

# MAINE STATE LEGISLATURE

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# **PUBLIC DOCUMENTS**

OF THE

**STATE OF MAINE**

BEING THE

# **REPORTS**

OF THE VARIOUS

**PUBLIC OFFICERS  
DEPARTMENTS AND  
INSTITUTIONS**

FOR THE TWO YEARS

**JULY 1, 1922--JUNE 30, 1924**

# **Eleventh Annual Report**

**of the**

# **State Highway Commission**

**of the**

# **State of Maine**

**From January 1, 1923 to June 30, 1924**

**NUMBER OF PASSENGER CARS, TRUCKS, AND TOTAL  
AUTOMOBILE RECEIPTS JAN. 1, 1913-OCT. 1, 1924.**

	<b>Number Passenger Cars</b>	<b>Number Trucks</b>	<b>Total Receipts</b>
1913	10,676	391	\$138,667.75
1914	15,065	661	192,549.14
1915	22,374	1,098	268,399.53
1916	28,943	1,991	363,562.25
1917	38,064	3,367	488,075.76
1918	40,366	4,196	570,171.00
1919	47,621	5,784	685,367.69
1920	55,395	7,512	818,760.00
1921	67,591	9,936	1,004,908.50
1922	78,697	13,842	1,417,508.20
1923	92,995	15,614	1,663,244.78
To Oct. 1, 1924	104,963	18,116	1,896,845.01

**STATE OF MAINE**

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**OFFICE OF STATE HIGHWAY COMMISSION**

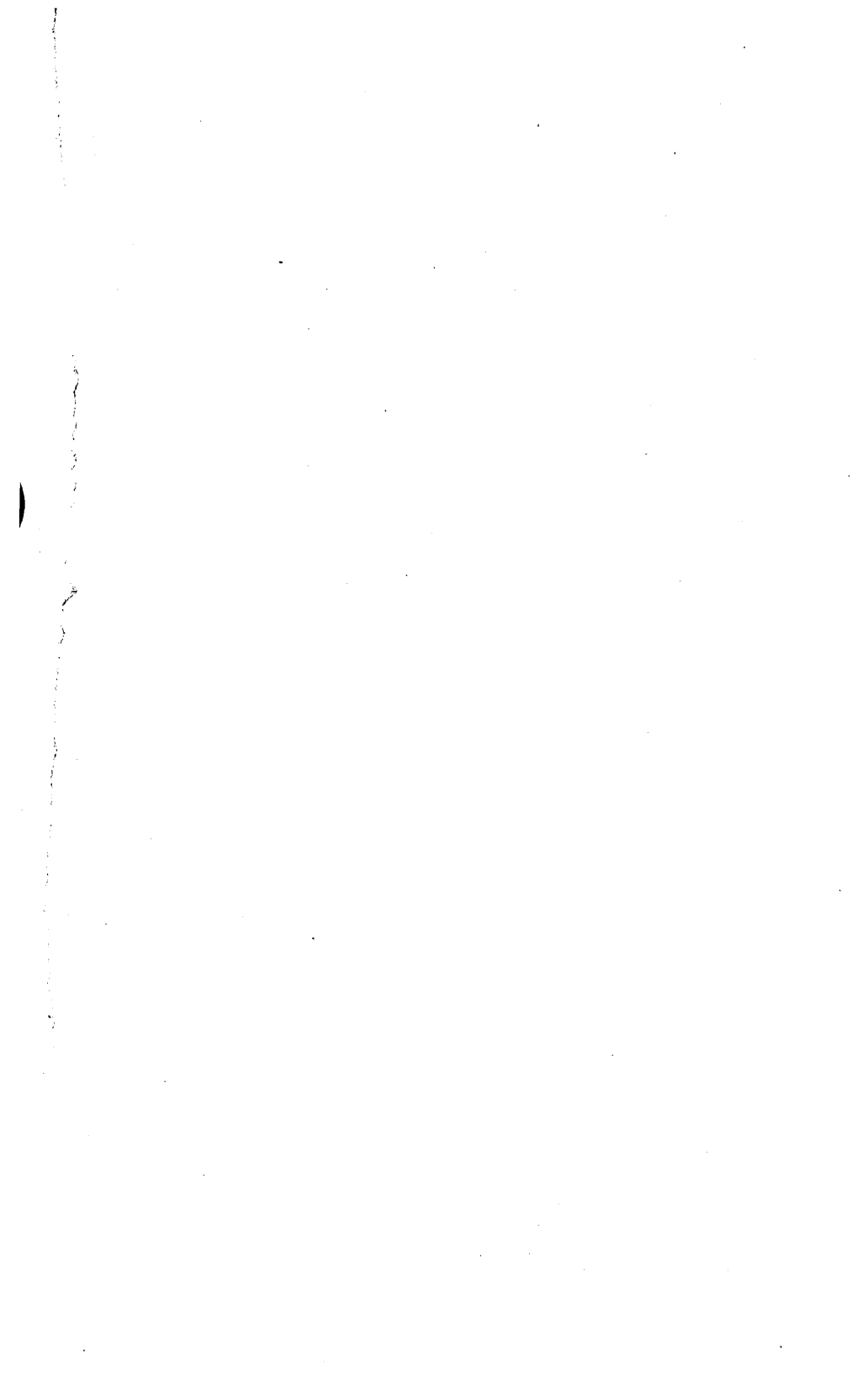
**Augusta, Maine, November 5, 1924.**

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

**We have the honor to present the eleventh annual report  
of the State Highway Commission, from January 1, 1923,  
to June 30, 1924.**

**FRANK A. PEABODY, Chairman,  
WILLIAM J. LANIGAN,  
CHARLES H. INNES,**

**State Highway Commission.**



To the Honorable Governor and Council:

The completion of State highway and bridge projects now under way will use all funds available for these two branches of the State Highway Commission's work. It, therefore, seems to the Commission that the matter of supplying funds for further construction of State highways and of bridges under the State and County bridge aid act is of first importance at this time.

It seems proper in this connection to give a brief statement with respect to the system of State highways so that any discussion in regard to further financing may be had with a correct understanding of what has been accomplished and what remains to be done.

### State Highways

The State highway system as at present laid out covers 1630.3 miles. The Commission estimates that on January 1, 1925, there will have been built from State highway and Federal aid funds 800 miles and that there has been built on the system from State aid funds 250 miles, making a total of 1050 miles of constructed State highway on January 1 next. This would indicate that there will remain to be built from new funds 580.3 miles. If we estimate the average cost per mile for building these roads at \$20,000, the completion of the system will call for an expenditure of \$11,600,000.

The principle of Federal aid seems to be fairly well established and it may be reasonable to assume that the State may expect Federal aid to an average amount of \$700,000 per year. If this should continue for a period of six years, about the time that it would take to complete a program of constructing 580 miles in accordance with the past record, which has averaged about 100 miles of State highway construction per year, the State might expect to receive as Federal aid \$4,200,000. This would make it necessary to provide funds to the extent of

\$7,400,000 in accordance with the above estimate of cost for the completion of the State highway system as at present designated.

In explanation of the above estimated cost per mile, it may be said that it is necessary at the present time to build much stronger and heavier types of road than was the case ten years ago, or even five years ago, on account of the very great increase in the number of motor vehicles now registered and using the highways. Added to this is the fact that costs of construction have doubled in ten years, on account of increased costs of labor and material. In the early years of the Commission's work many State highway projects were undertaken which were the least expensive in point of average cost per mile and many of the difficult locations which would call for a large expenditure were left, the object being to create as many miles of improved road as possible in the shortest possible time and thereby grant immediate relief to traffic. It is a fact that some gravel surfaced State highways have cost in excess of \$20,000 per mile and some bituminous macadam surfaced State highways have been built for less than \$20,000 per mile, so it is believed that the figure of \$20,000 per mile will be sufficient to reconstruct the balance of the system in a satisfactory manner.

### Bridges

During the last fiscal year funds at the disposal of the Commission have been entirely inadequate to meet the demands of the towns for assistance in the reconstruction of bridges. About sixty petitions have been carried throughout the fiscal year which the Commission have thought it unwise to hear as no funds have been available for the construction of the bridges petitioned for. This condition was brought about partly on account of the emergency created by the flood in the spring of 1923, when nearly twenty bridges were carried away in the northern and eastern part of the State. The Commission took the position that where a bridge was washed out and completely gone an emergency was created which needed



immediate attention and in consequence assistance was rendered in the construction of bridges at all of these locations, even though petitions were in hand received at a date prior to the destruction of these bridges upon which no action had been taken.

Bearing in mind the constantly increasing number of motor vehicles registered and the increasing use of the motor truck, and the fact that existing bridges are growing older and weaker, it seems reasonable to expect that the requests for assistance in the reconstruction of bridges will not grow appreciably less for a considerable number of years. It is the judgment of the Commission that under the terms of the present bridge act from \$500,000 to \$750,000 per year will be necessary to carry the bridge program along if all requests from municipalities are to receive prompt attention. A bridge program covering the next six years, for example, might reasonably be expected to absorb \$4,500,000.

#### **Bridge Survey**

In accordance with the direction of the legislature, covered in Chapter 202 of the Public Laws of 1923, the Commission undertook during the summer of 1923 a general bridge survey. This work was conducted with one field party during that season and during the season of 1924 four parties have been constantly employed in securing field data. The information thus secured is to be compiled and a report of the results of this survey will be ready for the legislature which assembles in 1925.

#### **Reconstruction**

In addition to the problem of completing the State highway system, the State has already reached a point where it must consider the rebuilding of many roads, where traffic has increased far beyond the expectations of previous years. This condition has been called to the attention of the legislature at its two previous sessions and in budget estimates previously filed the Commission has pointed to the need of a fund of from \$500,000 to \$1,000,000 per year to be available for this purpose. The only relief so far

granted has been in the enactment of the gasoline tax law by the last legislature, which added one-half of the net income to maintenance funds, the other half going to the third class highway fund. This has afforded certain relief but the need for reconstruction as visualized by this Commission can never be met with present sources of income available for this purpose.

During the first twelve months of the operation of the gasoline tax a total revenue of \$451,307.30 was received from this source. Half of this amount, or \$225,653.65, was added to maintenance revenues. While this revenue will increase with the increasing use of motor vehicles, it will not nearly meet the cost of necessary reconstruction.

The constructed State highway system in many places is far behind traffic requirements. Many of the early roads built with gravel surface and with much less foundation than is provided for highways now being constructed, have pretty nearly entirely failed during the last three springs. Wherever failure has occurred the Commission has endeavored before the end of the same season to strengthen these weak places by building a suitable foundation and laying a new surface thereon. All of this work has been charged to maintenance and more would have been done had funds been available.

It is probably within the truth to state that there is at least 400 miles of the constructed system which properly should be reconstructed within the next six or eight years, in order to save the investment which the State now has in these roads. On account of increased weight and volume of traffic this reconstruction work must be much more thorough than was the original construction. If the State is to meet this problem as it should be met and preserve these roads from utter ruin, this reconstruction program must be begun immediately and funds must be provided to meet these costs.

It is a pretty well accepted and established principle in many of the states which have had a reconstruction program in progress for several years that these costs shall be borne by the traffic using the highways and reconstruc-

tion funds are secured from motor vehicle registration fees or from a gasoline tax, or from both. In some of the states where reconstruction funds are secured from motor vehicle registration fees, bonds for State highway construction are carried by general taxation instead of being a charge against motor vehicle fees, as is the case in this State. If the State of Maine were following this principle there would have been available from automobile fees for maintenance and reconstruction work the following amounts, which were used for interest on, and retirement of highway bonds:

In 1923	\$459,070.00
In 1924	\$517,810.00
In 1925 this amount will be	\$552,550.00
In 1926	\$547,290.00

It does not appear to be reasonable to expect any increase in the registration fee for automobiles. The only other means of obtaining revenue from highway traffic is through the gasoline tax. At the present time thirty-six states are collecting revenues for highway purposes from a gasoline tax and practically all of the other states are considering the enactment of a similar tax at the next session of their legislatures.

A study of the gasoline tax laws discloses the fact that nineteen states had a gasoline tax prior to January, 1923. The legislatures which met in 1923 increased the amount of this tax in ten of these nineteen states and the legislatures of seventeen other states laid a tax on gasoline for the first time in 1923.

Of the states which had a gasoline tax prior to 1923, in five states the tax was increased during that year from one cent to two cents, in three states from one cent to three cents, and in two states from two cents to three cents. Of the states passing a gasoline tax in 1923, five provided for a tax of one cent (Maine was one of these states), two provided for a tax of one cent in 1923 and two cents in 1924, eight started with a tax of two cents, one state laid a tax of two and one-half cents, and one state laid a tax of three cents.

The above statement should be sufficient to indicate the trend of thought among the legislators of thirty-six states with respect to finding additional highway revenues.

It is the belief of this Commission that an increase in the gasoline tax to the amount of three cents per gallon, with the provision that the new revenue (two cents per gallon) should be available for highway construction, maintenance or reconstruction, as the judgment of the State Highway Commission should dictate, would not be unreasonable. No objection has been heard to the tax which has been collected since July 7, 1923, and apparently it has not affected the price of gasoline to the consumer. In one neighboring state at least during the summer of 1924, with a gasoline tax of two cents, the retail price of gasoline has been the same as it has been in Maine. In another neighboring state, having no gasoline tax, the retail price of gasoline has been higher than it has been in Maine.

The revenue provided by an additional tax of two cents per gallon would amount to approximately \$1,000,000. If this fund could be available, as above suggested, it would furnish a fund for construction during the season of 1925 while the State may be involved in determining whether or not further funds for State highway construction and bridge work will be provided through a new bond issue.

In case funds are provided for construction work from some other source, the additional fund, or as much of it as might be necessary, could be immediately used for reconstruction and maintenance purposes referred to elsewhere in this report.

### Stage Construction

The method pursued by this Commission in the construction of State highways is not materially different from that of practically all other state highway commissions. In the early years it has been the aim of every commission to build as many miles of state highway at as small an expenditure of funds as possible, with the object of affording immediate relief to the traffic and of accommodating as

many sections of the state as possible. As traffic has developed original construction has become more substantial each year and the earlier roads have been strengthened and reconstructed. In many instances gravel surfaced highways have been built and used for periods of from three to five years and then a hard surface has been laid over the original surface. This is exactly what this Commission has had in mind from the beginning of highway construction and now sees the need of carrying out immediately. This method has been termed in several states "stage construction," that is, the development of their roads from the low types to the high types of construction by making the expenditure in stages or steps.

The question as to how the cost of such construction should be borne naturally arises. If capital resources were ample, the cost of strengthening and building a higher type of pavement on an old roadbed might properly be charged to the capital account, as the work would undoubtedly be of an entirely different type and much superior to the original construction, which had become worn out and obsolete.

On the other hand, it may not be unreasonable or unfair to charge the cost of resurfacing worn out roads with a higher type of construction against maintenance and reconstruction funds (current revenues), on the ground that the traffic which wears out the road should bear the cost of replacing the same. It is believed that this is the view most generally taken by the various states of the Union and that these charges are generally so met.

The main point to be kept in mind at the present moment is that funds must be found from some source to protect the State's investment so far made and to bring many of the older roads up to a strength sufficient to accommodate present day traffic.

### State Aid Highways

The Commission desires to renew its recommendations previously made that the appropriation for State aid highways be increased to \$1,000,000 per year. During the

last four years the towns have made liberal appropriations for State aid construction but in no single year has the appropriation of the State been sufficient to meet the requirements under the several provisions for State aid. A mere statement of the amounts of State aid applied for should be sufficient evidence for the need of more liberal State appropriations and a justification of the same:

In 1921 applications for State aid amounted to	\$792,527.97
In 1922 the towns applied for	\$852,019.85
In 1923 applications totalled	\$922,057.39
In 1924 the amount asked for was	\$728,118.15

The reason for the reduction in the amount of State aid applied for in 1924 was on account of the fact that it was generally understood that applications for increased State aid, either through the "five times clause" or under the "three town act," could not be met. It is believed, however, that with a sufficient appropriation on the part of the State to meet the requirements of the towns a rapid increase in the mileage of improved State aid or secondary roads would immediately result.

### Third Class Roads

It would not be beyond the bounds of truth to state that the Commission has experienced more difficulty in administering the third class road law than in directing all of the other road and bridge laws combined. There seems to be something fundamentally wrong with the law. The whole expense of third class road construction is paid from a State appropriation. The law states that the general administration of the act shall be under the direction of the Highway Commission. In another section the law provides that work shall be carried out by the municipal officers. This is an apparent conflict of authority and the law should be made plain as to whether the direction of this work shall rest finally with the Highway Commission or with the municipal officers.

Again, very great difficulty has been experienced in the matter of selecting third class roads. In many towns no

work has been done for one or two seasons, pending a settlement of the question as to what road shall be designated for the expenditure of third class funds. As many as three or four roads have been proposed in some towns and the Commission have granted several hearings in an attempt to secure the facts upon which to base an intelligent judgment with respect to the designation of a third class road. In many instances the Commission have referred the question back to the town with a request that the question be settled at a town meeting by a majority vote of the inhabitants of the town.

As the law now stands, it virtually provides for the construction of a State highway in every town which is eligible to receive third class road money, that is to say, the law provides for the construction of a highway at the expense of the State. Under this condition, namely, that the State is paying the whole cost of the third class road construction, it might be reasonable to provide that the State through its Highway Commission should have a larger voice in the selection of the road upon which third class money shall be expended, to the end that the improvements may be made in some systematic manner.

### **Traffic Survey**

For several years this Commission has been conducting a traffic census for one week each season, with a view of ascertaining the usefulness of the highways and data as to the amount of increase in traffic from year to year. Up to the present year the census has been sub-divided into automobile and horse-drawn traffic and this again into light and heavy traffic. Early in 1924 the question of a traffic survey to be undertaken on a cooperative basis was discussed with the Bureau of Public Roads of the United States Department of Agriculture. Arrangements were completed and beginning on June 30 last a comprehensive survey was undertaken. This survey will continue until November 2. Traffic counts have been made at about one hundred different stations on the State highways, State aid highways and third class highways. It is expected

that the survey will indicate the relative importance of different portions of the highways in this State, to the end that highway funds, both for construction and maintenance, may be more intelligently allotted and expended. It is expected that the results of the survey will be compiled and published for the information of the incoming legislature.

It may be interesting to record for purposes of comparison with the report of the present year's traffic survey the results obtained from past surveys. Briefly stated, the results were as follows:

Traffic Surveys Since 1916		
Year	No. of Stations	Average No. of Vehicles Per Day
1917	18	428
1918	19	483
1919	38	504
1920	41	515
1921	43	715
1922	46	767
1923	49	961

It is seen from the above figures that traffic in 1923 was two and one-quarter times as heavy on an average as in 1917. It should be borne in mind that new stations added from year to year were not located on the heaviest travelled highways. Several of these stations were off of the State highway system, the object of the Commission being to secure traffic data which might indicate the location of roads which eventually should be added to the State highway system.

As an indication of the relationship existing between density of traffic and maintenance costs, it may be interesting to examine the Commission's records on these two points with respect to a few typical highways.

Take Highway "I," Waterville to Bangor, for example. This is a gravel road which upon its completion was said to be as good as any gravel road in New England. The figures below give the average gross traffic per twelve



hour day and the average cost of maintenance per mile, as shown on the records of the Commission:

Year	Average No. of Vehicles per 12-hour day	Average cost of maintenance per mile
1916		\$120.89
1917	265	346.75
1918	240	490.15
1919	452	429.82
1920	490	498.93
1921	635	738.27
1922	756	1476.37
1923	948	1971.61
	3786	\$6072.79
Averages for the eight years	541	\$759.10

A somewhat similar result is shown on Highway "D" between Woolwich and Rockland. This road is of the same type as the road from Waterville to Bangor. Traffic has increased in about the same ratio and the average cost of maintenance per mile has steadily increased with the traffic:

Year	Average No. of Vehicles per 12-hour day	Average cost of maintenance per mile
1916	375	\$155.82
1917	355	365.82
1918	467	395.49
1919	666	524.38
1920	623	828.09
1921	704	819.31
1922	782	1354.13
1923	778	1322.37
	4750	\$5765.41
Average for the eight years	594	\$720.68

It is interesting to compare with the above results similar records for bituminous macadam highways.

**Rockland-Rockport Road:** This road was built in 1910 and 1911 and the macadam is only fourteen feet wide, involving in consequence a high maintenance cost for shoulders:

Year	Average No. of Vehicles per 12-hour day	Average cost of maintenance per mile
1915		\$495.98
1916	559	272.19
1917	531	430.81
1918	484	131.75
1919	865	517.14
1920	830	161.44
1921	997	446.88
1922	1070	254.09
1923	1340	591.32
	<hr/> 6676	<hr/> \$3301.60
Average for the nine years	834	\$366.84

**York Road:** This road was built in 1914, macadam, sixteen feet wide. The road is substantially as good today as when it was built:

Year	Average No. of Vehicles per 12-hour day	Average cost of maintenance per mile
1915		\$521.00
1916	1207	30.00
1917	1300	282.56
1918	1446	70.11
1919	2323	747.88
1920	2189	100.00
1921	2714	250.71
1922	3859	152.48
1923	4586	178.12
	<hr/> 19624	<hr/> \$2332.86
Average for the nine years	2453	\$259.21

It will be noted that generally speaking one year's maintenance cost is high and the next year's cost is low. This

is on account of the fact that it is the practice of the Commission to give bituminous macadam roads a surface treatment of bituminous material each alternate year. The maintenance in the other years consists only of taking care of the shoulders and possibly making an occasional patch in the surface.

**Falmouth Road:** This road was built in 1914 and 1915 and in 1920 and 1921 had a general overhauling. The road was built with much less foundation than would be put into a road today, which made quite extensive repairs and strengthening necessary in 1920 and 1921:

Year	Average No. of Vehicles per 12-hour day	Average cost of maintenance per mile
1916		\$159.15
1917	1095	329.38
1918	1140	156.32
1919	1458	207.20
1920	1932	1302.95
1921	2603	938.56
1922	2590	377.34
1923	2664	399.16
	13482	\$3870.06
Average for the eight years	1926	\$483.76

When it is remembered that about eighty per cent of our improved highways are surfaced with gravel and that a gravel road will not successfully carry over five hundred vehicles per twelve hour day without resorting to surface treatment, which costs about \$1000 per mile per year, the constantly increasing maintenance cost of caring for our State highway system will be better understood.

Incidentally, an analysis of the amount of traffic and the maintenance cost per mile on the five roads just referred to will show that traffic is being carried on the bituminous macadam roads at a cost of one-sixth as much per vehicle mile as is the cost of carrying traffic on the gravel surfaced highways.

### Numbering Highways

About two years ago the Highway Commission entered into an agreement with the commissions of the other New England states to number the interstate highways and the principal intra-state highway routes. Arrangements were completed for carrying out this work during the summer of 1924. It is the purpose of the Commission to place number signs on each of the numbered routes on either side of each intersecting highway, so that the route number will be visible to travellers on the route being followed as turns and intersections are approached. These signs will be placed about three hundred feet from intersections and turns, about three feet away from the shoulder of the road, and the sign will be about forty-two inches above the crown of the road so that it will be illuminated by automobile headlights after dark. Posts have been set upon which the signs will be mounted early in the season of 1925. A map will be issued showing in outline the system of numbered highways with the designated number opposite each highway.

### Roadsides

The Commission has noted for some time the increasing use of portions of the highway right of way for the erection of gasoline filling stations, refreshment stands, and market booths, and the question has frequently come to mind as to whether some supervisory regulation over the location of such structures is not needed. In many instances these buildings constitute almost a menace to highway traffic, on account of the fact that they are built so close to the pavement or travelled part of the highway that it is impossible for patrons to stop without using a portion of the travelled path of the road.

It occurs to this Commission that some restriction is needed with respect to the custom as now practised of locating buildings promiscuously upon the highway location.

One method of lessening the danger which now prevails along many of the more heavily travelled highways, and

which will sooner or later become general upon all highways in the State on account of the practice just referred to, would be to prohibit parking on the surfaced portion of the highway. This has been found necessary in some states and in those states statutes are already in effect which prohibit parking on the pavement or on the gravelled portion of any highway. This Commission respectfully recommends that such legislation would be in the interest of the safety of highway users in general.

### **Motor Vehicle Police Department**

During the year the motor vehicle police division of the Commission's work has undergone more or less reorganization. It is the hope and expectation of the Commission to bring this division to a higher state of efficiency within the next twelve months than it has attained in the past.

### **General**

During the year just passed the customary amount of highway construction of the various classes—State highways, State aid and third class roads—has been accomplished. The usual amount of bridge work and maintenance work has been carried on. Details of these several activities will be found elsewhere in this report.

This Commission desires to call attention to the fact that its labors are increasing each year on account of increased number of petitions received for bridge assistance, each one of which necessitates a hearing with the county commissioners and municipal officers, usually at the location of the bridge, and on the further account of the increased number of hearings each year with respect to suspension, revocation and restoration of licenses to operate motor vehicles.

FRANK A. PEABODY,  
WILLIAM J. LANIGAN,  
CHARLES H. INNES,

State Highway Commission.

**MAINE STATE HIGHWAY COMMISSION**  
**Financial Statement**  
**January 1-December 31, 1923**

**MAINTENANCE AND ADMINISTRATION**

**Credits**

Tar sold and applied 1922-23	\$3,567.32
Gravel sold	176.80
Culverts and pipe transferred	82.76
Pea stone sold	62.00
Calcium chloride sold	1.30
Permit to open Highway	275.43
Augusta paid special appropriation	3,000.00
Hallowell paid special appropriation	1,000.00
Transferred from Improvement State Roads J. F.	289.03
Transferred from Highway Loan Fund	14,242.99
Patrol Maintenance 1921 deposited	1,172.10
Patrol Maintenance 1922 deposited	6,588.68
Patrol Maintenance 1923 deposited	229,228.50
Patrol Maintenance 1922 overpaid	52.53
Patrol Maintenance 1923 overpaid	437.10
Patrol Maintenance 1921 not deposited	501.20
Patrol Maintenance 1922 not deposited	529.85
Patrol Maintenance 1923 not deposited	6,193.71
Testing charges	100.00
Transferred to Highway Loan 1922 charges "G"	
Augusta	6,662.05
Net Auto Fees January 1-December 31, 1923	1,415,722.53
Net Auto Fines January 1-December 31, 1923	37,924.62
Net Gasoline Tax July 7-December 31, 1923	115,622.08
Transferred from Bath State Ferry	21,019.52
	\$1,864,452.10

**Expenditures**

**Administration**

Salaries of Commissioners	\$3,000.00
Salary of Chief Engineer	6,000.00
Salaries of Assistants	17,790.81

Salaries of Stenographers and Clerks	14,561.64	
Salaries of Engineers	5,491.07	
General Bridge Survey	2,233.91	
Expenses and Wages of Supervisors	1,294.07	
Survey "F" Rangeley District	656.01	
Expenses of Commissioners	2,129.44	
Expenses of Chief Engineer	995.95	
Expenses of Assistants	3,631.35	
Office Furnishings	1,017.83	
Office Stationery and Supplies	1,590.75	
Telephone and Telegraph	2,782.62	
General Printing Account	4,198.67	
Drafting Room Supplies	1,697.32	
Incidental Expenses	635.24	
Postage	1,989.33	
Commissioner's Auto	113.00	
State Map	532.29	
Piscataqua River Bridge	2,147.32	
Church Drafting Room	1,062.47	
		<hr/>
		\$75,551.09

#### Motor Vehicle Department

Salary of Chief of Motor Vehicle Department	\$2,788.09
Salary of Clerks	2,200.00
Salary of Inspectors	25,677.63
Salary of Police Patrolmen	15,118.94
Expenses of Chief of Motor Vehicle Department	610.70
Expenses of Inspectors	20,957.68
Expenses of Police Patrolmen	3,746.83
Postage	383.10
Office Furnishings	151.50
Office Stationery and Supplies	325.90
Advertising	142.39
Legal Expense	86.29
Printing Account	192.64

Telephone and Telegraph	192.18	
Cost of Equipment	44.87	
Repairs of Equipment	1,816.88	
Supplies for Equipment	2,796.30	
Miscellaneous	6.38	
Oil Account	172.86	
	<hr/>	\$77,411.16

## \* Auto Bureau

Salaries and Clerk Hire	\$37,028.58	
Postage	8,586.14	
Plates	49,419.63	
Freight and Express	1,226.01	
Telephone and Telegraph	309.50	
Furniture	1,576.33	
Stationery and Supplies	7,541.64	
Traveling Expenses	1,427.14	
Miscellaneous	226.55	
Refund over-deposit	1,132.10	
	<hr/>	\$108,473.62

## Maintenance

Overdraft January 1, 1923		295,147.65
General Tar Account (sold towns 1923)		3,527.11
Portable Camp 1922 transferred from Highway Loan		66.84
State Aid Highway Improved	277,618.59	
State Aid Highway Unimproved	150,285.22	
State Highway Improved	663,237.75	
State Highway Unimproved	42,111.56	
Section 17	5,143.00	
	<hr/>	\$1,138,396.12
		<hr/>
		\$1,698,573.59

Town funds not deposited but expanded under supervision of Department		7,224.76
		<hr/>

\* This account not under supervision of State Highway Commission.



Total expenditures for Maintenance and Administration	1,705,798.35
Balance December 31, 1923	158,653.75
	<hr/>
	\$1,864,452.10

## HIGHWAY LOAN FUND

## Credits

Balance January 1, 1923	\$2,873.10
Receipts from Sale of Bonds	1,560,856.00
1922 Balance Motor Transport transferred	40,589.58
Federal Aid—	
“B” Bridgton	\$35,667.99
“D” Rockport	8,287.32
Camden	1,926.44
Northport	6,671.65
“E” Gray	52,338.55
New Gloucester	104,743.92
Auburn	24,378.94
“F” Auburn	11,593.67
Turner	30,626.36
“G” Belgrade	65,162.26
“H” Fairfield	20,928.23
Norridgewock	11,506.95
“J” Newport	12,646.77
Corinna	10,734.05
Dexter	26,172.68
“K” Bangor	8,948.76
Veazie	17,025.07
Orono	64,168.57
Old Town	28,898.32
Milford	33,665.34
Greenbush	12,967.91
Passadumkeag	7,248.05
Sherman	22,517.00
Silver Ridge	3,611.37
Island Falls	4,349.46
Mars Hill	11,066.18

	Easton	17,451.37	
"N"	Perry	14,170.24	
	Calais	41,340.34	
"O"	Livermore	8,341.64	
	Hartford	1,718.25	
	Canton	23,162.68	
"Q"	Farmingdale	14,862.30	
"V"	Mercer	15,550.30	
"W"	Rome	15,483.02	
	New Sharon	18,761.96	
"Z"	Lewiston	21,493.35	
	Lisbon	26,730.20	
			\$856,917.46

Received of Boston & Maine Railroad share alteration "A" Wells	2,104.13
Received State of Maine share alteration "A" Wells	809.27
Received Electric Railroad Co. share "H" Fairfield	1,083.20
Received town of Fairfield Appropriation	4,000.00
Received town of Rockport note	2,000.00
Received town of Wilton on account of grading cost	2,317.95
Received town of Wilton on account Engineering	694.89
Received Central Maine Power Co. "G" Belgrade	1,364.50
Received stock returned (pipe)	220.04
Received State Aid Transfer West Forks	815.25
Received State Aid Transfer Smyrna	684.95
Received State Aid Transfer Newry	29.40
Received town of Corinna	7,498.00
Received Bangor Electric & Maine Central Railroad Co. ("K" Veazie)	1,034.24
Received State of Maine ("K" Veazie)	552.88
Received town of Veazie	221.15
Received Bangor Electric Railway cost of Culverts and Cement pavement	699.59

Transferred balance Motor Transport and Equipment	55,396.34
Received from Electric Railway Co. ("Q" Farmingdale)	1,355.87
Received from Electric Railway Co. ("Q" Hallowell)	172.80
Received stock "O" Canton (pipe)	117.90
Received town of Newcastle	500.00
Miscellaneous credits not deductible	249.43
Received on account of Transfer Garage and Machinery charges	4,537.75
	<hr/>
	\$2,549,695.67

### Expenditures

Surveys	\$10,743.30
Plans and Computations	10,642.60
Advertising	393.11
Engineering and Inspection	56,556.98
General Expense and Right of Way	38,275.82
Labor and Material	2,092,168.18
Expense of Issuing Bonds	1,443.88
Transfers to other Appropriations	
"A" Wells to balance Improvement State Roads J. F.	291.92
"A" North Berwick to balance Improvement State Roads J. F.	291.29
"A" Berwick to balance Improvement State Roads J. F.	182.03
"H" Skowhegan to balance Improvement State Roads J. F.	500.00
"L" Searsport to balance Improvement State Roads J. F.	463.45
"K" Greenbush to balance Improvement State Roads J. F.	503.06
Balance December 31, 1923	337,240.05
	<hr/>
	\$2,549,695.67

**MOTOR TRANSPORT AND EQUIPMENT****Credits**

Rentals and credits from Equipment	\$296,183.90
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**Expenditures**

Audited vouchers	\$240,787.56
Balance transferred to Highway Loan	55,396.34
	<hr/>
	\$296,183.90

**IMPROVEMENT STATE ROADS J. F.****Credits**

Balance January 1, 1923	\$96,274.19
Received from Counties, Cities and Towns	343,863.84
Appropriation 1923	500,000.00
Cities and towns money not deposited but expended under direction of State Highway Commission	27,135.69
	<hr/>
	\$967,273.72

**Expenditures**

Engineering and Supervision	\$13,114.78
Labor and Material	834,516.46
Transferred to other Appropriations	2,364.46
Balance December 31, 1923	117,278.02
	<hr/>
	\$967,273.72

**BRIDGE LOAN FUND****Credits**

Balance January 1, 1923	\$570,047.96
Received from Counties	270,633.96
Received from Cities and Towns	145,202.47
Transferred from Maintenance and Administration New Limerick	1,296.48
Transferred from Eagle Lake Special Resolve	2,000.00

Received from Western Maine Power Co.	2,120.00	
Received from Androscoggin & Kennebec Railway, Lewiston	8,081.00	
Transferred from Seboeis Im- provement State Road J. F.	703.92	
		<hr/> \$1,000,085.79

**Expenditures**

Engineering	\$38,049.23	
Labor and Material	560,799.70	
Alfred Special Resolve	1,510.92	
Expenditures against this account to be charged to Main- tenance and Administration (Bridge Repairs).		
Engineering	353.86	
Labor and Material	15,749.97	
Refunds	45,258.77	
Balance December 31, 1923	338,363.34	
		<hr/> \$1,000,085.79

**THIRD CLASS HIGHWAY FUND****Credits**

Appropriation 1923	\$224,255.91	
Transferred from Equalization Fund	8,687.20	
Gasoline Tax (one-half total tax received)	115,622.08	
Cities and Towns moneys not deposited but expended under direction of State Highway Commission	8,995.94	
		<hr/> \$357,561.13

**Expenditures**

Engineering and Supervision	\$3,375.34	
Labor and Material	222,993.32	
Balance December 31, 1923	131,192.47	
		<hr/> \$357,561.13

**SPECIAL RESOLVES****Credits**

Balance January 1, 1923 Resolves 1921-1922	\$17,604.34
Balance January 1, 1923 St. Leonards-Van Buren	4,172.89
Balance January 1, 1923 Immigration Building	95.00
Appropriation Chapter 133 Resolves 1923	112,125.00
Appropriation Chapter 28 Resolves 1923 Eastport-Perry	35,000.00
Appropriation Chapter 50 Resolves 1923 Enfield-Howland	21,700.00
Council Order No. 78 Eddington	1,000.00
Council Order No. 290 Frankfort	1,500.00
Received from Cities and Towns	17,805.00
Received from Dominion of Canada-Madawaska-Edmundston	11,175.68
Received from Hollingsworth and Whitney	1,500.00
Cities and Towns money not deposited but expended under direction of State Highway Commission	32,177.52
	<hr/>
	\$255,855.43

**Expenditures**

Balance overdrawn Resolves 1919 Madawaska-Edmundston	\$4,515.48
Transfer to Bridge Loan Fund	2,000.00
Resolves 1919-1921-1922 Engineering and Supervision	1,429.88
Resolves 1919-1921-1922 Labor and Material	15,258.78
Chapter 50, Resolves 1923 Engineering and Supervision	69.22
Chapter 50, Resolves 1923 Labor and Material	16,302.08
Chapter 133, Resolves 1923 Engineering and Supervision	1,208.48
Chapter 133, Resolves 1923 Labor and Material	144,599.45
Council Order 78, Eddington Labor and Material	999.96

Council Order 290, Frankfort Engineering and Supervision	14.22
Council Order 290, Frankfort Labor and Material	142.48
St. Leonards-Van Buren Engineering and Supervision	66.84
St. Leonards-Van Buren Labor and Material	68.60
Fort Kent Resolve, Balance Lapsed	918.65
Chapter 168, Resolves 1921, Balances lapsed	79.01
Immigration Building, Balance Lapsed	95.00
Balance Council Order 78, Eddington	.04
Balance Council Order 290, Frankfort	1,343.30
Balance Resolves 1919-1921-1922	7,728.22
Balance Chapter 133, Resolves 1923	14,649.59
Balance Chapter 28, Resolves 1923	35,000.00
Balance Chapter 50, Resolves 1923	5,328.70
Balance St. Leonards-Van Buren	4,037.45
	<hr/>
	\$255,855.43

**BATH STATE FERRY**  
**Daily Report of Ticket Sales**

	Opening No.	Closing No.	No. Sold	Rate	Amount
Balance January 1, 1923					\$2,390.17
Single Passenger Fare	561,097	829,335	268,238	\$0.05	13,411.90
Passenger Ticket (12 trips)	2,828	3,788	960	.60	576.00
One Horse Team	15,983	20,366	4,383	.25	1,095.75
Two Horse Team	2,613	3,215	602	.25	210.70
Automobile or Light Truck	136,118	213,296	77,178	.50	38,589.00
Auto Truck, Heavy	1,707	2,554	847	.75	635.25
Oil Truck	176	194	18	.60	10.80
Motor Cycle, Oxen, Horse	1,267	1,748	481	.15	72.15
Automobile or Light Truck, 10 Round Trip	1,486	2,465	979	5.00	4,895.00
Auto Trucks, Heavy, 10 Round Trip	95	115	20	10.50	210.00
Single Horse Team 10 Round Trip	750	1,047	297	3.50	1,039.50
Two Horse Team 10 Round Trip	335	405	70	4.50	315.00
School Tickets	673	1,007	334	.25	83.50

Special Trip Fare, Sunday P. M.	3,065	3,065	10	—
Special Trips			18	2.00
Miscellaneous				36.00
				154.70
				<hr/>
				63,725.42
1922 Credits deposited in 1923				364.55
				<hr/>
				64,089.97
Less 1923 credits deposited in 1924				105.45
				<hr/>
Total credits				\$63,984.52

### OPERATING EXPENSES

Wages—Crew of “Hockomock”				\$8,577.49
Wages—Crew of “Governor King”				13,847.04
Coal				12,684.28
Water				444.10
Light				384.73
Insurance				666.00
Oil				462.90
Repairs—“Governor King”				
Machinery—Labor				433.45
Material				494.50
Hull—Labor				163.75
Material				16.51
Repairs—“Hockomock”				
Machinery—Labor				344.75
Material				130.63
Hull—Labor				199.40
Material				177.03
Repairs—Ferry Slips—Labor				1,019.25
Material				1,026.00
General Expense				813.53
				<hr/>
				41,885.34
* Transfer to Maintenance and Administration				21,019.52
				<hr/>
				62,904.86
Balance December 31, 1923				1,079.66
				<hr/>
				\$63,984.52

\* To offset repair charge paid in 1922 from Maintenance.



## RECAPITULATION January 1-December 31, 1923

Appropriation	Admission	Engineering	Inspection	Advertising	General expense and right of way	Labor and Material	Miscellaneous	Auto Reg. & Enforcement of Auto Laws	Motor Vehicle Dept.	Total expenditure under supervision of Dept.
Administration.....	\$75,551.09									\$75,551.09
Motor Vehicle Division.....									\$77,411.16	77,411.16
Maintenance Miscellaneous.....						3,593.95				3,593.95
Maintenance Section 17.....						5,143.00				5,143.00
Maintenance State Aid.....			\$21,785.78			406,118.03				427,903.81
Maintenance State Highway.....			22,121.25			683,228.06				705,349.31
State Highway Construction (Loan).....		\$77,942.88		\$393.11	\$38,275.82	2,092,168.18	2,231.75			2,211,011.74
Expense of Issuing Bonds.....							1,443.88			1,443.88
Motor Transport and Equipment.....						240,787.56				240,787.56
State Aid Construction.....		13,114.78				834,516.46	2,364.46			849,995.70
Bridge Loan Construction.....		38,403.09				576,549.67	46,769.69			661,722.45
Third Class Highways.....		3,375.34				222,993.32				226,368.66
Special Appropriation.....		2,788.64				177,371.35	3,092.66			183,252.65
Bath State Ferry.....						41,885.34				41,885.34
*Auto Bureau (Secretary of State).....								\$108,473.62		108,473.62
	\$75,551.09	\$135,624.73	\$43,907.03	\$393.11	\$38,275.82	\$5,284,354.92	\$55,902.44	\$108,473.62	\$77,411.16	\$5,819,893.92

\*Not under supervision of State Highway Commission.

SUPERVISION CHARGES			LABOR AND MATERIAL	
Administration.....		75,551.09	Maintenance.....	\$1,098,083.04
Engineering.....	135,624.73		State Highway Construction.....	2,130,444.00
Inspection.....	43,907.03		Motor Transport and Equipment.....	240,787.56
Advertising.....	393.11		State Aid Construction.....	834,516.46
		\$255,475.96	Bridge Loan Construction.....	576,549.67
Motor Vehicle Dept.....	77,411.16		Third Class Highway.....	222,993.32
		\$332,887.12	Special Appropriation.....	177,371.35
			Bath State Ferry.....	41,885.34
				\$5,322,630.74

Supervision charges .0480 on net Construction excluding Motor Vehicle Expense as Supervision charge.

Supervision charges 0439 on gross Expenditure excluding Motor Vehicle Expense as Supervision charge.

Supervision charges .0625 on net Construction including Motor Vehicle Expense as Supervision charge.

Supervision charges .0572 on gross Expenditure including Motor Vehicle Expense as Supervision charge.

**MAINE STATE HIGHWAY COMMISSION**  
**Financial Statement**  
**January 1-June 30, 1924**

**MAINTENANCE AND ADMINISTRATION**  
**Credits**

Balance January 1, 1924	\$158,653.75
Auto Fees Transferred	1,287,785.27
Gasoline Tax Transferred	78,703.18
Auto Fines	8,337.94
Credits on Motor Cycles	4,906.02
Tar applied	998.99
Permit to open Highway	111.07
Towns paid on account special work	490.66
Culverts laid	56.05
Gravel sold	3.75
Bags returned	4.50
Transferred from Highway Loan Fund	74.79
Patrol Maintenance deposited for 1921	501.20
Patrol Maintenance deposited for 1922	471.65
Patrol Maintenance deposited for 1923	5,919.19
Additional Patrol Maintenance deposited for 1922-23	1,506.99
Overpayment Patrol	.18
Patrol Maintenance not deposited for 1922	58.20
Patrol Maintenance not deposited for 1923	274.52
	<b>\$1,548,857.90</b>

**Expenditures**  
**Administration**

Salary of Commissioners	\$1,500.00
Salary Chief Engineer	3,000.12
Salary Assistants	9,527.43
Salary Clerks	6,936.82
Salary Engineers	3,063.63
Expense of Commissioners	762.90
Expense of Chief Engineer	264.33
Expense of Assistants	1,485.64

Expense and Wages Supervisors	1,154.03
General Bridge Survey	1,949.95
Motor Transport Survey	10.50
Piscataqua River Bridge Main- tenance	3,420.92
State Map	154.59
Gasoline Tax Bridge Repairs	538.67
Commissioner's Auto	35.00
Postage	876.83
Incidental Expenses	289.60
Office Furnishings	827.67
Office Stationery	1,004.44
Telephone and Telegraph	1,128.11
Printing	1,625.06
Drafting Room Supplies	1,068.49

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\$40,624.73

#### Motor Vehicle Department

Salary Chief of Division	\$1,430.54
Salary of Clerks	1,043.00
Salary of Inspectors	13,059.60
Salary of Patrolmen	7,337.25
Expense of Chief of Division	566.64
Expense of Inspectors	5,963.51
Expense of Patrolmen	4,733.53
Postage	47.00
Office Furnishings	20.00
Office Stationery	72.00
Advertising	44.24
Legal Expense	27.10
Printing	139.88
Telephone and Telegraph	75.85
Equipment	14,331.45
Repairs on Equipment	103.52
Supplies	12.09
Uniforms and Badges	2,227.75
Insurance	12.24

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\$51,247.19

## \* Auto Bureau

Salary and Clerk Hire	\$18,692.75	
Traveling Expenses	814.04	
Plates	2,646.64	
Postage	3,534.10	
Telephone and Telegraph	180.68	
Furniture and Equipment	1,069.62	
Stationery and Supplies	5,296.33	
Freight Trucking and Expense	192.81	
Miscellaneous	262.97	
		<hr/>
		\$32,689.94

\* This account not under Supervision of State Highway Commission.

## Maintenance

Tent Account	\$78.50	
Paint Account	266.52	
Portable Camps Account	7,217.08	
General Tar Account	62,311.06	
Marker Account	175.00	
Calcium Chloride	46,308.80	
		<hr/>
		116,356.96
State Highway Improved	192,616.69	
State Highway Unimproved	8,725.64	
State Aid Highway Improved	47,981.02	
State Aid Highway Unimproved	34,473.63	
Section 17	808.41	
		<hr/>
		284,605.39
		<hr/>
		525,524.21
Towns' funds not deposited but expended under Supervision of Department		
		<hr/>
		332.71
		<hr/>
Total expenditure for Mainte- nance and Administration		525,856.93
Balance June 30, 1924		1,023,000.97
		<hr/>
		\$1,548,857.90

**HIGHWAY LOAN FUND****Credits**

Balance January 1, 1924		\$337,240.05
Federal Aid		
"B" Bridgton	\$33,736.32	
Naples	46,663.68	
Casco	29,040.53	
"D" Northport	10,905.94	
"E" New Gloucester	28,056.08	
Auburn	7,021.06	
"F" Auburn	17,091.14	
Turner	3,761.28	
"H" Skowhegan	10,485.80	
Norridgewock	5,536.95	
"J" Monson	12,748.39	
"K" Orono	13,345.77	
Old Town	16,001.68	
Milford	10,432.84	
Greenbush	7,874.79	
Passadumkeag	4,111.32	
Easton	7,168.09	
Presque Isle	36,935.53	
"O" Canton	8,942.80	
"Q" Farmingdale	22,114.81	
"V" Mercer	13,649.41	
"W" Rome	4,442.83	
New Sharon	14,714.08	
"Z" Lewiston	5,168.96	
		<hr/>
		369,950.08
State Aid Fairfield 1922-23		3,589.88
Miscellaneous Credits not deductible		1,689.41
Mill Tax Balance Transferred		136,386.83
		<hr/>
		\$848,856.25

**Expenditures**

Surveys	\$6,826.86
Plans and Computations	7,456.36
Advertising	800.69
Engineering	12,252.88

General Expense and Right of Way	307.28
Labor and Material	199,710.42
Garage	15.33
Garage Machinery	2,685.40
Advertising (General)	35.55
Balance June 30, 1924	618,765.48
	<hr/>
	\$848,856.25

### MOTOR TRANSPORT AND EQUIPMENT

#### Credits

Receipts from Rentals, etc.	\$67,553.25
Balance overdrawn June 30, 1924	91,491.88
	<hr/>
	\$159,045.13

#### Expenditures

Audited Vouchers	\$159,045.13
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### BRIDGE LOAN FUND

#### Credits

Balance January 1, 1924	\$338,363.34
Received from Counties	49,503.76
Received from Cities and Towns	66,432.00
Federal Aid	29,905.31
Transferred from Maintenance and Administration, Eustis	538.67
Transferred from Highway Loan, Richmond	2,628.58
	<hr/>
	\$487,371.66

#### Expenditures

Engineering and Inspection	\$18,525.83
Labor and Material	245,478.05
Refunds	16,708.29
Balance June 30, 1924	206,659.49
	<hr/>
	\$487,371.66

**IMPROVEMENT STATE ROADS J. F.****Credits**

Balance January 1, 1924	\$117,278.02
Received from Counties, Cities and Towns	51,822.09
	<hr/>
	\$169,100.11

**Expenditures**

Engineering and Supervision	\$997.37
Labor and Material	86,118.92
Balance June 30, 1924	81,983.82
	<hr/>
	\$169,100.11

**THIRD CLASS HIGHWAY FUND****Credits**

Balance January 1, 1924	\$131,192.47
Gasoline Tax Receipts	78,703.16
	<hr/>
	\$209,895.63

**Expenditures**

Engineering and Inspection	\$196.19
Labor and Material	6,011.21
Balance June 30, 1924	203,688.23
	<hr/>
	\$209,895.63

**SPECIAL RESOLVES****Credits**

Balance Council Order 78, Eddington	\$0.04
Balance Council Order 290, Frankfort	1,343.30
Balance Resolves 1919-20-21-22	7,728.22
Balance Chapter 133, Resolves 1923	14,649.59
Balance Chapter 28, Resolves 1923	35,000.00
Balance Chapter 50, Resolves 1923	5,328.70
Balance St. Leonards-Van Buren Bridge	4,037.45
County and Towns, Chap. 133, Resolves 1923	1,500.00
	<hr/>
	\$69,587.30

**Expenditures**

Engineering and Inspection, Res. 1919-1922	\$257.56
Labor and Material, Resolves 1919-1922	1,100.00
Engineering and Inspection, Chap. 133, Resolves 1923	254.52
Labor and Material	3,000.00
Engineering and Inspection, St. Leonards-Van Buren	34.45
Labor and Material, St. Leonards-Van Buren	128.65
Labor and Material, Chap. 50, Resolves 1923	3,018.84
Balance Council Order 78, Eddington	.04
Balance Resolves 1919-22	6,370.66
Balance Chap. 133, Resolves 1923	14,238.37
Balance Chap. 28, Resolves 1923	35,000.00
Balance Chap. 50, Resolves 1923	2,309.86
Balance St. Leonards-Van Buren	3,874.35
	\$69,587.30

**BATH STATE FERRY****Report of Ticket Sales**

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare.....	829,335	915,921	86,586	\$.05	\$4,329.30
Passenger Ticket (12 Trip).....	3,788	4,125	337	.60	202.20
One Horse Team, etc.....	20,366	22,053	1,687	.25	421.75
Two Horse Team.....	3,215	3,593	378	.35	132.30
Automobile or Light Truck.....	213,296	233,357	20,061	.50	10,030.50
Auto Truck, Heavy.....	2,554	2,930	276	.75	207.00
Oil Truck.....	194	204	10	.60	6.00
Motor Cycle, Oxen, Horse.....	1,748	1,915	167	.15	25.05
Automobile, Light Truck (10 Round Trip).....	2,465	2,967	502	5.00	2,510.00
Auto Trucks, Heavy (10 Round Trip).....	115	125	10	10.50	105.00
Single Horse Team (10 Round Trip).....	1,047	1,176	129	3.50	451.50
Two Horse Team (10 Round Trip).....	405	436	31	4.50	139.50
School Tickets.....	1,007	1,215	208	.25	52.00
Special Trips.....				5.00	12.00
Ice Cream Privilege.....					25.00
Water Sold.....					16.00
Tar Bbls. Sold.....					3.05
					\$18,668.15



**BATH STATE FERRY****Cost of Operation**

Wages—Crew “Hockomock”	\$6,126.23
Wages—Crew “Gov. King”	2,786.77
Coal	5,265.09
Water	264.92
Light	192.85
Oil	237.94
Insurance	216.00
General Expense	251.52
Repairs	
“Hockomock”—Machinery Labor	80.57
Machinery Material	431.99
“Gov. King”—Machinery Labor	33.90
Machinery Material	219.92
Hull Labor	145.86
Hull Material	194.58
Ferry Slips—Labor	10.17
	<hr/>
	<b>\$16,458.31</b>

## RECAPITULATION January 1-June 30, 1924

40

STATE HIGHWAY COMMISSION

Appropriations	Adminis- tration	Engineer- ing	Inspec- tion	Advert- ising	General expense and right of way	Labor and Material	Miscellan- eous	Auto Reg.	Motor Vehicle Dept.	Total expendi- tures under supervision of Dept.
Administration .....	\$40,624.73									\$40,624.73
Motor Vehicle Department .....									\$51,247.19	51,247.19
Maintenance (State Aid Highway) .....			\$5,721.48			\$76,733.17				82,454.65
Maintenance (State Highway) .....			9,095.59			191,246.78				200,342.37
State Highway Construction (Loan) .....		\$26,536.10		\$800.69	\$307.28	199,710.42	\$2,736.28			230,090.77
Motor Transport and Equipment .....						159,045.13				159,045.13
State Aid Construction .....		997.37				86,118.92				87,116.29
Bridge Loan Construction .....		18,525.83				245,478.05				264,003.88
Third Class Highway Construction .....		196.19				6,011.21				6,207.40
Special Appropriations .....		546.53				7,247.49				7,794.02
Bath State Ferry .....						16,458.31				16,458.31
*Auto Bureau (Secretary of State) .....								\$32,689.94		32,689.94
	\$40,624.73	\$46,802.02	\$14,817.07	\$800.69	\$307.28	\$988,049.48	\$2,736.28	\$32,689.94	\$51,247.19	\$1,178,074.68

\*Not under Supervision of State Highway Commission.

SUPERVISION CHARGES		LABOR AND MATERIAL	
Administration .....	\$40,624.73	Maintenance .....	\$267,979.95
Engineering .....	46,802.02	State Highway Construction .....	199,710.42
Inspection .....	14,817.07	Motor Transport and Equipment .....	159,045.13
Advertising .....	800.69	State Aid Construction .....	86,118.92
	\$103,044.51	Bridge Loan Fund .....	245,478.05
		Special Appropriations .....	7,247.49
		Bath Ferry .....	16,458.31
		Third Class Highway .....	6,011.21
			\$988,049.48

Supervision charges .10429 of Net Construction.  
Supervision charges .08747 of Gross Construction.

### EIGHTEEN MONTH PERIOD Jan. 1, 1923—June 30, 1924.

	Supervision Charges	Net Construction	Gross Construction
January 1—December 31, 1923 .....	\$255,475.96	\$5,322,630.74	\$5,819,883.92
January 1—June 30, 1924 .....	103,044.51	988,049.48	1,178,074.68
	\$358,520.47	\$6,310,680.22	\$6,997,958.60

Supervision charges .0568 of Net Construction.  
Supervision charges .0512 of Gross Construction.

## STATE HIGHWAYS

State highway construction during the calendar year 1923 was carried on in the usual manner. The work consisted of completing work left over from previous years and starting work on new projects either by force account or by contract.

Brief descriptions of state highway and Federal Aid projects have been prepared in cases where some definite mileage of road has been completed in order to show the location, length, width and type of road.

The work on many of these projects, including surveys, plans and construction work, extends over a period of two and sometimes three years and for this reason it is necessary to consult more than one annual report in order to determine the total length and total cost. Expenditures in any one year are seldom comparable with the mileage reported for that year.

In the tables the expenditures are subdivided to show the costs of advertising, engineering, right-of-way expenses and labor and material.

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### State Highway "A"

**Kittery**—Considerable work was done on the approach to the Kittery-Portsmouth bridge. A short section of bituminous macadam road, 18 feet wide and 0.19 of a mile in length was constructed beginning near the York Harbor and Beach Railroad overhead bridge and extending towards York. The expenditures including right of way charges amounted to \$46,970.30.

### State Highway "A" Spur

Work in the following towns on State Highway "A" Spur was done by force account under the general supervision of J. A. Carians with W. G. Colby in immediate charge of the work.

**Wells**—The work in Wells consisted of grading, gravel base and gravel surfacing. This section started at the Wells-North Berwick line and extended in an easterly di-

rection. The gravel base was 21 feet in width and was constructed of bank run gravel spread 14 inches thick. The road was surfaced with 6 inches of screened gravel 21 feet wide. Length 0.88 of a mile. Expenditures, \$9,704.53.

**No. Berwick**—Work in the town of North Berwick, consisting of grading, stone base and gravel surfacing, was begun at the North Berwick-Wells line and extended westerly. The stone base was constructed 20 feet wide and 10 inches in depth. The surfacing gravel was spread 6 inches in depth and 23 feet wide. Length 0.61 of a mile. Expenditures, \$7,110.03.

**Berwick**—A section of gravel road was constructed in the town of Berwick beginning about three miles from the Berwick-North Berwick town line and extending in a westerly direction. This section was constructed with a stone base and gravel surface 21 feet wide. Length 0.39 of a mile. Expenditures, \$3,657.54.

### State Highway "B"

**Bridgton—Federal Aid Project No. 58.** This project which is 2.88 miles in length was begun in 1922. A length of 0.71 of a mile was reported in 1922. The balance of the project, 2.17 miles, was completed in 1923. Type of surface bituminous macadam. Width 18 feet, shoulders 3 feet, depth 6 inches. Contractor, Arborio Road Construction Company of Hartford, Connecticut.

**Bridgton—Federal Aid Project No. 60—Moose Pond Bridge and Approaches.** This project consisted of raising and widening a stone fill across Moose Pond and the reconstruction of the old bridge. The upper sections of the old stone abutments were faced with concrete, new bridge seats were provided and a steel-concrete superstructure was erected. Contractor, Arborio Road Construction Company of Hartford, Connecticut. Length, 0.59 of a mile. Width of bituminous macadam surface 18 feet, shoulders three feet.

This project was completed with the exception of some work on guard rails and shoulders. Final payment on

this project will be made in 1924. Total expenditures on projects 58 and 60 during 1923 amounted to \$131,875.26.

**Casco—Federal Aid Project No. 66.** This project begins at the Raymond-Casco line and extends to the Naples town line. Total length 4.53 miles. Type of surface, bituminous macadam 18 feet wide, shoulders 3 feet wide. Contractor, I. J. Murphy of Somerville, Massachusetts. At the end of the season of 1923 the equivalent of 3.62 miles had been completed. Expenditures for 1923 amounted to \$91,773.12.

**Naples—Federal Aid Project No. 67.** This project begins at the Casco town line and extends to the Bridgton line. Total length of project 5.81 miles. Type of surface bituminous macadam, 18 feet wide, shoulders 3 feet wide. Contractor, John Arborio of New Haven, Connecticut. At the end of the season the equivalent of 2.32 miles had been completed. Expenditures in 1923 amounted to \$72,721.96.

#### State Highway "D"

**Rockport—**This section begins at the end of the black pavement in Rockport and extends to the beginning of Federal Aid Project No. 54. Type of surface, bituminous macadam, 18 feet wide. Shoulders 3 feet wide. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Length 0.2 of a mile. Expenditures, \$3,841.51. The town of Rockport participated in this expenditure.

**Camden—**The section constructed in Camden begins at the end of Federal Aid Project No. 54 and extends north-erly. Type of surface, bituminous macadam, 18 feet wide, shoulders 3 feet wide. Length, 0.21 of a mile. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures, \$4,318.71. The town of Camden participated in this expenditure.

**Northport and Belfast—Federal Aid Project No. 68.** This project begins at Brown's Corner in Northport and extends to the compact portion in Belfast. The total length of project 68 is 2.81 miles of which 1.19 miles is in Northport and 1.62 miles is in Belfast. Work on this project was done by force account. Most of the grading

and foundation was done under supervision of Mr. T. S. Thompson. Surfacing was done under the direction of Arthur F. Rourke. Type of surface, bituminous macadam 18 feet wide. Shoulders, 3 feet wide. Equivalent mileage constructed in Northport in 1923, 1.14 miles. Expenditure, \$52,499.55. Equivalent mileage constructed in Belfast in 1923, 0.50 of a mile. Expenditures, \$14,526.86.

### State Highway "E"

**New Gloucester—Federal Aid Project No. 12.** This project was begun in 1922 and completed in 1923. The total length of project is 6.64 miles. A contract for 4.66 miles was awarded to Joseph McCormick of East Providence, Rhode Island and a contract for 1.98 miles was awarded to Fish Brothers of North Anson, Maine. One and six tenths (1.6) miles was reported completed in 1922 leaving 5.04 miles which was completed in 1923. Type of surface, Portland cement concrete with steel rod reinforcement. Width, 18 feet. Depth, 7 inches. Shoulders, 3 feet wide. A gravel base was constructed the entire length of the project. Expenditures, \$246,426.84.

**Auburn—Federal Aid Project No. 13.** This project which was begun in 1922 has a total length of 1.57 miles. Length reported in 1922 was 1.27 miles. The balance of the project, 0.30 of a mile was completed in 1923. Contractor, Fish Brothers of North Anson, Maine. Type of surface, Portland cement concrete with steel rod reinforcement. Width, 18 feet with shoulders 3 feet wide. Thickness, 7 inches. A gravel base was constructed the entire length of this project. Expenditures, \$43,573.22.

### State Highway "F"

**Turner—Federal Aid Project No. 59.** This project was begun in 1922. The total length constructed was 5.75 miles of which 5.66 miles is Federal Aid Project No. 59. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Type of surface, gravel 18 feet wide. Shoulders, 3 feet wide. Depth of surface, 8 inches. One mile was reported complete in 1922. The balance, or 4.75

miles, was completed in 1923. Expenditures, \$61,811.08.

**Auburn—Federal Aid Project No. 69.** This project begins near the East Auburn Grange Hall and extends to the Turner town line, a distance of 3.05 miles. Type of surface, bituminous macadam 18 feet wide. Shoulders, 3 feet wide. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. The equivalent of 2.40 miles was built during the season of 1923. Expenditures, \$59,752.65.

**Phillips**—A section of road was constructed by force account in this town under the direction of George Rand. This work begins near Beedy Bridge, so-called, and extends northerly. Type of surface, gravel 21 feet wide. Length, 2.84 miles. Expenditures, \$23,854.34.

#### State Highway "G"

**Augusta**—A section was constructed by force account beginning at the North Augusta Grange Hall and extending southerly. This work was done under the direction of A. J. Wiggin, Superintendent of Maintenance. Type of surface, gravel 21 feet wide. Length, 4.05 miles. Expenditures, \$14,246.68.

**Belgrade—Federal Aid Project No. 23.** Although the work on this project was completed in 1922, the expenditures carried over to 1923 amounted to \$30,803.34.

#### State Highway "H"

**Waterville**—A section of highway was constructed in Waterville beginning at Highland Street and extending to the Fairfield town line. This work was done by force account under supervision of Arthur F. Rourke. Type of surface, 6 inch bituminous macadam, 18 feet wide. Shoulders, 3 feet wide. Length, 0.87 of a mile. Expenditures, \$18,562.55.

**Fairfield**—A section of highway was constructed in Fairfield beginning at the Waterville line and extending to the concrete pavement in Fairfield. From the Waterville line to station 68+00, a distance of 0.42 of a mile, the width of the surface is 18 feet. From station 68+00 to station

80+00 the pavement was constructed 10 feet wide on each side of the street railway track. From station 80+00 to station 96+63 the pavement was constructed 12 feet wide on each side of the track; the town of Fairfield participated in the cost of this section.

In addition to the above work the track section was paved with bituminous macadam for which the street railway company made reimbursement to the State.

This work was done by force account under the supervision of Arthur F. Rourke. Type of surface, 6 inch bituminous macadam. Expenditures, \$28,301.82.

A section of gravel road was also constructed in Fairfield beginning near the road leading to the Central Maine Sanatorium and extending northerly. This work was done by force account under general supervision of A. J. Wiggin, Superintendent of Maintenance. Length, 1.0 miles. Expenditures, \$8,091.17.

**Norridgewock and Skowhegan—Federal Aid Project No. 57.** The total length of this project is 4.30 miles, of which 1.7 miles is located in Skowhegan and 2.6 miles in Norridgewock. This project begins about one-half mile easterly of Norridgewock Village and extends to the junction of West Front and Pine Streets in Skowhegan. Type of surface, 2½-inch bituminous macadam on 8-inch stone base. Width of surface, 18 feet. Shoulders, 3 feet wide. Contractor, I. J. Murphy, Somerville, Massachusetts. At the end of the season of 1923, the equivalent of 1.18 miles had been completed in Skowhegan and 0.76 of a mile in Norridgewock. Expenditures in Skowhegan, \$39,662.24; expenditures in Norridgewock, \$25,364.09.

**West Forks**—Work in West Forks was continued by force account under the supervision of E. R. Taylor. Gravel surface, 21 feet wide. Length, 0.6 of a mile. Expenditures, \$5,492.54.

**Johnson Mountain**—In this township, 2.5 miles of highway were constructed during the season of 1923. This work was done by force account under supervision of E. R. Taylor. Gravel surface, 21 feet wide. Expenditures, \$31,620.09.



**Jackman Plantation**—In Jackman 3.2 miles of road were constructed in 1923 by force account under direction of E. R. Taylor. Gravel surface, 21 feet wide. Expenditures, \$30,556.79.

### State Highway "J"

**Corinna**—Federal Aid Project No. 15. Work on this project was begun in 1920. Although this project was practically finished in 1922, expenditures carried over to 1923 amounted to \$3,071.54.

**Abbot**—A section of highway in Abbot beginning at "Moose Horns" and extending to the Monson town line was constructed by force account under supervision of S. D. Rice. Gravel surface, 21 feet wide. Length, 0.46 of a mile. For expenditures see Monson.

**Monson**—A section of highway in Monson, beginning at the Abbot town line and extending to Monson Village was constructed by force account under supervision of S. D. Rice. Gravel surface, 21 feet wide. Length, 3.12 miles.

**Federal Aid Project No. 71.** The length of this project is 2.1 miles. The equivalent of 1.68 miles was completed in 1923. This project begins at Douty Hill and extends southerly to Monson Village. Type of surface, gravel, 21 feet wide. Contractor, Murtagh Hughes of Bangor, Maine.

A third section of road in Monson was constructed by force account under supervision of Arthur Dutton, beginning at the Shirley town line and extending southerly. Gravel surface, 21 feet wide. Length, 0.45 of a mile. This section was completed with the exception of some top surfacing gravel. Total expenditures in Abbot and Monson, \$83,492.13.

**Shirley**—Two sections of road were constructed in this town by force account, under supervision of Arthur Dutton. One section extended from the Monson line northerly a distance of 0.30 of a mile. The second section is located on "Shirley Flat," beginning at the end of the previously constructed state aid road and extending northerly a distance of 0.66 of a mile. Both sections were completed except that some more surfacing gravel is required on the

first section. Gravel surface, 21 feet wide. Length of both sections, 0.96 of a mile. Expenditures, \$14,663.66.

### State Highway "K"

**Orono—Federal Aid Project No. 43 and No. 53.** These projects were completed adding 1.30 miles of reinforced concrete pavement to the mileage reported in 1922. Expenditures, \$70,915.72.

**Old Town—Federal Aid Project No. 44.** This project begins at the Orono town line and extends northerly to the compact portion of Old Town. The contract was awarded in 1922 to F. B. Hastings for the construction of a gravel road. This work was completed in 1922 except top course of gravel and an equivalent mileage of 1.9 miles was reported. In 1923 a contract was awarded to Webster and Morse of Bangor, Maine, for the construction of a concrete pavement reinforced with steel rods; this contract covered the 1.9 miles of gravel road reported in 1922. The Webster and Morse contract was for 2.25 miles or the entire length of the project and was completed in 1923. Width of pavement, 18 feet. Shoulders, 3 feet wide. Expenditures in 1923, \$82,394.30.

The 1.9 miles of gravel road reported in 1922 has been deducted from the total gravel road mileage as reported to date.

**Milford—Federal Aid Project No. 48.** This project was begun in 1922 and was completed in 1923 adding 2.30 miles of gravel road. Width of gravel surface, 18 feet, shoulders, 3 feet wide. Contractor, R. H. Newell. Expenditures, \$43,356.48.

**Greenbush—Federal Aid Project No. 49.** This project was begun in 1922 and was completed in 1923, adding 1.79 miles of gravel road. Width of surface, 18 feet. Shoulders, 3 feet wide. Contractor, Frissell Engineering Company. Expenditures, \$32,180.35.

**Passadumkeag—Federal Aid Project No. 72.** This project begins at the Greenbush town line and extends northerly a distance of 2.32 miles. An equivalent of 1.8 miles was completed in 1923. Type of surface, gravel 24 feet

wide, feather edge section. Contractor, H. A. Day of Bangor, Maine. Expenditures in 1923, \$27,363.28.

**Macwahoc Pl.**—A section of highway was constructed by force account under direction of A. H. Hill. Type of surface, gravel. Width, 21 feet. Length, 3.10 miles. Expenditures, \$33,179.66.

**Twp. 1 R 4**—The 1922 section was continued southerly by force account under the supervision of A. H. Hill. Gravel surface, 21 feet wide. Length, 1.16 miles. Expenditures, \$3,733.94.

**Twp. 1 R 5**—The section of highway across this township was completed. The work was done by force account under the supervision of A. H. Hill. Gravel surface, 21 feet wide. Length, 2.36 miles. Expenditures, \$8,635.97.

**Silver Ridge**—A section of road was constructed in Silver Ridge by force account under supervision of A. H. Hill. Gravel surface, 21 feet wide. Length, 1.00 mile. Expenditures, \$11,942.91.

**Federal Aid Project No. 41.** This project was completed in 1922, but expenditures carried over to 1923 amounted to \$3,084.18.

**Smyrna**—A section of highway in this town was constructed by force account under direction of L. G. Adams. Type of surface, gravel. Width, 21 feet. Length, 0.58 of a mile. Expenditures, \$7,594.67.

**Mars Hill**—**Federal Aid Project No. 50.** This project was practically completed in 1922 and total length was reported. Expenditures carried over to 1923 amounted to \$11,482.10.

**Easton**—**Federal Aid Project No. 51.** This project was begun in 1922 and was completed in 1923, adding 1.00 mile of gravel road to mileage previously reported. Contractor, Murtagh Hughes. Width of surface, 18 feet. Shoulders, 3 feet wide. Expenditures, \$13,945.67.

**Presque Isle**—**Federal Aid Project No. 52.** This project begins at the Easton town line and extends to the compact portion in Presque Isle, a distance of 6.25 miles. Contract for this work was awarded to Boone and Brewer of Presque Isle, Maine and the work was completed. Gravel surface,

24 feet wide and 11 inches thick. Expenditures, \$103,-997.66. Final settlement carried over to 1924.

**Frenchville**—A section of highway in Frenchville was constructed by force account under direction of P. Cormier. Gravel surface 21 feet wide. Length, 0.68 of a mile. Expenditures, \$6,704.51.

**Fort Kent**—A section of road in this town was built by force account under the supervision of P. Cormier. Gravel surface, 21 feet wide. Length, 2.08 miles. Expenditures, \$17,187.77.

### State Highway "N"

**Sullivan**—Unimproved sections of highway in Sullivan beginning about 1.20 miles from the easterly town line at the end of the 1912 State Aid road and extending westerly, were improved by the construction of a gravel road. The net length on this location is 1.15 miles.

A second section of gravel road was constructed beginning about 4 miles from the easterly town line and extending easterly a distance of 0.30 of a mile. Work on both sections was done by force account under the supervision of E. F. Walker. Total length, both sections, 1.48 miles. Width of gravel surface, 21 feet. Expenditures, \$12,326.60.

**Gouldsboro**—A section of road beginning 2.05 miles easterly of the Sullivan line and extending westerly was built by force account. S. E. Coffin was in charge of this work. Gravel surface, 21 feet wide. Length, 1.8 miles. Expenditures, \$15,044.10.

**Columbia**—The road constructed in this town begins at the Columbia Falls line and extends westerly. This completed the construction of state highway "N" in Columbia. The work was done by force account with Harland Schoppe in charge. Gravel surface, 21 feet wide. Length, 1.38 miles. Expenditures, \$14,012.95.

**Perry**—**Federal Aid Project No. 61.** This project begins at the end of the improved state aid road about 1.8 miles from Perry Post Office and extends to the Robbinston town line. Total length of project, 3.16 miles. Work was begun

in 1923 by force account with Willie Mawhinney as foreman. The work was under the supervision of C. H. Folsom during the first of the work and under the supervision of E. W. Axtell during the latter part of the season. An equivalent of 2.30 miles was completed in 1923. Gravel surface, 24 feet wide, feather edge section. Expenditures, \$46,488.12.

**Calais—Federal Aid Project No. 36.** This work was begun in 1921 and completed in 1922. Expenditures carried over to 1923, amounted to \$15,949.70.

#### State Highway "O"

**Livermore—Part of Federal Aid Project No. 31.** This project was begun in 1922 and completed in 1923, adding 0.31 of a mile of gravel road to mileage previously reported. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures, \$9,790.73.

**Hartford—Part of Federal Aid Project No. 31.** Work on this project was begun in 1922 and was practically completed in that year. Expenditures carried over to 1923 amounted to \$1,106.25.

**Canton—Federal Aid Projects No. 32 and No. 35.** These projects were begun in 1922 and were completed in 1923, adding 1.65 miles of gravel road to mileage previously reported. Expenditures, \$34,006.66.

#### State Highway "Q"

**Farmingdale—Federal Aid Project No. 40.** Work on this project was begun in 1922 and was completed in 1923 adding 0.78 of a mile of reinforced concrete highway to mileage reported in 1922. Contractor, Hassam Paving Company. Expenditures, \$44,890.79.

#### State Highway "Q" Spur

**Richmond—**Work on this highway was begun in 1922 and was practically completed in 1923 adding 0.57 of a mile to mileage reported previously. This work was done by force account with B. L. Ludwig in charge. A small amount of work will be necessary in 1924. Expenditures, \$8,051.03.

### State Highway "S"

**Woodstock**—A section of road was built in this town beginning near the village of Bryant's Pond and extending westerly. This work was done by force account under the direction of Ira G. Young. Gravel surface, 21 feet wide. Length, 1.13 miles. Expenditures, \$8,361.52.

### State Highway "U"

Work in the following towns on State Highway "U" was done by force account under the general supervision of A. J. Wiggin, Superintendent of Maintenance. The work consisted of the construction of a heavy gravel base with a surface course of screened gravel.

**Biddeford**—The road constructed in Biddeford begins at the railroad crossing of the Eastern Division of the Boston & Maine Railroad and extends in a westerly direction. Gravel surface, 21 to 23 feet wide. Length, 2.00 miles. Expenditures, \$17,786.14.

**North Kennebunkport**—Work in this town was begun at the Biddeford line and extends westerly. Gravel surface, 21 to 23 feet wide. Length, 2.45 miles. Expenditures, \$23,182.12.

**Alfred**—Work in Alfred was begun about 1.20 miles from the Sanford town line and extended northerly. Gravel surface, 21 feet wide. Length, 0.44 of a mile. Expenditures, \$5,394.87.

**Sanford**—Construction in Sanford was begun at the Alfred line and extended southerly. Gravel surface, 21 feet wide. Length, 1.12 miles. Expenditures, \$9,111.07.

### State Highway "V"

**Mercer**—Federal Aid Project No. 65. This project begins at the New Sharon line and extends easterly a distance of 3.37 miles. This road was completed. Contractor, W. H. Doran. Gravel surface, 18 feet wide. Shoulders, 3 feet wide. Length, 3.37 miles. Expenditures, \$57,291.81.

### State Highway "W"

**Rome—Part of Federal Aid Project No. 55.** Work on this project was begun in 1922 and was completed in 1923 adding 1.85 miles to mileage reported in 1922. Contractor, John Arborio of New Haven, Connecticut. Gravel surface, 18 feet wide. Shoulders, 3 feet wide. Expenditures, \$38,890.29.

**New Sharon—Part of Federal Aid Project No. 55 and 56.** Work on these projects was begun in 1922 and was completed in 1923 adding 3.44 miles to the mileage reported in 1922. Gravel surface, 18 feet wide. Shoulders, 3 feet wide. Contractor, John Arborio of New Haven, Connecticut on project No. 55 and Arborio Road Construction Company of Hartford, Connecticut on project No. 56. Expenditures on both projects, \$62,775.48.

**Belgrade—**In this town a section of road was constructed beginning near the Narrows Road and extending toward Belgrade Lakes. The work was done by force account under the direction of W. J. Spaulding. Gravel surface, 21 feet wide. Length, 0.45 of a mile. Expenditures, \$3,738.22.

### State Highway "Y"

**Bucksport—**A section of road in Bucksport was constructed beginning about 1.8 miles from the Orrington town line and extending northerly. This work was done by force account with John S. Gardiner in charge. The equivalent of 1.29 miles was completed. Gravel surface, 21 feet wide. Expenditures, \$27,556.91.

### State Highway "Z"

**Lewiston—Federal Aid Project No. 46.** This project was begun in 1922 and was completed in 1923 adding 0.62 of a mile to the mileage reported in 1922. Contractor, Fish Brothers of North Anson, Maine. Bituminous macadam surface, 18 feet wide. Shoulders, 3 feet wide. Expenditures, \$27,199.00.

**Lisbon—Federal Aid Project No. 29.** This project was begun in 1921 and was completed in 1922. Expenditures carried over to 1923 amounted to \$17,825.12.

## STATE HIGHWAYS CONSTRUCTED, 1923

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Acc't	
Androscoggin..	E	Auburn.....	Concrete		0.30
	F	Auburn.....	Bit. Mac.		2.40
	F	Turner.....	Gravel		4.75
	O	Livermore.....	Gravel		0.31
	Z	Lewiston.....	Bit. Mac.		0.62
					8.38
Aroostook....	K	Macwahoc.....		Gravel	3.10
	K	Twp 1 R 4.....		Gravel	1.16
	K	Twp 1 R 5.....		Gravel	2.36
	K	Silver Ridge.....		Gravel	1.00
	K	Smyrna.....		Gravel	0.58
	K	Easton.....	Gravel		1.00
	K	Presque Isle.....	Gravel		6.25
	K	Frenchville.....		Gravel	0.68
	K	Fort Kent.....		Gravel	2.08
Cumberland	B	Bridgton.....	Bit. Mac.		2.76
	B	Naples.....	Bit. Mac.		2.32
	B	Casco.....	Bit. Mac.		3.62
	E	N. Gloucester.....	Concrete		5.04
					13.74
Franklin.....	F	Phillips.....		Gravel	2.84
	W	New Sharon.....	Gravel		3.44
					6.28
Hancock.....	N	Sullivan.....		Gravel	1.48
	N	Gouldsboro.....		Gravel	1.80
	Y	Bucksport.....		Gravel	1.29
					4.57
Kennebec.....	G	Augusta.....		Gravel	4.05
	H	Waterville.....		Bit. Mac.	0.87
	O	Farmingdale.....	Concrete		0.78
	W	Belgrade.....		Gravel	0.45
	W	Rome.....	Gravel		1.85
					8.00
Knox.....	D	Rockport.....	Bit. Mac.		0.20
	D	Camden.....	Bit. Mac.		0.21
					0.41
Oxford.....	O	Canton.....	Gravel		1.65
	S	Woodstock.....		Gravel	1.13
					2.78
Penobscot....	K	Orono.....	Concrete		1.30
	K	Old Town.....	Concrete		2.25
	K	Milford.....	Gravel		2.30
	K	Greenbush.....	Gravel		1.79
	K	Passadumkeag.....	Gravel		1.80
					9.44
Piscataquis...	J	Abbot.....		Gravel	0.46
	J	Monson.....		Gravel	3.57
	J	Monson.....	Gravel		1.68
	J	Shirley.....		Gravel	0.96
					6.67
Sagadahoc....	Q-Spur	Richmond.....		Gravel	0.57
					0.57
Somerset.....	H	Fairfield.....		Bit. Mac.	0.96
	H	Fairfield.....		Gravel	1.00
	H	Norridgewock.....	Bit. Mac.		0.76
	H	Skowhegan.....	Bit. Mac.		1.18
	H	West Forks.....		Gravel	0.60
	H	Johnson Mt.....		Gravel	2.50
	H	Jackman.....		Gravel	3.20
	V	Mercer.....	Gravel		3.37
					13.57
Waldo.....	D	Northport.....		Bit. Mac.	1.14
	D	Belfast.....		Bit. Mac.	0.50
					1.64
Washington...	N	Columbia.....		Gravel	1.38
	N	Perry.....		Gravel	2.30
					3.68
York.....	A	Kittery.....		Bit. Mac.	0.19
	A-Spur	Wells.....		Gravel	0.88
	A-Spur	Berwick.....		Gravel	0.39
	A-Spur	No. Berwick.....		Gravel	0.61
	U	Biddetord.....		Gravel	2.00
	U	N. Kennebunkport.....		Gravel	2.45
	U	Alfred.....		Gravel	0.44
	U	Sanford.....		Gravel	1.12
					8.08
		Total mileage of 1923			106.02



## SUMMARY 1914-1923 INCLUSIVE

Gravel.....	468.72	Miles
Macadam.....	4.78	"
Concrete.....	53.96	"
Sand Clay.....	6.75	"
Bituminous Macadam.....	166.35	"
Gravel and Macadam.....	6.68	"
Clearing and Grubbing.....	22.21	"
Grading.....	8.93	"
	<hr/>	
	738.38	"

NOTE:—Gravel mileage does not include 1.9 miles of gravel reported in Old Town in 1922  
This road was surfaced with concrete in 1923.

# EXPENDITURES ON STATE HIGHWAYS

## January 1st 1923 to

Highway.	Town	ENGINEERING AND ADVERTISING						LABOR			
		Surveys.	Plans and computations	Advertising	Engineering and inspection	General expense and right of way.	Total	Grading	Drainage	Culverts	
A	Kittery.....	\$297.14	\$296.27	.....	\$932.97	33,573.30	\$35,099.68	\$1,764.17	\$51.99	\$324.70	
A	Spur Wells.....	.....	.....	.....	51.26	.....	51.26	3,771.92	127.22	522.78	
	No. Berwick.....	.....	.....	.....	42.79	.....	42.79	1,139.09	1,435.10	132.08	
	Berwick.....	.....	.....	.....	28.79	.....	28.79	271.30	1,104.30	248.18	
	Bridgton..... B.M.	203.47	459.38	24.24	3,555.44	101.59	4,344.12	52,797.69	14,049.00	4,385.80	
	Naples..... B.M.	.....	639.99	12.57	2,940.14	.....	3,592.70	11,755.50	10,308.47	9,522.58	
B	Casco..... B.M.	.....	841.33	18.17	2,447.17	150.52	3,457.19	21,906.45	26,427.15	4,612.18	
	Raymond.....	.....	478.58	9.52	.....	.....	488.10	.....	.....	.....	
	Westbrook.....	.....	.....	.....	4.67	.....	4.67	.....	.....	.....	
C	Brunswick.....	.....	.....	.....	.....	.....	.....	90.00	.....	.....	
	Rockport..... B.M.	.....	.....	0.28	208.83	.....	209.11	554.05	1,420.96	157.31	
	Camden..... B.M.	.....	.....	0.29	188.34	.....	188.63	300.51	1,285.69	347.09	
	Northport..... B.M.	.....	413.92	36.83	1,751.11	151.04	2,352.90	17,618.58	14,403.06	6,718.95	
D	Belfast..... B.M.	.....	427.99	34.34	673.47	.....	1,135.80	3,526.41	1,041.06	4,192.80	
	Wiscasset.....	.....	.....	.....	12.82	.....	12.82	.....	.....	.....	
	Edgecomb.....	921.22	201.95	.....	.....	.....	1,123.17	.....	.....	.....	
	Newcastle.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Falmouth.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	
	Gray.....	.....	.....	.....	21.92	.....	21.92	.....	.....	.....	
E	New Gloucester..... C.C.	.....	55.00	0.33	5,578.11	.....	5,633.44	35,884.24	37,918.38	3,744.49	
	Auburn..... C.C.	.....	.....	11.08	1,403.34	200.00	1,614.42	4,925.21	2,279.29	650.61	
	Auburn..... Gr.	.....	455.37	11.52	2,232.91	25.00	2,724.80	10,019.52	26,647.55	1,443.30	
	Turner..... Gr.	.....	736.87	11.39	1,804.21	401.50	2,953.97	13,133.81	7,568.24	6,646.28	
	Jay.....	699.27	.....	.....	33.65	.....	732.92	.....	6.13	672.49	
F	Livermore.....	600.06	.....	.....	.....	.....	600.06	.....	.....	.....	
	Wilton.....	.....	.....	.....	208.32	.....	208.32	.....	.....	.....	
	Farmington.....	.....	.....	.....	6.80	.....	6.80	.....	.....	.....	
	Phillips..... Gr.	5.00	138.95	.....	74.89	.....	218.84	6,870.15	1,807.75	746.27	
	Rangeley.....	.....	13.85	.....	.....	.....	13.85	.....	.....	.....	
	Augusta..... Gr.	.....	.....	.....	2.22	.....	2.22	.....	.....	.....	
G	Belgrade..... B.M.	73.50	56.00	.....	111.16	100.00	340.66	8,659.10	8,607.70	705.30	
	Oakland.....	.....	.....	.....	.....	14.01	14.01	.....	.....	163.74	
	Augusta..... B.M.	.....	.....	.....	.....	200.00	200.00	.....	.....	20.52	
	Vassalboro.....	.....	.....	.....	8.33	.....	8.33	.....	.....	320.32	
	Winslow.....	.....	.....	.....	1.11	.....	1.11	.....	.....	.....	
	Waterville..... B.M.	24.75	172.23	0.29	91.69	.....	288.96	4,307.47	.....	19.80	
	Fairfield..... B.M.	109.08	.....	0.28	223.09	.....	332.45	5,714.86	359.01	402.42	
	Skowhegan..... B.M.	.....	.....	15.97	1,704.77	.....	1,720.74	6,223.53	17,465.84	2,636.05	
	Norridgewock..... B.M.	.....	118.61	23.09	1,041.80	521.32	1,704.82	7,425.00	4,965.45	5,096.92	
	Anson.....	.....	.....	.....	34.61	.....	34.61	.....	.....	.....	
H	Bingham.....	313.59	.....	.....	.....	.....	313.59	.....	.....	.....	
	Moscow.....	334.83	.....	.....	.....	.....	334.83	.....	.....	.....	
	Caratunk.....	460.09	.....	.....	.....	.....	460.09	294.49	.....	.....	
	The Forks Plan.....	327.73	.....	.....	.....	.....	327.73	.....	.....	.....	
	West Forks Plan..... Gr.	.....	.....	.....	13.32	.....	13.32	2,382.66	80.00	143.00	
	Johnson M't'n..... Gr.	.....	.....	.....	5.00	.....	5.00	16,130.84	255.30	2,080.20	
	Jackman Plan..... Gr.	.....	.....	.....	.....	.....	.....	6,368.92	759.58	1,851.66	
	Sandy Bay.....	.....	.....	.....	.....	100.00	100.00	.....	.....	.....	
I	Burnham.....	.....	.....	.....	11.12	.....	11.12	.....	.....	.....	
	Palmyra.....	.....	37.02	.....	.....	.....	37.02	.....	.....	.....	
	Newport.....	.....	2.92	.....	18.72	.....	21.64	.....	.....	18.90	
	Corinna..... B.M.	.....	.....	.....	167.17	.....	167.17	1,971.48	25.00	30.01	
J	Dexter..... B.M.	.....	.....	.....	134.61	.....	134.61	69.00	.....	52.90	
	Abbot.....	.....	.....	.....	100.65	.....	100.65	.....	171.76	.....	
	Monson..... Gr.	.....	374.51	6.85	2,518.59	.....	2,899.95	23,064.37	10,300.05	8,093.88	
	Shirley..... Gr.	.....	.....	.....	355.95	.....	355.95	3,738.72	2,517.73	1,332.95	

**FROM STATE HIGHWAY LOAN FUND**  
**December 31st 1923**

AND MATERIAL						Total	Federal aid	Town and Miscellaneous Credits
Surfacing	Guard rail	Bridges	Camp and Provisions	Detours	Total			
\$9,584.81	\$132.95	\$12.00			\$11,870.62	\$46,970.30		
5,231.35					9,653.27	9,704.53		Shed sold Storer property. 35.00
								..... B. & Me. R. R. share cost of alteration 2,104.13
								State of Maine share cost of alteration 809.27
4,360.97					7,067.24	7,110.03		
1,852.97	152.00				3,628.75	3,657.54		
50,348.20	2,796.40	2,736.30		417.75	127,531.14	131,875.26	35,667.99	
37,542.71					69,129.26	72,721.96		
35,264.26				105.89	88,315.93	91,773.12		
						488.10		
						4.67		
					90.00	90.00		
1,500.08					3,632.40	3,841.51	8,287.32	Town Note 2,000.00
2,196.79					4,130.08	4,318.71	1,926.44	
11,406.06					50,146.65	52,499.55	6,671.65	
4,630.79					13,391.06	14,526.86		
						12.82		
						1,123.17		Towns share Genthner Cor. 500.00
	451.01				451.01	451.01		
9.00					9.00	30.92	52,338.55	Rebates 42.43
160,946.34	2,299.95				240,793.40	246,426.84	104,743.92	
32,115.69	1,988.00				41,958.80	43,573.22	24,378.94	
18,413.48	504.00				57,027.85	59,752.65	11,593.67	
29,632.98	1,798.55			77.25	58,857.11	61,811.08	30,626.36	
					678.62	1,411.54		
						600.06		Town paid engineering ch. 694.89
						208.32		Received from Town on account of grading in Town 2,317.95
14,049.23	69.48			92.62	23,635.50	23,854.34		
						13.85		
14,244.46					14,244.46	14,246.68		
9,809.24	167.52	2,513.82			30,462.68	30,803.34	65,162.26	Central Maine Power Co. 1,364.50
					163.74	177.75		
335.84					356.36	556.36		Received on account of trans. of pipe back into stock 220.04
					320.32	328.65		
						1.11		
13,775.97		170.35			18,273.59	18,562.55		
29,584.25					36,060.54	36,392.99	20,928.23	Rec'd from Elec. R. R. Co. 1,083.20
								Rec'd from Town 4,000.00
11,616.08					37,941.50	39,662.24		
6,042.90				129.00	23,659.27	25,364.09	11,506.95	
						34.61		
						313.59		
						334.83		
	183.00				477.49	937.58		
						327.73		
2,453.09			420.47		5,479.22	5,492.54		State Aid J. F. 815.25
6,482.08	149.74		6,516.93		31,615.09	31,620.09		
16,370.19			5,206.44		30,556.79	30,556.79		
						100.00		Culverts sold Town 35.60
						11.12		
						37.02		
		24.40			43.30	64.94	12,646.77	Miscellaneous Credit 67.50
876.23	1.65				2,904.37	3,071.54	10,734.05	Towns share 7,498.00
96.67	11.89	19.00			249.46	384.07	26,172.68	
					171.76	272.41		
38,039.58	812.51		9.38		80,319.77	83,219.72		
6,436.40	273.28		8.63		14,307.71	14,663.66		

# EXPENDITURES ON STATE HIGHWAYS

## January 1st 1923 to

Highway	Town	ENGINEERING AND ADVERTISING					Total	LABOR		
		Surveys.	Plans and computations	Advertising	Engineering and inspection	General expense and right of way.		Grading	Drainage	Culverts
J-K	Milo.....	\$362.11					\$362.11			
	Orneville.....	358.07					358.07			
	Lagrange.....	320.48					320.48			
	Howland.....	2.85					2.85			
	Medford.....	359.05					359.05			
	Maxfield.....	2.85					2.85			
K	Bangor.....				20.00		20.00			
	Veazie..... C.C.				22.00		22.00			9.70
	Orono..... C.C.		14.33		3,131.34		3,145.67	6,975.12	5,950.26	2,089.31
	Oldtown..... C.C.		128.44	21.38	2,195.36		2,345.18	6,082.15	7,263.43	1,501.42
	Milford..... Gr.			0.22	1,216.11		1,216.33	9,967.51	4,933.80	683.70
	Greenbush..... Gr.			0.23	1,225.19		1,225.42	2,743.83	4,112.20	3,190.97
	Passadumkeag..... Gr.		317.92	11.78	1,298.80		1,628.50	8,670.00	8,080.20	2,744.58
	Enfield..... Gr.									
	Lincoln.....		339.66	16.01	12.70		368.37			
	Winn.....		187.03		17.67		204.70	881.92		
	Mattawamkeag.....		106.21				106.21			
	Sherman.....				21.67		21.67			
	Silver Ridge..... Gr.				5.25		5.25	12,192.99	1,262.62	310.12
	Island Falls.....				4.00	500.50	504.50			
	Crystal.....									
	Smymra..... Gr.		415.62	29.60			445.22	1,477.81		203.70
	Littleton.....		15.65		21.15		36.80			
	Monticello.....					500.00	500.00			
	Houlton.....	289.86					289.86			
	Mars Hill..... Gr.		31.00	0.23	92.60	1,102.00	1,225.83	6,441.82	413.99	631.40
Easton..... Gr.		374.26	11.08	440.98		826.32	3,522.11	407.64	1,749.13	
Presque Isle..... Gr.		103.76	11.64	1,876.89		1,992.29	22,184.50	30,810.55	7,493.11	
Cyr Plan.....				12.80		12.80	655.25			
Frenchville..... Gr.		45.17		70.95		116.12	641.50	1,736.50	768.75	
Fort Kent..... Gr.		87.41		454.13		541.54	2,399.26	2,562.00	1,452.50	
Macwahoc..... Gr.		156.34		166.34	3.00	325.68	28,759.75		1,120.85	
No. 1—R—4..... Gr.		67.92				67.92	3,322.18			
No. 1—R—5..... Gr.				419.99		419.99	3,953.87			
L	Belfast.....				26.50		26.50			
	Searsport.....		13.32				13.32			
	Stockton Springs.....				8.83	0.50	9.33			
	Prospect.....	42.31					42.31			
	Frankfort.....	861.61					861.61			
Winterport.....	876.09					876.09				
M	Brewer.....						164.00			
	Ellsworth.....				30.25		30.25	20.00		
N	Ellsworth.....	215.07			11.00		226.07			
	Hancock.....	369.41	228.84		16.00		614.25			
	Sullivan..... Gr.				126.51		126.51	2,382.45	4,409.49	1,498.71
	Gouldsboro..... Gr.				203.80		203.80	10,063.46		1,207.46
	Cherryfield.....							25.00		212.15
	Columbia..... Gr.				58.46		58.46	6,468.26	29.00	2,781.15
	Edmunds.....		702.31	16.83	89.04		808.18			
	Perry..... Gr.		14.48	9.94	1,710.03		1,734.45	22,878.35	5,542.03	4,550.69
Calais..... B.M.				192.00		267.00	530.48	1,409.38	2,326.79	
Addison..... Gr.									200.64	
O	Livermore..... Gr.				189.66		189.66	2,324.50	1,064.20	4,145.92
	Hartford..... Gr.			0.11			0.11	457.75	75.08	55.00
	Canton..... Gr.				1,621.57	25.00	1,646.57	5,473.35	1,388.74	3,374.85
	Peru.....	793.65					793.65			
	Bethel.....									
Q	Topsham.....				2.12		2.12			
	Bowdoinham.....				16.83		16.83			
Q-Spur	Richmond..... Gr.				116.53	100.52	217.05	3,118.19	461.50	
	Farmingdale..... C.C.			0.22	1,674.43	50.00	1,724.65	5,679.78	4,112.08	3,022.61

FROM STATE HIGHWAY LOAN FUND  
December 31st 1923

AND MATERIAL						Total	Federal aid	Town and Miscellaneous Credits
Surfacing	Guard rail.	Bridges.	Camp and Provisions.	Detours.	Total			
						\$362.11		
						358.07		
						320.48		
						2.85		
						359.05		
						2.85		
						20.00	8,948.76	
29.78				100.00	139.48	161.48	17,025.07	
50,206.82	{897.12			{1651.42	67,770.05	70,915.72	64,168.57	{ Bangor Elec. & M. C. R. R 1,034.24 States share Pub. util. decree 552.88 Town's share 221.15 Rec'd from Bangor Elec. R. R. for cul. & con. pave. 699.59
64,534.92	667.20				80,049.12	82,394.30	28,898.32	
20,431.11	5,069.43	1,054.60			42,140.15	43,356.48	33,665.34	
19,741.00	1,109.47	57.46			30,954.93	32,180.35	12,967.91	
6,240.00					25,734.78	27,363.28	7,248.05	
114.88					114.88	114.88		
						368.37		
					881.92	1,086.62		
						106.21		
	1.80				1.80	23.47	22,517.00	
791.56	11.51		453.04		15,021.84	15,027.09	3,611.37	
						504.50	4,349.46	
	1.80				1.80	1.80		
5,467.94					7,149.45	7,594.67		Balance State Aid acct.trans. to this acct. 684.95
				27.50	27.50	64.30		
						500.00		
						289.86		
2,616.42	152.64				10,256.27	11,482.10	11,066.18	
6,744.33	639.14	57.00			13,119.35	13,945.67	17,451.37	
40,933.15	584.06				102,905.37	103,997.66		
	125.28				780.53	793.33		
2,951.65	489.99				6,588.39	6,704.51		
9,108.29	1,124.18				16,646.23	17,187.77		
1,260.71	39.92		1,672.75		32,853.98	33,179.66		
46.05	104.43		193.36		3,666.02	3,733.94		
3,633.84	35.25		63.30	529.72	8,215.98	8,635.97		
						26.50		
						13.32		
						9.33		
						42.31		
						861.61		
						876.09		
					164.00	164.00		
38.75		6.00			64.75	95.00		Bag Credit 68.90
						226.07		
						614.25		
3,798.03	111.41				12,200.09	12,326.60		
3,569.38					14,840.30	15,044.10		
					237.15	237.15		
3,816.08	138.75	721.25			13,954.49	14,012.95		
						808.18		
11,584.94	197.66				44,753.67	46,488.12	14,170.24	
10,701.05	715.00				15,682.70	15,949.70	41,340.34	
4.95					205.59	205.59		
					9,601.07	9,790.73	8,341.64	
1,933.25	133.20				1,106.14	1,106.25	1,718.25	
338.31	180.00				32,360.09	34,006.66	23,162.68	
19,831.15	2,292.00					793.65		
								Trans. of credit on dynamite from Newry St. Aid 29.40
						2.12		
						16.83		
4,254.29					7,833.98	8,051.03		
29,241.79	600.20			509.68	43,166.14	44,890.79	14,862.30	Rec'd from Elec. R. R. Co. Cost Labor and Material 1,355.87

## EXPENDITURES ON STATE HIGHWAYS January 1st 1923 to

Highway	Town	ENGINEERING AND ADVERTISING					LABOR			
		Surveys	Plans and Computations	Advertising	Engineering and inspection	General expense and right of way.	Total	Grading	Drainage	Culverts
Q	Hallowell.....	\$118.84					\$118.84			
S	Gray.....	557.77					557.77			
	New Gloucester.....	455.50					455.50			
	Oxford.....					376.02	376.02			
	Paris..... Gr.		60.38	11.10	135.61		207.09	596.31		
U	Woodstock..... Gr.		60.39	11.11	120.70		192.20	280.70		372.09
	Sanford..... Gr.		6.73	3.30	102.42		112.45			
	Biddeford..... Gr.				142.73		142.73	3.50	714.08	108.75
V	No. Kennebunkport.....				168.89		168.89	114.41		245.31
	Alfred..... Gr.				28.11		28.11			232.38
	Lyman..... Gr.				1.80		1.80			
W	Mercer..... Gr.		547.27	6.85	1,632.02		2,186.14	15,748.03	6,006.00	6,250.64
	New Sharon.....		380.22	10.84	18.00		409.06			
X	Rome..... Gr.				844.69	5.00	849.69	17,858.10	3,165.15	4,057.35
	New Sharon..... Gr.				1,519.09		1,519.09	23,109.98	9,852.70	7,603.01
	Belgrade..... Gr.				39.55		39.55	321.40	2,360.83	22.06
Y	Corinth.....			3.38			3.38			
	Dover.....	388.05					388.05			
Z	Bucksport..... Gr.		317.20		536.34		853.54	15,149.56	192.87	3,525.62
Z	Lewiston..... B.M.			0.22	1,255.74		1,255.96	4,134.39	5,362.70	632.99
	Lisbon..... B.M.				445.95		445.95	5,154.08	2,637.68	380.32
Totals.....		10,743.30	10,642.60	393.11	56,556.98	38,275.82	116,611.81	535,606.64	309,705.46	138,792.19

### MISCELLANEOUS

	Labor	Material
Expense of issuing Bonds.....	1,443.88	
Garage.....		597.69
Garage Machinery.....		320.95
Totals.....	1,443.88	918.64
Transfers to other appropriations		
A Wells to balance State Aid Account.....		
A No. Berwick " " " " " ".....		
A Berwick " " " " " ".....		
H Skowhegan " " " " " ".....		
L Searsport " " " " " ".....		
K Greenbush " " " " " ".....		
Total.....		

C.C. Cement Concrete  
 B.M. Bituminous Macadam  
 Gr. Gravel



**STATE AID ROAD WORK**

**Including Expenditures from January 1, 1923 to  
December 31, 1923.**

The total expenditure on account of State aid road work for the year beginning January 1, 1923, and ending December 31, 1923, amounted to \$877,851.14. Of this total expenditure the sum of \$508,094.68 was paid from State appropriations and \$369,756.46 was paid by cities, towns and counties.

Of the total cost \$2,150.88 was expended for engineering, \$11,108.21 was expended for supervision and \$864,592.05 was paid for labor and material.

The cost of finished construction work amounted to \$859,760.09. Miscellaneous expenditures amounted to \$18,091.05. Miscellaneous expenditures include the cost of supervision, labor and material on uncompleted work and repairs on state aid roads constructed in previous years.

127.74 miles of state aid road were completed in 1923 (This does not include roads for which payrolls and bills were not received from the towns up to December 31, 1923). This mileage is classified as follows: Gravel, 121.26 miles; macadam, 0.13 miles; bituminous macadam, 2.22 miles; concrete, 0.08 miles; and granite block pavement, 0.54 miles.

Of the total amount paid from state appropriations, \$405,438.41 was paid from the appropriation for the improvement of state aid roads for 1923; \$71,951.72 was paid from unexpended balances of state aid apportionments brought forward from previous years; \$15,876.94 was paid from the third class highway fund; \$13,095.86 was paid from special legislative resolves; and \$1,731.75 was paid from the state highway loan fund.

The above expenditures for construction and miscellaneous work do not include the following transfers: \$798.00 from the 1923 fund paid to Seboeis Plantation on account of bridge work under the general bridge act; \$384.95 from the 1923 fund transferred to the highway loan fund; \$39.31 from the 1923 fund to reimburse 1922



accounts which were overdrawn; \$501.14 from the 1922 fund transferred to the bridge loan fund; \$501.14 from the 1922 fund transferred to the highway loan fund; \$39.04 from the 1921 fund transferred to the maintenance fund; \$14.38 from the 1921 fund transferred to the bridge loan fund; and \$125.71 from the 1921 fund transferred to the highway loan fund.

Applications for state aid apportionments were received from 523 towns, including cities and townships. Of this number the 1923 apportionments for 59 towns have been carried over to 1924 including towns which failed to begin work in 1923, those towns which did not complete work and towns which failed to send in payrolls and bills on work which was completed.

Settlements have been made with 18 towns on account of 1922 work, with 2 towns on account of 1921 work and with 1 town on account of 1920 work.

Apportionments from the third class highway fund in 51 towns, special legislative appropriations in 11 towns and apportionments from the state highway loan fund in 5 towns, were expended with state aid road joint funds.

Thirty-seven towns made appropriations and applied for state aid under the provisions of Chapter 154, P. L., 1917 (Three Town Act).

Thirty-two towns made appropriations and applied for state aid under the provisions of Chapter 157, P. L., 1919 (Three Town Act).

Thirty-six towns increased their appropriations in 1923 and applied for state aid under the provisions of Section 21, Chapter 25, R. S. (5 Times provision). Of this number 28 towns had received additional state aid under the 5 times provision in previous years and 8 towns made appropriations under this provision for the first time.

The following statement shows the amount which was required under the several provisions of the law in order to make apportionments of state aid in full against appropriations made by the towns for state aid roads:

One year apportionments, Sec. 20, Chapter 25,

R. S.

\$361,028.75

Additional apportionments, 5 Times provision, (Additional apportionments made in previous years)	81,283.36
Additional apportionments, 5 Times provision (No additional apportionments in previous years)	18,089.74
Apportionments, 3 Town Act, Chapter 154, P. L., 1917	275,518.30
Apportionments, 3 Town Act, Chapter 157, P. L., 1919	186,260.08
	<hr/>
Total State aid required	\$922,180.23
Available funds	500,193.85
	<hr/>
	\$421,986.38

(Available funds include 1923 appropriation of \$500,000.00 and \$193.85 which was apportioned in 1916 and rescinded in 1923)

From the above statement it will be seen that the sum of \$421,986.38 was needed in addition to the available appropriation in order to make state aid road apportionments in full.

Under the provisions of Chapter 203, P. L., 1923 the state highway commission is ordered to make apportionments of state aid in the following order of precedence: First to provide for apportionments of state aid as provided for by section 20 of Chapter 25, R. S. as amended by Section 4 of Chapter 258 of the public laws of 1917; second to provide for apportionments under the provisions of Section 21 of Chapter 25, R. S. as amended by Section 5 of Chapter 258 of the public laws of 1917; third to provide for apportionments under the 3 Town act (Chapter 154 P. L., 1917 as amended by Chapter 157, P. L., 1919). Provided that in case sufficient funds are not available to apportion at least one year's state aid to towns applying under the 3 Town act, the state highway commission shall apportion to such towns one year's state aid as though they had applied under the regular state aid provision.

It was necessary, in 1923, to make the apportionment of state aid to towns applying under the 3 Town act in accordance with the above provisions, and the one year amount was apportioned to such towns. Towns applying under the 5 times provision for the first time received apportionments of state aid in full. Towns applying for state aid under the 5 times provision, which had received additional state aid in previous years under this provision received 71.9% of the additional state aid for which they applied.

The following statement shows the apportionment of state aid as made:

Apportionments, Section 20, Chap. 25, R. S.	\$361,028.75
One year apportionments to towns applying under the provisions of Chapter 154, P. L., 1917	35,529.92
One year apportionments to towns applying under the provisions of Chapter 157, P. L., 1919	27,031.69
Apportionments, 5 Times provision, towns which had received no additional state aid in previous years	18,089.74
Apportionments, 5 Times provision, towns which had received additional apportionments in previous years	58,442.74
Total apportionment	<u>\$500,122.84</u>

Towns made appropriations under the 5 times act amounting to \$16,372.48, and under the 3 Town act amounting to \$161,852.00, a total of \$178,224.48 against which no apportionments of state aid could be made by the state.

Unexpended balances from 1923 apportionments amounting to \$94,494.25, \$15,318.22 from 1922 apportionments, \$5,354.85 from 1921 apportionments, \$441.98 from 1920 apportionments, \$173.55 from 1919 apportionments, \$533.75 from 1918 apportionments, and \$1.95 from 1917

apportionments, a total of \$116,318.55, have been carried forward to 1924. These balances stand to the credit of the towns to which the apportionments were originally made.

In addition to the above balances from state apportionments the sum of \$1920.54, town appropriations deposited with the state, stand to the credit of these towns.

**Statement of Expenditures on State Aid Roads  
January 1, 1923 to December 31, 1923.**

Expended for engineering	\$2,150.88
Expended for supervision	11,108.21
Expended for labor and material	864,592.05
	\$877,851.14
Total	\$877,851.14

**Paid from State Appropriations**

Paid from 1923 apportionments	\$405,438.41
Paid from 1922 apportionments	61,158.73
Paid from 1921 apportionments	8,533.85
Paid from 1920 apportionments	2,199.45
Paid from 1918 apportionments	59.69
Paid from third class highway fund	15,876.94
Paid from special legislative appropriations	13,095.86
Paid from state highway loan fund	1,731.75
	\$508,094.68
Total payments from state appropriations	\$508,094.68
Paid by towns	369,756.46
	\$877,851.14

The above expenditures do not include the following items:

**1923 Apportionments:**

\$798.00—Reimbursement to Seboeis Pl. bridge acct.

384.95—Transferred to highway loan account.

39.31—Paid to reimburse 1922 apportionments overdrawn.

## 1922 Apportionments:

\$501.14—Transferred to bridge loan account.  
501.14—Transferred to highway loan account.

## 1921 Apportionments:

\$ 39.04—Transferred to maintenance account.  
14.38—Transferred to bridge loan account.  
125.71—Transferred to highway loan account.

## STATEMENT

## Appropriation for Improvement of State Aid Roads.

January 1, 1923, to December 31, 1923

Appropriated by state, sections 34 and 36, Chap. 25, R. S.	\$500,000.00
1916 Apportionments rescinded	193.85
	<hr/>
Total amount available for appor- tionments in 1923	500,193.85
Apportioned by state, sections 20, Chapter 25, R. S.	\$361,028.75
Apportioned by state to towns ap- plying under Chapter 154, P. L., 1917	35,529.92
Apportioned by state to towns ap- plying under Chapter 157, P. L., 1919	27,031.69
Additional apportionments, section 21, Chapter 25, R. S.	76,532.48
	<hr/>
	500,122.84
Unapportioned balance of fund Dec. 31, 1923	\$71.01

## Apportionments Available in 1923

Total apportionment from 1923 ap- propriation	\$500,122.84
Unexpended balances from 1922 ap- portionments	\$77,479.23

Unexpended balances from 1921 apportionments	14,067.83	
Unexpended balances from 1920 apportionments	2,641.43	
Unexpended balances from 1919 apportionments	173.55	
Unexpended balances from 1918 apportionments	593.44	
Unexpended balances from 1917 apportionments	1.95	
		94,957.43
Total amount available from state funds		\$595,080.27
		<b>Expenditures</b>
Expended from 1923 apportionments	\$405,438.41	
1923 apportionments transferred to other appropriations	1,182.95	
1923 apportionments to pay 1922 apportionments overdrawn	39.31	
Expended from 1922 apportionments	61,158.73	
1922 apportionments transferred to other appropriations	1,002.28	
Expended from 1921 apportionments	8,533.85	
1921 apportionments transferred to other appropriations	179.13	
Expended from 1920 apportionments	2,199.45	
Expended from 1918 apportionments	59.69	
		479,793.80
Unexpended balances on hand Dec. 31, 1923		\$115,286.47
1923 apportionments overdrawn		1,032.08
		\$116,318.55
Unexpended balances to credit of towns, Dec. 31, 1923		
Unexpended balances, 1923 apportionments	\$94,494.25	

Unexpended balances, 1922 apportionments	15,318.22
Unexpended balances, 1921 apportionments	5,354.85
Unexpended balances, 1920 apportionments	441.98
Unexpended balances, 1919 apportionments	173.55
Unexpended balances, 1918 apportionments	533.75
Unexpended balances, 1917 apportionments	1.95
	116,318.55

In addition to above unexpended balances, towns have balances, amounting to \$1,920.54, on deposit with the state.

### THIRD CLASS HIGHWAYS

#### Chapter 263, P. L., 1919

#### January 1, 1923, to December 31, 1923

Apportionments from the third class highway fund for 1923 were made to 391 towns; in 77 towns unexpended balances from the fund for 1922, amounting to \$7,738.28, which lapsed into the equalization fund on December 31, 1922, were reapportioned and made available with the 1923 apportionments, except that no apportionments from the 1923 fund were made to 12 of these towns and only the 1922 apportionments were available. Funds for third class highway work were available, therefore, in 403 towns.

The total amount required to make apportionments in full was \$298,613.17. The third class highway fund for 1923 amounted to \$224,255.91 (1-3 mill on valuation of state). Apportionments against this amount were made amounting to \$222,376.74 or 76% of the full apportionment, leaving an unapportioned balance of \$1,879.17; to this amount was added the sum of \$948.92, transferred from the equalization fund, making the unapportioned balance \$2,828.09. Applications were later received from seven towns which were entitled to apportionments from this fund. Apportionments were made to these towns on

the basis of 47% of the full apportionment, leaving an unapportioned balance on December 31, 1923, of \$2.35.

The total available fund for third class highways, including amounts transferred from the equalization fund, amounted to \$232,940.76.

Of 403 towns in which third class highway apportionments were available in 1923, 308 towns constructed sections of third class highways; 5 towns expended the apportionments for repair work; 2 towns constructed culverts on third class highways; 51 towns expended their third class highway apportionments with state aid road funds; 6 towns expended their third class highway apportionments with special legislative appropriations; and 31 towns made no report of expenditures up to December 31, 1923.

The total expenditure on account of third class highways was \$206,652.21; of this amount \$3,176.62 was expended for supervision and \$203,475.59 for labor and material. Against this total expenditure \$197,656.27 was paid by the state from third class highway funds and \$8,995.94 was paid by the towns.

Of the total expenditure of \$206,652.21, the sum of \$162.46 was paid for miscellaneous supervision which represents the cost of laying out and supervising work, the cost of which has not been reported by the towns; \$1,367.19 was expended for repair work on third class highways; \$1,620.50 was expended for the construction of culverts; and \$203,405.74 was expended for road construction. 52.97 miles of gravel road were constructed.

In addition to the above total expenditure on third class highways, apportionments, amounting to \$15,876.94, were expended with state aid road joint funds and apportionments, amounting to \$3,839.51, were expended with special legislative resolves.

Unexpended balances of third class highway apportionments on December 31, 1923 amounted to \$15,568.04, and the unapportioned balance was \$2.35.



**Statement of Expenditures on Third Class Highways  
January 1, 1923, to December 31, 1923.**

Construction: Supervision	\$2,917.84	
Labor and Material	200,487.90	
Total, construction	<u>                    </u>	\$203,405.74
Repairs: Supervision	\$38.36	
Labor and Material	1,367.19	
Total, repairs	<u>                    </u>	1,405.55
Culvert Construction: Supervision	57.96	
Labor and Material	1,620.50	
Total, culvert construction	<u>                    </u>	1,678.46
Miscellaneous: Supervision, total		<u>162.46</u>
 Grand total		 <u>\$206,652.21</u>
 Paid by state, construction work	\$194,773.50	
Paid by state, repair work	1,405.55	
Paid by state, culvert construction	1,314.76	
Paid by state, miscellaneous supervision	162.46	
Total payments by state	<u>                    </u>	\$197,656.27
 Paid by cities and towns, construction	\$8,632.24	
Paid by cities and towns, culvert construction	363.70	
	<u>                    </u>	8,995.94
Total	<u>                    </u>	<u>\$206,652.21</u>
 Total, supervision	\$3,176.62	
Total, labor and material	203,475.59	
	<u>                    </u>	<u>\$206,652.21</u>

In addition to the above expenditures apportionments from the third class highway fund amounting to \$15,876.94 were expended with state aid road joint funds. Apportionments amounting to \$3,839.51 were expended with special legislative appropriations.

**Statement of the Appropriation for Third Class Highways  
January 1, 1923, to December 31, 1923**

Appropriation for third class high- ways		\$224,255.91
Transferred from equalization fund		8,687.20
		<hr/>
		\$232,943.11
Total of apportionments made to towns		232,940.76
Unapportioned balance, Dec. 31, 1923		\$2.35
		<hr/>
Total of third class highway appor- tionments		\$232,940.76
Paid on construction work	\$194,773.50	
Paid on repair work	1,405.55	
Paid on culvert construction	1,314.76	
Paid for miscellaneous supervision	162.46	
Expended with state aid road funds	15,876.94	
Expended with special resolves	3,839.51	
		<hr/>
		217,372.72
		<hr/>
Unexpended balances of third class highway apportionments		\$15,568.04
Unapportioned balance		2.35
		<hr/>
Total balance, third class highway fund, 1923		\$15,570.39

**Equalization Fund. December 31, 1923**

Balance of equalization fund January 1, 1923	\$8,687.20
Transferred to third class highway fund for 1923	8,687.20

**Special Resolves**

**January 1, 1923, to December 31, 1923**

The work under special resolves in 1923 included the construction of 16.86 miles of gravel road, general repair work on roads, construction and repair of bridges, engineering, supervision, and miscellaneous expenditures provided for under the terms of the resolves.

The total expenditure on account of this work amounted to \$171,057.02; of this amount \$112,339.80 was paid from state appropriations provided for under the conditions of the resolves, \$3,839.51 was paid from the third class highway fund, \$3,395.19 was paid from apportionments from the state contingent fund, \$1,500.00 was paid by Hollingsworth & Whitney Co. on account of the improvement of the road in Little Squaw Mountain township, and \$49,982.52 was paid by towns.

Of the total expenditure \$1,357.19 was expended for engineering, \$1,380.77 was expended for supervision and \$168,319.06 was expended for labor and material.

In addition to the above expenditures \$9,185.82 from Resolves of 1923 and \$3,910.04 from Resolves of 1921 were expended with state aid road construction funds. The sum of \$2,000.00 from Resolves of 1923 was transferred to the bridge loan account.

**Statement of Expenditures**  
**Chapter 133, Resolves of 1923**  
**Chapter 168, Resolves of 1921**  
**Resolves of 1919**  
**Miscellaneous Resolves**  
**Apportionments from State Contingent Fund**  
**January 1, 1923, to December 31, 1923**

	Engineer- ing	Super- vision	Labor and Material	Total Cost
Road Construction		\$865.55	\$85,698.92	\$86,564.47
Road Repairs		391.91	48,804.33	49,196.24
Bridge Construction	\$581.07	16.47	2,069.17	2,666.71
Bridge Repairs	776.12	90.44	31,746.64	32,613.20
Miscellaneous Supervision		16.40		16.40
<b>Totals</b>	<b>\$1,357.19</b>	<b>\$1,380.77</b>	<b>\$168,319.06</b>	<b>\$171,057.02</b>
<b>Total Expenditure</b>				<b>\$171,057.02</b>
Expended by state, re- solves 1923, Chapter 133			<b>\$86,289.59</b>	
Expended by state, re- solves 1923, Chapter 50		<b>16,371.30</b>		

Expended by state, re- solves of 1921	8,642.90	
Expended by state, third class highway fund	3,839.51	
Expended by state, state contingent fund	3,395.19	
Expended by state, re- solves of 1919	1,036.01	
Total payments from state appropriations		\$119,574.50
Paid by towns	\$49,982.52	
Paid by Hollingsworth & Whitney Co.	1,500.00	
		51,482.52
		\$171,057.02

In addition to above expenditures appropriations from the resolves of 1923, amounting to \$9,185.82 were expended with the state aid road fund; one appropriation of \$2,000, resolves of 1923 was expended with the bridge loan fund. Balances from Resolves of 1921, amounting to \$3,910.04 were expended with the state aid road fund.

**Statement of Special Legislative Appropriations  
Including Apportionments from State Contingent Fund  
Expenditures January 1, 1923, to December 31, 1923**

<b>Appropriations</b>	
Appropriations, Chapter 133, Re- solves of 1923	\$112,125.00
Enfield-Howland bridge, Chapter 50, Resolves, 1923	21,700.00
Eastport bridge, Chapter 28, Re- solves, 1923	35,000.00
Apportionments from state contin- gent fund, 1923	2,500.00
Balances, Chapter 163, Resolves of 1921	13,390.67
Balance, Gardiner-Randolph bridge, Chapter 163, Resolves, 1921	88.42

Balance, Wiscasset-Edgecomb bridge, Chapter 172, Resolves, 1921		683.81
Reimbursement to State of Maine by Canada, Madawaska-Edmund- ston bridge	\$11,464.50	
Madawaska-Edmundston bridge ac- count overdrawn in 1922	6,617.68	
Available for Madawaska-Edmund- ston bridge, 1923	<hr/>	4,846.82
Balances, apportionments from State contingent fund, 1921		3,575.18
Balances, Resolves of 1919		1,969.68
Total		<hr/> \$195,879.58

#### Expenditures from Above Appropriations

Chapter 133, Resolves of 1923	\$86,289.59
Resolves of 1923, expended with state aid fund	9,185.82
Resolves of 1923, expended with bridge loan fund	2,000.00
Enfield-Howland bridge, Chapter 50, Resolves of 1923	16,371.30
Apportionments from state con- tingent fund, 1923	1,156.66
Chapter 168, Resolves of 1921	6,905.43
Resolves of 1921, Chapter 168, ex- pended with state aid fund	3,910.04
Resolves of 1921, Chapter 168, ex- pended with Resolves of 1923	743.27
Resolves of 1921, Chapter 168, lapsed	75.33
Madawaska-Edmundston bridge	994.20
Apportionments from state con- tingent fund, 1921	2,238.53
Balances, apportionments state con- tingent fund, 1921 lapsed	4.90
Resolves of 1919	1,036.01
Balances, Resolves of 1919, lapsed	918.65

Total payments from state appropriations	_____	131,829.73
		_____
Unexpended balances, December 31, 1923		\$64,049.85
Balances, Resolves of 1923, Chapter 133	\$14,649.59	
Balance, Enfield-Howland bridge, Chapter 50, Resolves, 1923	5,328.70	
Balance, Eastport bridge, Chapter 28, Resolves, 1923	35,000.00	
Balances, apportionments from state contingent fund, 1923	1,343.34	
Balances, Chapter 168, Resolves, 1921	1,756.60	
Balance, Gardiner-Randolph bridge, Chapter 163, Resolves, 1921	88.42	
Balance, Wiscasset-Edgecomb bridge, Chapter 172, Resolves, 1921	683.81	
Balance, Madawaska - Edmundston bridge appropriation	3,852.62	
Balances, apportionments from state contingent fund, 1921	1,331.75	
Balances, Resolves of 1919	15.02	
	_____	\$64,049.85

**SUMMARY OF EXPENDITURES ON 1923 STATE AID ROADS**  
**Expenditures from January 1, 1923 to December 31, 1923**

No. Towns	Type of Road	Square Yards	Length Miles	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Paid from State aid Road fund	Paid from Other State funds	Total State aid Paid	Cost per Mile	Cost square Yard
443	Gravel.....	.....	121.26	\$139.27	\$9,726.04	\$694,919.39	\$704,784.70	\$285,244.53	\$389,689.74	\$29,850.43	\$419,540.17	\$5,812.18	
1	Macadam.....	1,633	0.13	.....	11.75	1,598.18	1,609.93	798.00	811.93	.....	811.93	12,384.07	\$0.98
8	Bituminous Macadam	31,070	2.01	410.48	224.88	53,262.96	53,898.32	30,324.00	23,574.32	.....	23,574.32	24,169.65	1.73
1	Concrete.....	884	0.08	.....	20.25	1,543.67	1,563.92	736.76	827.16	.....	827.16	19,549.00	1.77
2	Granite Block.....	14,883	0.54	1,527.63	3.51	69,136.91	70,668.05	30,770.76	39,897.29	.....	39,897.29	.....	4.74
2	Culverts.....	.....	.....	.....	8.00	1,194.53	1,202.53	516.53	686.00	.....	686.00	.....	.....
457	Totals.....		124.02	\$2,077.38	\$9,994.43	\$821,655.64	\$833,727.45	\$348,390.58	\$455,486.44	\$29,850.43	\$485,336.87		

- 1 One town which constructed a section of bituminous macadam road also constructed a section of gravel road.
- 456 Towns-Final settlements not made. 1923 State aid apportionments carried over to 1924.
- 59 Towns-Miscellaneous work.
- 6 Towns-Apportionments for 1923 transferred to other appropriations.
- 2
- 523 Cities, towns and townships received state aid apportionments in 1923.  
 Bituminous macadam sections include sections constructed on city and village streets. Cost per mile computed on basis of standard width of 18 feet.  
 Cost per mile for each type of road and cost per square yard includes cost of all foundation work and culverts.

**SUMMARY OF EXPENDITURES ON 1922 STATE AID HIGHWAYS**  
**January 1, 1923 to December 31, 1923**

No. Towns	Type of Road	Square Yards	Length Miles	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Paid from State aid Road fund	Paid from Other State funds	Total State aid Paid	Cost per Mile	Cost square Yard
17	Gravel.....	.....	2.93	.....	\$46.91	\$16,141.27	\$16,188.18	\$6,937.10	\$8,396.96	\$854.12	\$9,251.08	\$5,525.00	....
1	Bituminous Macadam	3,717	0.16	.....	.....	4,415.39	4,415.39	2,972.11	1,443.28	.....	1,443.28	*.....	*..
18	Totals.....		3.09		\$46.91	\$20,556.66	\$20,603.57	\$9,909.21	\$9,840.24	\$854.12	\$10,694.36		
* \$139.34 Expended on this section in 1922 making total cost \$5,806.73							Total cost per square yard \$1.56.						

**SUMMARY OF EXPENDITURES ON 1921 STATE AID ROADS**  
**Expenditures from January 1, 1923 to December 31, 1923**

No. Towns	Type of Road	Square Yards	Length Miles	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Paid from State aid Road fund	Paid from Other State funds	Total State aid Paid	Cost per Mile	Cost square Yard
2	Gravel.....	.....	0.45	.....	\$31.34	\$3,273.49	\$3,304.83	\$1,659.79	\$1,645.04	.....	\$1,645.04	\$7,344.06	
1	Bituminous Macadam	583	0.05	.....	.....	729.15	729.15	364.57	364.58	.....	364.58	14,583.00	\$1.25
3	Totals.....		0.50		\$31.34	\$4,002.64	\$4,033.98	\$2,024.36	\$2,009.62		\$2,009.62		

1 Town which constructed a section of bituminous road also constructed a section of gravel road.

2 Towns—1921 work.



**SUMMARY OF EXPENDITURES ON 1920 STATE AID ROADS**  
**Expenditures from January 1, 1923 to December 31, 1923**

No. of Towns	Type of Road	Square Yards	Length Miles	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Paid from State aid Road fund	Paid from Other State funds	Total State aid Paid	Cost per Mile
1	Gravel.....	.....	0.13	.....	.....	\$1,395.09	\$1,395.09	\$741.74	\$653.35	.....	\$653.35	\$10,731.46

**MISCELLANEOUS**  
**Expenditures from January 1, 1923 to December 31, 1923**

Items	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Paid from State aid Road funds	Paid from Other State funds	Total State aid Paid
Miscellaneous Supervision, 1923 Funds.....	.....	\$566.71	.....	\$566.71	.....	\$566.71	.....	\$566.71
Miscellaneous Work, 1923 Funds.....	.....	147.51	\$11,784.79	11,932.30	7,726.22	4,206.08	.....	4,206.08
Miscellaneous Supervision-1922 Funds.....	.....	236.77	.....	236.77	.....	236.77	.....	236.77
Miscellaneous Work-1922 Funds.....	\$73.50	11.73	4,174.17	4,259.40	664.35	3,595.05	.....	3,595.05
Miscellaneous Supervision-1921 Funds.....	.....	64.18	.....	64.18	.....	64.18	.....	64.18
Miscellaneous Work-1921 Funds.....	.....	8.63	281.78	290.41	.....	290.41	.....	290.41
Miscellaneous Work-1920 Funds.....	.....	.....	682.00	682.00	300.00	382.00	.....	382.00
Miscellaneous Work-1918 Funds.....	.....	.....	59.28	59.28	.....	59.28	.....	58.28
<b>Totals.....</b>	<b>\$73.50</b>	<b>\$1,035.53</b>	<b>\$16,982.02</b>	<b>\$18,091.05</b>	<b>\$8,690.57</b>	<b>\$9,400.48</b>		<b>\$9,400.48</b>

**SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS**  
**January 1, 1923 to December 31, 1923**

No. of Towns	Items	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by State Third class Highway fund	Paid by Towns	No. of Miles Constructed	Cost per Mile
308	Road Construction (Gravel).....	\$2,917.84	\$200,487.90	\$203,405.74	\$194,773.50	\$8,632.24	52.97	\$3,840.01
5	Repairs.....	38.36	1,367.19	1,405.55	1,405.55	.....	.....	.....
2	Culvert Construction.....	57.96	1,620.50	1,678.46	1,314.76	363.70	.....	.....
	Miscellaneous Supervision.....	162.46	.....	162.46	162.46	.....	.....	.....
315		\$3,176.62	\$203,475.59	\$206,652.21	\$197,556.27	\$8,995.94	52.97	.....
51	Towns expended third class highway apportionments with State aid road funds.							
6	Towns expended third class highway apportionments with special legislative appropriations.							
31	Towns made no report of expenditures.							
403	Towns received third class highway apportionments including amounts reapportioned from equalization fund.							

**TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES**

Items	Engin- eering	Super- vision	Labor & Material	Total Cost	Paid by Towns	Paid by State 1923 Resolves	Paid by State 1921 Resolves	Paid by State Third Class Fund	Paid by State Conti- nent Fund	Paid by State 1919 Resolves	Total State aid Paid	Miles Con- struc- ted	Cost per Mile
Road Construction.....	.....	\$865.55	\$85,698.92	\$86,564.47	\$26,269.76	\$53,372.27	\$2,046.92	\$3,839.51	.....	\$1,036.01	\$60,294.71	16.86	\$5,134.19
Road Repairs.....	.....	391.91	48,804.33	49,196.24	*20,691.09	24,193.60	3,311.59	.....	\$999.96	.....	28,505.15	.....	.....
Bridge Construction.....	\$581.07	16.47	2,069.17	2,666.71	.....	882.32	1,784.39	.....	.....	.....	2,666.71	.....	.....
Bridge Repairs.....	776.12	90.44	31,746.64	32,613.20	4,521.67	24,196.30	1,500.00	.....	2,395.23	.....	28,091.53	.....	.....
Miscellaneous Supervision	.....	16.40	.....	16.40	.....	16.40	.....	.....	.....	.....	16.40	.....	.....
Totals.....	\$1,357.19	\$1,380.77	\$168,319.06	\$171,057.02	\$51,482.52	\$102,660.89	\$8,642.90	\$3,839.51	\$3,395.19	\$1,036.01	\$119,574.50	16.86	.....

\* Includes \$1500.00 paid by Hollingsworth & Whitney Co.

**GENERAL SUMMARY**  
**Expenditures on State Aid Highways—Third Class Highways—Special Resolves**  
**January 1, 1923 to December 31, 1923**

Items	Cost of Engineering	Cost of Supervision	Cost of Labor & Material	Total Cost	Paid by Towns	Total State aid Paid	Length Miles
1923 State Aid Roads.....	\$2,077.38	\$9,994.43	\$821,655.64	\$833,727.45	\$348,390.58	\$485,336.87	124.02
1922 State Aid Roads.....		46.91	20,556.66	20,603.57	9,909.21	10,694.36	3.09
1921 State Aid Roads.....		31.34	4,002.64	4,033.98	2,024.36	2,009.62	0.50
1920 State Aid Roads.....			1,395.09	1,395.09	741.74	653.35	0.13
Miscellaneous Work State Aid Roads.....	73.50	1,035.53	16,982.02	18,091.05	8,690.57	9,400.48	.....
Third Class Highways.....		3,176.62	203,475.59	206,652.21	8,995.94	197,656.27	52.97
Special Resolves.....	1,357.19	1,380.77	168,319.06	171,057.02	*51,482.52	119,574.50	16.86
<b>Totals.....</b>	<b>\$3,508.07</b>	<b>\$15,665.60</b>	<b>\$1,236,386.70</b>	<b>\$1,255,560.37</b>	<b>\$430,234.92</b>	<b>\$825,325.45</b>	<b>197.57</b>

\* Includes \$1,500 paid by Hollingsworth & Whitney Co.

### STATE AND COUNTY AID BRIDGE CONSTRUCTION

During the calendar year 1923, more work was done than in previous years under Chapter 319, P. L. 1915, as amended, providing State and County Aid in bridge construction. Sixty-five new applications were received by the Commission, and there were sixty-three petitions continued from the year 1922.

At the close of 1923, thirty-nine bridges had been placed under construction; petitions for thirty-three other bridges had been acted upon and approved by the Joint Boards, but no construction had been started; on sixteen petitions action was suspended for various reasons; fourteen petitions had been discontinued; and there were twenty-six petitions for the consideration of which no meeting of the Joint Boards had been held.

The following is a list of the bridges placed under construction:

Town	County	Contractor	Estimated Cost	Description.
Anson.....	Somerset....	Great Northern Paper Company...	\$2,900.00	Metcalf Bridge; concrete slab span, clear span length 12 ft.; old abutments capped with concrete, one new concrete wing wall; 40 ft. roadway.
Auburn.....	Androscoggin	City of Auburn....	9,700.00	Chestnut St. Bridge; 6 ft. by 6 ft. concrete box culvert, 129 ft. $1\frac{1}{2}$ in. long; provision for 40 ft. roadway on fill 30 ft. deep.
Bancroft.....	Aroostook...	United Construction Company Force Account.	8,500.00	Baskehegan Bridge; steel bridge with plank floor; old truss span, 125 ft. long, (damaged by flood) repaired and reerected; old abutments repaired, raised and capped with concrete; 15 ft. roadway.
Bridgewater....	Aroostook...	G. W. Van Tassel Company.....	\$42,400.00	Boundary Bridge; 3 concrete spans, 2 slab spans 20 ft. each, 1 T-beam span 40 ft.; concrete abutments and piers; 20 ft. roadway.
Bridgton.....	Cumberland.	The Arborio Road Construction Co.....	4,000.00	Moose Pond Bridge; steel I-beam bridge with concrete floor, clear span length 25 ft. 6 in.; old stone abutments faced and capped with concrete; 20 ft. roadway.

Town	County	Contractor	Estimated Cost	Description.
Carmel	Penobscot	Force Account	8,800.00	Cheese Factory Bridge; concrete slab span, clear span length 16 ft.; concrete abutments; 20 ft. roadway.
Carmel	Penobscot	Force Account	4,400.00	Harvey Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Eagle Lake	Aroostook	Edmond Cyr & Co.	36,600.00	Nadeau Bridge; 2 concrete T-beam spans, clear span length 50 ft. each; concrete abutments and piers; 20 ft. roadway.
Eastport-Perry	Washington	F. W. Carlton	74,000.00	Bar Harbor Bridge; 50 timber stringer spans of 15 ft. each, 7 timber truss spans of 60 ft. each; pile trestle bents and piers; 20 ft. roadway.
Ellsworth	Hancock	Force Account	5,200.00	Treworgy Bridge; 2 timber truss spans of 50 ft. each; timber crib pier; old abutments capped with concrete 16 ft. roadway.
Ellsworth	Hancock	Cyr Bros. Co.	54,000.00	Union River Bridge; 4 concrete arch spans clear span length 35 ft. each; concrete piers and abutments; 28 ft. roadway, two 6 ft. sidewalks.
Enfield	Penobscot	E. A. Dekin	1,800.00	Bear Brook Bridge; 5 ft. by 3 ft. 6 in. concrete box culvert, 27 ft. 9 in. long; 21 ft. roadway on fill.
Hancock-Sullivan	Hancock	James H. Kerr	\$371,977.00	Taunton River Bridge, steel truss bridge; 4 fixed spans each 188 ft. 11½ in. long, 1 swing span 206 ft. 3½ in. long; concrete abutments and granite faced concrete piers; 20 ft. roadway.
Harmony	Somerset	Smith & Tweedie	16,300.00	Sand Farm Bridge; concrete T-beam span, clear span length 40 ft. one new concrete abutment, one old stone abutment faced and new wings of concrete; 20 ft. roadway.
Haynesville	Aroostook	Eugene A. Simpson Force Account	27,000.00	Haynesville Bridge; steel bridge with concrete floor truss span 132 ft. 8 in. long; old stone abutments repaired, raised and capped with concrete; 18 ft. roadway.
Howland	Penobscot	E. A. Dekin	14,700.00	Meadow Brook Bridge; concrete slab span, clear span length 15 ft. concrete abutments; 20 ft. roadway.
Howland	Penobscot	E. A. Dekin	3,300.00	Simmons Brook Bridge; 4 ft. by 4 ft. concrete box culvert, 29 ft. 6 in. long; 21 ft. roadway on fill.

Town	County	Contractor	Estimated Cost	Description
Limington.....	York.....	The United Construction Company Western Maine Power Company.....	9,620.00	Nason's Mills Bridge; steel bridge with concrete floor 2 truss spans each 53 ft. 4 in. long; stone faced abutments and piers; 16 ft. roadway.
Lisbon.....	Androscoggin	The United Construction Company Force Account.....	10,600.00	Sabattus Stream Bridge; steel bridge with concrete floor; truss span 60 ft. 7 in. long; old stone abutments capped with concrete; 20 ft. roadway.
Masardis.....	Aroostook...	Smith & Tweedie..	20,100.00	Masardis Bridge; substructure only; new concrete abutments and pier placed under old two span steel bridge; abutment details provide for new single span steel bridge 150 ft. long.
Mattawamkeag..	Penobscot...	Force Account...	8,450.00	Mattaceunk Stream Bridge; steel I-beam bridge with concrete floor, clear span 28 ft. 2½ in.; stone and concrete abutments; 20 ft. roadway.
Mercer.....	Somerset....	W. H. Doran.....	2,700.00	Bog Stream Bridge; concrete slab span, clear span length 13 ft. old stone abutments capped with concrete; 25 ft. roadway.
New Portland....	Somerset....	Edmond Cyr & Co.....	63,000.00	Carrabasset River Bridge 2 concrete arch spans; clear span length 120 ft. each; concrete abutments and pier; 15 ft. concrete slab span over power canal; 20 ft. roadway.
New Portland....	Somerset....	Smith & Tweedie..	19,300.00	Gould Hill Bridge; 2 concrete slab spans, clear span length 15 ft. each; concrete piers and abutments; 21 ft. roadway on fill.
New Portland....	Somerset....	Smith & Tweedie..	11,300.00	Grist Mill Bridge; 2 concrete slab spans, clear span length 15 ft. each; concrete abutments and pier; 20 ft. roadway.
New Sharon.....	Franklin....	W. H. Doran.....	10,200.00	Day Bridge; concrete T-beam span, clear span length 25 ft.; concrete abutments; 20 ft. roadway.
New Sharon.....	Franklin....	The Arborio Road Construction Company.....	5,800.00	French Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 ft. roadway.
Paris.....	Oxford.....	J. A. Greenleaf & Sons Co.....	12,000.00	Andrews Brook Bridge; concrete T-beam span, clear span length 30 ft. concrete abutments; 20 ft. roadway.
Paris.....	Oxford.....	J. A. Greenleaf & Sons Co.....	13,300.00	Moose Pond Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.

Town	County	Contractor	Estimated Cost	Description.
Perry.....	Washington..	Force Account....	6,700.00	Pottle Brook Bridge; concrete slab span, clear span length 14 ft.; concrete abutments; 20 ft. roadway.
Richmond.....	Sagadahoc..	C. T. Reynolds....	9,900.00	Abagadasset Bridge; concrete slab span; clear span length 18 ft.; concrete abutments; 20 ft. roadway.
So. Bristol.....	Lincoln.....	B. E. Savage.....	15,500.00	Gut Bridge; steel bridge with wood floor, hinged lift truss span 41 ft. long, old stone abutments, repaired and extended and capped with concrete; 20 ft. roadway, 5 ft. sidewalk.
Stockholm.....	Aroostook..	Cyr Bros. Co.....	42,400.00	Madawaska Bridge; 2 concrete T-beam spans, clear span length 35 ft. each; concrete abutments and pier; 20 ft. roadway, 5 ft. sidewalk.
Surry.....	Hancock....	C. A. Ring.....	8,600.00	Morse's Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 ft. roadway.
Turner.....	Androscoggin	Cyr Bros. Co.....	12,200.00	Martin Stream Bridge; concrete T-beam span, clear span length 26 ft. 7½ in.; concrete abutments; 20 ft. roadway.
Whiting.....	Washington..	Force Account....	10,500.00	Crane Bridge; 2 concrete T-beam spans, clear span length 30 ft. each; concrete abutments and pier 20 ft. roadway.
Whitneyville....	Washington..	Force Account....	24,000.00	Machias River Bridge; 5 timber truss spans, lengths 32 ft., 42 ft. 9½ in., 43 ft. 8 in., 55 ft. 7 in., 50 ft., timber crib and trestle bent piers, 3 old abutments raised with timber, one abutment faced with timber crib, 20 ft roadway.
Woodstock.....	Oxford.....	A. W. Walker..... & Son.....	7,300.00	Robbins Bridge; concrete slab span, clear span length 13 ft. 0½ in. concrete abutments; 20 ft. roadway.
Woodstock.....	Oxford.....	A. W. Walker & Son.....	7,800.00	Sanborn Bridge; concrete slab span, clear span length 12 ft., concrete abutments; 20 ft. roadway.

Where two names are listed in the "Contractor" column for any one bridge, the first refers to the superstructure work and the second to the substructure work.

James H. Kerr is contractor for the substructure of the Hancock-Sullivan Bridge. The contract for the superstructure was not let in 1923.

The accounts for the bridges in the following list have been closed. This table shows the final cost of the work and the amounts paid by the state, county and town.

Town	Co.	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Acton	York	Ben Brackett	\$3,485.78	\$1,045.73	\$1,045.73	\$1,394.32
Addison	Wash.	Indian River	26,236.79	10,494.72	7,871.04	A2,623.68
Jonesport						J5,247.35
Albany	Oxf.	Crooked River	8,676.45	3,904.40	2,602.94	2,169.11
Alna	Lin.	Sheepsfoot	53,503.89	25,748.75	16,051.16	A2,340.80
Newcastle						N9,363.18
Auburn	And.	Hicks Brook	2,300.21	460.04	690.06	1,150.11
Baileyville	Wash.	Wapskehegan	9,083.45	1,816.69	2,725.03	4,541.73
Belfast	Waldo	Perkins	10,002.57	3,000.77	3,000.77	4,001.03
Benton	Ken.	15 Mile Stream	22,614.99	7,915.25	6,784.49	7,915.25
Biddeford	York	Bradbury	134,422.83	33,605.71	40,326.85	60,490.27
Brownfield	Oxf.	Shepards River	8,811.08	2,643.32	2,643.32	3,524.44
Burnham	Waldo	25 Mile Stream	14,688.75	6,609.94	4,406.62	3,672.19
Camden	Knox	Millville	15,278.95	3,819.74	4,583.68	6,875.53
Caribou	Aroos.	Grist Mill	23,655.82	5,913.96	7,096.74	10,645.12
Cyr Pl.	Aroos.	Elie Ouellette	5,021.61	1,506.48	1,506.48	2,008.65
Harmony	Som.	Sand Farm	12,803.73	5,428.78	3,841.12	3,533.83
Kennebunk	York	Mousam River	22,471.29	5,617.82	6,741.39	10,112.08
Lewiston	And.	Main Street	*32,798.36	4,943.47	7,415.21	12,358.68
Limington	York	Overflow Str.	1,919.95	575.99	575.98	767.98
Limington	York	Webster Str.	4,502.89	1,350.87	1,350.87	1,801.15
Limington	York	Whaleback	2,038.27	611.48	611.48	815.31
Lisbon	And.	Cushman	6,022.55	1,204.51	1,806.76	3,011.28
Madawaska	Aroos.	Martin Str.	5,878.63	1,763.59	1,763.59	2,351.45
Mapleton	Aroos.	Mapleton	37,166.97	18,583.49	11,150.09	7,433.39
Mars Hill	Aroos.	Kings Grove	10,092.37	2,523.09	3,027.71	4,541.57
New Limerick	Aroos.	Hunter Brook	3,899.35	779.87	1,169.80	1,949.68
New Limerick	Aroos.	Mill Brook	6,018.28	3,009.14	1,805.48	1,203.66
New Limerick	Aroos.	Titcomb	14,153.71	7,076.86	4,246.11	2,830.74
Phillips	Fra.	Cottle Brook	10,739.50	3,221.85	3,221.85	4,295.80
Raymond	Cum.	Tennys River	8,666.98	3,466.80	2,600.09	2,600.09
Rumford	Oxf.	Barker Brook	9,022.75	1,804.55	2,706.82	4,511.38
St. John Pl.	Aroos.	Sinclair	4,683.80	936.76	1,405.14	2,341.90
Seboeis Pl.	Pen.	Seboeis Str.	21,850.15	10,925.08	6,555.04	4,370.03
Topsham	Sag.	Cathance River	13,001.98	3,250.50	3,900.59	5,850.89
Webster Pl.	Pen.	Mattagodus Stream	**14,492.96	2,498.59	3,747.89	6,246.48
Westfield	Aroos.	Prestile Str.	10,960.38	3,836.13	3,288.12	3,836.13
Winn.	Pen.	Salmon Brook	5,523.87	1,657.16	1,657.16	2,209.55

\* \$8081.00 paid by Androscoggin & Kennebec Railway.

\*\* \$2000.00 paid from Chapter 90, Res. 1917.

The net expenditures on state and county aid bridge construction in 1923 was \$598,848.93, of which \$38,049.23 was for engineering, advertising and inspection, and \$560,799.70 for labor and material.

In addition to this amount, there was paid from the bridge loan fund \$1,510.92 to the town of Alfred, as partial reimbursement of the cost of building a bridge. This payment was made in accordance with Chapter 11, Resolves, 1923.



The special resolves in the following list were passed by the 1923 legislature. These resolves appropriate money from the bridge loan fund.

Chapter 39, Vanceboro-St. Croix International Bridge	\$17,500.00
Chapter 133, Bucksport-Verona Bridge	40,000.00
Fort Kent-Clair International Bridge	16,500.00
Chapter 39, Parsonsfield, Kezar Falls Bridge	8,456.00
Parsonsfield, Canal Bridge	1,600.00
Porter, Kezar Falls Bridge	3,344.00
New Portland, Carrabasset River Bridge	12,600.00
Chapter 125, Naples, Chute River Bridge	5,000.00

The only bridge in this list which was placed under construction in 1923 was the Carrabasset River Bridge in New Portland. The amount appropriated by the special resolve was credited as the town's portion of the joint fund for this work under the law providing state and county aid.

The Bridge Division supervised the expenditure of money appropriated by Chapter 50, Resolves of 1923, for the repair of the Enfield-Howland Bridge. This work consisted of strengthening the floor system of the present steel bridge by the addition of wooden stringers and spiking pieces, the laying of a new two-course floor, the building of new handrails, and the cleaning and painting of metal work. This bridge is 923 feet long with a 16 ft. 8 in. roadway. Contractor, O. B. Frost Company. The cost of this work is shown under "Special Resolves."

Maintenance of bridges under the provisions of the gasoline tax bill was done under the supervision of the Bridge Division.

The following amounts were expended in 1923:

New Limerick, Mill Brook Bridge	\$1,296.46
Monticello, Monticello Bridge	11,632.72
Bridgewater, Whitney Brook Bridge	4,067.66
Blaine, Three Brooks Bridge	403.45

The state's portion of the cost of work done in 1923 under the provisions of the state and county aid bridge law was paid from the proceeds of the bond issue authorized by Chapter 131, P. L. 1921. There is available from Chapter 92, P. L., 1923, an additional bond issue of \$300,000 for this work, and \$100,000 for the special resolves referred to above.

### **MAINTENANCE WORK FOR 1923, ENDING DECEMBER 31.**

Maintenance work during 1923 was performed generally by patrol maintenance. 489 patrolmen were employed in caring for 4,425.85 miles of road in 477 towns. Of this mileage 938.73 was improved State Highway, 1,282.22 miles was improved State Aid Highway and the balance or 2,204.90 miles was unimproved road. There was also maintained by special arrangement with the towns 205.00 miles of improved State Aid Road.

A total expenditure for labor and material of \$1,055,-757.81 was made on this work, including \$18,702.26 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$43,907.03 making the total gross expenditure chargeable to maintenance of \$1,118,367.10. Of this amount the State furnished \$879,909.83 and the cities and towns furnished \$235,422.21. The average expenditure per mile was \$241.50.

On the 938.73 miles of improved State Highway, the expenditure for labor and material and supervision was \$643,328.02 or an average expenditure per mile of \$685.32. The expenditure on the 3,487.12 miles of other road under patrol was for labor, material and supervision \$475,039.08 or an average expenditures per mile of \$136.23.

## EXPENDITURES UNDER DIRECTION OF STATE HIGHWAY COMMISSION 1913-1923

Year	State Highways	State Aid Highway	Third Class Highway	*Registration of Automobiles	Maintenance	Special Resolves	State Aid Construction bridges	Special apportionments	Miscellaneous	Administration	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
1922	2,183,312.25	847,545.75	217,863.17	.....	1,045,300.81	291,653.73	575,841.46	469,193.10	.....	68,889.23	5,699,599.50
1923	2,211,011.74	849,995.70	226,368.66	.....	1,141,990.07	183,252.65	661,722.45	.....	516,906.69	75,551.09	5,866,799.05
<b>Total</b>	<b>\$12,089,066.14</b>	<b>\$8,173,669.23</b>	<b>\$852,590.86</b>	<b>\$184,738.92</b>	<b>\$6,380,345.55</b>	<b>\$1,462,748.16</b>	<b>\$3,107,011.03</b>	<b>\$26,152.27</b>	<b>\$2,027,530.04</b>	<b>\$524,402.16</b>	<b>\$34,828,254.36</b>

STATE HIGHWAY COMMISSION

\*Fees apportioned by Governor 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 expended, issuing highway bonds \$2,776.73; Motor Transport and Equipment \$218,979.54; Expense Issuing Memorial 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

Miscellaneous expenditures 1922; Motor Vehicle Department \$80,813.23; Auto Bureau (Registration of Autos under direction Secretary of State) \$81,287.45; expense of issuing highway bonds \$843.35; motor transport and Equipment \$216,581.98; Expense of Issuing Bridge Bonds \$252.72; Bath State Ferry \$49,029.83; Van Buren Bridge \$117.05; State Garage \$8,880.87; Reimbursement to Town of Winthrop, (Special Legislature Act) \$9,478.27; Ferry Boat, "Governor King" \$21,908.35.

Total expenditure for 1922 does not include \$25,013.71 refunded to towns on account of Bridge Construction and \$2,000.00 refunded to towns on account of work under Special Resolves.

Miscellaneous expenditures 1923; Motor Vehicle Department \$77,411.16; Auto Bureau Registration of Autos under direction of Secretary of State \$108,473.62; expense of issuing bonds \$1,443.88; Motor Transport and Equipment \$240,787.56; Bath State Ferry \$41,885.34; Van Buren Bridge \$135.44; refund to counties and towns on account of bridges \$46,769.69.

**APPROXIMATE MILEAGE OF IMPROVED ROADS  
Constructed Under Direction of State Highway Commission  
1913-1923**

	State Highways	State aid Highways	Third class Highways	Special Appropriations	1913 Registration or Autos	Special Resolves	Totals
Gravel.....	†468.72	1,452.60	199.52	0.25	.....	63.47	2,184.56
Macadam.....	4.78	17.45	.....	0.70	.....	.....	22.93
Concrete.....	53.96	10.76	.....	.....	.....	.....	64.72
Bituminous Macadam.....	166.35	23.92	.....	0.11	.....	.....	190.38
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.....	.....	2.11	.....	.....	.....	.....	2.11
Brick.....	.....	0.05	.....	.....	.....	.....	0.05
Earth.....	.....	44.51	.....	.....	.....	.....	44.51
Totals.....	738.38	1,554.81	199.52	2.12	46.00	97.97	2,638.80

† Does not include 1.9 miles of gravel reported in 1922 and surfaced with concrete in 1923