund and \$302.66 from 1917 apportionments, which was expended with state highway loan funds; also \$10,106.83 from 1921 state aid appor-

tionments, and \$500.19 from third class highway apportionments which were paid against work, the total cost of which was reported in 1920.

Applications were received from 521 towns including townships and cities. Of this number the funds for two towns were expended with the bridge loan fund; the joint funds of 46 towns have been carried over to 1922, including towns which failed to begin any work in 1921, those which did not complete the work and those towns which failed to file pay-rolls and bills on work which was completed. Unexpended balances from previous years amounting to \$89,606.47 have been paid to towns on 1921 work in addition to payments from the 1921 apportionments.

In addition to the above settlements have been made with 31 towns on account of 1920 work and with 4 towns on account of 1919 work. These jobs were independent of the 1921 work.

In 82 towns apportionments from the third class highway fund were expended with the state aid road joint fund. In 2 towns, apportionments from the equalization fund were expended with the state aid road fund. In 5 towns, appropriations under special legislative resolves were expended with the state aid road fund and in 4 towns apportionments from the state highway loan fund were expended with the state aid road fund.

Thirteen towns made appropriations and applied for state aid under the provisions of Chapter 154, P. L., 1917. The total amount of state aid apportioned to these towns amounted to \$99,038.19.

Nine towns which had made maximum appropriations in previous years under the provisions of Chapter 154, P. L., 1917, again increased their appropriations in 1921 under the provisions of Chapter 157, P. L., 1919. The total amount of state aid apportioned to these towns was \$63,611.77.

Sixty-four towns increased their appropriations in 1921 and applied for state aid under the provisions of Section 21, Chapter 25, R. S.; the total state aid applied for amounted to \$220,578.85. After making an apportionment of \$9,478.28 to the town of Winthrop, ordered under the provisions of Chapter 157, Resolves of 1921—the apportionments of state aid under the provisions of Section 20, Chapter 25, R. S.—and the apportionments under the provisions of Chapter 154, P. L., 1917 and Chapter 157, P. L., 1919, the balance of the appropriation for state aid roads was not sufficient to permit of making full apportionments of state aid under Section 21. Of the 64 towns which applied for state aid under Section 21, 16 towns had never received additional state aid prior to 1921; apportionments of additional state aid were made in full to these 16 towns, preference being given to them as provided by law. The amount of additional state aid apportioned to these towns amounted to \$40,896.57.

Apportionments of additional state aid to the 48 towns which had received additional state aid under Section 21 in previous years were scaled down to 20 per cent in order to keep within the appropriation. The additional apportionments to these towns amounted to \$35,936.45. These towns made appropriations for state aid road construction amounting to \$102,621.60 against which no state aid could be apportioned.

On account of the change in the fiscal year, the sum of \$650,000.00 was appropriated for state aid roads for the period of 18 months beginning January 1, 1921 and ending June 30, 1922; this amount was available for apportionment in 1921. Even with the addition of \$150,000.00 to the regular annual appropriation of \$500,000.00, there was needed \$142,527.97 in order to make full apportionments of state aid to the various towns and cities which made appropriations for state aid road construction under the provisions of the law.

Unexpended balances from 1921 apportionments amounting to \$86,070.68, \$16,623.84 from 1920 apportionments, \$1,682.55 from 1919 apportionments, \$605.08

from 1918 apportionments, \$308.73 from 1917 apportionments, and \$193.85 from 1916 apportionments, a total of \$105,484.73 from state apportionments have been carried over to 1922. These balances stand to the credit of the towns to which the apportionments were originally made. In addition to the above the sum of \$300.00 deposited with the state by towns has been carried over to 1922 and stands to the credit of those towns.

The total mileage of state aid roads completed in 1921 was 180.81 classified as follows: Gravel, 176.15 miles; bituminous macadam 2.51 miles; concrete 2.08 miles; granite block .02 mile and brick .05 mile.

STATEMENT OF TOTAL EXPENDITURES ON STATE AID ROADS

January 1, 1921 to December 31, 1921

Expended for engineering	\$ 3,056 33
Expended for inspection	17,501 43
Expended for labor and material	1,226,051 62
Total expenditure on state aid road construction ..	\$1,246,609 38
Paid by State from State apportionments and other funds:	
Paid from 1921 State Aid apportionments	\$551,350 83
Paid from balances of State Aid apportionments made in previous years	137,133 40
Paid from third class highway fund	46,332 65
Paid from equalization fund	880 66
Paid from special legislative appropriations	15,636 13
Paid from State Highway loan fund	22,232 64
Total payments from State Aid funds	\$773,566 31
Paid by Androscoggin & Kennebec Street Railway Co., track paving	218 23
Paid by private subscription	104 39
Paid by cities, counties, and towns	472,720 45
	\$1,246,609 38

The above expenditures do not include \$1,261.50 from 1921 apportionments, \$509.46 from 1920 apportionments, \$798.00 from 1918 apportionments which were transferred to the bridge fund and \$302.66 from 1917 apportionments which was expended with state highway loan funds; also \$10,106.83 from 1921 state aid apportionments and \$500.19 from third class apportionments which were paid against work which was reported in 1920.

STATEMENT
 FUND FOR IMPROVEMENT OF
 STATE AID HIGHWAYS
 January 1, 1921 to December 31, 1921

1921 Fund:	
Appropriated by State, Secs. 34 and 36, Chap. 25, R. S.	\$650,000 00
Apportioned by State, Sec. 20, Chap. 25, R. S.	\$399,820 88
Apportioned by State, Sec. 21, Chap. 25, R. S.	76,833 02
Apportioned by State, Chap. 154, P. L. 1917.	99,038 19
Apportioned by State, Chap. 157, P. L., 1919.	63,611 77
Apportioned to town of Winthrop, legislative order.	9,478 28
Total apportionment of State Aid.	\$648,782 14
Un-apportioned balance, Jan. 1, 1922.	\$ 1,217 86

APPORTIONMENTS AVAILABLE

Total apportionment of State aid for 1921.		\$648,782 14
Unexpended balances from 1920 apportionments.	\$138,791 46	
Unexpended balances from 1919 apportionments.	15,739 91	
Unexpended balances from 1918 apportionments.	2,790 70	
Unexpended balances from 1917 apportionments.	633 23	
Unexpended balances from 1916 apportionments.	198 93	
Total, unexpended balances, previous years.	\$158,151 23	
Total, State aid apportionments for 1921.		\$806,936 37

EXPENDITURES

Expended from 1921 apportionments.	\$561,457 66	
Transferred, 1921 apportionments to other funds.	1,261 50	
Expended from 1920 apportionments.	121,661 50	
Transferred, 1920 apportionments to other funds.	509 46	
Expended from 1919 apportionments.	14,057 36	
Expended from 1918 apportionments.	1,387 62	
Transferred, 1918 apportionments to other funds.	798 00	
Expended from 1917 apportionments.	21 84	
Transferred, 1917 apportionments to other funds.	302 66	
Expended from 1916 apportionments.	5 08	
Total payments and transfers.	\$701,462 68	
Un-expended balances of State apportionments on hand		\$105,473 69
Balances of town appropriations on deposit with State		300 00
		\$105,773 69
1920 apportionments overdrawn.	\$ 3 34	
1921 apportionments overdrawn.	7 70	
	\$ 11 04	
		\$105,784 73
Unexpended balances from 1921 apportionments.	\$86,070 68	
Unexpended balances from 1920 apportionments.	16,623 84	
Unexpended balances from 1919 apportionments.	1,682 55	
Unexpended balances from 1918 apportionments.	605 08	
Unexpended balances from 1917 apportionments.	308 73	
Unexpended balances from 1916 apportionments.	193 85	
Town appropriations on deposit with State.	300 00	
Total, balances standing to credit of towns and cities	\$105,784 73	

SPECIAL RESOLVES

The work under special resolves in 1921 included the construction of 12.68 miles of gravel road, general repair work on roads, construction and repair of bridges, engineering and inspection work, and miscellaneous expenditures provided for by the resolves.

The expenditure on account of this work amounted to \$170,246.97; of this amount the towns, cities and counties have expended \$21,096.63 and the sum of \$149,150.34 has been paid from State funds.

It was advisable in several cases to do work in 1921 for which appropriations were not available until 1922, to provide for this apportionments were made from the state contingent fund which will be reimbursed when the several appropriations become available.

Appropriations for several jobs were contingent upon the adoption by the people of the constitutional amendment submitted by the legislature authorizing the use of state highway and bridge bonds for the construction of state aid roads; as this amendment was not adopted apportionments were made from the state contingent fund amounting to \$6,650.00 to provide for bridge repairs.

In addition to the above expenditure the sum of \$13,044.50 from special legislative appropriations and \$2,591.63 from contingent fund apportionments have been expended with state aid road funds. These amounts have been included in the expenditures on state aid roads.

The sum of \$6,000.00 appropriated for bridge work in the town of Strong was transferred to the bridge loan account and will be included in the report of expenditures on bridges.

The following statement shows the details of the expenditures.

STATEMENT OF EXPENDITURES UNDER
SPECIAL LEGISLATIVE RESOLVES
January 1, 1921 to December 31, 1921

	Engineering and Inspection	Labor and Material	Total Cost
Road Construction	\$ 600 98	\$ 66,330 70	\$ 66,931 68
Road Repairs	373 72	33,290 07	33,663 79
Bridge repairs	89 22	6,922 83	7,012 05
Madawaska-Edmundston bridge	2,109 29	53,574 78	55,684 07
Gardiner-Randolph bridge	454 16	2,762 78	3,216 94
Wiscasset-Edgecomb bridge	274 69	692 11	966 80
Merrymeeting Bay Ferry		150 00	150 00
Miscellaneous inspection charges	174 22		174 22
Totals	\$4,076 28	\$163,723 27	\$167,799 55
Paid in settlement of claims			\$ 447 42
Paid to Town of Washburn			2,000 00
			\$170,246 97
Paid by state on road construction	53,948 11		
Paid by state on road repairs	26,311 61		
Paid by state on bridge repairs	6,251 17		
Paid by state on Madawaska-Edmundston bridge	55,684 07		
Paid by state on Gardiner-Randolph bridge	3,216 94		
Paid by state on Wiscasset-Edgecomb bridge	966 80		
Paid by state, -Merrymeeting Bay Ferry	150 00		
Paid by state, miscellaneous inspection	174 22		
Paid by state, claims	447 42		
Paid by state to town of Washburn	2,000 00		
Total payments by state		\$149,150 34	
Paid by towns on road construction	12,983 57		
Paid by towns on road repairs	7,352 18		
Paid by towns on bridge repairs	760 88		
Total payments by towns		\$21,096 63	
			\$170,246 97

STATEMENT OF APPROPRIATIONS BY STATE
UNDER SPECIAL LEGISLATIVE RESOLVES
To December 31, 1921

APPROPRIATIONS	
Appropriated by State, Chapter 168, Resolves 1921	\$105,850 00
Apportionments from State contingent fund to provide for expenditure of 1922 appropriations	31,000 00
Apportionment from state contingent fund, Machiasport bridge	500 00
Miscellaneous apportionments from state contingent fund	6,650 00
Appropriated by State for Gardiner-Randolph bridge, Chaper 163, Resolves, 1921	15,000 00
Apportionment from State contingent fund for Gardiner- Randolph bridge	2,500 00
Appropriated by State for Wiscasset-Edgcomb bridge, Chapter 163, Resolves, 1921	35,000 00
Apportioned from State contingent fund for Wiscasset- Edgcomb bridge	10,000 00
Apportioned from bridge loan fund for Madawaska-Ed- mundston bridge	150,000 00
Balances, Resolves, 1919, available in 1921	17,397 13
Claim of Roswell S. Cushing, Chapter 157, Resolves, 1921	347 42
Claim of Bert Allard, Chapter 67, Resolves, 1921	100 00
Total	\$374,344 55

EXPENDITURES FROM STATE APPROPRIATIONS	
Resolves, Chapter 168	\$57,808 37
Apportionments from State contingent fund on account of appropriations for 1922	15,865 03
Gardiner-Randolph bridge, Chapter 163, Resolves, 1921	716 94
Apportionment from State contingent fund for Gardiner- Randolph bridge	2,500 00
Apportionment from State contingent fund for Wiscasset- Edgcomb bridge	966 80
Apportionment from State contingent fund for Machias- port bridge	497 28
Miscellaneous apportionments from State contingent fund	160 00
Apportionment from bridge loan fund	53,101 12
Resolves, 1919	15,087 38
Claim, Chapter 157, Resolves, 1921	347 42
Claim, Chapter 67, Resolves, 1921	100 00
Appropriations, Chapter 168, expended with State aid road joint funds	13,044 50
Apportionments from State contingent fund expended with State aid road funds	2,591 63
Payment to town of Washburn under Chapter 168, Re- solves, 1921	2,000 00
Appropriation for town of Strong under Chapter 168, Resolves, 1921 transferred to bridge loan fund	6,000 00
	\$170,786 47
	\$203,558 08
Overdrawn, town of Brunswick	6 96
	\$203,565 04
Balances, appropriations, Chapter 168	\$27,004 09
Balance, appropriation for Gardiner-Randolph bridge	14,283 06
Balance, appropriation for Wiscasset-Edgcomb bridge	35,000 00
Balance, appropriation from State contingent fund, Wis- casset-Edgcomb bridge	9,033 20
Balance, apportionment from state contingent fund for Machiasport bridge	2 72
Balances, apportionments from state contingent fund (appropriations for 1922 under Chapter 168, Resolves, 1921)	12,543 34
Balances, miscellaneous apportionments from State contin- gent fund	6,490 00
Balances, Resolves, 1919	2,309 75
Balances, apportionment from bridge loan fund for Madawaska-Edmundston bridge	96,898 88
	\$203,565 04
Reimbursement to State by insurance company on ac- count of claim paid to Roswell S. Cushing	347 42
	\$203,912 46

THIRD CLASS HIGHWAYS

Chapter 263, P. L., 1919

To December 31, 1921

Apportionments from the third class highway fund were made to 305 towns and cities which were entitled to the same under the provision of this act.

The total state aid applied for amounted to \$215,654.70; as the total amount available for third class highway construction was \$212,467.81 (1-3 of a mill on the valuation of the state) it was necessary to scale all apportionments down to 98 per cent. The total apportionment to the above 305 towns was \$211,341.61, leaving an unapportioned balance of \$1,126.20. In addition to the apportionment of \$211,341.61 the sum of \$6,191.73 was reapportioned from the equalization fund.

Of the 305 towns receiving apportionments, 82 towns expended the third class money with state aid road funds, one town expended its apportionment with state highway loan fund on a designated state aid highway, 5 towns failed to expend the apportionment or to file pay-rolls before December 31, leaving 217 towns which constructed third class highways independent of other road work.

The total expenditure on third class highways amounted to \$169,505.32; of this amount \$2,417.42 was paid for inspection and \$167,087.90 was expended for labor and material; against this total cost the sum of \$164,326.07 was paid from third class highway apportionments and \$5,179.25 was paid by cities and towns.

In addition to the above expenditure apportionments from the third class highway fund amounting to \$46,832.84 were expended with state aid road joint funds and \$646.80 was expended with state highway loan funds.

51.63 miles of gravel road were constructed as third class highways.

The unapportioned balance of \$1,126.20 and unexpended balances amounting to \$5,727.63 were transferred to the equalization fund on December 31.

STATEMENT OF TOTAL EXPENDITURES ON
THIRD CLASS HIGHWAYS 1921

Expended for inspection on construction work.....	\$ 2,395 52	
Miscellaneous charges for inspection.....	21 90	
		\$ 2,417 42
Expended for labor and material on construction work		167,087 90
Total.....		\$169,505 32
Paid by State from third class highway fund.....	\$164,326 07	
Paid by cities and towns.....	5,179 25	
		\$169,505 32

(In addition to the above expenditures apportionments from the third class highway fund amounting to \$46,832.84 were expended with state aid road funds, and \$646.80 was expended with state highway loan funds.)

STATEMENT OF THE APPROPRIATION FOR
THIRD CLASS HIGHWAYS 1921

To December 31, 1921

Amount available for third class highways (1-3 mill tax).....		\$212,467 81
Transferred from equalization fund.....		6,191 73
Total.....		\$218,659 54
Apportioned to towns and cities.....		217,533 34
Unapportioned balance.....		\$ 1,126 20
Total third class apportionment.....		\$217,533 34
Paid on construction work.....	\$164,304 17	
Miscellaneous charges, inspection.....	21 90	
Expended with State aid road joint funds.....	46,832 84	
Expended with State highway loan funds.....	646 80	
		\$211,805 71
Unexpended balances, Dec. 31, 1921.....		\$ 5,727 63

SUMMARY OF EXPENDITURES ON STATE AID ROADS
January 1, December 31, 1921

Number of towns.	Type of Road	Square yards.	Length feet.	Total cost.	Paid by State State Aid Ap- portions.	Paid by State From other State Appropriations.	Paid by Street Railway Com- panies.	Paid by Subscriptions.	Paid by cities and towns.	Length miles.	Cost per mile.	Cost per Square Yard.
443	Gravel .....	.....	899,627	\$1,013,926 73	\$584,816 58	\$63,446 30	.....	\$104 39	\$365,559 46	170 38	\$5,950 97	.....
5	Bituminous Macadam	19081	9,245	45,150 15	24,197 93	615 87	\$218 23	.....	20,118 12	1 75	25,027 20	\$2 37
4	Concrete	13092	5,288	53,480 22	31,120 45	.....	.....	.....	22,359 77	1 00	43,084 80	4 08
	Totals			\$1,112,557 10	\$640,134 96	\$64,062 17	\$218 23	\$104 39	\$408,037 35	173 13		

Of the towns building gravel roads, one town also built a section of bituminous macadam road and one town also built a section of concrete road. Of the total expenditure \$18,914.13 was paid for engineering and inspection and \$1,093,642.97 was paid for labor and material. Cost per mile of bituminous macadam and concrete is figured on basis of road surface 18 feet wide.

SUMMARY OF EXPENDITURES ON 1920 STATE AID ROADS COMPLETED IN 1921
January 1, December 31, 1921

No. Towns	Item.	Square Yards	Length Feet	Total Cost	Paid by State from State Aid Apport'ment	Paid by State From Other State Apport'm'ts	Paid by Cities and Towns	Length Miles	Cost per Mile	Cost per Square Yard
24	Gravel .....	.....	25,822	\$31,064 76	\$18,030 59	\$ 366 00	\$12,698 17	4 89	\$6,352 70	.....
3	Bituminous Macadam	11,574	4,003	23,959 34	5,354 96	.....	18,604 38	0 76	21,859 20	2 07
3	Concrete	15,610	5,708	64,881 05	16,670 46	20,298 77	27,911 82	1 08	43,929 60	4 16
1	Granite Block	346	130	2,156 69	956 69	.....	1,200 00	02	.....	6 23
	Totals			\$122,061 84	\$41,012 70	\$20,634 77	\$60,414 37	6 75		

Of the above total cost \$912.81 was expended for inspection and engineering and \$121,149.03 for labor and material. Cost per mile for bituminous macadam and concrete figured on basis of surface 18 feet wide.

SUMMARY OF EXPENDITURES ON 1919 STATE AID ROADS COMPLETED IN 1921
JANUARY 1—DECEMBER 31, 1921.

No. of Towns	Item	Square Yards	Length Feet	Total Cost	Paid by State State Aid Apportionments	Paid by State From Other State Apportionments	Paid by Cities and Towns	Length Miles	Cost per Mile	Cost per Square Yard
3	Gravel		4,620	\$3,922 38	\$2,522 05	\$ 385 14	\$1,015 19	0 88	\$4,457 25	.....
1	Brick	488	242	4,192 49	1,671 95	.....	2,520 54	0 05	.....	.....
	Totals			\$8,114 87	\$4,194 00	\$385 14	\$3,535 73	0 93		\$8 59

Of the above total cost, \$31.50 was expended for engineering and inspection, and \$8,083.37 was expended for labor and material.

MISCELLANEOUS EXPENDITURES—STATE AID ROADS
JANUARY 1—DECEMBER 31, 1921.

Item	Cost of Inspection and Engineering	Cost of Labor and Material	Total Cost	Paid From State Aid Funds	Paid by Towns and Cities
1921 Account	\$533 56	\$ 697 41	\$1,230 97	\$1,030 97	\$ 200 00
1920 Account	159 66	2,411 84	2,571 50	2,038 50	533 00
1918 Account	6 10	67 00	73 10	73 10	.....
Totals	\$699 32	\$3,176 25	\$3,875 57	\$3,142 57	\$733 00

SUMMARY OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES
JANUARY 1—DECEMBER 31, 1921.

Items	Engineering and Inspection	Labor and Material	Total Cost	Paid by State State Appropriations	Paid by Cities and Towns	Miles
Road Construction (Gravel)	\$ 600 98	\$66,330 70	\$66,931 68	\$53,948 11	\$12,983 57	12 68
Road Repairs	373 72	33,290 07	33,663 79	26,311 61	7,352 18	.....
Bridge Repairs	89 22	6,922 83	7,012 05	6,251 17	760 88	.....
Madawaska-Edmundston Bridge	2,109 29	53,574 78	55,684 07	55,684 07	.....	.....
Gardiner-Randolph Bridge	454 16	2,762 78	3,216 94	3,216 94	.....	.....
Wiscasset-Edgecomb Bridge	274 69	692 11	966 80	966 80	.....	.....
Merrymeeting Bay Ferry .....	.....	150 00	150 00	150 00	.....	.....
Miscellaneous Inspection Charges	174 22	.....	174 22	174 22	.....	.....
Totals	\$4,076 28	\$163,723 27	\$167,799 55	\$146,702 92	\$21,096 63	.....

Total expenditure does not include \$2,000.00 paid to town of Washburn and \$447.42 paid for claims.

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS.
JANUARY 1—DECEMBER 31, 1921

No. of Towns	Items	Cost of Inspection	Cost of Labor and Material	Total Cost	Paid by State Third Class Fund	Paid by Towns	Miles	Cost per Mile
217	Gravel Road Construction	\$2,395 52	\$167,087 90	\$169,483 42	\$164,304 17	\$5,179 25	51 63	\$3,282 65
	Miscellaneous Inspection	21 90	.....	21 90	21 90	.....	.....	.....
	Totals	\$2,417 42	\$167,087 90	\$169,505 32	\$164,326 07	\$5,179 25	51 63	.....

GENERAL SUMMARY
EXPENDITURES ON STATE AID HIGHWAYS—SPECIAL RESOLVES—THIRD CLASS
HIGHWAYS.
JANUARY 1—DECEMBER 31, 1921.

Items	Cost of Engineer'g and Inspection	Cost of Labor and Material	Total Cost	Total Payments State Funds	Paid by Street Railway Companies	Paid by Subscription	Paid by Cities and Towns	Length Miles
1921 State Aid Roads	\$18,914 13	\$1,093,642 97	\$1,112,557 10	\$704,197 13	\$218 23	\$104 39	\$408,037 35	173 13
1920 State Aid Roads	912 81	121,149 03	122,061 84	61,647 47	.....	.....	60,414 37	6 75
1919 State Aid Roads	31 50	8,083 37	8,114 87	4,579 14	.....	.....	3,535 73	0 93
Miscellaneous Expenditures.....	699 32	3,176 25	3,875 57	3,142 57	.....	.....	733 00	.....
Third Class Highways	2,417 42	167,087 90	169,505 32	164,326 07	.....	.....	5,179 25	51 63
Special Resolves	4,076 28	163,723 27	167,799 55	146,702 92	.....	.....	21,096 63	12 68
Totals	\$27,051 46	\$1,556,862 79	\$1,583,914 25	\$1,084,595 30	\$218 23	\$104 39	\$498,966 33	245 12

Does not include \$2,000.00 paid to town of Washburn to assist town in payment of bridge bond or \$447.42 paid on account of claims.

STATE AID BRIDGE CONSTRUCTION

During the calendar year 1921, the Commission received forty-four new applications for State and County Aid in bridge construction, as authorized by Chapter 319, P. L. 1915, as amended. Fifty-four petitions were continued from previous years.

At the close of 1921, thirty-two bridges had been placed under construction; petitions for seventeen other bridges had been acted upon favorably by the joint board, but no construction started; on sixteen petitions action was suspended for various reasons; thirteen petitions had been discontinued; and on twenty petitions no meeting of the joint board had been held.

The bridges in the following list were placed under construction:

Town.	County.	Contractor.	Estimated Cost.	Description.
Addison-Jonesport . . .	Washington	Force Account . . .	\$ 27,000 00	Indian River Stream Bridge; concrete T-beam span, clear span length 55 ft.; concrete abutments, granite faced; 20 ft. roadway.
Baileyville	Washington	Richardson & Costley	10,000 00	Wapskehegan Bridge; concrete slab span, clear span length 14 ft.; concrete abutments; 20 ft. roadway.
Belfast	Waldo	Theodore I. Ellis	8,600 00	Perkins Bridge; concrete T-beam span, clear span length 28 ft.; one new concrete abutment, other abutment concrete facing on old stone; 2 new dry stone wing walls; 20 ft. roadway.
Benton	Kennebec	Sanders Engineering Co.	28,200 00	15 Mile Stream Bridge; 2 concrete T-beam spans, clear span length 35 ft. each; concrete pier and abutments; 20 ft. roadway.
Brownfield	Oxford	Force Account . . .	4,800 00	Shepards River Bridge; concrete T-beam span clear span length 30 ft.; concrete abutments; 19 ft. 10 in. roadway.

Town.	County.	Contractor.	Estimated Cost.	Description.
Burnham	Waldo	Cyr Bros. Co.	22,200 00	25 Mile Stream Bridge; 2 concrete T-beam spans, clear span length 34 ft. 6 in. each concrete pier, concrete columns built in front of old stone abutments; 20 ft. roadway on fill.
Cyr Pl.	Aroostook..	Force Account...	3,000 00	Elie Ouellette Bridge; 4 ft. x 3 ft. concrete culvert, 55 ft. 7 1-2 in. long; 21 ft. roadway on fill.
Dennysville-Edmunds ...	Washington	Force Account...	23,300 00	Lower Bridge; concrete T-beam span; clear span length 34 ft.; 4 concrete slab spans, clear span length 14 ft. each; concrete abutments and column piers; concrete retaining wall 58 ft. long; 20 ft. roadway.
Dresden	Lincoln	F. W. Carleton ..	20,000 00	Lower Bridge; Wooden swing span 124 ft. long; pile trestle 96 ft. long; old stone abutments and wooden piers repaired; 19 ft. roadway.
Gilead	Oxford.....	Force Account ..	57,000 00	Androscoggin River Bridge; steel bridge with concrete floor; one truss span 156 ft. long; one 1-beam span 20 ft. 4 in. long; concrete abutments; steel pier bent on concrete bases; 16 ft. roadway.
Grand Isle ...	Aroostook..	Force Account...	7,000 00	Soucy Bridge; 6 ft. x 4 ft. culvert 46 ft. long; 21 ft. roadway on fill.
Hiram	Oxford.....	Force Account...	2,600 00	Red Mill Bridge; concrete slab span; clear span length 10 ft.; concrete abutments, 20 ft. roadway.
Island Falls ...	Aroostook..	Rendle-Stoddard Co.....	28,360 00	Fish Stream Bridge; 2 concrete T-beam spans, clear span length 45 ft. each; concrete abutments and pier, 20 ft. roadway.
Kennebunk ...	York	Frank W. Fleming	22,000 00	Mousam River Bridge; concrete T-beam span clear span length about 60 ft.; concrete cap on old abutments; 39 ft. 6 in. roadway, two 6 ft. sidewalks; bridge carries single track street railway.
Limington ...	York	Force Account...	1,800 00	Overflow Stream Bridge 2 concrete slab spans, clear span length 10 ft. 6 in. each; concrete caps on old abutments; 19 ft. 6 in. roadway.

Town.	County.	Contractor.	Estimated Cost.	Description.
Limington	York	Force Account . . .	3,000 00	Whaleback Bridge; concrete slab span, clear span length 9 ft.; concrete facing on old stone abutments; 20 ft. roadway.
Madawaska . . .	Aroostook . . .	Force Account . . .	7,700 00	Martin Brook Bridge; 4 ft. x 4 ft. concrete culvert, 101 ft. 10 in. long; 21 ft. roadway on fill.
New Portland . .	Somerset . . .	James H. Kerr . . .	23,800 00	Bartlett Bridge; 2 concrete T-beam spans, clear span length 35 ft. each; concrete pier and abutments, stone retaining walls; 20 ft. roadway.
Norway	Oxford	James H. Kerr . . .	5,626 00	Tannery Brook Bridge; 2 concrete slab spans, clear span length 9 ft. each; concrete column pier, old stone abutments repaired and capped with concrete; 41 ft. roadway; two 9 ft. 6 in. sidewalks.
Perham	Aroostook . . .	Force Account . . .	7,000 00	Salmon Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Porter	Oxford	Force Account . . .	1,700 00	Small Stream Bridge; concrete slab span, clear span length 5 ft.; concrete abutments; 20 ft. roadway.
St. Agatha	Aroostook . . .	G. W. Van Tasel . . .	1,400 00	Dicky Brook Bridge; concrete T-beam span clear span length 30 ft.; concrete abutments; 20 ft. roadway.
Smyrna	Aroostook . . .	J. E. Roach	5,600 00	Limestone Brook Bridge 8 ft. x 4 ft. concrete culvert, 52 ft. 6 in. long; 21 ft. roadway on fill.
Smyrna	Aroostook . . .	J. E. Roach	7,880 00	Morley Brook Bridge; concrete slab span, clear span length 8 ft. concrete abutments; 20 ft. roadway.
Stoneham	Oxford	Sanders Engineering Co.	10,000 00	Great Brook Bridge; concrete T-beam span clear span length 30 ft.; concrete abutments; 20 ft. roadway.
Stoneham	Oxford	Theodore I. Ellis . .	6,400 00	Mill Brook Bridge; concrete slab span clear span length 16 ft.; concrete abutments; 20 ft. roadway.
Strong	Franklin	James H. Kerr . . .	82,500 00	Sandy River Bridge; steel bridge with concrete floor; truss span 200 ft. long; concrete abutments, concrete faced stone retaining wall; 20 ft. roadway.

Town	County	Contractor	Estimated Cost	Description
Vassalboro	Kennebec	Edmund Cyr & Co.	5,400 00	Outlet China Lake Bridge; concrete slab bridge; clear span length 12 ft.; overall width 35 ft. 2 in.; concrete abutments; 20 ft. roadway; 5 ft. sidewalk on fill.
Waterford	Oxford	F. A. Rumery & Co.	4,000 00	Bear Brook Bridge; concrete slab bridge; clear span length 14 ft. 1 3-4 in.; concrete abutments; 20 ft. roadway.
Westfield	Aroostook	Smith & Tweedie	15,000 00	Prestile Stream Bridge; concrete T-beam span clear span length 45 ft.; concrete abutments; 20 ft. roadway.
Whitefield	Lincoln	Theodore I. Ellis	22,000 00	Coopers Mills Bridge; concrete T-beam bridge; clear span length 35 ft.; overall width 51 ft.; concrete abutments; 21 ft. roadway on fill.
Woodland	Aroostook	Theodore I. Ellis	16,160 00	Eddy Bridge; concrete T-beam bridge, clear span length 30 ft.; concrete abutments; 20 ft. roadway.

The substructure only of the Androscoggin River Bridge in Gilead, and the Sandy River Bridge in Strong, are being constructed by force account and by James H. Kerr, as given above. Contracts for the steel superstructure of these bridges were not let in 1921.

The Lower Bridge between Dennysville and Edmunds was advertised for bids, but all bids were rejected as being too high. The work was undertaken on a day labor basis, and indications are that a considerable amount will be saved by this method.

Expenditures were made on the following bridges, construction of which was begun in 1920 and previous years. Final settlement of the accounts for these bridges had not been made Dec. 31, 1921.

Town.	County.	Name of Bridge.
Alna-Newcastle	Lincoln	Sheepscot Bridge.
Ashland	Aroostook	Big Machias River Bridge.
Ashland	Aroostook	Little Machias River Bridge.
Beddington	Washington	Blacks Tannery Bridge.
Belfast	Waldo	Lower Bridge.
Biddeford	York	Bradbury Bridge.
Crystal	Aroostook	Webster Brook Bridge.
Frenchville	Aroostook	Gagnon Bridge.
Grand Isle	Aroostook	Cormier Brook Bridge.
Harmony	Somerset	Main Stream Bridge.
Limington	York	Webster Stream Bridge.
Old Town	Penobscot	Gilman Falls Bridge.
Porter	Oxford	Mill Brook Bridge.
Topsham	Sagadahoc	Cathane Bridge.
Trenton	Hancock	Mt. Desert Bridge.
Trescott	Washington	East Stream Bridge.
Whiting	Washington	Boynton & Estey Bridge.

The accounts for the following bridges were closed during 1921, and final settlement made with the towns and counties participating in the cost.

Town.	County.	Bridge.	Total Cost.	Paid By State.	Paid By County.	Paid By Town.
Appleton	Knox	McLains Mill	\$22,340 81	\$11,170 41	\$6,702 24	\$4,468 16
Bingham	Som.	Reynolds & Collins	15,822 00	3,164 40	4,746 60	7,911 00
Brownfield	Oxford	Bert Meadow	954 55	286 36	286 37	381 82
Brownfield	Oxford	10 Mile Brook	3,166 61	949 98	949 98	1,266 65
Columbia Falls	Wash.	Pleasant River	10,985 99	5,492 99	3,295 80	2,197 20
Dover	Pisc.	South Mills	4,623 36	1,155 84	1,387 01	2,080 51
Howland	Pen.	Piscataquis River	*56,466 48	27,733 24	16,639 94	11,093 30
Lincolnville	Waldo	Duck Trap	20,374 19	10,187 09	6,112 26	4,074 84
Mechanic Falls	And.	Red Bridge	42,861 31	12,858 39	12,858 39	17,144 53
Richmond	Sag.	Mill Stream	10,000 00	2,500 00	3,000 00	4,500 00

*\$1,000.00 paid from Special Res. Chap. 170, Res. 1919.

Funds to meet the obligations of the state in carrying out the provisions of the law providing State and County Aid in Bridge Construction were derived in 1921 from the proceeds of bond issues authorized by Chapter 251, P. L. 1919, and Chapter 131, P. L. 1921.

The net amount expended in 1921 was \$538,519.71 of which \$30,060.37 was for engineering, advertising and inspection, and \$508,459.34 for labor and material in connection with work done by contract or on a day labor basis.

In addition to the work given above which was done under the law providing State and County Aid in bridge construction, the bridge division of the Commission had charge of the following work done under special legislative resolves.

Madawaska-Edmundston Bridge over the St. John River. This is an international bridge, being constructed jointly by the Dominion of Canada and State of Maine. The abutments and piers are of mass concrete, the latter being about 60 feet high as the bridge passes over two railway tracks on the Canadian shore. The superstructure is made up of four steel truss spans, of 235 ft. 6 in. each. There is one 22 ft. roadway and one 6 ft. sidewalk.

The contractors are: Substructure, D. C. Burpee and Son, South Devon, N. B.; Superstructure, The Canadian Bridge Company, Ltd., Walkerville, Ont.

The estimated cost is \$340,000.00, of which one-half will be paid by the State of Maine.

Gardiner-Randolph Bridge over Kennebec River. This work consists of replanking the floor of this bridge, including the placing of new wooden stringers on the steel spans; the painting of the metal work on the three steel spans; the shingling of the two covered wooden spans and the strengthening of the westerly wooden span by a line of posts and caps under the center of the roadway. The contractors are: Replanking and other timber work, F. W. Carlton, Bath, Maine; Painting metal work, O. B. Frost Co., Augusta, Maine. The estimated cost is \$17,500.00.

Wiscasset-Edgecomb Bridge over Sheepscot River. This work consists of replanking this bridge, which is about 3,250 ft. long, placing new stringers the entire length, replacing caps and piles where necessary. An entirely new swing span is being built. The contractor for this work is F. W. Carlton, Bath, Maine, and the estimated cost is \$45,000.00.

MAINTENANCE WORK FOR 1921 ENDING DEC. 31

Maintenance work during 1921 was performed generally by patrol maintenance. 482 patrolmen were employed in caring for 4,306.37 miles of road in 479 towns. Of this mileage 738.83 was improved State Highway, 1,057.16 miles was improved State Aid Highway and the balance or 2,510.38 miles was unimproved road. There was also maintained by special arrangement with the towns 147.02 miles of improved State Aid road.

A total expenditure for labor and material of \$817,507.35 was made on this work, including \$18,020.97 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$37,978.36 making the total gross expenditure chargeable to maintenance of \$865,621.79. Of this amount the State furnished \$620,731.20 and the cities and towns furnished \$244,890.59.

On the 738.83 miles of improved State Highway under patrol the expenditure for labor and material and supervision was \$418,446.52 or an average expenditure per mile of \$566.36. The expenditure on the 3,567.54 miles of other road under patrol was for labor, material and supervision \$437,039.19 or an average expenditure per mile of \$122.50.

EXPENDITURES UNDER DIRECTION OF STATE HIGHWAY COMMISSION
1913—1921

Year	State Highways.	State aid highways.	Third Class highways.	*Registration of Auto mobiles	Maintenance	Special resolves.	State aid Construction of bridges.	Special apportionments.	Miscellaneous	Adminis-tration.	Totals.
1913	\$ 169,880 46	\$ 409,525 56	.....	\$155,002 83	.....	\$103,071 97	.....	\$26,152 27	\$ 2,702 53	\$ 4,736 47	\$ 871,072 09
1914	829,142 37	628,446 88	.....	16,877 07	\$ 90,886 46	102,285 64	.....	.....	.....	42,648 96	1,710,287 38
1915	563,810 73	559,377 57	.....	10,439 38	169,777 64	76,950 51	.....	.....	.....	38,545 79	1,418,901 62
1916	485,644 72	488,517 93	.....	821 61	288,450 52	144,957 19	.....	.....	.....	37,402 41	1,445,794 38
1917	459,962 01	528,119 54	.....	261 43	494,349 40	125,247 94	\$ 121,647 81	.....	.....	37,734 08	1,767,322 21
1918	723,123 20	627,747 69	.....	496 60	634,299 34	49,850 44	275,611 33	.....	.....	42,941 31	2,354,069 91
1919	344,879 58	1,113,998 67	.....	840 00	780,795 20	111,259 89	340,885 74	.....	33,585 38	46,980 93	2,773,225 39
1920	1,319,194 18	924,543 66	192,521 06	.....	874,748 50	89,782 52	592,782 53	.....	592,323 97	66,826 07	4,652,722 49
1921	2,799,104 90	1,195,850 28	215,837 97	.....	859,747 61	184,435 68	538,519 71	.....	412,818 37	62,145 82	6,268,460 34
Total	\$7,694,742 15	\$6,476,127 78	\$408,359 03	\$184,738 92	\$4,193,054 67	\$987,841 78	\$1,869,447 12	\$26,152 27	\$1,041,430 25	\$379,961 84	\$23,261,855 81

*Fees apportioned by Governor and Council prior to 1913.

†Includes \$25,033.67 not deposited with state but expended under direction of State Highway Commission.

‡Includes \$13,358.23, town funds not deposited with state but expended under direction of State Highway Commission.

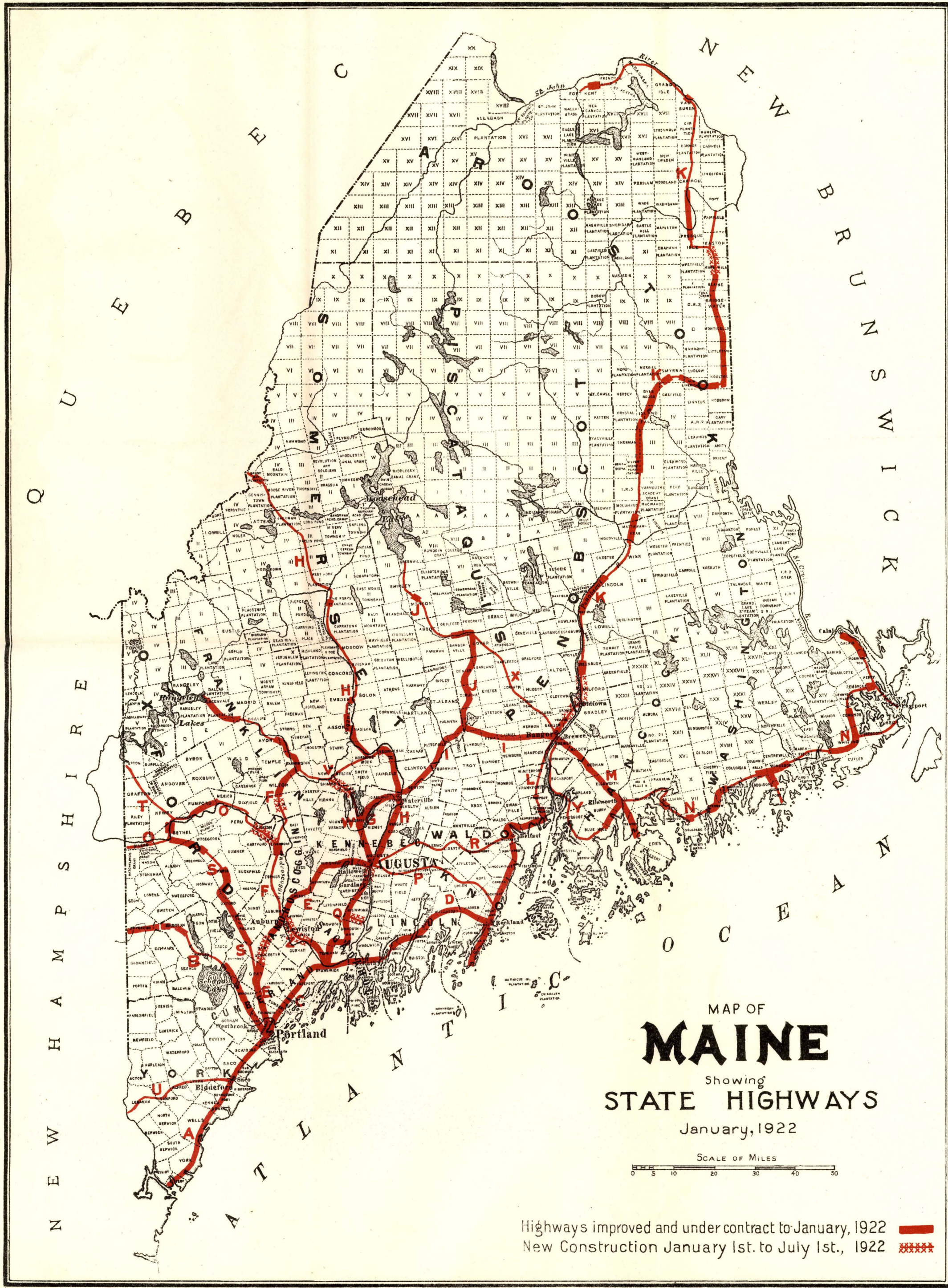
Miscellaneous expenditures 1919: \$33,585.38 on account of motor transport and equipment.

Miscellaneous expenditures 1920: expense of issuing highway bonds \$2,776.73, motor transport and equipment \$218, 979.54, expense of issuing mem-
orial bridge bonds \$831.52, Bath State Ferry \$205,164.00, State garage \$157,043.36.

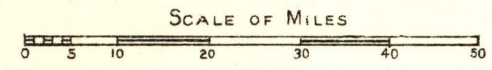
Miscellaneous expenditures 1921: expense of issuing highway bonds \$1,051.66, motor transport and equipment \$180,478.41 expense of issuing bridge
bonds \$320.07, Bath State Ferry \$53,269.56, State garage \$63,225.10, motor vehicle department (July 10 to Jan. 1, 1921) \$53,892.40, auto bureau
(under direction Secretary of State Jan. 1 to July 9) \$10,885.48, auto bureau (registration of autos under direction Secretary of State) \$49,467.26,
Van Buren bridge \$228.43.

APPROXIMATE ROAD MILEAGE.

	State Highways.	State aid Highways.	Third class Highways.	Special Appropriations	Registration of Autos.	Special Resolves.	Totals.
Gravel	347 25	1,197 22	94 65	0 25	.....	37 00	1,676 37
Macadam	4 78	17 13	.....	0 70	.....	.....	22 61
Concrete	32 43	9 86	.....	.....	.....	.....	42 29
Bituminous Macadam	114 97	20 60	.....	0 11	.....	.....	135 68
Gravel and Macadam	6 68	.....	.....	.....	.....	.....	6 68
Clearing and Grubbing	22 21	.....	.....	.....	.....	.....	22 21
Grading	8 93	.....	.....	.....	.....	.....	8 93
Earth and Gravel .....	.....	.....	.....	1 06	46 00	34 50	81 56
Sand Clay	6 75	3 31	.....	.....	.....	.....	10 06
Wood Block .....	.....	0 10	.....	.....	.....	.....	0 10
Granite Block .....	.....	1 48	.....	.....	.....	.....	1 48
Brick .....	.....	0 05	.....	.....	.....	.....	0 05
Earth .....	.....	44 51	.....	.....	.....	.....	44 51
Totals	544 00	1,294 26	94 65	2 12	46 00	71 50	2,052 53



MAP OF
MAINE
 Showing
STATE HIGHWAYS
 January, 1922



Highways improved and under contract to January, 1922 ———
 New Construction January 1st. to July 1st., 1922 -----