

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, 1924-JUNE 30, 1926

Twelfth Annual Report

of the

State Highway Commission

of the

State of Maine

From January 1, 1924, to June 30, 1925

STATE OF MAINE

OFFICE OF STATE HIGHWAY COMMISSION

Augusta, Maine, December 15, 1926.

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

We have the honor to present the twelfth annual report
of the State Highway Commission, from January 1, 1924,
to June 30, 1925.

CHARLES H. INNES, Chairman,
CHARLES MURRAY,
EDWIN T. CLIFFORD,

State Highway Commission.

MAINE STATE HIGHWAY COMMISSION

Financial Statement

January 1-December 31, 1924.

MAINTENANCE AND ADMINISTRATION

Credits

Balance, January 1, 1924	\$158,653.75
Auto Fees Transferred	
1924 Fees	1,370,072.69
1925 Fees	255,955.55
Gasoline Tax Transferred	270,206.92
Auto Fines	37,784.86
Transferred from Bath State Ferry	25,000.00
Transferred from Highway Loan Fund	911.68
Equipment, Uniform and Badges, Credits	
Motor Vehicle Department	18,208.44
Testing Account, Credit Motor Vehicle Dept.	100.00
Railings Removed (Wiscasset Grain Co.)	6.42
Permits to open Highway	2,079.97
Towns paid on account special work	490.66
Tar sold towns (1923)	3,558.21
Tar applied	1,167.41
Culverts laid	56.05
Lumber sold	30.38
Gravel sold	59.05
Gasoline sold	29.07
Bags returned	4.50
Patrol Maintenance deposited for 1921	501.20
Patrol Maintenance deposited for 1922	529.85
Patrol Maintenance deposited for 1923	6,074.69
Patrol Maintenance deposited for 1924	233,234.15
Additional Patrol Maintenance deposited for 1922-23	1,506.99
Overpayment Patrol	.18
Patrol Maintenance not deposited 1923	119.02
Patrol Maintenance not deposited 1924	4,434.77
	<hr/>
	\$2,390,776.46

Expenditures

Administration

Salary of Commissioners	\$2,935.89
Salary of Chief Engineer	6,115.38
Salary of Assistants	18,181.73

STATE HIGHWAY COMMISSION

Salary of Clerks	14,537.96	
Salary of Engineers	4,790.54	
Expenses of Commissioners	2,051.52	
Expenses of Chief Engineer	1,303.84	
Expenses of Assistants	6,825.23	
Expenses and Wages of Super- visors	1,353.15	
Commissioner's Auto	454.67	
Postage	2,126.55	
Incidental Expense	433.88	
Office Furnishings	1,455.23	
Office Stationery	1,715.75	
Telephone and Telegraph	3,244.75	
Printing	2,661.60	
Drafting Room Supplies	1,571.45	
		<u>\$71,759.12</u>

Motor Vehicle Department

Salary Chief of Division	\$2,728.43	
Salary of Clerks	2,097.00	
Salary of Inspectors	23,893.97	
Salary of Patrolmen	33,090.36	
Expenses of Chief of Division	2,199.24	
Expenses of Inspectors	19,312.56	
Expenses of Patrolmen	37,964.57	
Postage	310.10	
Office Furnishings	24.50	
Office Stationery	116.57	
Advertising	48.24	
Legal Expense	69.27	
Printing	276.79	
Telephone and Telegraph	314.78	
Equipment	14,948.95	
Repairs on Equipment	103.52	
Supplies	12.09	
Uniforms, Badges, etc.	2,971.25	
Insurance	12.24	
		<u>\$140,494.43</u>

Note: To the above account the following credits are shown

Auto Fines	\$37,784.86
Equipment, etc.	18,208.44
Testing Account	100.00

\$56,093.30

* Auto Bureau

Salaries and Clerk Hire	\$36,723.51	
Postage	9,863.10	
Plates	35,238.51	
Freight and Express	356.99	
Telephone and Telegraph	400.66	
Furniture	1,558.51	
Stationery and Supplies	8,520.08	
Traveling Expenses	1,312.55	
Miscellaneous	318.37	
		<u>\$94,292.28</u>

Maintenance

General Bridge Survey	\$12,976.49	
Motor Transport Survey	12,921.12	
Piscataqua River Bridge Maintenance	7,214.80	
State Map	154.59	
Gasoline Tax Bridge Repairs	47,787.09	
Tent Account	167.02	
Paint Account	997.93	
Portable Camp Account	913.67	
General Tar Account	5,118.79	
Marker Account	10,355.65	
		<u>\$98,607.15</u>

State Highway Improved	\$927,872.84	
State Highway Unimproved	42,565.01	
State Aid Highway Improved	356,828.01	
State Aid Highway Unimproved	153,000.81	
Section 17	6,664.62	
		<u>\$1,486,931.29</u>

\$1,892,084.27

Town's funds not deposited but expended under Supervision of Department		4,553.79
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Total expenditure for Maintenance and Administration	\$1,896,638.06	
Balance December 31, 1924	494,138.40	
		<u>\$2,390,776.46</u>

* This account not under Supervision of State Highway Commission.

HIGHWAY LOAN FUND

Credits

Balance January 1, 1924		\$337,240.05
Receipts from Sale of Bonds		596,750.00
Transferred from Mill Tax Fund		136,386.83
Federal Aid		
“B”	Bridgton	\$35,410.92
	Naples	76,923.07
	Casco	38,774.29
“D”	Northport	11,178.35
	Belfast	24,225.00
“E”	New Gloucester	28,056.08
	Auburn	7,021.06
“F”	Auburn	28,399.33
	Turner	3,761.28
“H”	Skowhegan	24,031.60
	Norridgewock	30,228.22
“J”	Shirley	18,422.61
“K”	Orono	13,345.77
	Old Town	16,001.68
	Milford	10,432.84
	Greenbush	7,874.79
	Passadumkcag	10,047.01
	Winn	8,862.61
	Easton	7,168.09
	Presque Isle	45,455.68
“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
62	Paris-Woodstock	11,916.83
63	Edgecomb	17,294.64
70	Turner	18,737.57
73	Lincoln	26,349.77
74	Smyrna	17,385.57
75	Easton	26,699.05
77	Raymond	34,565.63
78	Bridgton	47,424.80
		<hr/>
		\$715,027.03
Orneville Special Resolve Transferred		1,000.00
Fairfield Improvement State Roads J. F. Transferred		3,589.88

Survey charges on "H" Highway paid by Central Maine Power Co.	2,642.36
Cost of Extension by Camden	2,020.35
Credit on Farmingdale Detour	1,288.24
Transfer Motor Transport and Equipment balance	31,231.21
Buildings sold, Corinna	50.00
	<hr/>
	\$1,827,225.95

Expenditures

Surveys	\$12,429.02
Plans and Computations	8,299.09
Advertising	1,136.57
Engineering and Inspection	51,504.45
General Expense and Right of Way	4,969.14
Labor and Material	1,694,188.72
Transfer Richmond Bridge charge	2,628.58
Transfer Mercer Bridge charge	1,325.12
Expense of Issuing Bonds	1,068.06
Garage	66.43
Garage Machinery	2,685.40
Advertising	28.20
Balance December 31, 1924	46,897.17
	<hr/>
	\$1,827,225.95

MOTOR TRANSPORT AND EQUIPMENT**Credits**

Receipts from Rentals, sale of Equipment, etc. \$302,531.82

Expenditures

Audited vouchers	\$271,300.61
Transfer Balance to Highway Loan	31,231.21
	<hr/>
	\$302,531.82

BRIDGE LOAN FUND**Credits**

Balance January 1, 1924	\$338,363.34
Received from sale of Bonds	400,000.00
Received from Counties	143,205.61

Received from Cities and Towns		128,690.36
Received from Federal Aid, Belfast		29,905.31
Received from Hampden, State and Electric Railroads portion of estimated cost		14,875.00
Received from Tremont, State's portion of estimated cost		1,873.40
Transferred from Maintenance and Admin- istration (Bridge Repairs)		47,771.97
Transferred from Special Resolves—East- port		35,000.00
Transferred from Special Resolves as town money:		
Frankfort	\$1,343.30	
Hope	500.00	
Surry	496.50	
Webster Plt.	750.00	
		<u>3,089.80</u>
Transferred from Improvement State Roads J. F. as town money:		
Carmel	\$1,241.89	
Medway	1,129.94	
Mattawamkeag	1,241.89	
		<u>3,613.72</u>
Transferred from Highway Loan Fund:		
Mercer	\$1,325.12	
Richmond	2,628.58	
		<u>3,953.70</u>
		<u>\$1,150,342.21</u>

Expenditures

Engineering, Advertising and Inspection		\$37,469.92
Labor and Material		684,257.16
Temporary charges for Bridge Repairs, Engineering and In- spection,	\$1,086.84	
Labor and Material	33,058.07	
		<u>34,144.91</u>
Refunds to Counties		31,225.48
Refunds to Cities and Towns		28,328.22
Temporary charges to Highway Loan Fund		3,953.70
Balance December 31, 1924		330,962.82
		<u>\$1,150,342.21</u>

IMPROVEMENT STATE ROADS J. F.

Credits

Balance January 1, 1924	\$117,278.02
Appropriation 1924	500,000.00
Received from Counties, Cities and Towns	507,233.09
Transfer from Contingent Fund, New Gloucester	1,342.60
	<hr/>
	\$1,125,853.71

Expenditures

Engineering and Supervision	\$12,810.67
Labor and Material	1,044,703.47
Transfer Carmel Improvement State Roads J. F. to Bridge Loan Fund	1,241.89
Transfer Medway Improvement State Roads J. F. to Bridge Loan Fund	1,129.94
Transfer Mattawamkeag Improvement State Roads J. F. to Bridge Loan Fund	1,241.89
Balance December 31, 1924	64,725.85
	<hr/>
	\$1,125,853.71

THIRD CLASS HIGHWAY FUND

Credits

Balance January 1, 1924	\$131,192.47
Appropriation 1924	360,642.74
Gasoline Tax	271,206.91
Transfer from Contingent Fund, Montville Cities and Towns money not deposited but expended under direction of State Highway Commission	1,000.00
	11,853.35
	<hr/>
	\$775,895.47

Expenditures

Engineering	\$6,165.16
Labor and Material	516,405.50
Balance December 31, 1924	253,324.81
	<hr/>
	\$775,895.47

SPECIAL RESOLVES

Credits

Balance Council Order 78, Eddington	\$0.04
Balance Council Order 290, Frankfort	1,343.30
Balance Resolves 1919-1920-1921-1922	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 Bridge	4,037.45
Counties, Cities and Towns Appropriations, Old Resolves	1,000.00
Counties, Cities and Towns and (Daggett) Appropriations, Chapter 133, Resolves 1923	23,955.28
Appropriation 1924, Chapter 133, Resolves 1923	112,125.00
	<hr/>
	\$205,167.58

Expenditures

Labor and Material, Chapter 133, Resolves 1923	\$136,786.84
Engineering, Chapter 133, Resolves 1923	1,114.88
Labor and Material, Resolves 1919-1920-1921- 1922	2,732.55
Engineering, Resolves 1919-1920-1921-1922	287.27
Labor and Material, Chapter 51, Resolves 1924	3,018.84
Labor and Material, St. Leonards-Van Buren Bridge	3,623.35
Engineering, St. Leonards-Van Buren Bridge	365.14
Transfer Eastport, Chapter 28, Resolves 1923 to Bridge Loan Account	35,000.00
Transfer Council Order 290, Frankfort, to Bridge Loan Account	1,343.30
Transfer Hope, Chapter 133, Resolves 1923 to Bridge Loan Account	500.00
Transfer Surry, Chapter 133, Resolves 1923 to Bridge Loan Account	496.50
Transfer Webster Plan., Chapter 133, Re- solves 1923 to Bridge Loan Account	750.00
Transfer Orneville, Chapter 133, Resolves 1923 to Highway Loan Fund	1,000.00
Balance Council Order 78, Eddington	.04

Balance Resolves 1919-1920-1921-1922	5,708.40
Balance Chapter 50, Resolves 1923	2,309.86
Balance Chapter 133, Resolves 1923	10,081.65
Balance St. Leonard-Van Buren Bridge	48.96
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	\$205,167.58

BATH STATE FERRY**Report of Ticket Sales**

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	829,335	1,114,731	285,396	\$0.05	\$14,269.80
Passenger Ticket (12 trips)	3,788	4,618	830	.60	498.00
One Horse Team, Hack, etc.	20,366	23,582	3,216	.25	804.00
Two Horse Team	3,215	3,861	646	.35	226.10
Automobile or Light Truck	213,296	303,924	90,628	.50	45,314.00
Auto Truck, Heavy	2,554	3,314	760	.75	570.00
Oil Truck	194	208	14	.60	8.40
Motor Cycle, Oxen, Horse or Cow	1,748	2,257	509	.15	76.35
Automobile or Light Truck (10 Round Trips)	20	193	173	5.00	865.00
Auto Truck, Heavy (10 Round Trip)	2,465	3,564	1,099		5,495.00
Single Horse Team (10 Round Trip)	115	154	39	10.50	409.50
Two Horse Team (10 Round Trip)	1,047	1,255	208	3.50	728.00
School Tickets	405	441	36	4.50	162.00
Special Trips	1,007	1,363	356	.25	89.00
Miscellaneous				5.00	38.00
Ice Cream Privilege					100.00
Water Sold					16.00
Tar Barrels sold					4.55
Dredging (East. S. S. Co. Paid)					20.00
					<hr/>
1923 Credit deposited in 1924					\$69,693.70
					105.45
					<hr/>
Balance from 1923					\$69,799.15
					1,079.66
					<hr/>
Balance to 1925					\$70,878.81
					575.94
					<hr/>
					\$70,302.87

BATH STATE FERRY

Cost of Operation

Wages of Crew "Hockomock"	\$9,004.58
Wages of Crew "Governor King"	16,128.93
Coal	12,163.45
Water	582.39
Light	475.93
Oil	504.12
Insurance	666.00
General Expense	861.01
Repairs on "Hockomock"	
Machinery—Labor	406.42
Material	523.09
Hull—Labor	61.02
Material	162.31
Repairs on "Governor King"	
Machinery—Labor	91.65
Material	272.16
Hull—Labor	151.56
Material	197.38
Ferry Slips, Labor	3,050.87
	<hr/>
	\$45,302.87
Transfer to Maintenance and Administration	25,000.00
	<hr/>
	\$70,302.87

RECAPITULATION—January 1-December 31, 1924

Appropriation	Adminis- tration	Engineer- ing	Inspec- tion	Adver- tising	General Expense and Right of way	Labor and Material	Miscel- laneous	Auto Reg. and En- forcement of Auto Laws	Motor Vehicle Dept.	Total Expenditure under Super. of Dept.
Administration.....	\$71,759.12									\$71,759.12
Motor Vehicle Department.....									\$140,494.43	140,494.43
Maintenance Miscellaneous.....						\$50,820.06				50,820.06
Maintenance Section 17.....						6,664.62				6,664.62
Maintenance State Aid Highways.....			\$20,276.90			489,551.92				509,828.82
Maintenance State Highways.....			26,284.70			944,153.15				970,437.85
State Highway Construction (loan). Expense of Issuing Bonds.....		\$72,232.56		\$1,164.77	\$4,969.14	1,696,940.55				1,775,307.02
Motor Transport and Equipment.....						271,300.61	\$1,068.06			271,300.61
State Aid Construction.....		12,810.67				1,044,703.47				1,057,514.14
Bridge Loan Construction.....		37,469.92				718,402.07				755,871.99
Third Class Highways.....		6,165.16				516,405.50				522,570.66
Special Appropriation.....		1,767.29				146,161.58				147,928.87
Bath State Ferry.....						45,302.87	25,000.00			70,302.87
*Auto Bureau (Secretary of State).....								\$94,292.28		94,292.28
	\$71,759.12	\$130,445.60	\$46,561.60	\$1,164.77	\$4,969.14	5,930,406.60	\$26,068.06	\$94,292.28	\$140,494.43	\$6,446,161.40

*Not under Supervision of State Highway Commission.

SUPERVISION CHARGES	LABOR AND MATERIAL
Administration.....	Maintenance.....
\$71,759.12	\$1,491,189.75
Engineering.....	State Highway Construction.....
130,445.60	1,701,909.69
Inspection.....	Motor Transport and Equipment.....
46,561.60	271,300.61
Advertising.....	State Aid Construction.....
1,164.77	1,044,703.47
	Bridge Loan Construction.....
249,931.09	718,402.07
Motor Vehicle Department.....	Third Class Highway.....
140,494.43	516,405.50
	Special Resolves.....
\$390,425.52	146,161.58
	Bath State Ferry.....
	45,302.87
	\$5,935,375.54

Supervision Charges .0422 on Net Construction excluding Motor Vehicle Expense as Supervision Charge.

Supervision Charges .0388 on Gross Construction excluding Motor Vehicle Expense as Supervision Charge.

MAINE STATE HIGHWAY COMMISSION

Financial Statement

January 1-June 30, 1925

MAINTENANCE AND ADMINISTRATION

Credits

Balance January 1, 1925	\$494,138.40
Auto Fees Transferred	1,338,293.61
Gasoline Tax Receipts	75,372.63
Auto Fines	18,066.67
Tar sold and applied 1924	6,495.98
1924 camp charges transferred from Bridge	
Loan and Highway	913.67
Culverts sold (at Thomaston)	521.36
Permit to open Highways	115.33
Gas and oil sold	35.67
Repairs to damaged rails	25.80
Town paid on account 1925 patrol	150.00
Patrol Maintenance deposited for 1924	2,937.70
Patrol Maintenance transferred from Bridge	
Loan for 1924	220.50
Additional patrol Maintenance deposited for 1924	1,935.31
Patrol Maintenance not deposited for 1923	119.02
Patrol Maintenance not deposited for 1924	1,276.57
Additional Patrol Maintenance not deposited for 1924	155.16
	<hr/>
	\$1,940,773.38

Expenditures

Administration

Salary of Commissioners	\$1,500.00
Salary of Chief Engineer	2884.74
Salary Assistants	7,762.94
Salary Clerks	6,785.25
Salary Engineers	3,866.85
Expense of Commissioners	923.56
Expense of Chief Engineer	311.13
Expense of Assistants	1,573.53
Expense and Wages Supervisors	917.60
Office Furnishings	565.93
Office Stationery and Supplies	1,647.96

STATE HIGHWAY COMMISSION.

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Telephone and Telegraph	1,204.08	
Printing Annual Report	398.59	
General Printing Account	1,857.43	
Drafting Room Supplies	781.34	
Incidental Expense	298.34	
Postage	1,253.92	
Commissioners Automobile	101.00	
Rental and Expense Drafting Room	489.88	
Expense of Moving Department	106.61	
		<u>\$35,230.68</u>

MOTOR VEHICLE DEPARTMENT

Salary of Chief of Division	\$1,202.11	
Salary of Clerks	765.67	
Salary of Inspectors	10,665.47	
Salary of Patrolmen	22,356.50	
Expense of Chief of Division	1,568.60	
Expense of Inspectors	8,519.33	
Expense of Patrolmen	9,335.53	
Postage	174.00	
Office Stationery and Supplies	211.15	
Advertising	3.00	
Legal Expense	30.00	
Printing	113.73	
Telephone and Telegraph	301.63	
Equipment	20,274.63	
Supplies	60.75	
Oil	866.42	
Uniforms, Revolvers and Defense Equipment	3,122.61	
		<u>\$79,571.13</u>

*** Auto Bureau**

Salary and Clerk Hire	\$18,435.59	
Telephone and Telegraph	125.50	
Postage	4,569.60	
Furniture and Equipment	102.54	
Miscellaneous	86.00	
Stationery and Supplies	2,616.73	
Freight, Trucking and Expense	118.40	
Plates	3,154.75	
Traveling Expenses	585.70	
		<u>\$29,794.81</u>

* This account not under Supervision of State Highway Commission.

Maintenance

General Bridge Survey	\$5,755.21	
Motor Transport Survey	92.87	
Piscataqua River Bridge	4,381.90	
Tent Account	70.66	
Paint Account	1,798.94	
Portable Camps Account	10,785.39	
General Tar Account	151,224.98	
Marker Account	2,290.98	
Calcium Chloride Account	55,478.28	
	<hr/>	\$231,879.21
State Highway Improved	\$293,166.02	
State Highway Unimproved	8,725.88	
State Aid Highway Improved	65,135.21	
State Aid Highway Unimproved	40,702.27	
Section 17	602.20	
	<hr/>	\$408,331.58

Reconstruction—Maintenance

Detroit	\$2,722.26	
Greene	17,329.77	
Kittery	28.90	
Lewiston	13,223.12	
Newport	3,924.37	
Palmyra	4,515.64	
Pittsfield	258.08	
Rockland	63.74	
Saco	286.88	
Scarboro	1,841.49	
South Portland	672.85	
Thomaston	562.92	
Wells	144.74	
Winthrop	733.45	
York	5,938.19	
	<hr/>	\$52,246.40
		<hr/>
		\$837,053.81
Towns' fund not deposited but expended under supervision of Department		1,550.75
Total Expenditure for Maintenance and Administration		838,604.56
Balance June 30, 1925		1,102,168.82
		<hr/>
		\$1,940,773.38

HIGHWAY LOAN FUND

Credits

Balance January 1, 1925		\$46,897.17
Federal Aid		
"B" Naples	\$14,835.69	
Casco	6,127.83	
"L" Frankfort	12,930.68	
"N" Perry	15,701.36	
63 Edgecomb	5,834.63	
73 Turner	23,095.09	
76 Edmunds	34,765.93	
78 Bridgton	15,425.20	
80B New Gloucester	36,489.87	
	<hr/>	\$165,206.28
Credit on Survey from Central Maine Power Co.		4,908.83
Checks cancelled		1,309.18
Credit on Moose Pond Bridge		2,980.80
Material sold		2,111.98
Transferred Mars Hill		695.02
	<hr/>	\$224,109.26

Expenditures

Surveys		\$1,288.21
Plans and Computations		4,789.76
Advertising		312.02
Engineering		12,053.96
Expense and Right of Way		1,309.97
Labor and Material		154,961.23
Garage Machinery		273.10
Balance to July 1, 1925		49,121.01
	<hr/>	\$224,109.26

MOTOR TRANSPORT AND EQUIPMENT

Credits

Receipts—Rentals, sale of Stock, etc.	\$105,973.15
Balance overdrawn to July 1, 1925	45,875.09
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	\$151,848.24

Expenditures

Audited Vouchers	\$151,848.24
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BRIDGE LOAN FUND

Credits

Balance January 1, 1925	\$330,962.82
Received from Counties	38,597.21
Received from Cities and Towns	57,170.01
Transferred from Improvement State Roads, J. F. as town money. Cyr Pl.	300.00
	<hr/>
	\$427,030.04

Expenditures

Engineering, Advertising and In- spection	\$15,558.27
Labor and Material	184,799.56
Temporary charges for Bridge Repairs, Engineering and In- spection	\$280.86
Labor and Material	7,192.78
	<hr/>
	7,473.64
Refunds to Counties	5,290.38
Refunds to Cities and Towns	3,672.10
Refund to Tremont, State's por- tion of estimated cost	1,873.40
Balance to July 1, 1925	208,362.69
	<hr/>
	\$427,030.04

IMPROVEMENT STATE ROADS J. F.

Credits

Balance January 1, 1925	\$64,725.85
Receipts—Cities and Towns	42,513.78
Receipts—Miscellaneous	178.95
	<hr/>
	\$107,418.58

Expenditures

Engineering and Inspection	\$941.25
Labor and Material	23,758.75
Balance to July 1, 1925	82,718.58
	<hr/>
	\$107,418.58

THIRD CLASS HIGHWAY FUND**Credits**

Balance January 1, 1925	\$253,324.81
Gasoline Tax	80,372.62
	<hr/>
	\$333,697.43

Expenditures

Engineering and Inspection	\$403.23
Labor and Material	910.19
Balance to July 1, 1925	332,384.01
	<hr/>
	\$333,697.43

SPECIAL RESOLVES**Credits**

Balance January 1, 1925, Chap. 133, 1923	\$10,081.65
Balance January 1, 1925, Chap. 162, 1921	5,708.40
Balance January 1, 1925, Chap. 50, 1923	2,309.86
Balance January 1, 1925, St. Leonards-Van Buren-Eddington-Mattawamkeag	106.99
Town Appropriation	250.00
	<hr/>
	\$18,456.90

Expenditures

Engineering and Inspection	\$199.76
Labor and Material	1,235.72
Lapsed to State Contingent Fund	2,500.14
Transferred to Mill Tax Highway Fund	1,250.98
Balance to July 1, 1925	13,270.30
	<hr/>
	\$18,456.90

BATH STATE FERRY

Credits

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	1,114,731	1,215,549	100,818	\$.05	\$5,040.90
Passenger Ticket (12 trips)	4,618	4,926	308	.60	184.80
One Horse Team, etc.	23,582	25,039	1,457	.25	364.25
Two Horse Team	3,861	4,209	348	.35	121.80
Automobile or Light Truck	303,924	331,704	27,780	.50	13,890.00
Auto Truck, Heavy	3,314	3,708	394	.75	295.50
Oil Truck	208	214	6	.60	3.60
Motor Cycle, Oxen, Horse	2,257	2,359	102	.15	15.30
Automobile, Light Truck (10 round trip)	3,564	4,296	732	5.00	3,660.00
Auto Trucks, Heavy, (10 round trip)	154	175	21	10.50	220.50
Single Horse Team, (10 Round trip)	1,255	1,339	84	3.50	294.00
Two Horse Team, (10 Round Trip)	441	458	17	4.50	76.50
School Tickets	1,363	1,571	208	.25	52.00
Special Trip-Sunday P. M.	3,065	3,065	-	-	-
*Special Trips			10	5.00	20.00
Tar Barrels sold					3.00
Catering Privilege					200.00
					<u>24,442.15</u>
Balance from 1924					575.94
					<u>25,018.09</u>
June Receipts not deposited until July					574.40
					<u>24,443.69</u>
Cost of Operation					20,859.56
					<u>3,584.13</u>
Balance to July 1, 1925					

*On the Special Trips \$5.00 each, \$2.00 goes to the State and \$3.00 to the crew

BATH STATE FERRY

Cost of Operation

Wages—Crew of “Hockomock”	\$7,491.72
Crew of “Governor King”	3,600.60
Coal	5,103.16
Water	288.05
Light	263.57
Oil	203.41
Insurance	66.00
Repairs—“Governor King”	
Machinery, Labor	1,575.46
Material	564.10
Hull, Material	33.65
Repairs—“Hockomock”	
Machinery, Labor	55.50
Material	104.44
Hull, Material	32.89
Ferry Slips—Labor	232.06
Material	265.20
General Expense	979.75
	<hr/>
	\$20,859.56

RECAPITULATION—January 1-June 30, 1925

Appropriations	Adminis- tration	Engineer- ing	Inspection	Advertis- ing	General Expense and right of way	Labor and Material	Miscel- laneous	Auto Reg.	Motor Vehicle Dept.	Total expendi- tures under supervision of Dept.
Administration.....	\$35,230.68									\$35,230.68
Motor Vehicle Dept.....									\$79,571.13	79,571.13
Section 17, Maintenance.....						\$602.10				602.20
Maintenance—State Aid Highway.....			\$6,876.37			98,961.11				105,837.48
Maintenance—State Highway.....			10,938.77			200,953.13				301,891.90
State Highway Construction (Loan).....		\$12,053.96	6,077.97	\$312.05	\$1,309.97	154,961.23	\$273.10			174,988.25
Motor Transport and Equipment.....						151,848.24				151,848.24
State Aid Construction.....		941.25				23,768.75				24,710.00
Bridge Loan Construction.....		15,558.27				184,799.56				200,357.83
Third Class Highway Construction.....		403.23				910.19				1,313.42
Special Appropriations.....		199.76				1,235.72				1,435.48
Bath State Ferry.....						20,859.56				20,859.56
*Auto Bureau (Secretary of State).....								\$29,794.81		29,794.81
	\$35,230.68	\$29,156.47	\$23,893.11	\$312.05	\$1,309.97	\$98,899.65	\$273.10	\$29,794.81	\$79,571.13	\$1,128,440.98

*Not under Supervision of State Highway Commission.

SUPERVISION CHARGES	LABOR AND MATERIAL
Administration.....	Maintenance.....
Engineering.....	State Highway Construction.....
Inspection.....	Motor Transport and Equipment.....
Advertising.....	State Aid Construction.....
	Bridge Loan Fund.....
	Special Appropriations.....
	Bath Ferry.....
	Third Class Highway.....
\$88,592.28	\$928,899.69

Supervision charges .0954 of Net Construction.
 Supervision charges .0785 of Gross Construction.

EIGHTEEN MONTH PERIOD, January 1, 1924-June 30, 1925.

	Supervision Charges	Net Construction	Gross Construction
January 1-December 31, 1924.....	\$249,931.09	\$5,935,375.54	\$6,446,161.40
January 1-June 30, 1925.....	88,592.28	928,899.69	1,128,440.98
	\$338,523.37	\$6,864,275.23	\$7,574,602.38

Supervision charges .0493 of Net Construction.
 Supervision charges .0447 of Gross Construction.

STATE HIGHWAYS

State highway construction during the calendar year 1924 was carried on in the usual manner. Unfinished work carried over from previous years was completed with the exception of a small amount of work which will be finished early in 1925.

Work was begun on several new projects either by force account or by contract.

Brief description of State highway and Federal Aid Projects have been prepared in cases where some mileage of road has been constructed in order to show the location, length, width and type of road.

Work on many of these projects, including surveys, plans and construction work, extends over a period of two or more 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.

STATE HIGHWAY "A" SPUR

Wells—A section of State highway was constructed in the town of Wells beginning at the end of the road built in 1923, and extending southeasterly. This work consisted of grading, gravel or stone base, and gravel surfacing. The work was done by force account with W. G. Colby as superintendent. Length, 1.17 miles. Expenditures, \$7,398.61

North Berwick—Work in North Berwick consisted of grading, gravel or stone base, and gravel surfacing. This section begins at the end of the road constructed in 1923 and extends westerly. This work was done by force account under the direction of Mr. B. A. Parker. Length, 1.12 miles. Expenditures, \$12,003.05.

Berwick—A section of State highway was constructed in Berwick beginning at the end of the work constructed in 1923 and extending westerly. This work consisted of grading, gravel or stone base, and gravel surfacing, and was done by force account under the supervision of Mr. Willis Frost. Length, 1.00 mile. Expenditures, \$12,498.30.

STATE HIGHWAY "B"

Bridgton—Federal Aid Project No. 58. This project was completed in 1923, but expenditures carried over to 1924 amounted to \$661.40.

Federal Aid Project No. 60. Expenditures brought over to 1924 amounted to \$616.67. This project was completed in 1923.

Federal Aid Project No. 78. This project begins at the town line between Naples and Bridgton and extends to Bridgton Village where it connects with the bituminous macadam pavement constructed by the town. This project was completed in 1924. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Length, 4.19 miles. Contractor, Arborio Road Construction Company of Hartford, Connecticut.

State Project. A section of State Highway was constructed in Bridgton beginning at the easterly end of Federal Aid Project No. 58 and extending easterly to Bridgton Village connecting with the bituminous macadam pavement constructed by the town. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders 3 feet. Length, 1.77 miles. Contractor, Arborio Road Construction Company, of Hartford, Connecticut.

Expenditures on Federal Aid Project No. 78 and on the State Project, \$186,763.04.

Naples—Federal Aid Project No. 67. This project is 5.81 miles in length and was begun in 1923. The equivalent of 2.32 miles was reported in 1923. The balance of 3.49 miles was completed in 1924 with the exception of a small amount of work. There remains approximately 350 lineal feet of road to be surfaced at Naples Bay Bridge for which material has been provided at the location, and a small amount of guard rail to be painted. Final payments on account of this project will not be made until 1925. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Length, 3.49 miles. Contractor, John Arborio of New Haven, Connecticut. Expenditures, \$66,535.71.

Casco—Federal Aid Project No. 66. This project begins at the town line between Casco and Raymond and extends to the Naples town line, a distance of 4.53 miles.

Work was begun in 1923 and the equivalent of 3.62 miles was reported for that year. The balance of 0.91 of a mile was completed in 1924 with the exception of some work on guard rails. Final payments will be made in 1925. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Length, 0.91 of a mile. Contractor, I. J. Murphy, Somerville, Massachusetts. Expenditures, \$23,936.41.

Raymond—Federal Aid Project No. 77. This project begins at the old bridge location at Panther Run and extends to the Casco town line. The total length of this project is 3.07 miles. The project was completed in 1924 with the exception of a small amount of work which will be finished early in 1925. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Contractor, Amos D. Bridge's Sons, Inc., Hazardville, Connecticut. Expenditures on Federal Aid Project No. 77, \$87,323.39.

In addition to the above expenditures in Raymond, the sum of \$204.86 was expended on surveys for new work.

STATE HIGHWAY "D"

Edgecomb—Federal Aid Project No. 63. This project begins at the easterly end of the Wiscasset bridge and extends easterly across Davis Island and Cod Cove to the westerly end of the improved State highway in Edgecomb. The total length of this project is 1.06 miles including one timber bridge, 216 feet in length. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contract for the project was awarded to Murtagh Hughes of Bangor, Maine. The construction of the timber bridge was sublet by Mr. Hughes to F. W. Carlton of Woolwich, Maine. It is estimated that the equivalent of 0.5 of a mile was completed in 1924. Expenditures, \$48,405.97.

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. Work was begun in 1923 and was completed in 1924. The total length of this project is 2.81 miles of which 1.19 miles is in Northport and 1.62 miles in Belfast. The equivalent of 1.14 miles was reported for Northport in 1923; the balance of 0.05 of a mile was completed in 1924. The equivalent of 0.5 of a mile was reported for Belfast in 1923; the balance of 1.12 miles was completed in 1924.

This work was done by force account under the supervision of Arthur F. Rourke. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Expenditures in Northport for 1924, \$1,805.75. Expenditures in Belfast for 1924, \$52,983.22.

STATE HIGHWAY "F"

Auburn—Federal Aid Project No. 69. This project begins near the East Auburn Grange Hall and extends to the Turner town line. The total length of the project is 3.05 miles. Work was begun in 1923 and the equivalent of 2.40 miles was constructed in that year. The balance of the project, 0.65 of a mile, was completed in 1924. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Contractor, Amos D. Bridges Sons, Inc., Hazardville, Connecticut. Expenditures for 1924, \$22,974.08.

Turner—Federal Aid Project No. 70. This project begins at the town line between Auburn and Turner and extends northerly to the Nezinscott River Bridge in Turner Village, a distance of 5.2 miles. Work on this project was begun in 1924 and was approximately 40% completed at the end of the season. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Contractor, I. J. Murphy of Somerville, Massachusetts. The equivalent of 2.00 miles was constructed in 1924. Expenditures, \$79,663.16.

STATE HIGHWAY "H"

Norridgewock and Skowhegan—Federal Aid Project No. 57. This project begins about one-half mile easterly of Norridgewock Village and extends to the junction of West Front and Pine Streets in Skowhegan. The total length of the project is 4.30 miles, of which 1.7 miles is in Skowhegan and 2.6 miles in Norridgewock. Work on this project was begun in 1923 and was completed in 1924. The equivalent of 1.18 miles was reported for Skowhegan in 1923, the balance of 0.52 of a mile was completed in 1924. In Norridgewock, 0.76 of a mile was reported in 1923 and 1.84 miles was completed in 1924. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Contractor, I. J. Murphy of Somerville, Massachusetts. Expenditures in Skowhegan, \$12,286.35. Expenditures in Norridgewock, \$58,740.56.

Caratunk—A section of State highway was constructed in Caratunk, beginning at the northerly end of the State Aid road south of Caratunk Village and extending northerly to the line between The Forks and Caratunk. This work was done by force account under the supervision of E. R. Taylor. Type of surface, gravel. Width, 21 feet. Length, 4.4 miles. Expenditures on construction work, \$39,142.33.

In addition to the above expenditures the sum of \$1,821.71 was expended for surveys, plans and computations on account of the proposed new location of the road between Bingham and Caratunk.

The Forks—A section of State highway was constructed in The Forks Plantation, beginning at the northerly end of the State Aid road constructed in 1923 and extending northerly to the bridge at The Forks. This work was done by force account under the supervision of E. R. Taylor. Type of surface, gravel. Width, 21 feet. Length, 6.2 miles. Expenditures on construction work, \$61,444.59.

In addition to the above expenditures, the sum of \$442.64 was expended on account of preliminary surveys, plans and computations for a change of location.

West Forks—A section of road was constructed in West Forks beginning at the northerly end of the State Aid road near the foot of Durgin's Hill and extending northerly. This work was done by force account under supervision of E. R. Taylor. Type of surface, gravel. Width, 21 feet. Length, 5.0 miles. Expenditures, \$58,729.57

Johnson Mt.—In Johnson Mountain 2.7 miles of highway were constructed in 1924. This work was done by force account under direction of H. P. McKenney. Type of surface, gravel. Width, 21 feet. Length, 2.7 miles. Expenditures, \$12,350.67.

Moose River—A section of State highway was constructed in Moose River beginning at the Dennistown line and extending northerly. A large part of this work was done on a new right of way in order to straighten the road in Pelotte Valley, so-called. The work was done by force account under supervision of James H. Murtha of Jackman. Type of surface, gravel. Width, 21 feet. Length, 0.5 of a mile. Expenditures, \$12,899.58.

Dennistown—A short section of State highway was constructed in Dennistown by force account under supervision of Andrew Holden. Type of surface, gravel. Width, 21 feet. Length, 0.16 of a mile. Expenditures, \$2,708.75.

Sandy Bay—A section of State highway was constructed in Sandy Bay beginning at the Hilton Farm and extending southerly. This road was built by force account under supervision of James H. Murtha. Type of surface, gravel. Width, 21 feet. Length, 4.7 miles. Expenditures, \$64,-095.04.

STATE HIGHWAY "J"

Monson—Federal Aid Project No. 71. The total length of this project is 2.1 miles. The project begins at Douty Hill and extends southerly to Monson Village. This project was begun in 1923 and was completed in 1924. The equivalent of 1.68 miles was reported in 1923. Type of surface, gravel. Width 21 feet. Length constructed in 1924, 0.42 of a mile. Contractor, Murtagh Hughes of Bangor, Maine. Expenditures, \$10,336.32. Final settlement has not been made.

In addition to the above expenditures the sum of \$1,301.35 was expended for additional surfacing on the highway constructed in Monson by force account in 1923 under supervision of Arthur Dutton.

Shirley—Additional gravel surfacing was applied to the section of gravel road constructed by force account under supervision of Arthur Dutton in 1923. Expenditures, \$1,084.13.

STATE HIGHWAY "J-K"

Orneville—Work in Orneville consisted of the construction of a gravel road beginning at the LaGrange town line and extending northerly. Type of surface, gravel. Width, 24 feet. Length, 2.56 miles. Contractor, Wyman & Simpson of Waterville, Maine. Expenditures, \$41,-100.81. Final payment will be made in 1925. The above expenditure includes a special legislative appropriation of \$1,000.00.

LaGrange—A section of State highway was constructed in LaGrange beginning at LaGrange Village and

extending northerly to the Orneville town line. Type of surface, gravel. Width, 24 feet. Length, 1.49 miles. Contractor, Wyman & Simpson of Waterville, Maine. Expenditures, \$22,364.64.

Work in Orneville and LaGrange was included in one contract.

STATE HIGHWAY "K"

Orono—Federal Aid Project No. 43. This project was completed in 1923. Payments made in 1924 on account of this work amounted to \$6,426.22.

Greenbush—A section of road was constructed in the town of Greenbush beginning at Olamon Post Office and extending northerly to the Passadumkeag town line. This work was done by force account under supervision of H. A. Day. Type of surface, gravel. Width, 21 feet. Expenditures, \$9,038.30.

Federal Aid Project No. 49. This road was completed in 1923. Final payments in 1924 amounted to \$501.00.

Passadumkeag—Federal Aid Project No. 72. This project begins at the Greenbush line and extends northerly a distance of 2.32 miles. The equivalent of 1.80 miles was constructed in 1923. The work was completed in 1924. Type of surface, gravel. Width 24 feet. Length, 0.52 of a mile. Contractor, H. A. Day of Bangor, Maine. Expenditures, \$8,851.36.

A section of road was constructed by force account in Passadumkeag beginning at the end of the State Aid road about one mile north of Passadumkeag Village and extending northerly to the Enfield town line. The work was under the supervision of H. A. Day. Type of surface, gravel. Width, 24 feet. Length, 1.81 miles. Expenditures, \$15,584.76.

Enfield—Work in this town in 1924 was begun at the town line between Passadumkeag and Enfield and extended northerly to West Enfield Village. This work was done by force account under the direction of H. A. Day. Type of surface, gravel. Width, 24 feet. Length, 1.26 miles. Expenditures, \$15,058.64.

Lincoln—Federal Aid Project No. 73. This project begins at the end of the State Aid road north of Lincoln Village and extends northerly to the Winn town line. The total

length of this project is 3.27 miles. This project was begun and completed in 1924. Type of surface, gravel. Width, 24 feet. Length, 3.27 miles. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures, \$62,295.01.

Winn—Federal Aid Project No. 45. This project begins at the town line between Lincoln and Winn and extends northerly to the Mattawamkeag town line. The total length of the project is 5.71 miles. Work was begun late in the summer and at the end of the season the project was about 20% completed. A considerable part of the road was laid out on a new right of way in order to eliminate four grade crossings. The equivalent of 1.14 miles was constructed in 1924. Type of surface, gravel. Width, 24 feet. Contractor, Litchfield and Douglass of Brunswick, Maine. Expenditures, \$25,439.53.

Mattawamkeag—Two sections of State highway were constructed in Mattawamkeag in 1924. One section begins just north of Mattawamkeag Village at the junction of the Millinocket road and State highway "K" and extends northerly to the top of Webb Hill, connecting with the State highway built in 1919. The length of this section is 0.61 of a mile.

The other section begins at the town line between Winn and Mattawamkeag and extends northerly to the railroad crossing in Mattawamkeag Village. The length of this section is 1.13 miles.

Work on both sections was done by force account under supervision of A. H. Hill. Type of surface, gravel. Width, 24 feet. Total length, 1.74 miles. Expenditures, \$36,418.08.

Silver Ridge—Work in Silver Ridge consisted of the construction of a gravel road by force account under the direction of A. H. Hill. Type of surface, gravel. Width, 21 feet. Length, 1.9 miles. Expenditures, \$18,514.10.

Smyrna—Federal Aid Project No. 74. This project begins at the easterly end of the concrete bridge in Smyrna Mills and extends easterly. The total length of this project is 2.23 miles. Work was begun and completed in 1924. Type of surface, gravel. Width, 24 feet. Length, 2.23 miles. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine.

Two other State highway jobs were undertaken in

Smyrna, connecting sections of State Aid road previously constructed. This work was done by force account under supervision of L. G. Adams. Type of surface, gravel. Width, 21 feet. Length, 0.92 of a mile.

Total expenditures in Smyrna in 1924 amounted to \$72,-314.17.

Easton—Federal Aid Project No. 51. This project was completed in 1923. Expenditures brought over to 1924 amounted to \$1,818.54.

Presque Isle—Federal Aid Project No. 52. This project was completed in 1923. Expenditures carried over to 1924 amounted to \$15,363.45.

STATE HIGHWAY “K”-SPUR

Easton—Federal Aid Project No. 75. This project begins at Easton Center at the northerly end of Federal Aid Project No. 51 and extends northerly to the Fort Fairfield town line. The total length of this project is 3.21 miles. Work was begun and completed in 1924. Type of surface, gravel. Width, 24 feet. Length, 3.21 miles. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures, \$36,545.60.

STATE HIGHWAY “L”

Searsport—A section of State highway was constructed in this town by force account under supervision of Frank I. Maitland. Type of surface, gravel. Width, 20 feet. Length, 0.12 of a mile. Expenditures, \$1,245.73.

Frankfort—Federal Aid Project No. 84-A. This project begins at the town line between Prospect and Frankfort and extends northerly to Marsh Stream bridge in Frankfort Village. The total length of this project is 2.45 miles. Work was begun in September, 1924, and at the end of the season the project was approximately 18% completed. The equivalent of 0.45 of a mile was constructed. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, McCabe & Giovannini of Boston, Massachusetts. Expenditures, \$29,730.15.

STATE HIGHWAY “N”

Sullivan—State highway construction was continued in Sullivan in 1924. The work was done by force account under supervision of E. F. Walker. Type of surface,

gravel. Width, 21 feet. Length, 1.42 miles. Expenditures, \$16,533.77.

Gouldsboro—Work was continued in Gouldsboro in 1924 by force account under supervision of S. E. Coffin. Type of surface, gravel. Width 21 feet. Length, 0.33 of a mile. Expenditures, \$3,229.35.

Edmunds—**Federal Aid Project No. 76-A.** This project begins at the northerly end of the improved state highway constructed in 1918 in Edmunds and extends northerly to the Dennysville River Bridge. This project does not include 0.15 of a mile at Hobart Stream. The length of the project constructed is 2.78 miles. Work was begun and completed in 1924. Type of surface, gravel. Width, 24 feet. Length, 2.78 miles. Contractor, McCabe & Giovannini of Boston, Massachusetts. Expenditures, \$70,-346.44.

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 Robinston town line. The total length of the project is 3.16 miles. Work was begun in 1923 and was completed in 1924. The equivalent of 2.3 miles was reported in 1923, and 0.86 of a mile was constructed in 1924. The work was done by force account with Willie Mawhinney as superintendent and was under the general supervision of E. W. Axtell. Type of surface, gravel. Width, 24 feet. Length, 0.86 of a mile. Expenditures, \$33,722.09.

STATE HIGHWAY "Q"-SPUR

Richmond—While the length of this road was reported in 1923, additional expenditures in 1924 amounted to \$3,-996.21.

STATE HIGHWAY "S"

New Gloucester—**Federal Aid Project No. 80-B.** This project begins at the Gray-New Gloucester line and extends to the New Gloucester-Poland line. The total length of the project is 3.5 miles. Work was begun in 1924 and was about completed, a small amount of work remains to be done and final settlement will not be made until 1925. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Length, 3.5 miles.

Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures, \$74,173.82.

Paris and Woodstock—Federal Aid Project No. 62. This project begins at Moose Pond Brook in Paris and extends northerly to the improved road in Woodstock. The total length of the project is 3.22 miles. Work on this project was begun in July in 1924 and was approximately 50% completed at the end of the season. The work was done by force account with C. W. McEachern as superintendent and E. W. Axtell, engineer. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. The equivalent of 1.50 miles was constructed. Expenditures, \$43,711.83.

STATE HIGHWAY "U"

Work on the following towns on State highway "U" was done by force account under the general supervision of Mr. A. J. Wiggin, Superintendent of Maintenance.

Biddeford—Work was continued in Biddeford and 0.2 of a mile of gravel road was constructed in 1924. Width, 21 to 23 feet. Expenditures, \$880.52.

North Kennebunkport—The section of road constructed in this town was a continuation of work previously constructed. Gravel surface, 21 to 23 feet wide. Length, 0.85 of a mile. Expenditures, \$8,240.40.

Lyman—The length of road constructed in the town of Lyman was 5.00 miles. Gravel surface, 21 to 23 feet wide. Expenditures, \$45,534.55.

Alfred—The length of State highway constructed in Alfred was 3.66 miles. Gravel surface, 21 to 23 feet wide. Expenditures, \$28,236.76.

Sanford—Additional expenditures on the road constructed in Sanford in 1923 amounted to \$651.39.

STATE HIGHWAY "V"

New Sharon—A section of road was constructed in this town beginning near New Sharon village and extending easterly over Proctor's Hill. This work was done by force account under supervision of John Young. Type of

surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 0.59 of a mile. Expenditures, \$11,249.85.

Mercer—Federal Aid Project No. 65. This work was completed in 1923. Expenditures brought over to 1924 amounted to \$1,751.64.

STATE HIGHWAY "X"

Dover-Foxcroft—This State project begins at Sias Brook, so-called, and extends southerly to the Garland town line. The total length of the project in Dover-Foxcroft is 4.88 miles. Work was done by force account by two crews, one in charge of S. D. Rice of Guilford and the other in charge of Elbridge Giles of Boothbay Harbor, Maine. Work was begun in September and at the end of the season the equivalent of 3.00 miles had been completed. Type of surface, gravel. Width, 24 feet. Expenditures, \$45,055.16.

STATE HIGHWAY "Y"

Bucksport—Work was continued in Bucksport by force account under supervision of Elbridge Giles of Boothbay Harbor, Maine. Type of surface, gravel. Width, 21 feet. Length, 0.41 of a mile. Expenditures, \$6,700.12.

STATE HIGHWAYS CONSTRUCTED—1924

County	Highway	Town	Type of Construction		Length Miles
			Contra	Force Acc't	
Androscoggin	F	Auburn	Bit. Mac.		0.65
	F	Turner	Bit. Mac.		2.00
Aroostook	K	Silver Ridge	Gravel	Gravel	1.90
	K	Smyrna	Gravel	Gravel	2.23
	K	Smyrna	Gravel	Gravel	0.92
	K-Spur	Easton	Gravel		3.21
Cumberland	B	Bridgton	Bit. Mac.		5.96
	B	Naples	Bit. Mac.		3.49
	B	Casco	Bit. Mac.		0.91
	B	Raymond	Bit. Mac.		3.07
	S	New Gloucester	Bit. Mac.		3.50
Franklin	V	New Sharon		Gravel	0.59
Hancock	N	Gouldsboro		Gravel	0.33
	N	Sullivan		Gravel	1.42
	Y	Bucksport		Gravel	0.41
Lincoln	D	Edgecomb	Gravel		0.50
Oxford	S	Woodstock		Gravel	1.50
Penobscot	K	Greenbush		Gravel	0.82
	K	Passadumkeag	Gravel		0.52
	K	Passadumkeag		Gravel	1.81
	K	Enfield		Gravel	1.26
	K	Lincoln	Gravel		3.27
	K	Winn	Gravel		1.14
	K	Mattawamkeag		Gravel	1.74
	J-K	LaGrange	Gravel		1.49
Piscataquis	J-K	Orneville	Gravel		2.56
	J	Monson	Gravel		0.42
	X	Dover-Foxcroft		Gravel	3.00
Somerset	H	Skowhegan	Bit. Mac.		0.52
	H	Norridgewock	Bit. Mac.		1.84
	H	Caratunk		Gravel	4.40
	H	The Forks		Gravel	6.20
	H	West Forks		Gravel	5.00
	H	Johnson Mt.		Gravel	2.70
	H	Moose River		Gravel	0.50
	H	Dennistown		Gravel	0.16
H	Sandy Bay		Gravel	4.17	
Waldo	L	Searsport		Gravel	0.12
	D	Northport		Bit. Mac.	0.05
	D	Belfast		Bit. Mac.	1.12
	L	Frankfort	Bit. Mac.		0.45
Washington	N	Edmunds	Gravel		2.78
	N	Perry		Gravel	0.86
York	A-Spur	Berwick		Gravel	1.00
	A-Spur	No. Berwick		Gravel	1.12
	A-Spur	Wells		Gravel	1.17
	U	Biddeford		Gravel	0.20
	U	No. Kennebunkport		Gravel	0.85
	U	Lyman		Gravel	5.00
	U	Alfred		Gravel	3.66
					13.00

SUMMARY—1924

Gravel	70.93 Miles
Bituminous Macadam	23.56 "
Total	94.49 "

STATE HIGHWAYS CONSTRUCTED 1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	Lgth for Year	Town Total Lgth	County Total Length
Androscoggin	E	1918	Auburn.....	Bit. Mac.		4.17		
	E	1919	Auburn.....	Bit. Mac.		0.30		
	E	1922	Auburn.....	Concrete		1.27		
	E	1923	Auburn.....	Concrete		0.30	6.04	
	E	1916	Lewiston.....	Gravel		2.60	2.60	
	E	1914	Greene.....	Gravel	Gravel	2.27		
	E	1916	Greene, No. 2.....	Gr. and Mac.		1.80		
	E	1917	Greene.....	Gravel	Gravel	1.69	5.76	
	E	1914	Leeds.....	Gravel	Gravel	1.45	1.45	
	F	1923	Auburn.....	Bit. Mac.		2.40		
	F	1924	Auburn.....	Bit. Mac.		0.65	3.05	
	F	1921	Turner.....	Gravel		1.44		
	F	1922	Turner.....	Gravel		1.00		
	F	1923	Turner.....	Gravel		4.75		
	F	1924	Turner.....	Bit. Mac.		2.00	9.19	
	F	1921	Livermore.....	Gravel		1.66		
	O	1922	Livermore.....	Gravel		2.00		
	O	1923	Livermore.....	Gravel		0.31	3.97	
	S	1915	Poland No. 1.....	Gravel		3.65		
	S	1915-16	Poland No. 2.....	Macadam		2.10	5.75	
	S	1916	Mechanic Falls.....	Gravel		2.60	2.60	
	Z	1917	Lisbon.....		Gravel	0.50		
	Z	1921	Lisbon.....	Bit. Mac.		2.20		
	Z	1922	Lisbon.....	Bit. Mac.		3.06	5.76	
	Z	1922	Lewiston.....	Bit. Mac.		1.19		
	Z	1923	Lewiston.....	Bit. Mac.		0.62	1.81	47.98
Aroostook....	K	1918	Molunkus.....		Gravel	2.32	2.32	
	K	1923	Macwahoc.....		Gravel	3.10	3.10	
	K	1922	T1-R. 4.....		Gravel	3.00		
	K	1923	T. 1-R. 4.....		Gravel	1.16	4.16	
	K	1923	T. 1-R. 5.....		Gravel	2.36	2.36	
	K	1921	Silver Ridge.....	Gravel		0.90		
	K	1922	Silver Ridge.....	Gravel		0.31		
	K	1923	Silver Ridge.....		Gravel	1.00		
	K	1924	Silver Ridge.....		Gravel	1.90	4.11	
	K	1920	Sherman.....		Gravel	0.45		
	K	1921	Sherman.....	Gravel		3.06		
	K	1922	Sherman.....	Gravel		1.52		
	K	1922	Sherman.....		Gravel	2.02	7.05	
	K	1920	Crystal.....		Gravel	1.27		
	K	1921	Crystal.....		Gravel	0.32	1.59	
	K	1921	Island Falls.....	Gravel		1.85		
	K	1922	Island Falls.....	Gravel		0.32	2.17	
	K	1920	Dyer Brook.....	Gravel		1.36		
	K	1921	Dyer Brook.....	Gravel		0.29	1.65	
	K	1921	Merrill Plan.....		Gravel	0.30	0.30	
	K	1916	Smyrna.....		Gravel	0.64		
	K	1921	Smyrna.....		Gravel	0.06		
	K	1923	Smyrna.....		Gravel	0.58		
	K	1924	Smyrna.....	Gravel		2.23		

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Ac't	L'gth for Year	Town Total L'gth	County Total Length
Aroos. (Cont.)	K K K	1924	Smyrna.....		Gravel	0.92	4.43	
		1916	Ludlow.....		Gravel	0.24	0.24	
		1914-15	New Limerick.....		Gravel	6.69	6.69	
	K K K	1914-15	Houlton.....		Gravel	2.72		
		1920	Houlton.....	Gravel	2.45			
		1921	Houlton.....	Gravel.	0.85	6.03		
	K K K	1921	Littleton.....		Gravel	3.50		
		1922	Littleton.....		Gravel	3.01	6.51	
		1918	Monticello.....		Gravel	2.25		
	K K K	1921	Monticello.....		Gravel	2.19	4.44	
		1916	Bridgewater.....		Gravel	6.55	6.55	
		1917	Blaine.....		Gravel	3.41	3.41	
	K K K K	1922	Mars Hill.....		Gravel	3.11	3.11	
		1922	Easton.....		Gravel	2.14		
		1923	Easton.....		Gravel	1.00	3.14	
1915		Presque Isle.....		Gravel	6.02			
K K K	1923	Presque Isle.....		Gravel	6.25	12.27		
	1915	Caribou.....		Gravel	5.48	5.48		
	1920	Van Buren.....		Gravel	3.00	3.00		
K K K	1923	Frenchville.....		Gravel	0.68	0.68		
	1920	Fort Kent.....		Gravel	0.80			
	1921	Fort Kent.....		Gravel	1.32			
K K-Spur	1923	Fort Kent.....		Gravel	2.08	4.20		
	1924	Easton.....		Gravel	3.21	3.21	102.20	
Cumberland..	A A A	1915	Scarboro No. 1.....		Concrete	5.47		
		1916	Scarboro No. 2.....		Concrete	0.64	6.11	
		1915	South Portland.....		Concrete	2.09	2.09	
	B B B	1920	Westbrook.....		Bit. Mac.	2.39		
		1921	Westbrook.....		Bit. Mac.	1.53	3.92	
		1915	Windham.....		Sand clay	2.00		
	B B B	1921	Windham.....		Bit. Mac.	6.64		
		1922	Windham.....		Bit. Mac.	2.00	10.64	
		1915	Raymond.....		Sand-clay	0.98		
	B B B	1924	Raymond.....		Bit. Mac.	3.07	4.05	
		1923	Casco.....		Bit. Mac.	3.62		
		1924	Casco.....		Bit. Mac.	0.91	4.53	
	B B B	1923	Naples.....		Bit. Mac.	2.32		
		1924	Naples.....		Bit. Mac.	3.49	5.81	
		1915	Bridgton.....		Gravel	1.08		
B B B	1916	Bridgton.....		Gravel	0.50			
	1922	Bridgton.....		Bit. Mac.	0.71			
	1923	Bridgton.....		Bit. Mac.	2.76			
B C C	1924	Bridgton.....		Bit. Mac.	5.96	11.01		
	1914-15	Falmouth.....		Bit. Mac.	4.05	4.05		
	1914-15	Cumberland.....		Bit. Mac.	3.16	3.16		
C C C	1914-15	Yarmouth.....		Bit. Mac.	3.12	3.12		
	1914-15	Freeport.....		Bit. Mac.	7.56	7.56		
	1914-15	Brunswick.....		Bit. Mac.	2.98			

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles			
				Contract	Force Acct.	L'gth for Year	Total L'gth	County Total Le gth	
Cumb. (Cont.)	C	1916	Brunswick.....		Bit. Mac.		4.59	7.57	
	E	1921	Falmouth.....	Concrete			4.72	4.72	
	E	1920	Cumberland.....	Concrete			1.49		
	E	1921	Cumberland.....	Concrete			1.03	2.52	
	E	1921	Gray.....	Concrete			4.51		
	E	1922	Gray.....	Concrete			2.57	7.08	
	E	1922	New Gloucester....	Concrete			1.60		
	E	1923	New Gloucester....	Concrete			5.04	6.64	
	S	1924	New Gloucester....	Bit. Mac.			3.50	3.50	98.08
Franklin.....	F	1922	Jay.....	Gravel			2.29	2.29	
	F	1920	Wilton.....		Gravel		1.00		
	F	1921	Wilton.....		Gravel		2.88		
	F	1922	Wilton.....	Gravel			0.27	4.15	
	F	1914-15	Farmington.....	Gravel			3.62		
	F	1920	Farmington.....		Gravel		2.02		
	F	1921	Farmington.....		Gravel		0.67	6.31	
	F	1914-15	Strong.....	Gravel			3.44	3.44	
	F	1923	Phillips.....		Gravel		2.84	2.84	
	F	1918	Madrid.....		Gravel		0.25	0.25	
	F	1917	Letter "E" Pl.		Gravel		0.41		
	F	1918	Letter "E" Pl.		Gravel		0.52	0.93	
	F	1915	Sandy River.....		Gravel		4.66		
	F	1916	Sandy River.....		Gravel		1.40		
	F	1917	Sandy River.....		Gravel		0.78	6.84	
Hancock.....	V	1924	New Sharon.....		Gravel		0.59		
	W	1922	New Sharon.....	Gravel			1.00		
	W	1923	New Sharon.....		Gravel		3.44	5.03	32.08
	M	1915	Dedham.....		Gravel		2.23		
	M	1916	Dedham.....		Gravel		1.35		
	M	1919	Dedham.....		Gravel		1.25		
	M	1920	Dedham.....		Gravel		2.00	6.83	
	M	1915	Ellsworth.....		Gravel		0.91		
	M	1915	Ellsworth.....	Gravel			0.77		
	M	1916	Ellsworth.....		Gravel		1.23		
	M	1917	Ellsworth.....		Gravel		3.75		
	M	1921	Ellsworth.....		Gravel		0.80		
	M	1922	Ellsworth.....		Gravel		1.32	8.78	
	M	1914-15	Trenton.....	Gravel			6.02		
	M	1917	Trenton.....	Gravel			0.57	6.59	
	N	1916	Sullivan.....	Gravel			0.66		
	N	1920	Sullivan.....		Gravel		0.48		
	N	1921	Sullivan.....		Gravel		1.06		
	N	1923	Sullivan.....		Gravel		1.48		
	N	1924	Sullivan.....		Gravel		1.42	5.10	
	N	1920	Gouldsboro.....		Gravel		0.64		
	N	1921	Gouldsboro.....		Gravel		1.00		
	N	1922	Gouldsboro.....		Gravel		0.81		
	N	1923	Gouldsboro.....		Gravel		1.80		

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	L'gth for Year	Town Total L'gth	County Total Length
Han. (Cont.)	N	1924	Gouldsboro.....		Gravel	0.33	4.58	
	Y	1923	Bucksport.....		Gravel	1.29		
	Y	1924	Bucksport.....		Gravel	0.41	1.70	
	Y	1920	Surry.....		Gravel	0.45		
	Y	1921	Surry.....		Gravel	1.00		
	Y	1922	Surry.....		Gravel	0.08	1.53	35.11
Kennebec....	E	1914-15	Monmouth.....	Gr. and Mac. Gravel		4.88	4.88	
	E	1914-15	Winthrop.....			1.86		
	E	1918	Winthrop.....		Bit. Mac.	4.35		
	E	1920	Winthrop.....		Bit. Mac.		6.72	
	E	1921	Manchester.....		Bit. Mac.	2.68	2.68	
	E	1921	Augusta.....		Bit. Mac.	2.05	2.05	
	G	1920	Augusta.....		Gravel	1.00		
	G	1921	Augusta.....		Gravel	0.44		
	G	1923	Augusta.....		Gravel	4.05	5.49	
	G	1920	Sidney.....	Bit. Mac.	Gravel	1.00		
	G	1921	Sidney.....			1.08	2.08	
	G	1921	Belgrade.....			1.00		
	G	1922	Belgrade.....	Bit. Mac.		7.57	8.57	
	G	1917	Oakland.....	Bit. Mac.		1.41		
	G	1921	Oakland.....	Bit. Mac.		2.87	4.28	
	G	1917	Waterville.....	Gravel	Bit. Mac.	1.84	1.84	
	H	1922	Augusta.....			4.21	4.21	
	H	1920	Vassalboro.....			5.80		
	H	1921	Vassalboro.....	Bit. Mac.		3.55	9.35	
	H	1918	Winslow.....	Bit. Mac.		3.50	3.50	
	H	1923	Waterville.....		Bit. Mac.	0.87	0.87	
	I	1917	Benton.....	Gravel	Gravel	0.35		
	I	1918	Benton.....			0.44	0.79	
	I	1916	Clinton.....			4.89	4.89	
	Q	1916	Gardiner.....	Gravel Concrete	Concrete	4.55	4.55	
	Q	1922	Farmingdale.....			1.70		
	Q	1923	Farmingdale.....			0.78	2.48	
	Q	1922	Hallowell.....	Bit. Mac. Gravel	Gravel	0.51	0.51	
	W	1922	Rome.....			0.75		
	W	1923	Rome.....			1.85	2.60	
	W	1923	Belgrade.....		Gravel	0.45	0.45	72.79
Knox.....	D	1914-15	Warren.....	Gravel	Gravel	5.86	5.86	
	D	1915	Thomaston.....			1.28		
	D	1915	Thomaston.....			0.36		
	D	1916	Thomaston.....	Concrete		0.12	1.76	
	D	1922	Rockport.....	Bit. M ac.		0.80		
	D	1923	Rockport.....	Bit. Mac.		0.20	1.00	

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	L'gth for Year	Town Total L'gth	County Total Length
Knox (Cont.)	D	1918	Camden.....		Gravel	2.44		
	D	1922	Camden.....	Bit. Mac.		0.20		
	D	1923	Camden.....	Bit. Mac.		0.21	2.85	
	D-Spur	1917	Thomaston.....		Gravel	0.59	0.59	
	D-Spur	1917	So. Thomaston....		Gravel	1.80		
	D-Spur	1919	So. Thomaston....		Gravel	0.68		
	D-Spur	1920	So. Thomaston....		Gravel	0.62	3.10	
	D-Spur	1920	St. George.....		Gravel	0.56	0.56	15.72
Lincoln.....	D	1914-15	Wiscasset.....	Gravel		3.94	3.94	
	D	1917	Edgecomb.....	Gravel		1.06		
	D	1924	Edgecomb.....	Gravel		0.50	1.56	
	D	1917-18	Newcastle.....	Gravel		3.63		
	D	1922	Newcastle.....	Gravel	Gravel	0.20	3.83	
	D	1916	Damariscotta....	Gravel		3.22	3.22	
	D	1917	Nobleboro.....	Gravel		2.67		
	D	1918	Nobleboro.....	Gravel		0.63	3.30	
	D	1914	Waldoboro.....	Gravel		7.09	7.09	22.94
Oxford.....	B	1914	Fryeburg.....	Gravel...		7.41	7.41	
	O	1922	Hartford.....	Gravel		0.18	0.18	
	O	1922	Canton.....	Gravel		5.78		
	O	1923	Canton.....	Gravel		1.65	7.43	
	O	1921	Bethel.....		Gravel	1.60	1.60	
	S	1915	Oxford.....	Sand-clay		3.77		
	S	1920	Oxford.....		Con.	1.11		
	S	1921	Oxford.....		Con.	2.88	7.76	
	S	1921	Norway.....	Concrete		1.50	1.50	
	S	1921	Paris.....	Concrete		1.57	1.57	
	S	1915	Woodstock.....		Gravel	0.52		
	S	1916	Woodstock.....		Gravel	0.44		
	S	1918	Woodstock.....		Gravel	0.32		
	S	1920	Woodstock.....		Gravel	0.10		
	S	1923	Woodstock.....		Gravel	1.13		
	S	1924	Woodstock.....		Gravel	1.50	4.01	
	S	1917-18	Greenwood.....	Gravel	Gravel	1.28	1.28	
	S	1916	Bethel.....			4.38	4.38	37.12
Penobscot....	I	1914	Newport.....	Gravel		1.59		
	I	1917	Newport.....	Gravel		0.17	1.76	
	I	1914-15	Etna.....	Gravel		3.08	3.08	
	I	1914-15	Carmel.....	Gravel		4.93	4.93	
	I	1915	Hermon No. 1....	Gravel		1.09		
	I	1916	Hermon No. 2....	Gravel		3.08	4.17	
	J	1920	Newport.....		Bit. Mac.	3.00		
	J	1921	Newport.....		Bit. Mac.	1.60		
	J	1922	Newport.....		Bit. Mac.	0.11	4.71	

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	High way	Date	Town	Type Construction		Length Miles		
				Contract	Force Acc't	L'gh for Year	Town Total L'gh	County Total Length
Penobs. (Cont)	J	1920	Corinna.....		Bit. Mac.	1.00		
	J	1921	Corinna.....		Bit. Mac.	2.75		
	J	1922	Corinna.....		Bit. Mac.	3.69	7.44	
	J	1916	Dexter.....	Gravel		0.11		
	J	1917-18	Dexter.....		Gravel	2.26		
	J	1920	Dexter.....		Bit. Mac.	0.40		
	J	1921	Dexter.....		Bit. Mac.	1.60		
	J	1922	Dexter.....		Bit. Mac.	2.08	6.45	
	J	1916	Garland.....	Gravel		1.22	1.22	
	J-K	1924	LaGrange.....	Gravel		1.49	1.49	
	K	1921	Bangor.....	Concrete		1.01		
	K	1922	Bangor.....	Concrete		0.67	1.68	
	K	1921	Veazie.....	Concrete		0.81		
	K	1922	Veazie.....	Concrete		1.07	1.88	
	K	1922	Orono.....	Concrete		2.65		
	K	1923	Orono.....	Concrete		1.30	3.95	
	K	1923	Oldtown.....	Concrete		2.25	2.25	
	K	1922	Milford.....	Gravel		2.80		
	K	1923	Milford.....	Gravel		2.30	5.10	
	K	1920	Greenbush.....		Gravel	1.00		
	K	1921	Greenbush.....		Gravel	0.25		
	K	1922	Greenbush.....	Gravel		2.50		
	K	1923	Greenbush.....	Gravel		1.79		
	K	1924	Greenbush.....		Gravel	0.82	6.36	
	K	1923	Passadumkeag.....	Gravel		1.80		
	K	1924	Passadumkeag.....	Gravel		0.52		
	K	1924	Passadumkeag.....		Gravel	1.81	4.13	
	K	1920	Enfield.....	Gravel		4.51		
	K	1921	Enfield.....	Gravel		2.54		
	K	1924	Enfield.....		Gravel	1.26	8.31	
	K	1918	Lincoln.....	Gravel		5.30		
	K	1924	Lincoln.....	Gravel		3.27	8.57	
	K	1924	Winn.....	Gravel		1.14	1.14	
	K	1918	Mattawamkeag.....		Gravel	2.82		
	K	1919	Mattawamkeag.....		Gravel	1.68		
	K	1924	Mattawamkeag.....		Gravel	1.74	6.24	
	M	1915	Brewer.....	Gravel		0.44		
	M	1921	Brewer.....		Gravel	1.33	1.77	
	M	1915	Holden No. 1.....		Gravel	2.67		
	M	1916	Holden No. 2.....		Gravel	1.00	3.67	90.30
Piscataquis ..	J	1914-15	Dover.....	Gravel		6.72	6.72	
	J	1920	Foxcroft.....		Gravel	2.06	2.06	
	J	1916	Guilford.....	Gravel		3.20	3.20	
	J	1923	Abbot.....		Gravel	0.46	0.46	
	J	1915-16	Monson.....	Gravel		2.27		
	J	1923	Monson.....		Gravel	3.57		
	J	1923	Monson.....	Gravel		1.68		
	J	1924	Monson.....	Gravel		0.42	7.94	
	J	1923	Shirley.....		Gravel	0.96	0.96	

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	L'gth for Year	Town Total L'gth	County Total Length
Piscataquis (cont.)	J-K X	1924	Orneville.....	Gravel.		2.56	2.56	26.90
		1924	Dover-Foxcroft....		Gravel	3.00	3.00	
Sagadahoc...	C	1917	Bath.....		Bit. Mac.	1.34	1.34	
		1914	Woolwich.....	Gravel		5.65	5.65	
	Q	1918	Topsham.....	Bit. Mac.		0.57		
	Q	1920	Topsham.....		Bit. Mac.	1.00		
	Q	1921	Topsham.....		Bit. Mac.	0.34		
	Q	1922	Topsham.....		Con.	0.33	2.24	
	Q	1918	Bowdoin.....	Bit. Mac.		2.26	2.26	
	Q	1917-18	Bowdoinham.....	Bit. Mac.		6.05		
	Q	1918	Bowdoinham.....	Bit. Mac.		1.44	7.49	
	Q	1916	Richmond.....	Gravel		0.56		
Q	1917-18	Richmond.....		Bit. Mac.	5.24	5.80		
Q-Spur	1922	Richmond.....		Gravel	2.56			
Q-Spur	1923	Richmond.....		Gravel	0.57	3.13		
Z	1917-18	Topsham.....		Gravel	6.54	6.54	34.45	
Somerset...	H	1915	Fairfield.....	Gravel		2.29		
		1916	Fairfield No. 2....	Gravel		1.88		
		1922	Fairfield.....	Bit. Mac.		1.48		
	H	1923	Fairfield.....		Bit. Mac.	0.96		
	H	1923	Fairfield.....		Gravel	1.00	7.61	
	H	1921	Skowhegan.....	Bit. Mac.		3.30		
	H	1922	Skowhegan.....	Bit. Mac.		3.14		
	H	1923	Skowhegan.....	Bit. Mac.		1.18		
	H	1924	Skowhegan.....	Bit. Mac.		0.52	8.14	
	H	1914-15	Norridgewock.....	Gravel		5.61		
	H	1923	Norridgewock.....	Bit. Mac.		0.76		
	H	1924	Norridgewock.....	Bit. Mac.		1.84	8.21	
	H	1914	Madison.....	Gravel		1.08	1.08	
	H	1921	Anson.....	Gravel		4.06	4.06	
	H	1917	Embden.....		Gravel	0.32	0.32	
	H	1924	Carratunk Pl.....		Gravel	4.40	4.40	
H	1918	The Forks Pl.....		Gravel	0.05			
H	1924	The Forks Pl.....		Gravel	6.20	6.25		
H	1922	West Forks Pl.....		Gravel	1.25			
H	1923	West Forks Pl.....		Gravel	0.60			
H	1924	West Forks Pl.....		Gravel	5.00	6.85		
H	1922	Johnson Mt.....		Gravel	0.50			
H	1923	Johnson Mt.....		Gravel	2.50			
H	1924	Johnson Mt.....		Gravel	2.70	5.70		
H	1923	Jackman.....		Gravel	3.20	3.20		
H	1924	Moose River Pl....		Gravel	0.50	0.50		
H	1924	Dennistown.....		Gravel	0.16	0.16		
H	1918	Sandy Bay.....		Gravel	2.01			
H	1920	Sandy Bay.....		Gravel	0.50			
H	1922	Sandy Bay.....		Gravel	0.50			

STATE HIGHWAYS CONSTRUCTED—Continued
1914-1924 Inclusive

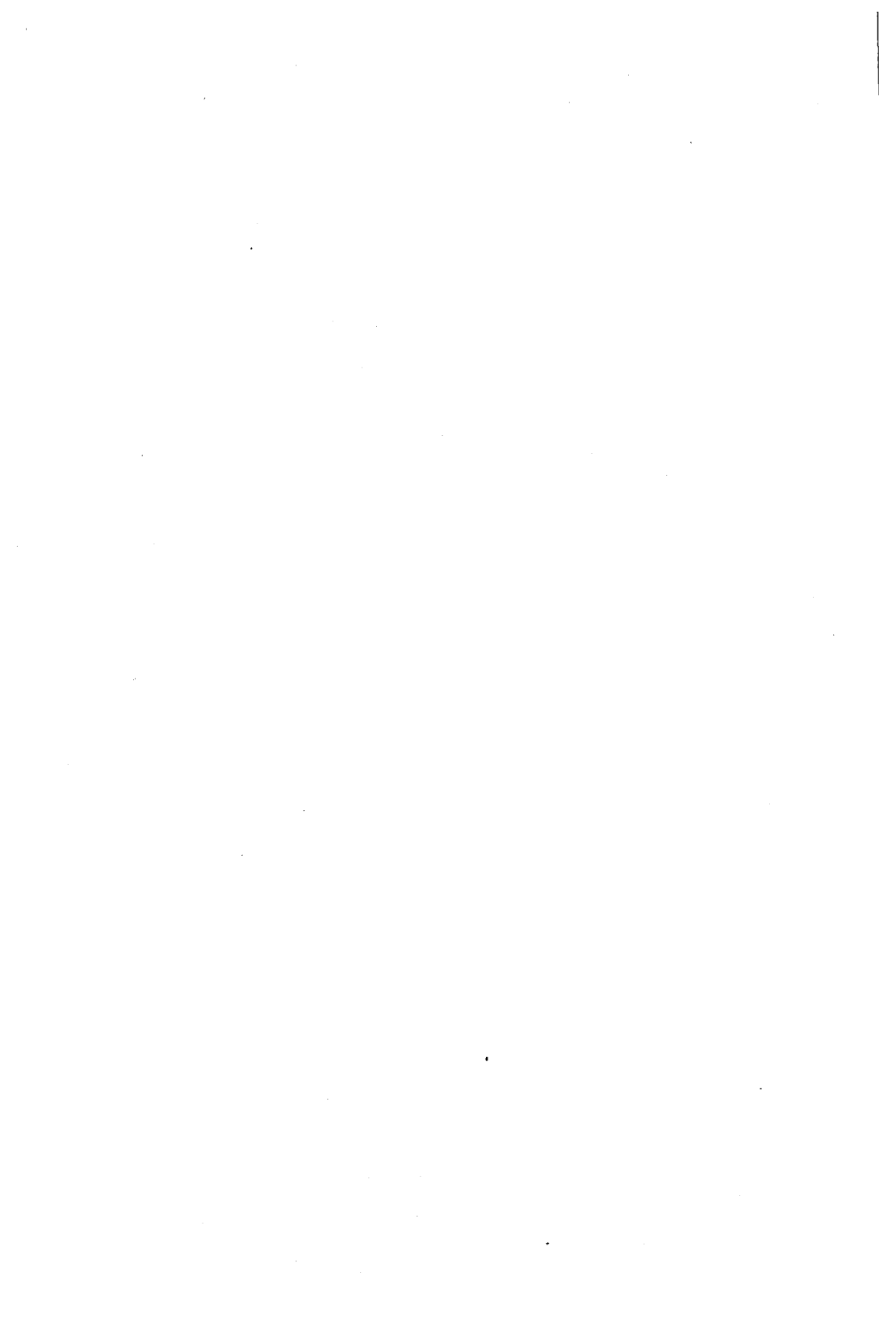
County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	L'gth for Year	Town Total L'gth	Cou'ty Total Length
Somerset (Cont.)	H I I	1924	Sandy Bay	Gravel	Gravel	4.17	7.18	
		1917	Pittsfield, Nos. 1-2.	Gravel		6.98	6.98	
		1916	Detroit	Gravel		2.85	2.85	
Waldo	I V	1916	Palmyra	Gravel		2.56	2.56	79.42
		1923	Mercer	Gravel		3.37	3.37	
		D D D	1916	Lincolnville	Gravel	Gravel Bit. Mac.	3.50		3.50
1914-15	Northport		7.65					
1923	Northport		1.14					
	D D D	1924	Northport		Bit. Mac. Bit. Mac. Bit. Mac.	0.05	8.84	
		1923	Belfast			0.50		
		1924	Belfast			1.12	1.62	
	I I L	1914	Burnham	Gravel Bit. Mac.		B'r'ge 2.53 2.00	2.53	
		1916	Burnham					
		1921	Belfast					
	L L L	1922	Belfast	Bit. Mac. Gravel Bit. Mac.		0.54	2.54	
		1915-16	Searsport			2.53		
		1921	Searsport			0.05		
	L L L	1924	Searsport	Gravel Gravel	Gravel	0.12	2.70	
		1921	Stockton Springs			2.75	3.23	
		1922	Stockton Springs			0.48		
	L L R	1915	Prospect	Gravel Bit. Mac.	Gravel	0.34	0.34	
		1924	Frankfort			0.45	0.45	
		1921	Belfast			0.50	26.25	
Washington	N N N	1916	Cherryfield	Gravel Gravel Gravel		3.01		
		1920	Cherryfield			0.50		
		1921	Cherryfield			1.20		
	N N N	1922	Cherryfield	Gravel Gravel Gravel		0.93	5.64	
		1923	Columbia			1.38	1.38	
		1921	Columbia Falls			1.00	1.00	
	N N N	1918	Jonesboro	Gravel	Gravel	1.97		
		1920	Jonesboro			1.22	3.19	
		1914	Whiting			9.22	9.22	
	N N N	1915	Edmunds No. 1	Gravel Gravel Gravel		1.95		
		1916	Edmunds No. 2			2.00		
		1917	Edmunds			1.46		
	N N N	1924	Edmunds	Gravel	Gravel Gravel	2.78	8.19	
		1920	Pembroke			0.53	0.53	
		1920	Perry			4.65		
	N N N	1923	Perry	Bit. Mac.	Gravel Gravel	2.30	7.81	
		1924	Perry			0.86		
		1921	Calais			3.00		
York	N N-Spur	1922	Calais	Bit. Mac.	Gravel	3.00	6.00.	
		1922	Addison			1.18	1.18	
	A A A	1923	Kittery		Bit. Mac. Bit. Mac. Bit. Mac.	0.19	0.19	
		1914	York			4.15	4.15	
		1914	Wells			2.08	2.08	

STATE HIGHWAYS CONSTRUCTED—Concluded
1914-1924 Inclusive

County	Highway	Date	Town	Type of Construction		Length Miles		
				Contract	Force Acc't	L'gth for Year	Town Total L'gth	County Total Length
York (cont.)	A	1914	No. Kennebunkport.	Gravel		0.83	0.83	
	A	1914	Biddeford.		Gravel	1.20	1.20	
	A	1916	Saco No. 1.	Concrete		2.44		
	A	1916	Saco No. 2.	Concrete		1.04	3.48	
	A-spur	1923	Berwick.		Gravel	0.39		
	A-spur	1924	Berwick.		Gravel	1.00	1.39	
	A-spur	1923	No. Berwick.		Gravel	0.61		
	A-spur	1924	No. Berwick.		Gravel	1.12	1.73	
	A-spur	1923	Wells.		Gravel	0.88		
	A-spur	1924	Wells.		Gravel	1.17	2.05	
	U	1923	Sanford.		Gravel	1.12	1.12	
	U	1923	Alfred.		Gravel	0.44		
	U	1924	Alfred.		Gravel	3.66	4.10	
	U	1924	Lyman.		Gravel	5.00	5.00	
	U	1923	No. Kennebunkport		Gravel	2.45		
	U	1924	No. Kennebunkport		Gravel	0.85	3.30	
	U	1923	Biddeford.		Gravel	2.00		
	U	1924	Biddeford.		Gravel	0.20	2.20	32.82
								798.30

SUMMARY
1914-1924 Inclusive

Gravel.	539.65	miles
Macadam.	2.10	"
Sand-clay.	6.75	"
Gravel and macadam.	6.68	"
Bituminous macadam.	189.16	"
Concrete.	53.96	"
Total.	798.30	"



EXPENDITURES ON STATE HIGHWAYS

January 1st, 1924 to

Highway	Town	ENGINEERING AND ADVERTISING					LABOR			
		Surveys	Plans and Computation	Advertising	Engineering and inspection	General expense and right of way	Total	Grading	Drainage	Culverts
K-spur	Fort Kent				\$18.90		\$18.90			\$ 251.56
	Fort Fairfield	\$339.66					339.66			
L	Belfast	49.01	\$64.39				113.40			
	Searsport Gr.				10.59		10.59	\$299.38	\$26.30	51.66
M	Stockton				5.00		5.00			
	Prospect	38.09	43.34		7.29		88.72			
N	Frankfort B.M.	129.84	379.32	72.78	2,106.05		2,687.99	22,510.35	198.00	4,333.81
	Winterport	30.50	378.24		43.10		451.84			
O	Hampden		6.73		7.29		14.02			
	Ellsworth	78.34	56.66	41.55			176.55			
P	Hancock	36.68	105.00	19.44			161.12			
	Sullivan Gr.				33.98		33.98	4,500.06	5,109.40	1,805.36
Q	Gouldsboro Gr.				17.83		17.83	1,098.63	15.00	479.97
	Steuben							37.72		
R	Columbia									69.62
	Edmunds Gr.			78.78	297.71		376.49			
S	Perry Gr.	14.00			1,442.22	\$361.60	1,817.82	14,108.88	4,094.92	787.45
	Calais				13.33		13.33			
T	Canton				40.38	15.00	55.38			
	Peru	603.95	644.75				1,248.70			
U	Richmond Gr.				64.79		64.79	493.89		2,734.36
	Farmingdale		7.69		96.50		104.19			
V	Hallowell	1.50	394.04				395.54			
	Gray	50.00	472.52	46.41			568.93			
W	New Gloucester		292.37	19.04	33.57		344.98			
	Paris		18.33	88.55	94.91		201.79	15.00		
X	Woodstock			29.02	63.41	14.72	107.15			
	Sanford Gr.				5.00		5.00			
Y	Biddeford Gr.				6.20		6.20			
	No. Kennebunkport Gr.				18.65		18.65			132.49
Z	Alfred Gr.				16.40		16.40	946.13	1,555.44	404.21
	Lyman Gr.							6,121.55	8,054.17	450.47
A-spur	Mercer				76.52		76.52	350.00		
	New Sharon Gr.	135.61			243.32	100.00	483.93	202.16		467.36
B	Rome		6.79		73.07		79.86			
	New Sharon		3.85		28.42		32.27			
C	Dover-Foxcroft	236.90	765.61		638.00		1,640.51	14,441.54	7,173.95	1,097.93
	Bucksport Gr.	523.49			130.00		653.49	2,502.36	757.75	287.58
D	Lewiston				6.00		6.00	256.00		
	Paris-Woodstock Gr.				2,431.66		2,431.66	24,930.61	12,014.75	3,109.41
E	Edgecomb Gr.				2,665.50	7.31	2,672.81	19,852.95	6,308.38	840.63
	Turner B.M.			105.00	3,099.25	74.42	3,278.67	17,908.90	30,274.56	11,771.29
F	Lincoln Gr.				1,765.51		1,765.51	12,047.76	13,411.34	10,637.34
	74 Smyrna Gr.	5.40			1,312.06		1,317.46	17,443.03	10,906.59	4,101.55
G	75 Easton Spur Gr.				770.87	75.50	846.37	9,330.74	4,129.36	3,597.95
	76-A Edmunds Gr.				3,125.35	21.00	3,146.35	30,117.70	12,667.33	5,497.40
H	77 Raymond B.M.				2,539.00		2,539.00	24,083.21	12,248.72	3,272.03
	78 Bridgton B.M.				3,197.40	117.06	3,314.46	34,990.08	32,455.12	10,908.48
80-B	New Gloucester B.M.			5.04	2,215.66		2,220.70	14,437.04	8,597.92	5,407.00
Totals		12,429.02	8,299.09	1,136.57	51,504.45	4,969.14	78,338.27	572,445.92	272,979.30	140,314.07

MISCELLANEOUS

Expense of Issuing Bonds	.....
Garage	.....
Garage Machinery	.....
Advertising	.....
Total	.....
Transfers to other appropriations	.....
A-spur Wells, Transferred to State Aid	.....
B.M. Bituminous Macadam	.....
Gr. Gravel	.....

FROM STATE HIGHWAY LOAN FUND
December 31st, 1924

AND MATERIAL						Federal aid	Town and Miscellaneous Credits
Surfacing	Guard Rail	Bridges	Detours	Total	Total		
	\$100.24			\$351.80	\$370.70		
					339.66		
					113.40		
\$443.80	414.00			1,235.14	1,245.73		
					88.72	\$ 5.00	
				27,042.16	29,730.15		
					451.84		
					14.02		
					176.55		
					161.12		
4,383.35	701.62			16,499.79	16,533.77		
1,558.03	59.89			3,211.52	3,229.35		
55.60	36.92	90.00		220.24	220.24		
				69.62	69.62		
12,457.24	455.78			31,904.27	33,722.09		
					376.49		
					13.33		
					55.38	8,942.80	
387.93	315.24			3,931.42	3,996.21		
					104.19	22,114.81	Refund not deductible Credit on detour
					395.54		146.20
					568.93		1,142.04
					344.98		
				15.00	216.79		
					107.15		
646.39				646.39	651.39		
874.32				874.32	880.52		
8,087.67	2.59			8,222.75	8,241.40		
25,314.58				28,220.36	28,236.76		
30,845.39	62.97			45,534.55	45,534.55		
		1,325.12		1,675.12	1,751.64	13,649.41	
10,096.40				10,765.92	11,249.85		
					79.86	4,442.83	
20,681.23		20.00		43,414.65	45,055.16	14,714.08	
2,361.21	137.73			6,046.63	6,700.12		
				256.00	262.00	5,168.96	
901.46				40,956.23	43,387.89	11,916.83	
3,111.98	3.92	15,313.45		45,431.31	48,104.12	17,294.64	
13,871.41			320.75	74,146.91	77,425.58	18,737.57	
23,486.40	774.80			60,357.64	62,123.15	26,349.77	
25,023.33	1,019.20			58,493.70	59,811.16	17,385.57	
17,476.38	750.40			35,284.83	36,131.20	26,699.05	
15,513.98	3,027.19			66,823.60	69,969.95		
41,611.44	1,379.70			82,595.10	85,134.10	34,565.63	
50,045.42	5,253.90		1,445.15	135,098.15	138,412.61	47,424.80	
43,166.18				71,608.14	73,828.84		
663,587.93	25,401.38	18,910.14	2,452.13	1,696,090.87	1,774,429.14	715,027.03	10,590.83

EXPENDITURES

.....	1,068.06
.....	66.43
.....	2,685.40
.....	28.20
.....	<hr/>
.....	3,848.09
.....	2,051.55

**EXPENDITURES ON STATE HIGHWAYS
By Counties—1913-1924 Inclusive**

County	Letter	Town	1914-1923 inc	1924	Grand Total	
Androscoggin	E	Greene	\$34,692.96		\$34,692.96	
	E	Leeds	10,264.82		10,264.82	
	S	Poland	31,075.36		31,075.36	
	E	Lewiston	16,538.87		16,538.87	
	S	Mechanic Falls	14,848.46		14,848.46	
	Z	Lisbon	178,546.74		178,546.74	
	E	Auburn	201,085.69	\$219.32	201,305.01	
	F No. 70	Turner		77,425.58	77,425.58	
	F	Turner	96,447.55	2,237.58	98,685.13	
	F	Livermore	27,396.67	2,219.73	29,616.40	
	O	Livermore	46,433.82		46,433.82	
	Z	Lewiston	60,190.36	262.00	60,452.36	
	F	Auburn	59,908.04	22,974.08	82,882.12	
				777,429.34	105,338.29	882,767.63
					Total Androscoggin Co.	
Aroostook	K	Fort Fairfield		339.66	339.66	
	K	New Limerick	65,263.57		65,263.57	
	K	Houlton	103,404.41	323.58	103,727.99	
	K	Presque Isle	123,286.99	15,363.45	138,650.44	
	K	Caribou	24,187.43	816.97	25,004.40	
	K	Ludlow	1,440.33		1,440.33	
	K No. 74	Smyrna		59,811.16	59,811.16	
	K	Smyrna	10,444.91	12,503.01	22,947.92	
	K	Bridgewater	36,611.57		36,611.57	
	K	Blaine	28,738.61		28,738.61	
	K	Molunkus	17,835.41		17,835.41	
	K	Monticello	80,368.05	7.29	80,375.34	
	K	Sherman	146,212.93		146,212.93	
	K	Macwahoc	33,412.18		33,412.18	
	K	Silver Ridge	45,405.63	18,514.10	63,919.73	
	K	Crystal	33,968.25		33,968.25	
	K	Island Falls	49,591.28		49,591.28	
	K	Dyer Brook	52,701.88		52,701.88	
	K	Littleton	118,408.65		118,408.65	
	K	Mars Hill	61,484.61	704.22	62,188.83	
	K No. 75	Easton		36,131.20	36,131.20	
	K	Easton	45,053.93	2,232.94	47,286.87	
	K	Van Buren	25,310.16		25,310.16	
	K	Frenchville	6,965.14	56.67	7,021.81	
	K	Fort Kent	46,107.17	370.70	46,477.87	
	K	Merrill Pl.	6,806.28		6,806.28	
	K	No. 1, R. 4	27,770.09		27,770.09	
K	No. 1, R. 5	9,656.90		9,656.90		
K	Cyr Pl.	793.33	17.55	810.88		
K	Connor Pl.		57.05	57.05		
			1,204,229.69	147,249.55	1,351,479.24	
				Total Aroostook Co.		
Cumberland	A	Scarboro	74,729.10		74,729.10	
	A	South Portland	24,582.49		24,582.49	
	B	Raymond	3,887.75	2,394.15	6,281.90	
	B No. 77	Raymond		85,134.10	85,134.10	
	B	Windham	257,994.96	261.87	258,256.83	
	C-E	Falmouth	287,940.42		287,940.42	
	E	Falmouth	20,795.21		20,795.21	
	C	Cumberland	156,746.90		156,746.90	
	C	Yarmouth	56,434.46		56,434.46	
	C	Freeport	88,697.42		88,697.42	
	C	Brunswick	120,639.10		120,639.10	
	B	Bridgton	156,700.97	49,628.50	206,329.47	
	B No. 78	Bridgton		138,412.61	138,412.61	
	B	Westbrook	171,358.87		171,358.87	
	E	Gray	347,671.27		347,671.27	
E	New Gloucester	315,597.59	127.00	315,724.59		

EXPENDITURES ON STATE HIGHWAYS
By Counties—1913-1924 Inclusive—Continued

County	Letter	Town	1914-1923 inc	1924	Grand Total		
Cumb. (Con.)	E No. 80	B New Gloucester		\$73,828.84	\$73,828.84		
		B Naples	\$73,388.76	66,535.71	139,924.47		
		B Casco	92,069.08	23,936.41	116,005.49		
		E Cumberland	9,307.59		9,307.59		
		S Gray	557.77	568.93	1,126.70		
		S New Gloucester	455.50	344.98	800.48		
				2,259,555.21	441,173.10		
					Total Cumber- land Co.	2,700,728.31	
		Franklin	F	Farmington	107,738.33		107,738.33
			F	Strong	26,404.91		26,404.91
F	Sandy River		17,218.71		17,218.71		
F	Letter E Pl.		4,417.54		4,417.54		
F	Madrid		649.34		649.34		
F	Jay		35,742.63	148.48	35,891.11		
F	Wilton		122,492.53		122,492.53		
F	Phillips		23,912.31	346.10	24,258.41		
W	New Sharon		75,564.32	32.27	75,596.59		
F	Rangeley		13.85		13.85		
V	New Sharon		958.05	11,249.85	12,207.90		
			415,112.52	11,776.70			
				Total Franklin Co.	426,889.22		
Hancock	M	Dedham	104,993.36		104,993.36		
	M	Ellsworth	65,018.41		65,018.41		
	M	Trenton	54,162.36		54,162.36		
	N	Sullivan	33,461.48	16,533.77	49,995.25		
	N	Gouldsboro	36,858.46	3,229.35	40,087.81		
	Y	Surry	17,366.20		17,366.20		
	N	Ellsworth	229.27	176.55	405.82		
	N	Hancock	614.25	161.12	775.37		
	Y	Bucksport	27,758.66	6,700.12	34,558.78		
			340,462.45	26,800.91			
			Total Han- cock Co.	367,263.36			
Kennebec	E	Monmouth	34,259.54		34,259.54		
	E	Winthrop	123,612.76		123,612.76		
	E	Manchester	56,934.79		56,934.79		
	I	Clinton	34,226.67		34,226.67		
	Q	Gardiner	29,012.42		29,012.42		
	G	Waterville	18,800.73		18,800.73		
	G	Oakland	130,650.14	62.56	130,712.70		
	H	Winslow	90,095.97		90,095.97		
	I	Benton	12,273.22		12,273.22		
	Q	Farmingdale	118,362.44	104.19	118,466.63		
	Q	Hallowell	11,470.74	395.54	11,866.28		
	E	Augusta	41,374.36		41,374.36		
	G	Augusta	22,242.69		22,242.69		
	G	Sidney	24,959.01		24,959.01		
	G	Belgrade	284,765.86	254.02	285,019.88		
	H	Vassalboro	298,893.40		298,893.40		
	H	Augusta	88,156.22		88,156.22		
	W	Rome	56,225.79	79.86	56,305.65		
	H	Waterville	18,659.01	11.54	18,670.55		
	W	Belgrade	3,867.92		3,867.92		
		1,498,843.68	907.71				
			Total Kenne- bec Co.	1,499,751.39			

EXPENDITURES ON STATE HIGHWAYS
By Counties—1913-1924 Inclusive—Continued

County	Letter	Town	1914-1923 inc	1924	Grand Total	
Knox.....	D	Warren.....	\$37,443.31		\$37,443.31	
	D	Thomaston.....	12,432.76		12,432.76	
	D	Thomaston-Spur.....	4,360.61		4,360.61	
	D	So. Thomaston-Spur.....	25,374.75		25,374.75	
	D	Camden.....	45,019.66		45,019.66	
	D	St. George.....	6,007.99		6,007.99	
	D	Rockport.....	17,699.67	\$192.47	17,892.14	
			148,338.75	192.47		
				Total Knox Co.	148,531.22	
Lincoln.....	D	Wiscasset.....	30,866.62		30,866.62	
	D	Waldoboro.....	52,144.91		52,144.91	
	D	Damariscotta.....	16,015.95		16,015.95	
	D	Edgecomb.....	12,027.95	301.85	12,329.80	
	D No. 63	Edgecomb.....		48,104.12	48,104.12	
	D	Newcastle.....	39,326.78		39,326.78	
	D	Nobleboro.....	33,233.71		33,233.71	
			183,615.92	48,405.97		
				Total Lincoln Co.	232,021.89	
Oxford.....	B	Fryeburg.....	40,888.64		40,888.64	
	S	Oxford.....	216,743.38		216,743.38	
	S	Woodstock.....	14,830.32	107.15	14,937.47	
	S No. 62	Woodstock.....		43,387.89	43,387.89	
	S	Bethel.....	31,497.97		31,497.97	
	S	Greenwood.....	7,782.96		7,782.96	
	O	Bethel.....	18,316.86		18,316.86	
	O	Hartford.....	4,111.72		4,111.72	
	O	Canton.....	95,296.29	55.38	95,351.67	
	S	Norway.....	45,666.42		45,666.42	
	S	Paris.....	1,060.93	216.79	1,277.72	
	T	Newry.....	653.75		653.75	
	F	Hartford.....	7.21		7.21	
	O	Peru.....	797.35	1,248.70	2,046.05	
			477,653.80	45,015.91		
				Total Oxford Co.	522,669.71	
Penobscot....	K	Milford.....	91,780.91	383.00	92,163.91	
	I	Newport.....	17,299.35		17,299.35	
	J	Newport.....	176,166.47		176,166.47	
	I	Etna.....	22,344.07		22,344.07	
	I	Carmel.....	28,987.11		28,987.11	
	I	Hermon.....	36,237.45		36,237.45	
	M	Brewer.....	25,476.01		25,476.01	
	M	Holden.....	12,483.12		12,483.12	
	J	Garland.....	13,808.45		13,808.45	
	J	Dexter.....	168,011.13	229.97	168,241.10	
	K No. 73	Lincoln.....		62,123.15	62,123.15	
	K	Lincoln.....	46,086.97	171.86	46,258.83	
	K	Mattawamkeag.....	69,501.02	36,418.08	105,919.10	
	J	Corinna.....	258,922.07	19.25	258,941.32	
	K	Winn.....	3,835.08	25,439.53	29,274.61	
	K	Enfield.....	114,779.96	15,058.64	129,838.60	
	K	Orono.....	164,658.50	6,426.22	171,084.72	
	K	Greenbush.....	82,436.54	9,539.30	91,975.84	
	K	Rangor.....	45,311.52		45,311.52	
	K	Vezie.....	70,898.79	60.00	70,958.79	
	K	Old Town.....	106,188.23	252.27	106,440.50	
	K	Passadumkeag.....	27,561.53	24,436.12	51,997.65	
	X	Corinth.....	3.38		3.38	
	J-K	LaGrange.....	320.48	22,364.64	22,685.12	
	J-K	Howland.....	2.85		2.85	
	J-K	Maxfield.....	2.85		2.85	
	L	Hampden.....		14.02	14.02	
				1,583,103.84	202,936.05	
					Total Penobscot Co.	1,786,039.89

EXPENDITURES ON STATE HIGHWAYS

By Counties—1913-1924 Inclusive—Continued

County	Letter	Town	1914-1923 inc	1924	Grand Total	
Piscataquis...	J	Greenville.....		\$349.11	\$349.11	
	J	Dover.....	\$40,126.19		40,126.19	
	J	Monson.....	101,014.40	11,637.67	112,652.07	
	J	Guilford.....	26,480.12		26,480.12	
	J	Foxcroft.....	28,357.90		28,357.90	
	J	Abbot.....	272.41	49.00	321.41	
	J	Shirley.....	14,663.66	1,084.13	15,747.79	
	J-K	Milo.....	362.11	562.42	924.53	
	J-K	Orneville.....	358.07	41,100.81	41,458.88	
	J-K	Medford.....	359.05	105.81	464.86	
	X	Dover.....	388.05	45,055.16	45,443.21	
			212,381.96	99,944.11		
				Total Piscata- quis Co.....	312,326.07	
Sagadahoc...	D	Woolwich.....	42,568.57		42,568.57	
	Q	Richmond.....	191,058.18	3,996.21	195,054.39	
	Q	Bowdoinham.....	159,188.45		159,188.45	
	C	Bath.....	21,787.60		21,787.60	
	Q	Topsham.....	163,089.44		163,089.44	
	Q	Bowdoin.....	48,367.50		48,367.50	
			626,009.74	3,996.21		
				Total Saga- dahoc Co.....	630,005.95	
Somerset.....	H	Dennistown Pl..		2,708.75	2,708.75	
	H	Fairfield.....	101,021.87	1,319.98	102,341.85	
	H	Norridgewock.....	62,184.55	58,740.56	120,925.11	
	H	Madison.....	5,676.32		5,676.32	
	I	Palmyra.....	19,994.53	8.50	20,003.03	
	I	Detroit.....	17,194.37		17,194.37	
	I	Pittsfield.....	69,286.74		69,286.74	
	H	Embden.....	1,410.97		1,410.97	
	H	The Forks.....	1,233.20	61,167.86	62,401.06	
	H	Sandy Bay.....	50,348.68	64,095.04	114,443.72	
	H	Skowhegan.....	301,567.08	12,286.35	313,853.43	
	H	Anson.....	40,078.84		40,078.84	
	H	Bingham.....	590.31		590.31	
	V	Mercer.....	57,712.85	1,751.64	59,464.49	
	H	West Forks.....	17,381.31	58,729.57	76,110.88	
	H	Johnson Mt.....	35,343.90	12,350.67	47,694.57	
	H	Moscow.....	334.83	3,055.73	3,390.56	
	H	Caratunk.....	937.58	40,121.63	41,059.21	
	H	Jackman Pl.....	30,556.79	306.34	30,863.13	
H	Moose River Pl.....		12,899.58	12,899.58		
			812,854.72	329,542.20		
				Total Som- erset Co.....	1,142,396.92	
Waldo.....	I	Burnham.....	17,002.58		17,002.58	
	D	Northport.....	118,363.47	1,805.75	120,169.22	
	L	Searsport.....	22,532.32	1,245.73	23,778.05	
	L	Prospect.....	2,591.19	88.72	2,679.91	
	D	Lincolntonville.....	21,518.16		21,518.16	
	L	Belfast.....	126,215.09	113.40	126,328.49	
	L	Stockton Springs.....	68,391.74	5.00	68,396.74	
	R	Belfast.....	5,891.46		5,891.46	
	D	Belfast.....	14,682.42	52,983.22	67,665.64	
	L	Frankfort.....	861.61	29,730.15	30,591.76	
	L	Winterport.....	876.09	451.84	1,327.93	
				398,926.13	86,423.81	
					Total Waldo Co.....	485,349.94
Washington..	N	Steuben.....		220.24	220.24	
	N	Whiting.....	54,367.73		54,367.73	
	N No. 76 A	Edmunds.....		69,969.95	69,969.95	

EXPENDITURES ON STATE HIGHWAYS
By Counties—1913-1924 Inclusive—Concluded

County	Letter	Town	1914-1923 inc	1924	Grand Total	
Wash. (Cont.)	N	Edmunds.....	\$50,337.51	\$376.49	\$50,714.00	
	N	Cherryfield.....	50,774.92		50,774.92	
	N	Jonesboro.....	14,607.48		14,607.48	
	N	Dennysville.....	7.69		7.69	
	N	Pembroke.....	30,598.49		30,598.49	
	N	Perry.....	191,787.65	33,722.09	225,509.74	
	N	Calais.....	233,137.23	13.33	233,150.56	
	N	Columbia Falls.....	5,291.48		5,291.48	
	N	Addison.....	6,004.16		6,004.16	
	N	Jonesport.....	.10		.10	
	N	Columbia.....	14,012.95	69.62	14,082.57	
				650,927.39	104,371.72	
					Total Wash- ington Co....	755,299.11
	York.....	A	York.....	47,770.00	403.50	48,173.50
A		Wells.....	32,501.43	7,398.61	39,900.04	
A		Kennebunkport.....	8,131.89	583.48	8,715.37	
A		Biddeford.....	4,607.77		4,607.77	
A		Saco.....	49,726.40		49,726.40	
A		Kittery.....	46,935.30	1,280.51	48,215.81	
A		No. Berwick.....	7,110.03	12,003.05	19,113.08	
A		Berwick.....	3,657.54	12,498.30	16,155.84	
U		Sanford.....	9,111.07	651.39	9,762.46	
U		Biddeford.....	17,786.14	880.52	18,666.66	
U		No. Kennebunkport.....	23,182.12	8,241.40	31,423.52	
U		Alfred.....	5,394.87	28,236.76	33,631.63	
U		Lyman.....	1.80	45,534.55	45,536.35	
				255,916.36	117,712.07	
				Total York Co.	373,628.43	

SUMMARY BY COUNTIES

County	1914-1923	1924	Grand Total
Androscoggin.....	\$777,429.34	\$105,338.29	\$882,767.63
Aroostook.....	1,204,229.69	147,249.55	1,351,479.24
Cumberland.....	2,259,555.21	441,173.10	2,700,728.31
Franklin.....	415,112.52	11,776.70	426,889.22
Hancock.....	340,462.45	26,800.91	367,263.36
Kennebec.....	1,498,843.68	907.71	1,499,751.39
Knox.....	148,338.75	192.47	148,531.22
Lincoln.....	183,615.92	48,405.97	232,021.89
Oxford.....	477,653.80	45,015.91	522,669.71
Penobscot.....	1,583,103.84	202,936.05	1,786,039.89
Piscataquis.....	212,381.96	99,944.11	312,326.07
Sagadahoc.....	626,009.74	3,996.21	630,005.95
Somerset.....	812,854.72	329,542.20	1,142,396.92
Waldo.....	398,926.13	86,423.81	485,349.94
Washington.....	650,927.39	104,371.72	755,299.11
York.....	255,916.36	117,712.07	373,628.43
	11,845,361.50	1,771,786.78	13,617,148.28

STATE AID ROAD WORK

**Including Expenditures from January 1, 1924, to
December 31, 1924**

The total expenditure on account of State Aid road work for the year beginning January 1, 1924, and ending December 31, 1924, amounted to \$1,067,704.43. Of this total expenditure the sum of \$560,471.34 was paid from State appropriations and \$507,233.09 was paid by cities, towns and counties.

Of the total cost \$2,827.34 was expended for engineering, \$9,983.33 was expended for supervision and \$1,054,893.76 was paid for labor and material.

The cost of finished construction work amounted to \$1,039,669.00. Miscellaneous expenditures amounted to \$28,035.43. Miscellaneous expenditures include the cost of supervision, labor and material on uncompleted work and repairs on State Aid roads constructed in previous years.

137.69 miles of State Aid road were completed in 1924. (This does not include roads for which payrolls and bills were not received from the towns up to December 31, 1924.) This mileage is classified as follows: Gravel, 131.48 miles; macadam, 0.26 miles; bituminous macadam, 3.32 miles; concrete, 1.84 miles; and granite block pavement, 0.79 miles.

Of the total amount paid from State appropriations, \$462,435.35 was paid from the appropriation for the improvement of State Aid roads for 1924; \$87,920.73 was paid from unexpended balances of State Aid apportionments brought forward from previous years; \$1,718.50 was paid from the third class highway fund; \$5,666.66 was paid from special legislative resolves; \$2,228.75 was paid from the State highway loan fund; and \$501.35 was paid from money transferred from the State contingent fund.

The above expenditures for construction and miscellaneous work do not include the following transfers: \$708.89 from 1924 fund transferred to bridge account; \$355.32 from the 1924 fund to reimburse 1923 accounts which were overdrawn; \$708.89 from 1923 fund transferred to bridge account; \$1128.00 from 1923 fund transferred to highway loan; \$445.18 from 1922 fund transferred to equalization fund; \$666.94 from 1922 fund transferred to highway loan; \$250.57 from 1922 fund transferred to bridge account; \$495.44 from 1922 fund to reimburse town of Swan's Island on account of overrun of

1921 as per vote of the Commission; and \$390.97 from 1921 fund transferred to bridge account.

Applications for State Aid apportionments were received from 527 towns, including cities and townships. Of this number the 1924 apportionments for 21 towns have been carried over to 1925 including towns which failed to begin work in 1924; 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 39 towns on account of 1923 work.

Apportionments from the third class highway fund in 3 towns, special legislative appropriations in 5 towns and apportionments from the State highway loan fund in 2 towns, were expended with State Aid road joint funds.

Five towns made appropriations and applied for State Aid under the provisions of Chapter 157, P. L., 1919, (Three Town Act).

Seventy-three towns increased their appropriations in 1924 and applied for State Aid under the provisions of Section 21, Chapter 25, R. S. (5 Times Provision). Of this number 39 towns had received additional State Aid under the 5 times provision in previous years and 34 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, Chap. 25, R. S.	\$425,667.16
Additional apportionments, 5 Times Pro- vision, (Additional apportionments made in previous years)	152,414.64
Additional apportionments, 5 Times Pro- vision, (No additional apportionments made in previous years)	101,222.27
Apportionments, 3 Town Act, Chapter 157, P. L., 1919	48,814.08
	<hr/>
Total State Aid required	\$728,118.15
Available funds	500,071.01
	<hr/>
	\$228,047.14

(Available funds include 1924 appropriation of \$500,000.00 and \$71.01 unapportioned in 1923.)

From the above statement it will be seen that the sum of \$228,047.14 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 1924, 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 apportionment of State Aid to the amount of 67%. Towns applying for State Aid under the 5 Times provision, which had received additional State Aid in previous years under this provision received no additional State Aid for which they applied.

The following statement shows the apportionment of State Aid as made:

Apportionments, Sec. 20, Chap. 25, R. S.	\$425,667.16
One year apportionments to towns applying under the provisions of Chap. 157, P. L., 1919	4,347.78
Apportionments, 5 Times provision, towns which had received no additional State Aid in previous years	67,818.92
Total apportionment	<u>\$497,833.86</u>

Towns made appropriations under the 5 Times act amounting to \$132,379.05, and under the 3 Town act amounting to \$19,852.00, a total of \$152,231.05 against

which no apportionments of State Aid could be made by the State.

Unexpended balances from 1924 apportionments amounting to \$35,751.44 (includes \$841.25 from State contingent fund), \$14,558.70 from 1923 apportionments, \$4,393.87 from 1922 apportionments, \$3,719.40 from 1921 apportionments, \$441.98 from 1920 apportionments, \$0.37 from 1919 apportionments, \$524.67 from 1918 apportionments, and \$1.95 from 1917 apportionments, a total of \$59,392.38, have been carried forward to 1925. 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 \$2,964.99, town appropriations deposited with the State, stand to the credit of these towns.

Statement of Expenditures on State Aid Roads
January 1, 1924 to December 31, 1924

Expended for engineering	\$2,827.34
Expended for supervision	9,983.33
Expended for labor and material	1,054,893.76
	\$1,067,704.43
Total	\$1,067,704.43

Paid from State Appropriations

Paid from 1924 apportionments	\$462,435.35
Paid from 1923 apportionments	77,415.27
Paid from 1922 apportionments	9,072.47
Paid from 1921 apportionments	1,244.48
Paid from 1920 apportionments	6.25
Paid from 1919 apportionments	173.18
Paid from 1918 apportionments	9.08
Paid from third class highway fund	1,718.50
Paid from special legislative appropriations	5,666.66
Paid from State highway loan fund	2,228.75
Paid from transfer from State contingent fund	501.35
	560,471.34
Total payments from State appropriations	560,471.34
Paid by towns	507,233.09
	\$1,067,704.43

The above expenditures do not include the following items:

1924 Apportionments:

\$708.89—Transferred to bridge account.

355.32—Paid to reimburse 1923 apportionments over-drawn.

1923 Apportionments:

\$708.89—Transferred to bridge account.

1128.00—Transferred to highway loan account.

1922 Apportionments:

\$495.44—Reimbursement to Swan's Island on account of overrun of 1921 as per vote of the Commission.

445.18—Transferred to equalization fund.

666.94—Transferred to highway loan.

250.57—Transferred to bridge account.

1921 Apportionments:

\$390.97—Transferred to bridge account.

STATEMENT

Appropriation for Improvement of State Aid Roads January 1, 1924 to December 31, 1924

Appropriated by State, Sections 34 and 36, Chap. 25, R. S.		\$500,000.00
Unapportioned balance from 1923 fund		71.01
1923 apportionment rescinded		708.89
		<hr/>
Total amount available for ap- portionments in 1924		\$500,779.90
Apportioned by State, Section 20, Chap. 25, R. S.	\$426,243.05	
Apportioned by State to towns applying under Chap. 157, P. L. 1919	4,347.78	
Additional apportionments, Sec- tion 21, Chapter 25, R. S.	67,818.92	
		<hr/>
		498,409.75
Unapportioned balance of fund December 31, 1924		\$2,370.15

Apportionments Available in 1924

Total apportionment from 1924 appropriation	\$498,409.75
Unexpended balances from	
1923 apportionments	\$94,494.25
1923 apportionment re-	
scinded	708.89
	<u> </u>
	\$93,785.36
Credit by road ma-	
chine sold	\$12.50
Credit by stone sold	13.00
	<u> </u>
	25.50
	<u> </u>
	\$93,810.86
Unexpended balances from	
1922 apportionments	15,318.22
Credit by road machine sold	6.25
	<u> </u>
	15,324.47
Unexpended balances from	
1921 apportionments	5,354.85
Unexpended balances from	
1920 apportionments	\$441.98
Credit by road machine sold	6.25
	<u> </u>
	448.23
Unexpended balances from	
1919 apportionments	173.55
Unexpended balances from	
1918 apportionments	533.75
Unexpended balances from	
1917 apportionments	1.95
	<u> </u>
	115,647.66
	<u> </u>
Total amount available from State funds	\$614,057.41

Expenditures

Expended from 1924 apportion-	
ments	\$462,435.35
1924 apportionments transferred	
to other appropriations	708.89
1924 apportionments to pay 1923	
apportionments overdrawn	355.32
Expended from 1923 apportion-	
ments	77,415.27
1923 apportionments transferred	
to other appropriations	1,836.89

Expended from 1922 apportionments	9,072.47	
1922 apportionments transferred to other appropriations	1,858.13	
Expended from 1921 apportionments	1,244.48	
1921 apportionments transferred to other appropriations	390.97	
Expended from 1920 apportionments	6.25	
Expended from 1919 apportionments	173.18	
Expended from 1918 apportionments	9.08	
	<hr/>	555,506.28
Unexpended balances on hand December 31, 1924		58,551.13
Balance of transfer from State contingent fund		841.25
		<hr/>
		\$59,392.38
Unexpended balances, 1924 apportionments (includes \$841.25 balance State contingent fund transfer)	\$35,751.44	
Unexpended balances, 1923 apportionments	14,558.70	
Unexpended balances, 1922 apportionments	4,393.87	
Unexpended balances, 1921 apportionments	3,719.40	
Unexpended balances, 1920 apportionments	441.98	
Unexpended balances, 1919 apportionments	.37	
Unexpended balances, 1918 apportionments	524.67	
Unexpended balances, 1917 apportionments	1.95	
	<hr/>	
		\$59,392.38

In addition to above unexpended balances, towns have balances amounting to \$2,964.99 on deposit with the State.

SUMMARY OF EXPENDITURES ON 1924 STATE AID ROADS
Expenditures from January 1, 1924 to December 31, 1924

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	Cost Square Yard
483	Gravel.....		121.81	\$1,434.19	\$8,733.31	\$729,927.17	\$740,094.67	\$306,446.82	\$423,532.59	\$10,115.26	\$433,647.85	\$6,075.81	
9	Bit. Mac.....	41,475.1	3.32		864.51	78,029.81	78,894.32	57,704.43	21,189.89		21,189.89	20,126.00	\$1.90
4	Granite Block....	21,265.0	.79	1,103.85	11.53	87,919.37	89,034.75	65,569.81	23,464.94		23,464.94	44,229.88	4.19
6	Concrete.....	16,206.0	1.76		126.28	56,980.48	57,106.76	33,120.72	23,986.04		23,986.04	37,082.31	3.52
1	Culvert-Concrete. 28'x6'x4'				40.49	1,156.70	1,197.19	647.36	549.83		549.83		
503	Totals.....		127.68	\$2,538.04	\$9,776.12	\$954,013.53	\$966,327.69	\$463,489.14	\$492,723.29	\$10,115.26	\$502,838.55		

- 1 Town—Apportionment for 1924 carried over to 1925. Gravel construction was done with 1922 and 1923 money, (\$25.46 from '22 and \$265.67 from '23).
- 502 2 Towns—Balances from 1922 and 1923 used in construction of gravel roads (\$208.59 from '22 and \$1026.47 from '23). No apportionment in 1924 made to these towns.
- 500 Towns—Used 1924 apportionments in construction.
- 21 Towns—Final settlements not made. 1924 State aid apportionments carried over to 1925. This includes one town which started work but did not complete it.
- 5 Towns—Miscellaneous work.
- 1 Town—Apportionment for 1924 transferred to Bridge Account.
- 527 Cities, towns and townships received state aid apportionments in 1924,

SUMMARY OF EXPENDITURES ON 1923 STATE AID ROADS
Expenditures from January 1, 1924 to December 31, 1924

No. of Towns	Type of Road	Square Yards	Length Miles	Cost of Engineering	Cost of Supervision	Cost of Labor and 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
37	Gravel.....	.....	9.67	.....	\$73.96	\$63,892.14	\$63,966.10	\$31,880.84	\$30,867.22	\$1,218.04	\$32,085.26	\$6,614.90	.....
1	Macadam.....	2700	.26	.....	.....	3,012.34	3,012.34	1,590.57	921.31	500.46	1,421.77	11,201.31	* 1.115
1	Concrete.....	880	.08	.....	6.60	6,356.27	6,362.87	2,489.46	3,873.41	.....	3,873.41	79,536.00	7.117
39	Totals.....		10.01		\$80.56	\$73,260.75	\$73,341.31	\$35,960.87	\$35,661.94	\$1,718.50	\$37,380.44		

*Includes surface treatment.

MISCELLANEOUS

Expenditures from January 1, 1924 to December 31, 1924

Items	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State aid Road funds	Paid from Other State funds	Total State aid Paid
Miscellaneous Supervision, 1924 Funds.....	\$	\$ 82.88	\$	\$ 82.88	\$	\$ 82.88		\$ 82.88
Miscellaneous Work, 1924 Funds.....	289.30	11.72	27,441.27	27,742.29	7,783.08	19,959.21		19,959.21
Miscellaneous Supervision, 1923 Funds.....		15.28		15.28		15.28		15.28
Miscellaneous Work, 1923 Funds.....		8.62	7.34	15.96		15.96		15.96
Miscellaneous Work, 1922 Funds.....			170.87	170.87		170.87		170.87
Miscellaneous Supervision, 1918 Funds.....		8.15		8.15		8.15		8.15
Totals.....	\$289.30	\$126.65	\$27,619.48	\$28,035.43	\$7,783.08	\$20,252.35		\$20,252.35

TRANSFERS

Transfers, 1924.....		\$1,064.21				\$1,064.21		\$1,064.21
Transfers, 1923.....		1,836.89				1,836.89		1,836.89
Transfers, 1922.....		1,858.13				1,858.13		1,858.13
Transfers, 1921.....		390.97				390.97		390.97
						\$5,150.20		\$5,150.20

THIRD CLASS HIGHWAYS**January 1, 1924 to December 31, 1924**

Apportionments from the third class highway fund for 1924 were made to 458 towns; 7 towns did not receive any money from 1924 fund but had 1923 balances reapportioned; 165 towns in all had balances reapportioned from 1923 fund. Funds for third class highway work were available in 465 towns.

The third class highway fund for 1924 amounted to \$514,329.10. This was made up of \$2.35 unapportioned from 1923 fund, \$360,642.74 from Mill Tax fund, \$153,684.01 Gasoline Tax. Apportionments against this amount were made amounting to \$514,319.69 at the rate of 33.014 per mile, leaving an unapportioned balance of \$9.41; to this amount was added the sum of \$1,000.00 transferred from the State contingent fund which was apportioned to the town of Montville, making a total apportionment of \$515,319.69 and leaving \$9.41 still unapportioned.

The total available fund for third class highways, including the amount transferred from the State contingent fund and reapportioned balances from 1923, amounting to \$15,636.73, amounted to \$530,956.42.

Of 465 towns in which third class highway apportionments were available in 1924, 429 towns constructed sections of third class highways; in 7 towns concrete culverts were constructed and in one town a stone culvert was constructed; in 2 towns ledge work was done; and 26 towns on account of apportionments being small did not start work, the money being carried over to 1925.

The total expenditure on account of third class highways was \$522,570.66; of this amount \$6,165.16 was expended for supervision and \$516,405.50 for labor and material. Against this total expenditure \$508,065.64 was paid by the State from third class highway funds; \$1,000.00 was paid from amount transferred from State contingent fund; \$644.89 was paid by the State from special legislative resolves; and \$12,860.13 was paid by the towns.

Of the total expenditure of \$522,570.66, the sum of \$6,165.16 was paid for supervision, which represents the cost of laying out and supervising work; \$6,323.76 was expended for construction of culverts; \$816.06 was expended for ledge work and \$509,265.68 was expended for road construction. 105.5 miles of gravel road were constructed.

From the total expenditure there has been expended

\$12,630.47 for maintenance of third class previously built, but neglected by the towns.

Unexpended balances of third class highway apportionments on December 31, 1924 amounted to \$20,172.28, and the unapportioned balance was \$9.41.

STATEMENT OF THIRD CLASS FUND

Apportionment Third Class Jan. 1, 1924 to Dec. 31, 1924

1923 Unapportioned balance	\$2.35	
From Mill Tax Fund	360,642.74	
Gasoline Tax	153,684.01	
Transferred from Contingent Fund	1,000.00	
		<hr/>
1924 Apportionment	\$515,329.10	
Apportioned to Towns	515,319.69	
		<hr/>
Unapportioned balance December 31, 1924		\$9.41

Total Apportionment Available 1924

Total apportionment from 1924 funds	\$515,319.69	
Unexpended balances from 1923	15,568.04	
Transfer to Motor Transport, 1923 inspection	68.69	
	<hr/>	\$530,956.42

Expenditures

Expended from 1924 Apportionment	\$495,639.68	
Expended from 1923 Apportionment	13,425.96	
1923 apportionments expended with State Aid funds	1,718.50	
	<hr/>	
Total Expenditures 1924		510,784.14
		<hr/>
Unexpended balance December 31, 1924		\$20,172.28
Unexpended balance 1924 funds	\$19,680.01	
Unexpended balance 1923 funds	492.27	
	<hr/>	
		\$20,172.28

**Statement of Expenditures on Third Class Highways
January 1, 1924, to December 31, 1924**

Construction: Supervision	\$5,999.69	
Labor and Material	509,265.68	
		<u>\$515,265.37</u>
Concrete Culverts: Supervision	110.50	
Labor and Material	4,823.76	
		<u>4,934.26</u>
Stone Culverts: Supervision	12.94	
Labor and Material	1,500.00	
		<u>1,512.94</u>
Ledge Work: Supervision	42.03	
Labor and Material	816.06	
		<u>858.09</u>
Grand Total		<u>\$522,570.66</u>
Paid by State Construction work	\$502,978.43	
Paid by State Concrete Culvert work	4,382.16	
Paid by State Stone Culvert work	1,512.94	
Paid by State Ledge work	837.00	
Total payments by State	<u>\$509,710.53</u>	
Paid by cities and towns, for construction	\$12,286.94	
Paid by cities and towns, Concrete Culverts	552.10	
Paid by cities and towns, Ledge work	21.09	
Total paid by cities and towns	<u>12,860.13</u>	
Total		\$522,570.66
Total, supervision (1924 work)	\$6,157.16	
Total, labor and material (1924 work)	511,963.34	
Total, supervision (1923 work)	8.00	
Total, labor and material (1923 work)	4,442.16	
		<u>\$522,570.66</u>

This amount includes \$644.89 Special Resolve money expended with third class; and from the 1923 apportionment \$1,718.50 expended with State Aid funds.

SUMMARY OF EXPENDITURES ON THIRD CLASS HIGHWAYS
January 1, 1924 to December 31, 1924

No. of Towns	Items	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by State Third Class Highway Fund	Paid by Towns	No. of Miles Constructed	Cost per Mile
429	Road Construction (Gravel).....	\$5,999.69	\$509,265.68	\$515,265.37	\$502,978.43	\$12,286.94	105.5	\$4,884.03
7	Concrete Culvert Constr.....	110.50	4,823.76	4,934.26	4,382.16	552.10	.....	.....
1	Stone Culvert Constr.....	12.94	1,500.00	1,512.94	1,512.94	.....	.....	.....
2	Ledge Work.....	42.03	816.06	858.09	837.00	21.09	.....	.....
439		\$6,165.16	\$516,405.50	\$522,570.66	\$509,710.53	\$12,860.13	105.5	

26 | Towns—Money laid over to 1925.

465 | Towns—Received third class highway apportionments, including amounts reapportioned from 1923.

Note:—There was expended \$12,630.47 from the third class apportionment for 1924 for maintenance of third class previously constructed. This amount is included in the total cost of third class highways.

SPECIAL RESOLVES**January 1, 1924, to December 31, 1924**

The work under Special Resolves in 1924 included the construction of 22.95 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 \$142,145.07; of this amount \$112,176.93 was paid from State appropriations provided for under the conditions of the resolves, \$5,012.86 was paid from balances of appropriations from the State contingent fund, \$16.29 was paid from the subscription of S. B. Daggett, etc., \$500.00 was paid by Aroostook County and \$24,438.99 was paid by towns.

Of the total expenditure \$458.14 was expended for engineering, \$1,309.15 was expended for supervision and \$140,377.78 was expended for labor and material.

In addition to the above expenditures \$5,916.66 from Resolves of 1923 was expended with State Aid road construction funds and \$1,100.85 was expended with the third class highway construction fund. The sum of \$36,746.50 from Resolves of 1923 was transferred to the bridge loan account and \$1,000.00 from the 1923 Resolves was transferred to the highway loan fund. The sum of \$1,343.30, balance of appropriation from contingent fund, Council Order No. 240, was transferred to the bridge loan fund.

Statement of Expenditures
Chapter 133, Resolves of 1923
Chapter 168, Resolves of 1921
Resolves of 1919
Miscellaneous Resolves

Balances of Apportionments from State Contingent Fund
January 1, 1924 to December 31, 1924

	Engi- neering	Super- vision	Labor and Material	Total Cost
Road Construction.....		\$967.22	\$104,198.58	\$105,165.80
Road Repair.....		132.01	14,181.44	14,313.45
Bridge Repair, Chap. 133 Res. 1923.....		15.65	12,592.43	12,608.08
St. Leonards.....	\$365.14		3,623.35	3,988.49
Howland-Enfield.....			3,018.84	3,018.84
Gardiner-Randolph, 1921.....		88.42		88.42
Special Resolves, 1921, Chap. 168.....		41.59	1,630.06	1,671.65
State Contingent Fund, 1919.....		24.37		24.37
Medway.....			1,000.00	1,000.00
Bridge Construction.....	89.50		133.08	222.58
Miscellaneous.....	3.50			3.50
"		27.09		27.09
Misc. Monmouth, 1919.....		12.80		12.80
Totals.....	\$458.14	\$1,309.15	\$140,377.78	\$142,145.07
Grand Total.....				\$142,145.07

Expended by State, Resolves 1923, Chapter 133	\$108,162.64
Expended by State, Resolves 1923, Chapter 50	3,018.84
Expended by State, Resolves 1921	760.07
Expended by State, Resolves 1919	235.38
Expended by State, Contingent Fund	1,024.37
Expended by State, St. Leon- ards Bridge	3,988.49
Total payments from state appropriations	\$117,189.79
Paid by Towns and Dagget Subscription, Chapter 133, Resolves 1923	23,955.28
Paid by Towns, Resolves 1921, Chapter 168	500.00
Paid by County	500.00

\$142,145.07

In addition to above expenditures appropriations from the resolves of 1923, amounting to \$5,916.66, were expended with the State Aid road fund; three appropriations, amounting to \$1,100.85, were expended with the third class road fund; one appropriation of \$1,000 was trans-

ferred to the Highway Loan fund. Four appropriations, amounting to \$36,746.50, were transferred to the Bridge fund; and \$1,343.30 from Contingent fund, Council Order No. 240 was transferred to the Bridge account.

**Statement of Special Legislative Appropriations
Including Balances of Apportionments from
State Contingent Fund**

Expenditures January 1, 1924, to December 31, 1924

Appropriations

Appropriations, Chapter 133, Resolves 1923	\$112,125.00
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:	
Frankfort, Council Order No. 290	1,343.30
Eddington, Council Order No. 78	.04
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	3,852.62
Balances, Apportionments from State Contingent Fund 1921:	
Enfield-Howland	331.75
Medway	1,000.00
Balance, Resolves of 1919	15.02
Balance, St. Leonard's-Van Buren, Council Order No. 648, 1920	4,037.45
	<hr/>
Total	\$180,212.30
Special Subscription S. B. Daggett, etc.	1,000.00
	<hr/>
	\$181,212.30

Expenditures From Above Appropriations

Chapter 133, Resolves of 1923	\$108,162.64	
Resolves of 1923, expended with State Aid fund	5,666.66	
Resolves of 1923, expended with Third Class fund	1,100.85	
Resolves of 1923 transferred to Bridge Account	36,746.50	
Resolves of 1923 transferred to Highway Loan "Orneville"	1,000.00	
Balance Apportionment Contingent Fund:		
Council Order No. 290 Frankfort transferred to Bridge Fund	1,343.30	
St. Leonard's - Van Buren, Council Order No. 648, 1920	3,988.49	
Resolves 1923, Chapter 50. Howland-Enfield Bridge	3,018.84	
Resolves 1919, Chapter 118, Madawaska-Edmundston	222.58	
Resolves 1919, Monmouth	12.80	
Balances, State Contingent Fund:		
Enfield-Howland	24.37	
Medway	1,000.00	
Resolves 1921, Chapter 163, Gardiner-Randolph Bridge	88.42	
Balances Resolves 1921, Chapter 168	671.65	
	<hr/>	
Total payments from State Appropriations	163,047.10	
Expenditure from Daggett Subscription	16.29	
	<hr/>	
		163,063.39
		<hr/>
		\$18,148.91
Unexpended balances December 31, 1924		\$18,148.91
Balances, Resolves of 1923, Chapter 133	\$9,097.94	
Balance, S. B. Daggett subscription	983.71	
Balance, Council Order No. 78 "Eddington"	.04	

STATE HIGHWAY COMMISSION

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Balances, Resolves 1919-1920- 1921-1922	5,708.40	
Balance, Chapter 50, Resolves 1923	2,309.86	
Balance, St. Leonard's-Van Buren Council Order No. 648, 1920	48.96	
	<hr/>	\$18,148.91

TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES

ITEMS	Engi- neering	Super- vision	Labor and Material	Total Cost	Paid by Towns	Paid by Coun- ty	Paid by State 1923 Resolves	Paid by State 1921 Resolves	Paid by State Contin- gent Fund	Paid by State 1919 Resolves	Total State Aid Paid	Miles Con- struc- ted	Cost per Mile
Road Construction		\$967.22	\$104,198.58	\$105,165.80	\$20,912.55		\$84,253.25				\$84,253.25	\$22.95	\$4582.387
Road Repairs		132.01	14,181.44	14,313.45	1,917.30		12,396.15				12,396.15		
Bridge Construction	89.50		133.08	222.58						\$222.58	222.58		
Bridge Repairs	365.14	170.03	21,864.68	22,399.85	1,625.43	\$500.00	14,501.49	\$760.07	\$5,012.86		20,274.42		
Miscellaneous	3.50	39.89		43.39			30.59			12.80	43.39		
Totals	\$458.14	1,309.15	\$140,377.78	\$142,145.07	\$24,455.28	\$500.00	\$111,181.48	\$760.07	\$5,012.86	\$235.38	\$117,189.79	22.95	

*Amount paid by town (under road construction) includes \$16.49 paid from the subscription of S. B. Daggett, etc.

GENERAL SUMMARY

Expenditures on State Aid Highways—Third Class Highways—Special Resolves January 1, 1924 to December 31, 1924

ITEMS	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Total Paid by State	Length Miles
1924 State Aid Roads.....	\$2,538.04	\$9,776.12	\$954,013.53	\$966,327.69	\$463,489.14	\$502,838.55	127.68
1923 State Aid Roads.....		80.56	73,260.75	73,341.31	35,960.87	37,380.44	10.01
Miscellaneous Work State Aid Roads	289.30	126.65	27,619.48	28,035.43	7,783.08	20,252.35	.....
Third Class Highways.....		6,165.16	516,405.50	522,570.66	12,860.13	509,710.53	105.5
Special Resolves.....	458.14	1,309.15	140,377.78	142,145.07	24,955.28	117,189.79 *	22.95
Totals.....	\$3,285.48	\$17,457.64	\$1,711,677.04	\$1,732,420.16	\$545,048.50	\$1,187,371.66	266.14

*Amount paid by towns (under road construction) includes \$16.49 paid from the subscription of S. B. Daggett, etc.

Note:—The amount of \$5,150.20 was transferred from State aid joint funds to other appropriations.

STATE AND COUNTY AID BRIDGE CONSTRUCTION

Bridge construction work under the provisions of the State and County Aid Act (Chapter 319, P. L., 1915 as amended) was hampered and seriously handicapped throughout the year 1924 by the lack of funds to cover the State's portion of the cost of construction. The flood of May, 1923, wrecked a large number of bridges and resulted in the filing of a considerable number of petitions for aid. Unquestionably these petitions represented emergency projects and demanded preferential consideration as compared with other petitions which, although representing structures in weak and unsatisfactory condition, were still intact and carrying highway traffic. This emergency condition involved the reconstruction of several comparatively large bridge structures and naturally enough resulted in a corresponding depletion of the bridge funds made available by the 1923 Legislature. Although the work of the year 1924 has involved approximately the same number of projects undertaken in each of the past three years it is important to note that in general the structures have been comparatively small and have involved correspondingly small expenditures. Furthermore, the construction of this number of small bridges has undoubtedly resulted in more general and satisfactory service to all concerned.

There were seventy-five petitions continued from 1923 and during 1924 forty-six new applications for aid were received by the Commission. Thirty-one bridges were placed under construction; petitions for eighteen other bridges were acted upon and approved by the Joint Boards, but no construction work started; on twelve petitions actions were suspended for various reasons; nine petitions were discontinued; and on December 31 there were fifty-one petitions for the consideration of which no meetings of the Joint Boards had been held.

The following list shows the bridges placed under construction, with the name of the contractor, estimated cost and a brief description of the work being done:

Town	County	Contractor	Est. Cost	Description
Alton.....	Penobscot....	Hunt & Palmer...	\$24,400	Fernald Bridge; 3 concrete slab spans, clear span length 20 ft. each; concrete piers and abutments; 20 ft. roadway; new location.
Athens.....	Somerset.....	Force Account....	\$19,700	Wesserrunnett Bridge, concrete T-beam span, clear span length 40 ft.; concrete abutments, causeway with stone retaining walls; 20 ft. roadway; new location.
Bethel.....	Oxford.....	Frank W. Fleming	\$12,300	Alder River Bridge; concrete slab span, clear span length 18 ft.; old abutments extended and capped with concrete, new concrete wingwalls added; 20 ft. roadway.
Bethel.....	Oxford.....	Frank W. Fleming	\$13,600	Lower Mill Brook Bridge; concrete slab span, clear span length 18 ft.; one old abutment jacketed, extended and capped with concrete, new concrete wing walls added, one new concrete abutment; 20 ft. roadway.
Bridgton.....	Cumberland..	Force Account....	\$12,150	Pondicherry Bridge; two openings, one a concrete slab span, clear span length 18 ft., the other 2 concrete slab spans, clear span length 16 ft. 6 in. each; old abutments capped with concrete, new concrete pier; 24 ft. 6 in. roadway, 5 ft. sidewalk.
Bridgton.....	Cumberland..	Force Account....	\$5,500	Tannery Bridge; concrete slab span, clear span length 16 ft. 8½ in.; old abutments faced and capped with concrete; 35 ft. roadway, 5 ft. sidewalk.
Casco-Ray'm'd	Cumberland..	E. A. Dekin.....	\$2,100	Outlet Thomas Pond Bridge concrete slab span, clear span length 15 ft. 3 in.; old abutments capped with concrete; 20 ft. roadway.
Cherryfield....	Washington...	Cyr Bros. Co.....	\$51,900	Upper Corner Bridge; 5 concrete T-beam spans, clear span length 47 ft. each; concrete piers and abutments; 20 ft. roadway, 5 ft. 3¼ in. sidewalk; new location.
Dedham.....	Hancock.....	Force Account....	\$4,700	Green Lake Bridge; wooden stringer span, clear span length 16 ft.; stone fill and bridge seats with provision for future concrete slab span; 16 ft. roadway.

STATE HIGHWAY COMMISSION

Town	County	Contractor	Est. Cost	Description
Dresden.....	Lincoln.....	Force Account....	\$1,600	Lower Bridge; construction of wood crib abutment at northerly end; superstructure and portion of substructure built in 1921.
Frankfort.....	Waldo.....	Force Account....	\$9,700	Seavey Bridge; stone slab span, clear span length 10 ft.; stone abutments; 20 ft. roadway.
Franklin.....	Hancock....	Force Account....	\$4,800	Egypt Stream Bridge; stone slab span, clear span length 12 ft.; stone abutments; 18 ft. roadway.
Greenbush....	Penobscot....	Force Account....	\$15,500	Olamon Stream Bridge; 2 concrete slab spans, clear span length 18 ft. each; concrete pier and abutments, 20 ft. roadway; relocation of stream channel.
Hampden.....	Penobscot....	Force Account....	\$30,000	Grist Mill Bridge; concrete T-beam span, clear span length 49 ft.; old abutments jacketed and capped with concrete; 37 ft. roadway, including track of B. R. & E. Co.
Hope.....	Knox.....	Force Account....	\$2,900	Prescott Bridge; steel I-beam span, with concrete floor, clear span length 17 ft.; old abutments capped with concrete; 20 ft. roadway.
Howland.....	Penobscot....	E. A. Dekin.....	\$10,500	Mile Brook Bridge; concrete slab span, clear span length 20 ft.; concrete abutments; 20 ft. roadway.
Kingfield.....	Franklin....	Edmond Cyr & Co.	\$44 800	Norton Bridge; 3 concrete T-beam spans, clear span length 40 ft. each; concrete piers and abutments; 20 ft. roadway, 5 ft. sidewalks, new location.
Lincolnvill...	Waldo.....	Force Account....	\$4,700	Lincolnvill Beach Bridge; concrete slab span, clear span length 11 ft., old stone abutments rebuilt and extended; 30 ft. 1 in. roadway, 3 ft. 6 in. sidewalk.
Lincolnvill...	Waldo.....	Force Account....	\$8,000	Wadsworth Bridge; concrete slab span, clear span length 18 ft.; concrete abutments; 20 roadway.
Lisbon.....	Androscoggin.	Smith & Tweedie..	\$7,500	Barker Brook Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.
Naples.....	Cumberland..	Cyr Bros. Co.....	\$38,800	Naples Bay Bridge; steel bridge with wood floor, hinged lift truss span 41' long; concrete abutments, pile foundation; 20 ft. roadway, 5 ft. sidewalk.
Norway.....	Oxford.....	Smith & Tweedie.	\$8,800	Holt Stream Bridge; concrete slab span; clear span length 20 ft.; concrete abutments; 20 ft. roadway.

Town	County	Contractor	Est. Cost	Description
Parsonsfield...	York.....	Edmond Cyr & Co.	\$8,000	Canal Bridge; concrete T-beam span, clear span length about 28 ft.; old abutments capped with concrete; new concrete retaining wall; 20 ft. roadway, 5 ft. 3½ in. sidewalk.
Parsonsfield-Porter.....	York Oxford.....	Edmond Cyr & Co.	\$59,000	Kezar Falls Bridge; 3 concrete cantilever spans, clear span lengths 38 ft., 76 ft. 38 ft.; concrete piers and abutments; 20 ft. roadway, 5 ft. 3½ in. sidewalk.
Raymond.....	Cumberland..	E. A. Dekin.....	\$14,250	Jordan River Bridge; concrete slab span, clear span length 14'; concrete abutments, pile foundation; 20 ft. roadway, 4 ft. ¼ in. sidewalk.
Thomaston....	Knox.....	Force Account....	\$29,900	Mill Brook Bridge; concrete slab span supporting highway fill, clear span length 15 ft. overall width 86 ft.; concrete abutments; 27 ft. roadway, 5 ft. sidewalk and 10 ft. space for C. M. P. Co. tracks on fill.
Tremont.....	Hancock....	Force Account....	\$5,800	Clark Bridge; concrete slab span, clear span length 15 ft.; stone masonry abutments; 20 ft. roadway.
Turner.....	Androscoggin.	O. B. Frost Co....	\$5,800	Meadow Brook Bridge; concrete slab span, clear span length 15 ft.; concrete abutments, pile foundation; 20 ft. roadway.
Vassalboro....	Kennebec....	Force Account....	\$12,300	North Vassalboro Bridge; concrete slab span; clear span length 19 ft.; old abutments underpinned and jacketed with concrete, one new concrete wing wall; 35 ft. roadway, 5 ft. sidewalk.
Waterville....	Kennebec....	Green & Wilson....	\$34,500	Emerson Bridge; concrete arch span, clear span length 60 ft.; concrete abutments and retaining walls; 30 ft. roadway, 5 ft. 3½ in. sidewalk; new location.
York.....	York.....	Robie Construction Company.....	\$58,500	Passaconaway Bridge; 3 concrete T-beam spans, clear span length 40 ft. each; granite faced column piers and concrete column abutments; 20 ft. roadway; new location.

Cyr Brothers Company are contractors for the substructure only of the Naples Bay Bridge, Naples. The contract for the superstructure was not let in 1924.

The contract for the steel superstructure of the Hancock-Sullivan Bridge was awarded to the American Bridge Company. The description of this bridge was given in the 1923 report, as substructure work was begun in that year.

The following table lists the bridge accounts closed during 1924, and shows the final cost, with the distribution of this cost between the State, County and Town:

TOWN	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Anson.....	Somerset.....	Metcalf.....	\$2,412.47	\$603.12	\$723.74	\$1,085.61
Auburn.....	Androscoggin.....	Chestnut Street.....	8,733.70	1,746.74	2,620.11	4,366.85
Belfast.....	Waldo.....	Lower.....	440,395.60*	111,914.91	67,148.94	44,765.96
Bridgton.....	Cumberland.....	Moose Pond.....	3,102.35	620.47	930.71	1,551.17
Dresden**.....	Lincoln.....	Lower.....	21,855.06	10,927.53	6,556.52	4,371.01
Eagle Lake.....	Aroostook.....	Nadeau.....	31,821.78	16,229.11	9,546.53	6,046.14
Eastport.....	Washington.....	Bar Harbor.....	64,905.14***	7,745.52	8,971.54	E 12,245.79
Perry.....						P 942.29
Eddington.....	Penobscot.....	Mill Stream.....	12,803.73	6,401.86	3,841.12	2,560.75
Ellsworth.....	Hancock.....	Treworgy.....	6,852.29	2,727.21	2,055.69	2,069.39
Ellsworth.....	Hancock.....	Main Street.....	75,416.01	30,015.57	22,624.80	22,775.64
Enfield.....	Penobscot.....	Bear Brook.....	2,159.10	647.73	647.73	863.64
Eustis.....	Franklin.....	South Br. Dead River.....	20,500.00	9,225.00	6,150.00	5,125.00
Frenchville.....	Aroostook.....	Daigle Brook.....	6,193.94	1,858.18	1,858.18	2,477.58
Gilead.....	Oxford.....	Androscoggin River.....	45,501.18	22,750.59	13,650.35	9,100.24
Grand Isle.....	Aroostook.....	Soucy.....	6,055.41	2,119.39	1,816.63	2,119.39
Haynesville.....	Aroostook.....	Haynesville.....	25,325.36	13,928.95	7,597.61	3,798.80
Howland.....	Penobscot.....	Meadow Brook.....	16,927.78	5,924.72	5,078.34	5,924.72
Howland.....	Penobscot.....	Simmons Brook.....	3,763.18	1,317.11	1,128.96	1,317.11
Howland.....	Penobscot.....	Mile Brook.....	6,741.84	1,685.46	2,022.55	3,033.83
Island Falls.....	Aroostook.....	Fish Stream.....	25,076.18	10,030.48	7,522.85	7,522.85
Masardis.....	Aroostook.....	Masardis.....	19,046.32	9,523.16	5,713.90	3,809.26
Medway.....	Penobscot.....	Salmon Stream.....	18,475.94	9,237.97	5,542.78	3,695.19
Mercer.....	Somerset.....	Bog Stream.....	2,111.63	633.49	633.49	844.65
Milford.....	Penobscot.....	Costigan Brook.....	12,623.03	4,418.06	3,786.91	4,418.06

TOWN	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Milford.....	Penobscot.....	Sunkhaze Stream.....	14,824.54	5,188.59	4,447.36	5,188.59
New Portland.....	Somerset.....	Gould Hill.....	14,632.86	8,048.07	4,389.86	2,194.93
New Portland.....	Somerset.....	Grist Mill.....	9,992.03	5,495.62	2,997.61	1,498.80
New Portland.....	Somerset.....	Carrabassett River.....	62,018.00	34,109.90	18,605.40	9,302.70
Paris.....	Oxford.....	Andrews Brook.....	8,294.68	2,073.67	2,488.40	3,732.61
Paris.....	Oxford.....	Moose Pond Brook.....	8,920.97	2,230.24	2,676.28	4,014.45
Perry.....	Washington.....	Pottle Brook.....	4,366.71	1,528.35	1,310.01	1,528.35
Richmond.....	Sagadahoc.....	Abagadasset.....	10,335.68	3,059.36	3,100.70	4,175.62
St. John Plantation.....	Aroostook.....	Blanchette.....	3,918.08	1,371.33	1,175.42	1,371.33
Strong.....	Franklin.....	Sandy River.....	69,853.71	34,926.86	20,956.11	13,970.74
Turner.....	Androscoggin.....	Martin Stream.....	10,723.09	2,680.77	3,216.93	4,825.39
Van Buren.....	Aroostook.....	Cyr Brook.....	6,170.77	1,234.15	1,851.23	3,085.39
Wells.....	York.....	Edward Hill.....	6,361.58	1,590.40	1,908.47	2,862.71
Whitefield.....	Lincoln.....	Coopers Mills.....	19,882.67	7,953.07	5,964.80	5,964.80
Whiting.....	Washington.....	Crane.....	15,292.12	7,646.06	4,587.64	3,058.42
Whitneyville.....	Washington.....	Machias River.....	14,038.01	7,720.91	4,211.40	2,105.70
Woodstock.....	Oxford.....	Robbins.....	6,424.40	2,248.54	1,927.32	2,248.54
Woodstock.....	Oxford.....	Sanborn.....	6,875.42	2,406.40	2,062.62	2,406.40

*\$216,565.79 paid by U. S. Government, Federal Aid Project 33.

**Revised final cost. See 1922 report. Does not include 1924 expenditures.

***\$35,000.00 paid by special resolve, Chap. 28, Res. 1923.

The total net expenditure for State and County Aid bridge construction in 1924 including expenditures for Special Resolves from the Bridge Loan Fund was \$721,-727.08, of which \$37,469.92 was for engineering, advertising and inspection, and \$684,257.16 for labor and material.

The appropriations from the Bridge Loan Fund by Chapters 39, 125 and 133, Resolves of 1923, have been expended as follows:

Bucksport-Verona Bridge, \$40,000.00. Construction of a wooden bridge started in 1924, consisting of 9 truss spans, 9 stringer spans and one wooden swing span, having a total length of 585 feet. Old abutments and piers repaired and partially rebuilt. The remainder of the bridge, 310 feet in length will be repaired as much as the balance in the appropriation will permit. Cost of work to January 1, 1925, \$21,163.13.

Fort Kent-Clairs International Bridge, \$16,500.00. Expended for surveys and estimates to January 1, 1925, \$693.98.

Naples, Chute River Bridge, \$5,000.00. Applied as part of the town's portion of cost of bridge under State and County Aid law (Naples Bay Bridge).

New Portland, Carrabassett River Bridge, \$12,600.00. Applied as town's portion of cost of construction of bridge under State and County Aid law. Total amount expended, \$9,302.70.

Parsonsfield, Canal Bridge, \$1,600.00. Applied as town's portion of cost of construction of bridge under State and County Aid law.

Parsonsfield, \$8,456.00, and Porter, \$3,344.00, Kezar Falls Bridge. Applied as town's portion of cost of construction of bridge under State and County Aid law.

Vanceboro-St. Croix, International Bridge, \$17,500.00. Expended for surveys and estimates to January 1, 1925, \$269.24.

The following 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 1924:

Blaine, Three Brooks Bridge,	\$14,622.59
Bridgewater, Whitney Brook Bridge,	12,067.63
Clinton, Woolen Mill Bridge,	2,801.58
Easton, Elliott Bridge,	3,468.33
Eustis, South Branch Dead River	

Bridge,	538.67
Houlton, Moose Brook Bridge,	2,087.22
Monticello, Monticello Bridge, Cr.	1,622.87
Macwahoc, Macwahoc Stream Bridge,	196.88
	<hr/>
	\$34,160.03

The State's portion of the cost of the work done in 1924, under the State and County Aid Bridge law was paid from the proceeds of the bond issue authorized by Chapter 92, P. L., 1923. All bonds authorized by this Chapter have been issued.

MAINTENANCE WORK FOR 1924

Maintenance work during 1924 was performed generally by patrol maintenance. Four hundred and ninety-six patrolmen were employed in caring for 4,481.74 miles of road in 483 towns. Of this mileage 1,040.77 miles was improved State highway, 1,375.04 miles was improved State Aid highway and the balance or 2,065.93 miles was unimproved road. There was also maintained by special arrangement with the towns 294.04 miles of improved State Aid road.

A total expenditure for labor and material of \$1,447,-034.31 was made on this work, including \$20,525.81 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$46,561.60, making the total gross expenditure chargeable to maintenance of \$1,493,595.91. Of this amount the State furnished \$1,248,297.82 and the cities and towns furnished \$245,298.09. The average expenditure per mile was \$333.26.

On the 1,040.77 miles of improved State highway, the expenditure for labor and material and supervision was \$927,872.84 or an average expenditure per mile of \$891.53. The expenditure on the 3,440.97 miles of other road under patrol was for labor, material and supervision \$552,393.83, or an average expenditure per mile of \$160.53.