

# 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**

**Thirteenth Annual Report**

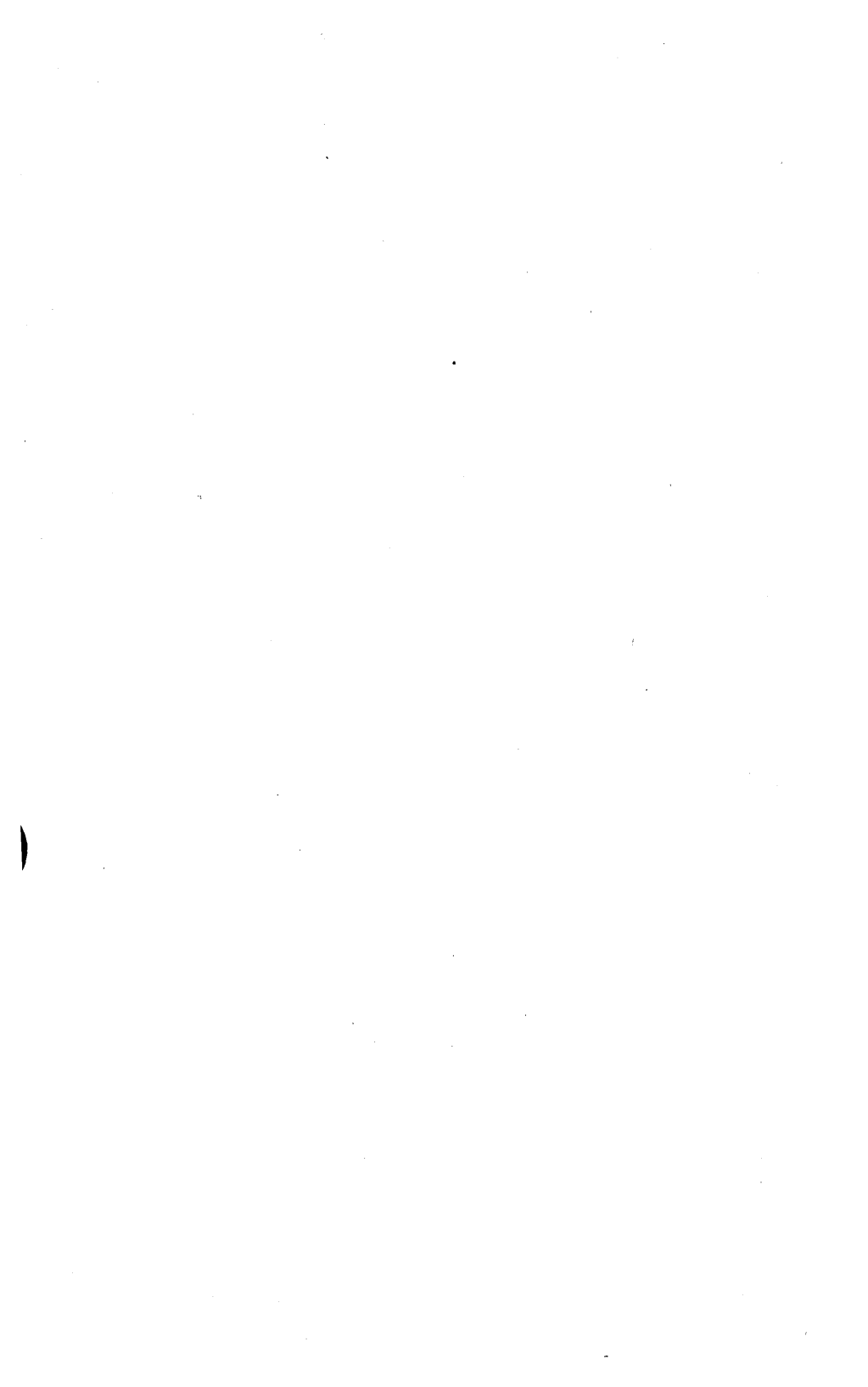
**OF THE**

**State Highway  
Commission**

**OF THE**

**State of Maine**

**From January 1, 1925, to June 30, 1926**



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 thirteenth annual report of the State Highway Commission, from January 1, 1925, to June 30, 1926.

CHARLES H. INNES,  
CHARLES MURRAY,  
EDWIN T. CLIFFORD,  
*State Highway Commission.*

## SNOW REMOVAL

During the winter of 1925 and 1926 an effort was made to keep the highway open from Kittery to Bangor. At a preliminary meeting of some eighty or one hundred men interested in the project, held at the office of the State Highway Commission early in December, the matter was thoroughly discussed and a committee was appointed to organize the work and to solicit funds where municipalities were not prepared to undertake the work.

The State Highway Commission had more than an ordinary interest in this project and in consequence agreed, upon request of the General Committee, to undertake to keep open the section of road between Gardiner and Augusta, and from Augusta through Vassalboro to Winslow bridge. For this purpose the manufacturers of several snow plows loaned to the Highway Commission plows to be used on a demonstration basis. The motive power consisted of trucks and tractors supplied to the Commission by the U. S. Department of Agriculture from surplus army equipment.

The Commission determined upon the following charges for rental for equipment, the rental to include the cost of gasoline and oil:

Holt 10-ton tractor, \$5.00 per hour.

F. W. D. 3-ton trucks, \$2.00 per hour.

Nash Quad 3-ton trucks, \$2.00 per hour.

No rental charge was figured for plows.

Drivers and helpers were paid their regular wages and were allowed as expenses the cost of food purchased when out with the plows.

Men were paid for the number of hours they were with the plow, but at no extra rate per hour, regardless of the time taken to make the trip.

### Gardiner Road

The road from Augusta to Gardiner might be called a well protected road, in that it is through a well built-up country, including a considerable distance through the city of Hallowell. Its general direction is north and south, on the west bank of the Kennebec River, and it lies over rolling country. There is only one place on the road where bad drifts occur. For a large part of the winter

plowing was done around this drift and a roadway made in the field adjoining the highway.

The first plowing on this road was done on February 4, with a three-ton Quad truck and a light plow, at a total cost of \$11.56; cost per mile \$1.93.

The record for the remainder of the season follows:

Feb. 5—Two 3-ton Quad trucks and plows used.	
Total cost	\$54.29
Cost per mile	9.05
Feb. 6—One 3-ton Quad truck and plow.	
Total cost	\$24.11
Cost per mile	4.02
Feb. 8—Two 10-ton tractors and plow, some shoveling necessary	
Total cost	\$57.51
Cost per mile	9.58
Feb. 11—One 10-ton tractor and plow.	
Total cost	\$31.00
Cost per mile	5.16
Feb. 15—One Quad truck and plow.	
Total cost	\$29.17
Cost per mile	4.86
Feb. 16—Two Quad trucks and plows.	
Total cost	\$27.45
Cost per mile	4.58
Feb. 17—Two tractors and plow.	
Total cost	\$46.00
Cost per mile	7.33
Mar. 3—One Quad truck and plow.	
Total cost	\$27.00
Cost per mile	4.50

On March 12 a Rotary plow, called the "Snow King", driven by a ten ton Holt tractor, was sent to the section of road about 1,000 feet long that had been drifted full for a month or more. The drift was five to six feet deep. The rotary plow cut a path through the drift some eight feet wide, clearing out all snow to the pavement.

Cost for tractor and driver	\$27.50
Total expense for plowing road Augusta to Gardiner	\$335.59
Cost per mile	\$55.93

### Augusta to Winslow Road

This road is about seventeen miles long, on the east side

of the Kennebec River, and for the greater part of its length is in open and sparsely settled country. The road runs north and south, generally speaking, and is over high rolling land and is exposed to severe northwest winds. The record of plowing on this road is as follows:

Jan. 4 and 5—Trucks and light plows.

Total cost	\$153.21
Cost per mile	5.10

Note: This trip was extended to the Burnham - Pittsfield line and this mileage is reckoned in figuring cost per mile.

Jan. 9 and 10—Trucks and light plows.

Total cost	\$91.15
Cost per mile	5.36

Jan. 22—Tractor and heavy plow.

Jan. 23—Tractor and heavy plow.

Total cost for two trips	\$121.51
Cost per mile	7.15

Jan. 25—Tractor and heavy plow.

Jan. 26—Tractor and heavy plow.

Total cost for two days	\$120.83
Cost per mile	7.11

Jan. 28—Two trucks and light plows.

Total cost	\$68.33
Cost per mile	4.02

Jan. 29—Tractor and heavy plow—Able to go only about two miles.

Total cost	\$27.44
Cost per mile	13.72

Jan. 31 and Feb. 1—Tractor and heavy plow.

Expense for two days	\$141.94
Cost per mile	8.35

Feb. 2—Tractor and heavy plow.

Total cost	\$85.58
Cost per mile	5.03

Feb. 5—Two tractors and heavy plow.

Total cost, including some team and hand shovel work on Feb. 4, 5, 7 and 14

Total cost	\$109.75
Cost per mile	6.46

Feb. 6 and 7—Two tractors with heavy plow.

Total cost for two days	\$271.42
Cost per mile	15.97

Note: This was during a heavy wind



and it was necessary to use two tractors to push the plow and to plow the whole road going to Winslow Feb. 6 and returning from Winslow Feb. 7.

Feb. 11, 12, 13 and 14—Two tractors with plow, used between two and three days going from Augusta to Water-ville and one day to return.	
Total cost	\$391.85
Cost per mile	23.05
Feb. 15, 16 and 17—Two tractors and plow.	
Total cost	\$342.56
Cost per mile	20.15
Feb. 19—Trip with a Quad 3-ton truck and a special plow. About 3 miles of road plowed.	
Total cost	\$12.50
Cost per mile	4.17
March 3 and 4—Two tractors and plow.	
Total cost	\$267.26
Cost per mile	15.72
March 23—Two tractors and plow.	
Total cost	\$77.28
Cost per mile	4.55
Total expense of opening road from Augusta to Winslow Bridge	\$2,282.61
Cost per mile	126.78

Note: This includes one trip of trucks and plows from Winslow to Burnham-Pittsfield line.

### “Snow King” Rotary Plow

About March 1 the manufacturers of “Snow King” rotary plow delivered a plow to the State Highway Commission for demonstration purposes. This plow was attached to a Holt ten ton tractor, which furnished power to push the plow and to operate the rotating shovels.

The plow was used on the Gardiner road to remove a drift about six feet deep and one thousand feet long. This work was accomplished in perhaps an hour and a half or two hours.

On March 13 this outfit was sent to Winthrop and worked seven days on the road to Monmouth and Lewiston. This road had been drifted for about five weeks, from four to six feet deep. The snow was packed hard, as traffic had been passing over the top of the drifts. The

plow was able to open from 2,000 to 3,000 feet of road per day. Tractor rental and driving charge for seven days was \$268.00, a member of the general committee, Mr. Thompson of Lewiston, furnishing gasoline and oil for the tractor and transporting the operator of the tractor and furnishing him with meals.

The tractor broke down on this work and necessitated a repair expense of \$328.40.

It is interesting to note the actual cost to the State Highway Department for gasoline and oil, drivers' and helpers' wages and expenses and repairs to equipment on this work and to compare with that cost the rental charge for equipment as set up by the Commission prior to undertaking the work. The account follows:

Gasoline and oil	\$566.12
Drivers' wages	577.55
Expenses	77.15
Cost of repairs to tractors	1,491.38
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Actual cost to State Highway Commission of operating trucks and tractors in opening road from Gardiner to Augusta and from Augusta to Winslow.	\$2,712.20
Received from subscriptions and interest on bank account, to apply against rental of \$1,961.00	881.30
Actual deficit on this operation	1,830.90
Actual cost to State Highway Commission for above operation	2,712.20
Rental charges for trucks and tractors as agreed upon by the State Highway Commission prior to beginning the operation	1,961.00
Showing a deficit, provided rentals had been paid of	751.20

The point we desire to make in the above statement is that apparently a charge of \$2.00 per hour for trucks and \$5.00 per hour for tractors was insufficient to cover cost of keeping the equipment in repair and to furnish it with gas and oil.

Mr. Cecil F. Clark of Biddeford was a member of the general committee and looked after snow removal work in the vicinity of Biddeford and Saco. Mr. Clark's report, made at the close of the season, is as follows:

**Receipts**

Town of Wells	\$250.00	
No. Kennebunkport	50.00	
Standard Oil	100.00	
City of Biddeford	250.00	
Gulf Refining Co.	100.00	
National Biscuit Co.	25.00	
Town of Kittery	100.00	
Springvale (Mr. Pierce)	150.00	
Kennebunk	200.00	
Diamond Match	250.00	
York Utilities (Mr. Lord)	100.00	
Arthur Roberts	15.00	
Town of Lyman	25.00	
	<hr/>	\$1,615.00

**Expenditures**

Rental of plow, including freight	\$1,053.00	
Total gas used 787½ gals.; charge for 630½ gals. only	129.53	
Total oil used 226 qts.; charge for 208 qts. only	39.40	
Operation	273.89	
Maintenance	68.12	
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Total expenses	\$1,563.94	
*Demonstration of tractor at Wells, driver's time, etc.	\$12.50	
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	\$1,576.44	
Leaving a balance in bank of	38.56	
	<hr/>	\$1,615.00

Total mileage	627
Total hours operating	253
Average miles per hour	2.47
Cost per mile	\$2.49

Mr. R. C. Harmon, Chairman of the Waterville Snow Removal Committee, a unit of the general committee, made the following report:

Total mileage plowed	410
Average cost per mile	\$3.64

\*Account receivable—due from Mead-Morrison Company.

Included in the above is one trip from Waterville to Lewiston, fifty-one miles, made with a Lombard fifteen ton tractor and plow, at \$12.00 per hour.

Total cost of trip	\$266.00
Cost per mile	5.21

The road from Waterville to Skowhegan was kept open to January 15—eighteen miles—at a total expense of \$114.00 Cost per mile, \$6.33.

The road from Pittsfield to Waterville, twenty-one miles, was kept open to February 1.

Total cost, \$764.69. Cost per mile \$36.41.

On April 2 a trip was made from Waterville to Clinton, seven miles, with Lombard tractor and "Snow King" rotary plow.

Cost of trip, \$132.00. Cost per mile, \$19.00.

The total expenses reported by Mr. Harmon are as follows:

Lombard Traction Engine Company—	
Rent of 15-ton tractor plow, at	
\$12.00 per hour	\$1,010.00
Sargent Plow Company—	
Purchase of light duty plow	335.00
City of Waterville—	
For truck to Pittsfield and return	22.00
C. E. Pelletier—	
Rent of Mack truck at \$2.50 per	
hour	112.69
H. J. Smith—	
Repairing plow	12.44
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Making a total expense of	\$1,492.13

Mr. Harmon offered the following conclusions, based on his observation and experience:

1. That nearly 50% of snow plowing can be accomplished or prevented by erection of snow fences where excessive drifting takes place.
2. That the cost of road kept open per mile would be very little more if kept open all winter, than if allowed to close up and then attempt to open in the spring after the snow has been packed and frozen all winter.
3. That having the proper equipment a large part of the work can be accomplished with the truck and light duty plow backed up by the tractor and plow to throw the shoulders back.

Wadsworth and Woodman of Winthrop have plowed the road from Winthrop to Augusta for the last three or four winters. Their report of operations for 1925 and 1926 follows:

Rent of 10-ton Holt tractor at \$3.50	
per hour	\$408.20
Gas and oil	295.48
Wages and repairs	702.77
Repair parts	38.45
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Total cost	\$1,444.90
11 miles of road plowed	
Average cost per mile	\$131.36

Repair parts for the above tractor to the amount of \$50.33, were furnished and not charged in the above account. This makes an additional cost of \$4.58 per mile, making a total cost per mile of \$135.94.

These various reports are presented in the belief that they will supply information much sought by municipal officers and others interested in the question of open winter highways.

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## MAINE STATE HIGHWAY COMMISSION

### Financial Statement

January 1 - December 31, 1925

### MAINTENANCE AND ADMINISTRATION

#### Credits

Balance January 1, 1925	\$494,138.40
Auto Fees transferred	1,595,376.80
Gasoline Tax receipts—1 cent	137,211.79
3 cent	154,626.72
Auto Fines	35,415.38
Bath State Ferry transfer	15,000.00
Tar sold and applied 1925	6,495.98
Tar applied 1925	105.00
Culverts sold (at Thomaston)	521.36
Calcium Chloride sold	45.03
Gas and oil sold	35.67
Gravel and Rock sold	44.00
Permit to open Highways	1,036.46
Repairs to damaged rails	25.80
Insurance Indemnity	11.87

Bank balance on 1910 South Portland fund	15.20
Transferred 1924 camp charges from Bridge Loan and Highway	913.67
Transferred from Improvement State Roads J. F.	1,149.14
Patrol Maintenance deposited for 1923	119.02
Patrol Maintenance deposited for 1924	3,720.31
Patrol Maintenance transferred from Bridge Loan for 1924	220.50
Additional Patrol Maintenance deposited for 1924	2,090.47
Patrol Maintenance deposited for 1925	238,384.50
Maintenance for 1925 overpaid (50-50)	50.00
Patrol Maintenance not deposited for 1924	493.96
Patrol Maintenance not deposited for 1925	2,874.63
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	\$2,690,121.66

### Expenditures

#### ADMINISTRATION

Salary of Commissioners	\$2,990.38
Salary of Chief Engineer	6,000.00
Salary of Assistants	15,652.94
Salary of Clerks and Stenographers	14,726.38
Salary of Engineers	6,400.11
Salary and Expenses of Supervisors	1,056.43
Expenses of Commissioners	2,154.48
Expenses of Chief Engineer	1,331.24
Expenses of Assistants	5,823.91
Office Furniture	1,033.07
Office Stationery and Supplies	2,689.95
Telephone and Telegraph	3,275.35
Printing Annual Report	398.59
General Printing Account	3,908.34
Drafting Room Supplies	1,628.63
Incidental Expenses	540.23
Postage	2,151.88
Commissioner's Automobile	408.00
Rental and Expenses—Drafting Room	489.88
Expense Moving Department	106.61
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	\$72,766.40

**MOTOR VEHICLE ENFORCEMENT DIVISION**

Salary of Chief	\$1,339.45
Salary of Clerks	862.00
Salary of Inspectors	11,971.09
Salary of Police Patrolmen	26,233.39
Expenses of Chief	1,683.30
Expenses of Inspectors	11,396.32
Expenses of Police Patrolmen	12,512.01
Postage	174.00
Office Stationery	230.64
Legal	77.46
Printing Account	237.11
Advertising Account	3.00
Telephone and Telegraph	607.09
Cost of Equipment	20,555.87
Cost of Supplies	62.35
Oil Account	866.42
Uniforms, Revolvers and Defense Equipment	3,878.61
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	\$92,690.11

**AUTOMOBILE REGISTRATION BUREAU**

Salary and Clerk Hire	\$37,272.29
Plates	40,159.64
Postage	10,455.90
Freight and Trucking	336.35
Stationery and Supplies	9,081.77
Furniture and Equipment	1,137.59
Legal	428.85
Telephone and Telegraph	353.70
Traveling Expenses	1,644.43
Miscellaneous Expenses	125.00
	<hr/>
	\$100,995.52

**MAINTENANCE**

General Bridge Survey	\$5,755.21
Piscataqua River Bridge	8,089.79
Gas Tax (Repair of Bridges)	24,955.49
Motor Transport Survey	563.33
Springfield Exposition Expense	522.68
Grading Yard	45.00
Tent Account	70.66
Paint Account	7,765.46

Marker Account	5,374.66	
Caution Signs	7,074.30	
General Tar Account	5,339.20	
		\$65,555.87
State Highway—Improved	1,094,927.27	
State Highway—Unimproved	35,655.51	
State Aid Highway—Improved	387,593.21	
State Aid Highway—Unimproved	150,879.81	
Section 17	7,949.29	
		1,677,005.09
*Reconstruction		193,325.42
		\$2,202,338.41
Towns' funds not deposited but expended under Super- vision of Department		3,368.59
Total expenditure for Mainte- nance and Administration		\$2,205,707.00
Balance December 31, 1925		484,414.66
		\$2,690,121.66

\*Detail of Expenditure shown under regular Reconstruction Account.

## HIGHWAY LOAN FUND

### Credits

Balance January 1, 1924		\$46,897.17
Receipts—Sale of Bonds		815,815.60
Federal Aid:		
"B" Naples	\$14,835.69	
Casco	6,127.83	
No. 78 Bridgton	15,425.20	
No. 77 Raymond	11,559.37	
No. 63 Edgecomb	5,834.63	
No. 70 Turner	39,918.52	
No. 81 Livermore	16,251.17	
No. 45 Winn	22,263.95	
No. 82 Houlton	13,433.52	
No. 84A Frankfort	20,439.33	
No. 79 Ellsworth-Hancock	12,309.36	
"N" Perry	15,701.36	
"N" Edmunds	34,765.93	
No. 80A Gray	19,232.67	



## STATE HIGHWAY COMMISSION

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No. 80B New Gloucester	39,608.59	
No. 62 Paris-Woodstock	25,951.63	
"V" New Sharon	6,164.75	
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		319,823.50
Credit Bridgton (Moose River Bridge)		2,980.80
Credit material sold (not deductible)		1,384.42
Credit checks cancelled (not deductible)		1,623.33
Credit transfer charges Reconstruction Fund		1,461.71
Credit Cost Survey paid by Central Maine Power Company		4,908.83
		<hr/>
		\$1,194,895.36

**Expenditures**

Surveys		\$9,406.67
Plans and Computations		2,591.22
Advertising		795.79
Engineering		43,360.84
General Expense and Right of Way		11,954.70
Labor and Material		915,823.05
Expense of Issuing Bonds		759.07
Garage Machinery		345.48
Garage		84.63
Balance to 1926		209,773.91
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		\$1,194,895.36

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

Receipts from rentals, sale of equipment, etc.	\$318,778.79
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**Expenditures**

Audited vouchers	\$261,586.84
Balance to January 1, 1926	57,191.95
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	\$318,778.79

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

Balance January 1, 1925	\$330,962.82
Received from sale of bonds	125,000.00
Received from Counties	156,529.35
Received from Cities and Towns	166,306.34

Transferred from Maintenance and Administration (Bridge Repair, Gasoline Tax)	23,947.77
Received from town of Harpswell, advance deposit	22,480.00
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	\$825,226.28

### Expenditures

Engineering, advertising and inspection	\$35,706.53
Labor and material	572,439.21
Temporary charges for bridge repairs	
Engineering and Inspection	\$1,202.06
Labor and Material	21,818.98
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	\$23,021.04
Refunds to Counties	12,127.53
Refunds to Towns	12,663.44
Reimbursement to town of Hampden for deposit made as State's portion of Joint Fund	9,875.00
Reimbursement to town of Tremont for deposit made as State's portion of Joint Fund	1,873.40
Interest on deposit, town of Hampden	512.95
Transferred to Improvement State Roads J. F. (Carmel)	208.78
Transferred to Mill Tax Highway Fund (Frankfort)	28.63
Transferred to Kennebec Bridge account	30,000.00
Balance December 31, 1925	126,769.77
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	\$825,226.28

### IMPROVEMENT STATE ROADS J. F.

#### Credits

Balance January 1, 1925	\$64,725.85
Appropriation 1925	500,000.00
Receipts—Gasoline Tax	309,253.45
"    Cities and Towns money	556,890.32
Transfer Winthrop, Special Resolve	2,000.00
Cities and Towns money not deposited but expended under the direction of the State Highway Commission	43,614.97
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	\$1,476,484.59

**Expenditures**

Engineering	\$5,827.72
Supervision	11,611.65
Labor and Material	1,329,895.32
Balance to January 1, 1926	129,149.90
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	\$1,476,484.59

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

Balance January 1, 1925	\$253,324.81
Appropriation 1925	400,439.30
Receipts—Gasoline Tax (1 cent)	137,211.77
(3 cent)	154,626.73
City and Town money not deposited but expended under the direction of the State Highway Commission	22,887.56
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	\$968,490.17

**Expenditures**

Engineering and Supervision	\$7,153.94
Labor and Material	671,680.64
Balance to January 1, 1926	289,655.59
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	\$968,490.17

**SPECIAL RESOLVES****Credits**

Balance—Council order 78, Eddington	\$ .04
Balance—Resolves 1919-20-21-22	5,708.40
Balance—Chap. 50, Res. 1923	2,309.86
Balance—Chap. 133 Res. 1923	10,081.65
Balance—St. Leonards-Van Buren	48.96
Appropriation 1925 Chap. 122, Res. 1925	100,000.00
Appropriation 1925 Chap. 107, P. L. 1925	4,700.00
Receipts Cities and Towns	13,777.59
Cities and Towns money not deposited but expended under the direction of the State Highway Commission	11,269.70
Cities and Towns money deposited in advance	1,716.50
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	\$149,612.70

**Expenditures**

Engineering—Chapter 107 P. & S. 1925	\$35.32
Labor and Material	3,143.85
Engineering and supervision, Chap. 122, 1925	1,136.85
Labor and Material—Chap. 122, 1925	118,010.00
Engineering and supervision Chap. 133, 1923	47.69
Labor and Material—Chap. 133, 1923	2,665.24
Engineering—Council Orders	122.38
Engineering—Madawaska and Edmundston	209.01
Labor and Material	101.03
Lapsed to State Contingent Fund	1,251.02
Lapsed to State Highway Mill Tax Fund	2,500.10
Balance Chap. 122, Res. 1925	9,219.44
Balance Old Res.	11,170.77
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	\$149,612.70

**RECONSTRUCTION FUND****Credits**

Receipts—Gasoline Tax	\$309,253.44
Maintenance Account Furnished Funds January 1-September 12, 1925	193,325.42
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	\$502,578.86

**Expenditures**

Surveys and Plans	\$7,797.16
Engineering and Supervision	7,594.93
Labor and Material	429,749.81
Balance to January 1, 1926	57,436.96
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	\$502,578.86

## BATH STATE FERRY

Detail of Ticket Sales Jan. 1-Dec. 31, 1925

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	1,114,731	1,459,258	344,627	\$ .05	\$17,231.35
Passenger Ticket, 12 trip	4,618	6,159	1,541	.60	924.60
One Horse Team, etc.	23,582	26,421	2,839	.25	709.75
Two Horse Team	3,861	4,391	530	.35	185.50
Auto or Light Truck	303,924	417,223	113,299	.50	56,649.50
Auto Truck, heavy	3,314	4,718	1,404	.75	1,053.00
Oil Truck	208	214	6	.60	3.60
Motorcycle, Oxen, Horse	2,257	2,640	383	.15	57.45
Auto, Light Truck, 10 round trip	3,564	5,192	1,628	5.00	8,140.00
Auto trucks, heavy 10 round trip	154	223	69	10.50	724.50
Single Horse Team 10 round trip	1,255	1,408	153	3.50	535.50
Two Horse Team 10 round trip	441	465	24	4.50	108.00
School Tickets	1,363	1,700	337	.25	84.25
Special Trips			16	2.00	32.00
Tar barrels, etc., sold					28.57
Catering privilege					200.00
					<hr/> 86,667.57
Balance from 1924					575.94
					<hr/> 87,243.51
Dec. 1925 Receipts deposited in 1926					490.00
					<hr/> 86,753.51
Held for change for ticket sellers, \$50.00					50.00
					<hr/> \$86,703.51

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

Jan. 1-Dec. 31, 1925	
Wages—Crew “Hockomock”	\$10,428.93
Wages—Crew “Gov. King”	17,354.73
Manager—Ticket Sellers and Traffic Officers	3,838.28
Coal	11,528.83
Water	586.21
Light	794.35
Oil	459.65
Insurance	666.00
Repairs	
“Gov. King”—Machinery—Labor	2,884.69
Material	1,318.48
Hull—Labor	7.00
Material	432.29
“Hockomock”—Machinery—Labor	1,858.94
Material	2,055.47
Hull—Labor	1,217.45
Material	743.02
Ferry Slips	
Labor	718.03
Material	5,796.49
General Expense	2,327.00
Purchase Building	225.00
Raising Building	75.00
Wharfage	360.75
Repairs—Wharf and Ticket Office	1,491.82
	<hr/>
Total Expense	\$67,168.41
Transferred to Maintenance Fund	15,000.00
Balance to January 1, 1926	4,535.10
	<hr/>
	\$86,703.51

**Preliminary Work on Kennebec Bridge**

This work is under the direction of the Kennebec Bridge Commission and as such is not included as an expenditure by the State Highway Commission.

**Credits**

Transfer from Bridge loan Fund C. O. No. 656—1925	\$30,000.00
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**Expenditures**

Audited Vouchers	\$7,144.62
Balance to December 31, 1926	22,855.38
	<hr/>
	\$30,000.00

## RECAPITULATION—January 1-December 31, 1925

Appropriation	Adminis- tration	Engin- eering	Inspection and Super- vision	Adver- tising	General Expense and Right of Way	Labor and Material	Miscel- laneous	Auto. Reg.	Motor Vehicle Dept.	Total Expenditures
Administration.....	\$72,766.40									\$72,766.40
Motor Vehicle Dept.....									\$92,690.11	92,690.11
Maintenance Miscellaneous.....		\$1,202.06				\$64,353.81				65,555.87
Maintenance Sec. 17.....						7,949.29				7,949.29
Maintenance State Aid Highways.....			\$15,612.53			522,860.49				538,473.02
Maintenance State Highways.....			17,100.12			1,113,482.66				1,130,582.78
State Highway Construction (Loan).....		55,358.73		\$795.79	\$11,954.70	916,253.16				984,362.38
Expense of Issuing Bonds.....							\$759.07			759.07
Motor Transport and Equipment.....						261,586.84				261,586.84
State Aid Construction.....		5,827.72	11,611.65			1,329,895.32				1,347,334.69
Bridge Loan Construction.....		35,706.53				572,439.21				608,145.74
Third Class Highways.....			7,153.94			671,680.64				678,834.58
Special Appropriations.....			1,551.25			123,920.12				125,471.37
Bath State Ferry.....						67,168.41				67,168.41
*Auto Bureau (Secretary of State).....								\$100,995.52		100,995.52
Reconstruction Fund.....		15,392.09				429,749.81				445,141.90
	\$72,766.40	\$113,487.13	\$53,029.49	\$795.79	\$11,954.70	\$6,081,339.76	\$759.07	\$100,995.52	\$92,690.11	6,527,817.97

\*Not under supervision of State Highway Commission.

NOTE:—Expense for temporary advance for preliminary work Kennebec Bridge under direction of Kennebec Bridge Commission. \$7,144.62.

Supervision Charges			Labor and Material		
Administration.....		\$72,766.40	Maintenance.....		\$1,708,646.25
Engineering.....		113,487.13	State Highway Construction.....		928,966.93
Inspection and Supervision.....		53,029.49	Motor Transport and Equipment.....		261,586.84
Advertising.....		795.79	State Aid Construction.....		1,329,895.32
		\$240,078.81	Bridge Loan Construction.....		572,439.21
Motor Vehicle Department.....		92,690.11	Third Class Highway Construction.....		671,680.64
		\$332,768.92	Special Appropriations.....		123,920.12
			Bath State Ferry.....		67,168.41
			Reconstruction.....		429,749.81

Supervision Charges .0395 of Net Expenditures.

Supervision Charges .0368 of Gross Expenditures.

\$6,094,053.53



**MAINE STATE HIGHWAY COMMISSION****Financial Statement****January 1-June 30, 1926****MAINTENANCE AND ADMINISTRATION****Credits**

Balance January 1, 1926	\$484,414.66
Receipts Auto Fees	1,310,891.98
Receipts Auto Fines	7,462.28
Receipts Gasoline Tax	62,382.90
Permits to open Highways	288.53
Tar sold previous year	4,814.04
Tarvia and Calcium Chloride sold	34.90
Gasoline sold	6.17
Stakes sold	2.50
Street repair credits	251.65
Guard Rail repair credits	70.52
Paint Account 1925, distributed to Towns	7,765.46
Transfer from Bridge Loan	28.00
Transfer from Improvement State Roads	754.04
Patrol Maintenance 1925 paid in 1926	2,504.52
Patrol Maintenance 1924 paid in 1926	608.56
Patrol Maintenance 1924 duplicate payment	423.00
Patrol Maintenance 1925 unpaid	370.11
Patrol Maintenance 1926, 50/50 advanced	100.00
	<hr/>
	\$1,883,173.82

**Expenditures****ADMINISTRATION**

Salary of Commissioners	\$1,500.00
Salary of Chief Engineer	2,884.74
Salary of Assistants	9,756.25
Salary of Clerks and Stenographers	7,327.33
Salary of Secretary to Commission	22.50
Salary of Engineers	4,970.04
Expenses of Commissioners	1,207.72
Expenses of Chief Engineer	350.12
Expenses of Assistants	1,052.24
Expenses and Wages of Supervisors	1,811.12
Office Furnishings	733.09
Office Stationery and Supplies	831.98
General Printing	2,614.04

Telephone and Telegraph	1,207.27
Drafting Room Supplies	3,545.84
Postage	1,072.44
Incidental Expenses	534.32
Expense of Commissioner's Automobile	257.00
	<hr/>
	\$41,678.04

### AUTOMOBILE REGISTRATION BUREAU

Salary and Clerk Hire	\$22,380.88
Traveling Expenses	1,432.97
Plates	2,303.25
Postage	7,257.30
Stationery and Supplies	5,658.70
Freight, Trucking and Express	334.00
Telephone and Telegraph	311.24
Furniture and Fixtures	2,427.29
Advertising	272.66
Legal Expense	106.17
Miscellaneous Expense	38.15
	<hr/>
	\$42,522.61

### MAINTENANCE

Administration (detail on separate sheet)	\$41,678.04
Automobile Bureau (detail on separate sheet)	42,522.61
Motor Vehicle Police	32.85
Piscataqua River Bridge	4,436.40
Transfer to Bath State Ferry	15,000.00
Snow Removal	2,186.04
Testing Laboratory Operation	1,464.41
General Tar Account	106,797.94
Calcium Chloride Account	16,356.02
Portable Camp Account	8,880.60
Tent Account	479.94
Danger Signs Account	1,575.28
Marker Account	1,357.25
Caution Signs Account	896.52
Red Flag Account	43.34
State Highway—Improved	\$273,129.73
State Highway—Unimproved	6,052.07
State Aid Highway—Improved	62,430.70
State Aid Highway—Unimproved	26,702.24
Section 17	577.15
	<hr/>
	368,891.89

## STATE HIGHWAY COMMISSION

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Patrol expended by State not collected	370.11
Balance to July 1, 1926	1,270,204.58
	<hr/>
	\$1,883,173.82

## HIGHWAY LOAN FUND

## Credits

Balance January 1, 1926		\$209,773.91
Receipts—Sales of Bonds		996,270.00
Federal Aid:		
84A Frankfort	\$9,507.06	
45 Winn	13,489.06	
63 Edgecomb	28,306.92	
64 New Sharon	16,534.89	
70 Turner	21,455.21	
77 Raymond	15,225.80	
79 Ellsworth-Hancock	34,155.88	
81 Livermore	24,063.54	
82 Houlton	10,505.99	
83 Kittery	2,634.22	
84B Frankfort-Winterport	9,193.14	
84C Winterport	2,947.74	
88A Greenville	1,093.04	
89 Peru	7,026.60	
91A Bucksport	12,679.77	
	<hr/>	208,818.86
Miscellaneous credits not deductible		334.65
		<hr/>
		\$1,415,197.42

## Expenditures

Surveys	5,649.31
Plans and Computations	7,408.46
Advertising	1,165.47
Engineering and Inspection	16,202.35
General Expense and Right of Way	3,502.69
Labor and Material	248,431.95
Expense of Issuing Bonds	540.87
Balance to July 1, 1926	1,132,296.32
	<hr/>
	\$1,415,197.42

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

Balance to January 1, 1926	\$57,191.95
Receipts—Rentals	93,629.61
	<hr/>
	\$150,821.56

**Expenditures**

Audited Vouchers	\$132,110.12
Balance to July 1, 1926	18,711.44
	<hr/>
	\$150,821.56

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

Balance January 1, 1926	\$126,769.77
Received from sale of bonds	498,135.00
Transferred from Highway Loan Fund	100,000.00
Received from Counties	153,103.18
Received from Cities and Towns	22,271.36
Transferred from Improvement State Roads J. F.	
Carmel	1,688.89
Carthage	1,098.00
	<hr/>
	2,786.89
	<hr/>
	\$903,066.20

**Expenditures**

Engineering, advertising and inspection	\$17,626.12
Labor and Material	289,363.29
Temporary charges for bridge repairs	
Engineering and inspection	\$184.74
Labor and Material	1,347.75
	<hr/>
	1,532.49
Refunds to Counties	2,972.54
Refunds to Cities and Towns	3,454.27
Transferred to Highway Loan Fund	100,000.00
Transferred to Kennebec Bridge	20,000.00
Balance June 30, 1926	468,117.49
	<hr/>
	\$903,066.20

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

Balance Jan. 1, 1926	\$129,149.90
Receipts Cities and Towns	66,498.89
Receipts Gasoline Tax	124,765.81
	<hr/>
	\$320,414.60

**Expenditures**

Engineering and Inspection	\$540.60
Labor and Material	22,194.61
Transfer to Apply as Towns on Bridge Account	3,540.93
Balance to July 1, 1926	294,138.46
	<hr/>
	\$320,414.60

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

Balance Jan. 1, 1926	\$289,655.59
Receipts Gasoline Tax	62,382.92
	<hr/>
	\$352,038.51

**Expenditures**

Engineering and Inspection	\$122.80
Labor and Material	3,311.57
Balance to July 1, 1926	348,604.14
	<hr/>
	\$352,038.51

**RECONSTRUCTION FUND****Credits**

Balance Jan. 1, 1926	\$57,436.96
Federal Aid	
Windham	\$27,270.14
87A York	34,803.07
87B York	3,013.51
	<hr/>
	65,086.72
Receipts—Gasoline Tax	124,765.81
	<hr/>
	\$247,289.49

**Expenditures**

Surveys, Plans and Computations	\$2,977.39
Engineering and Inspection	3,794.24
Labor and Material	103,827.50
Balance July 1, 1926	136,690.36
	<hr/>
	\$247,289.49

**SPECIAL RESOLVES****Credits**

Balance Jan. 1, 1926	Old Resolves	\$11,170.77
Balance Jan. 1, 1926	Chap. 122, Res. 1925	9,219.44
		<hr/>
		\$20,390.21

**Expenditures**

Labor and Material—Old Resolves	\$43.32
Supervision and Inspection—Chap. 122	81.15
Labor and Material—Chap. 122	1,900.00
Lapsed to Mill Tax Fund—Old Resolves	48.54
Lapsed to Mill Tax Fund—Chap. 122	52.57
Balance to July 1, 1926—Old Resolves	11,078.91
Balance to July 1, 1926—Chap. 122	7,185.62
	<hr/>
	\$20,390.21

**PRELIMINARY WORK ON KENNEBEC BRIDGE****Credits**

Balance Jan. 1, 1926	\$22,855.38
Transferred from Bridge Loan Fund	20,000.00
	<hr/>
	\$42,855.38

**Expenditures**

Audited Vouchers	\$34,377.78
Balance to July 1, 1926	8,477.60
	<hr/>
	\$42,855.38

**BATH STATE FERRY****Statement**

Jan. 1-June 30, 1926 .....

## STATE HIGHWAY COMMISSION

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Balance from 1925	\$4,535.10
1925 Receipts deposited in 1926	490.00
Receipts—Sale of Tickets—Jan. 1-June 30, 1926	25,382.75
Receipts—Catering Privilege	200.00
Receipts—Sale of Junk, tar barrels	11.29
Receipts—Gum Machine	2.58
	<hr/>
	\$30,621.72
Less—Amount held out for change	\$150.00
	<hr/>
	\$30,471.72
Less—June 29 and 30 Receipts deposited July	\$811.05
	<hr/>
	\$29,660.67
Transferred from Highway Maintenance Fund	\$15,000.00
	<hr/>
	\$44,660.67
Expenditures (Detail noted on separate sheet)	\$41,836.05
	<hr/>
Balance to July 1, 1926	\$2,824.62

## BATH STATE FERRY

## COST OF OPERATIONS

January 1-June 30, 1926

Wages—Manager	\$1,114.24
Crew of "Hockomock"	9,708.28
Crew of "Gov. King"	6,638.35
Ticket Sellers	2,568.00
Traffic Officers	84.00
Wharfage	216.75
Office Equipment	108.00
Insurance	216.00
Coal	5,205.99
Water	176.69
Light	306.09
Paint	207.80
Oil	274.90
Fire Extinguishers, Uniforms, etc.	216.85
Repairs—"Gov. King" Hull	
Labor	3,253.41
Material	2,708.57
Machinery	
Labor	3,636.76
Material	1,978.83

"Hockomock" Hull	
Material	203.86
Machinery	
Labor	52.00
Material	144.56
Ferry Slips	
Labor	1,064.84
Material	389.45
Construction—Woolwich Office	148.85
Expense of crew of "Gov. King" in Portland	252.29
General Expense	990.69
	<hr/>
	\$41,836.05



## BATH STATE FERRY

## Detail of Ticket Sales

Jan. 1—June 30, 1926

	Opening No.	Closing No.	No. Sold	Rate	Amount
Single Passenger Fare	W1 B1	W56,318 B55,599	W56,317 B55,598		\$2,779.90-B 2,815.85-W
Passenger Ticket 12 Trip	B1 W1	W1,503 B491	W503 B490	.60	301.20 294.00
One Horse Team, etc.	W1 B1	W1,135 B731	W1,134 B730	.25	283.50 182.50
Two Horse Team	W1 B1	W211 B124	W210 B123	.35	73.50 43.05
Auto or Light Truck	W1 B1	W12,204 B15,211	W12,203 B15,210	.50	6,101.50 7,605.00
Auto Truck, heavy	W1 B1	W221 B337	W220 B336	.75	165.00 252.00
School Tickets	W1	W208	W207	.25	51.75
Motorcycle, Oxen, Horse	W1 B1	W73 B109	W72 B108	.15	10.80 16.20
Automobile, Light Truck 10 Round Trip	W1 B1	W240 B448	W239 B447	5.00	1,195.00 2,235.00
Auto Truck, heavy 10 Round Trip	W1 B1	W2 B1	W1	10.50	10.50
Single Horse Team	W1 B1	W50 B57	W49 B56	3.50	171.50 196.00
Two Horse Team	W1 B1	W6 B11	W5 B10	4.50	22.50 45.00
Auto Truck (over 1 Ton, not over 2½ Ton) 10 Round Trip	W1 B1	W21 B20	W20 B19	7.50	150.00 142.50
Hay	W1 B1	W35 B6	W34 B5	1.00	34.00 5.00
Oil or Gasoline	W1 B1	W40 B91	W39 B90		192.00 8.00
Miscellaneous Catering Privilege Miscellaneous					200.00 13.87
					\$11,386.60-W 14,210.02-B
					\$ 25,596.62

## RECAPITULATION—January 1-June 30, 1926

118 STATE HIGHWAY COMMISSION

Appropriations	Adminis- tration	Engineer- ing	Inspection	Adverti- sing	General expense and right of way	Labor and Material	Miscel- laneous	Auto Reg.	Motor Vehicle Dept.	Total Expen- diture.
Administration.....	\$41,678.04									\$41,678.04
Motor Vehicle Dept.....									\$32.85	32.85
Sec. 17, Maint.....						\$577.15				577.15
Maintenance—State Aid Highway.....			\$5,156.90			83,976.04				89,132.94
Maintenance—State Highway.....			9,430.69			269,751.11				279,181.80
Maintenance—Miscellaneous.....						144,473.74				144,473.74
State Highway—Construction.....		\$29,260.12		\$1,165.47	\$3,502.69	248,431.95				282,360.23
Motor Transport and Equipment.....						132,110.12				132,110.12
State Aid Construction.....		540.60				22,194.61				22,735.21
Bridge Loan Construction.....		17,626.12				289,363.29				306,989.41
Third Class Construction.....			122.80			3,311.57				3,434.37
Special Appro.....			81.15			1,943.32				2,024.47
Bath State Ferry.....						41,836.05				41,836.05
Kennebec Bridge.....						34,377.78				34,377.78
Auto Bureau (Sec. of State).....								\$42,522.61		42,522.61
Expense of Issuing Bonds.....							\$540.87			540.87
Reconstruction Highways.....		6,771.63				103,827.50				110,599.13
	\$41,678.04	\$54,198.47	\$14,791.54	\$1,165.47	\$3,502.69	\$1,376,174.23	\$540.87	\$42,522.61	\$32.85	\$1,534,606.77

SUPERVISION CHARGES	LABOR AND MATERIAL
Administration.....	\$498,778.04
Engineering.....	248,431.95
Inspection.....	22,194.61
Advertising.....	289,363.29
	3,311.57
	1,943.32
	132,110.12
	103,827.50
	41,836.05
	34,377.78
	\$1,376,174.23

Supervision charges .0813 of net construction  
 Supervision charges .0729 of gross construction

EIGHTEEN MONTH PERIOD—Jan. 1925 to June 30, 1926

Jan. 1-Dec. 31, 1925.....	\$240,078.81	\$6,094,053.53	\$6,527,817.97
Jan. 1-June 30, 1926.....	111,833.52	1,376,174.23	1,534,606.77
	\$351,912.33	\$7,470,227.76	\$8,062,424.74

Supervision charges .0471 of net expenditure.  
 Supervision charges .0436 of gross expenditure.

## STATE HIGHWAYS

### Construction

State Highway construction during the calendar year 1925 was carried on as in previous years. Unfinished work carried over from previous years was completed with the exception of a small amount of work on several projects which will be completed early in 1926.

Work was begun on several new projects either by contract or force account. Brief descriptions 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 various items of work.

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## STATE HIGHWAY CONSTRUCTION

### State Highway—A

**Kittery**—A section of state highway was constructed in the town of Kittery beginning at the end of the Portsmouth-Kittery bridge and extending to Government Street. This work consisted of the construction of a concrete pavement, 20 feet wide, on Hunter Avenue and a section of concrete 20 feet wide on Newmarch Street, both sections beginning at the bridge and ending at the same point on Government Street. The section on Hunter Avenue was also extended to an intersection with Government Street at another point. The work consisted of grading, gravel base, culvert construction and concrete pavement with concrete curbs. The area of the concrete pavement on both sections was approximately 4718 square yards.

The total length reported was measured from the bridge along Hunter Avenue to the intersection with the Newmarch Street section at Government. The work was done by force account under the direction of E. W. Axtell, Engineer in Charge, and John P. Webster, Superintendent. Length, 0.15 miles. Expenditures, \$23,823.81.

**Kittery—Federal Aid Project No. 83-A.** This project begins at Government Street in Kittery and extends easterly 1.13 miles over a new right of way to an intersection with the present highway. Contract for the construction of a concrete and bituminous macadam road was awarded in September to Angelo Susi & Company of Boston, Massachusetts. The work was begun and was about 20% completed at the end of the season. No length is reported for 1925. Expended for right of way, \$4,379.60. Engineering and construction, \$11,662.02. Total expenditures, \$16,041.62.

#### State Highway—B

**Naples—Federal Aid Project No. 67.** Work on this project was begun in 1923 and was completed in 1924. Expenditures brought over from 1924 amounted to \$26,873.03.

**Casco—Federal Aid Project No. 66.** Work on this project began in 1923 and was completed in 1924. Expenditures brought over from 1924 and paid in 1925 amounted to \$13,272.74.

**Raymond—Federal Aid Project No. 77.** This project was completed in 1924 with the exception of a small amount of work which was done in 1925. The total length was reported in 1924. Expenditures in 1925, \$8,065.36.

#### 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 highway in Edgecomb. The total length of the project is 1.06 miles including one bridge 216 feet in length. This project was nearly completed in 1925. There remains some work to be done in 1926. The equivalent of 0.5 of a mile was reported in 1924. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Contractor, Murtagh Hughes of Bangor, Maine. Length, 0.56 miles. Expenditures, \$57,390.05.

In addition to the above expenditure on Project 63, \$117.76 was expended for surveys in Edgecomb.

#### State Highway—F

**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 5.20 miles. Work on this project was begun in 1924 and was completed in 1925. The equivalent of 2.00 miles was reported in 1924. The balance, 3.20 miles, was completed in 1925. Type of surface, bituminous macadam. Width of pavement, 18 feet. Shoulders, 3 feet. Length, 3.20 miles. Contractor, I. J. Murphy of Somerville, Massachusetts. Expenditures, \$85,243.47.

**Livermore—Federal Aid Project No. 81-A.** This project begins at Brettun's Mills and extends northeasterly a distance of 5.21 miles. This project was begun in 1925 and completed with the exception of a small amount of work which will be done early in 1926. Final settlement will be made in 1926. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 5.21 miles. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Expenditures, \$85,229.98.

### State Highway—H

**Fairfield**—A section of state highway was constructed in the town of Fairfield between Fairfield Village and the end of the state highway previously constructed. The work was done by force account under supervision of A. J. Wiggin. Type of surface, gravel. Width, 24 feet. Length, 0.28 miles. Expenditures, \$2,818.25.

**Moscow and Caratunk**—Work in these towns consisted of widening the present road and culvert work. The work was done by force account under supervision of E. R. Taylor. No length of road was reported. This work was done in order to make the road safer until the highway in these towns is constructed.

The expenditures on account of the above work in Caratunk amounted to \$3,448.95 and \$5,178.62 in Moscow. Other expenditures in these towns include engineering on account of the proposed new highway location and payment of bills on account of work done in 1924.

Total expenditures in Moscow, \$5,250.62. Total expenditures in Caratunk, \$4,769.69.

**The Forks**—An expenditure of \$960.06 was made in this town on account of work previously reported.

**West Forks**—An expenditure of \$527.28 was made in West Forks on account of work previously reported.

**Dennistown Plantation**—A section of state highway was constructed in Dennistown by force account under supervision of E. R. Taylor and J. H. Murtha. Type of surface,

gravel. Width, 24 feet. Length, 3.50 miles. Expenditures, \$31,061.35.

**Sandy Bay Twp.**—An expenditure of \$908.05 was made in this township on account of work previously constructed.

### State Highway—J

**Monson—Federal Aid Project No. 71.** This work was completed in 1924. Payments made in 1925 amounted to \$1,618.10.

**Shirley**—An expenditure of \$1,392.43 was made in Shirley, of which \$584.10 was for surveys and \$818.33 for surfacing. This work will be included in construction work which will probably be undertaken in 1926.

**Greenville—Federal Aid Project No. 88-A.** This project begins at the Shirley town line and extends to the Canadian Pacific R. R. track near Greenville Village. The total length of the project is 3.68 miles. Work was begun on this project late in the season of 1925 by force account under the supervision of S. D. Rice, superintendent, and E. J. Smith, engineer. At the end of the season the work was approximately 5% completed. No mileage was reported for 1925. Expenditures, \$5,237.69.

### State Highway—J-K

**Orneville and Lagrange**—This work was completed in 1924. Expenditures brought over from 1924 amounted to \$4,449.62, of which \$4,259.12 was paid on account of 1924 work in Orneville and \$190.50 on account of 1924 work in Lagrange.

**Milo and Orneville**—This state project begins at the end of the improved state aid road on highway "J-K" in Milo and extends to the end of the improved state highway in Orneville. Total length, 5.02 miles. Contract for the construction of a gravel road was awarded in September to McCabe & Giovannini of Boston, Mass. Very little work was done on this project before the end of the season. Total expenditures on this project for engineering, right of way, and culverts, amounted to \$2,378.13.

### State Highway—"K"

**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. Work was begun on this project in 1924 and was completed in 1925 with the exception of a small amount of surfacing.

Final settlement will be made in 1926. The equivalent of 1.14 miles was reported in 1924, leaving 4.57 miles reported for 1925. Type of surface, gravel. Width, 24 feet. Contractor, Litchfield and Douglass of Brunswick, Maine. Expenditures, \$70,054.49.

#### State Highway "K-Spur"

**Houlton—Federal Aid Project No. 82.** This project begins at the Canadian Pacific R. R. track in Houlton Village and extends easterly to the state line, a distance of 2.03 miles. Work was begun in 1925 and was approximately completed. A small amount of surfacing remains to be done in 1926. Type of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.03 miles. Contractor, Boone & Brewer Construction Company, Presque Isle, Maine. Expenditures, \$65,568.91. Final settlement will be made in 1926.

#### State Highway "K"

**Caribou—Federal Aid Project No. 92-A.** This project begins at Caribou Village and extends northerly to the Connor town line, a distance of 6.33 miles. Contract for the construction of a gravel road was awarded in September to Boone and Brewer Construction Company of Presque Isle, Maine. Work was begun but no distance was reported for 1925. Expenditures, \$5,832.66.

#### State Highway "K Spur"

**Fort Fairfield—Federal Aid Project No. 90-A.** This project begins at the Easton town line and extends northerly a distance of 4.66 miles. Contract for the construction of a gravel road was awarded to Boone & Brewer Construction Company of Presque Isle, Maine, in September. Work was begun on this project, but no distance is reported for 1925. Expenditures, \$3,965.08.

#### State Highway "L"

**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 1924 and the equivalent of 0.45 miles was reported for 1924. The project was completed in 1925 with the exception of about 100 feet of pavement. Type

of surface, bituminous macadam. Width of surface, 18 feet. Shoulders, 3 feet. Length, 2.00 miles. Contractor, McCabe & Giovannini of Boston, Mass. Expenditures, \$81,446.90. Final settlement will be made in 1926.

**Frankfort and Winterport—Federal Aid Project No. 84-B.** This project begins at Marsh Stream Bridge in Frankfort Village, the end of Federal Aid Project No. 84-A, and extends easterly a distance of 2.58 miles to Winterport Village. Contract for the construction of a bituminous macadam road was awarded to Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut, in September. Work was begun on this project and at the end of the season was approximately 29% completed. Expenditures, \$17,474.89. No distance is reported for 1925.

**Winterport—Federal Aid Project No. 84-C.** This project begins at Winterport Village at the end of Federal Aid Project No. 84-B and extends easterly 4.97 miles to the Hampden town line. Contract was awarded in September to McCabe & Giovannini of Boston, Mass., for the construction of a bituminous macadam road. Work was begun on this project and at the end of the season was approximately 10% completed. No distance is reported for 1925. Expenditures, \$11,287.49.

### State Highway "N"

**Ellsworth and Hancock—Federal Aid Project No. 79.** This project begins at the junction of state highway "M" and state highway "N" in Ellsworth and extends easterly mostly over new right of way a distance of 2.9 miles. Work was begun on this project in 1925 and was completed. Type of surface, gravel. Width of surface, 24 feet. Contractor, Boone & Brewer Construction Company of Presque Isle, Maine. Length, 2.90 miles. Expenditures, \$48,696.61. Final settlement will be made in 1926.

### State Highway "O"

**Peru—Federal Aid Project No. 89-A.** This project begins about three-fourths of a mile from the Canton town line and extends to West Peru, a distance of 5.78 miles. Contract for the construction of a gravel road was awarded in September to I. J. Murphy of Somerville, Massachusetts. Work was begun and at the end of the season the work was approximately 15% completed. Expenditures, \$16,370.35. No distance is reported for 1925.



### State Highway "P"

**Chelsea**—A section of gravel road was begun in Chelsea beginning at the Augusta line and extending easterly 0.8 of a mile. This work was done by force account with W. S. Barton as superintendent. The work done in 1925 consisted in grading and clearing. No distance is reported for 1925. Expenditures, \$4,738.81.

### State Highway "R"

**Belmont**—A section of gravel road was begun in Belmont by force account under supervision of H. A. Day. This work was begun late in the season and will be continued in 1926. The work done consisted of grading and stone base construction. No distance is reported for 1925. Expenditures, \$6,794.58.

**Belfast**—A section of gravel road was begun in Belfast by force account under supervision of E. H. Littlefield. This work was begun late in the season and will be continued in 1926. The work done in 1925 consisted of grading and work on culverts and stone base. No distance is reported for 1925. Expenditures, \$5,516.98.

### State Highway "S"

**Gray—Federal Aid Project No. 80-A.** This project begins at the New Gloucester town line, end of Federal Aid Project 80-B, and extends to State Highway E at Gray Corner, a distance of 4.30 miles. This project was begun in 1925 and was completed. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 2 feet. Length, 4.30 miles. Contractor, Amos D. Bridge's Sons, Inc., of Hazardville, Connecticut. Expenditures, \$108,638.73.

**New Gloucester—Federal Aid Project No. 80-B.** Work on this project was completed in 1924 with the exception of a small amount of work which was completed in 1925. The total length was reported in 1924. Expenditures in 1925, \$5,875.96.

**Paris and Woodstock—Federal Aid Project No. 62.** This project begins at Moose Pond Bridge in Paris and extends northerly to the improved highway in Woodstock. The total length of the project is 3.22 miles. Work was begun on this project in 1924 and the equivalent of 1.50 miles was reported in 1924. The balance of the project, 1.72 miles, was completed in 1925. The work was done by force account under supervision of C. W. McEachern, superin-

tendent, and H. S. Weymouth, engineer. Type of surface, gravel. Width of surface, 18 feet. Shoulders, 3 feet. Length, 1.72 miles. Expenditures, \$38,992.02.

### State Highway "V"

**New Sharon—Federal Aid Project No. 64.** This project begins at the Mercer town line and extends to New Sharon Village, a distance of 3.42 miles. Work was begun on the project in 1924 by force account and the equivalent of 0.59 miles was reported in 1924. A contract for the entire project was awarded in 1925 which included completion of the force account work begun in 1924. This work was completed in 1925 with the exception of a small amount of work which will be done early in 1926. Type of surface, gravel. Width, 18 feet. Shoulders, 3 feet. Contractor, Wyman & Simpson of Waterville, Maine. Length, 2.83 miles. Expenditures, \$48,901.67. Final settlement will be made in 1926.

### State Highway "X"

**Dover-Foxcroft and Garland—**Work on this state highway project was begun in 1924 by force account. The project begins at Sias Brook in Dover-Foxcroft and extends to the Charleston town line. The total length of the project is 4.99 miles of which 4.88 miles is in Dover-Foxcroft and 0.11 miles in Garland. The equivalent of 3.00 miles was completed in 1924. Work was continued in 1925 and completed. The work was done by force account under supervision of S. D. Rice, superintendent, and E. J. Smith, engineer. Type of surface, gravel. Width, 24 feet. Expenditures, \$30,064.76.

### State Highway "Y"

**Bucksport—Federal Aid Project No. 91-A.** This project begins at the southerly end of the present improved highway and extends southerly a distance of 4.92 miles. A contract for the construction of a gravel road was awarded in September to Manzie I. Rogers of Bangor, Maine. Work was begun on this project and at the end of the season was about 23% completed. No distance is reported for 1925. Expenditures, \$20,442.36.

STATE HIGHWAYS—1925  
CONSTRUCTION

County	Highway	Town	Type of Construction		Length-Miles
			Contract	Force Acc't	
Androscoggin.....	F	*Turner.....	Bit. Mac.		3.20
"	F	*Livermore.....	Gravel		5.21
Aroostook.....	K-Spur	*Houlton.....	Bit. Mac.		2.03
Cumberland.....	S	*Gray.....	Bit. Mac.		4.30
Franklin.....	V	*New Sharon.....	Gravel....		2.83
Hancock.....	N	*Hancock.....	Gravel		1.70
"	N	*Ellsworth.....	Gravel		1.21
Lincoln.....	D	*Edgecomb.....	Gravel		0.56
Oxford.....	S	*Woodstock.....		Gravel	0.15
"	S	*Paris.....		Gravel	1.57
Penobscot.....	K	*Winn.....	Gravel....		4.57
Piscataquis.....	X	Dover-Foxcroft.....		Gravel	1.88
"	X	Garland.....		Gravel	0.11
Somerset.....	H	Fairfield.....		Gravel	0.23
"	H	Dennistown.....		Gravel	3.50
Waldo.....	L	*Frankfort.....	Bit. Mac.		2.00
York.....	A	Kittery.....		Concrete	0.15

\* Federal Aid Projects

SUMMARY—1925

Gravel.....	23.57 Miles
Bituminous Macadam.....	11.53 "
Concrete.....	0.15 "
<b>Total.....</b>	<b>35.25 "</b>

SUMMARY, 1914-1925 Inclusive  
With Corrections due to 1925 Reconstruction Work.

	Original Mileage	Reconstructed Mileage		Net Mileage
		Add	Deduct	
Gravel.....	563.22		6.98	556.24
Macadam.....	2.10			2.10
Sand Clay.....	6.75		1.90	4.85
Gravel-Macadam.....	6.68		1.80	4.88
Bituminous Macadam....	200.69	11.95		212.64
Concrete.....	54.11	2.64	0.27	56.48
<b>Totals.....</b>	<b>833.55</b>	<b>*14.59</b>	<b>10.95</b>	<b>837.19</b>

\*See 1925 Reconstruction table.

# EXPENDITURES ON STATE HIGHWAYS

## January 1st, 1925 to

Highway	Town	ENGINEERING AND ADVERTISING						LABOR		
		Surveys	Plans and Computations	Advertising	Engineering and inspection	General expense and right of way	Total	Grading	Drainage	Culverts
A	Kittery	\$9.00	\$460.70	\$48.94	\$1,546.02	\$4,377.75	\$6,442.41	\$5,994.74	\$137.72	\$1,083.87
"	Kittery No. 83A			1.00	996.32	1.85	999.17	6,960.87		3,288.15
"	York									
"	No. Kennebunkport									
B	Naples				527.03	665.82	1,192.85	10,020.17	3,003.71	1,481.87
"	Casco				245.67		245.67	4,352.31	3,234.86	481.25
"	Bridgton				10.00		10.00			
"	Bridgton No. 78				75.00	0.52	75.52			
"	Raymond									
"	Raymond No. 77				461.22		461.22	2,794.31	1,406.61	332.21
"	Windham									
D	Edgecomb No. 63	6.00			3,191.37	201.32	3,398.69	37,820.90	2,230.20	100.53
"	Edgecomb	117.76					117.76			
"	Belfast				30.77		30.77			
E	Auburn	99.32					99.32			
F	Auburn	107.65			195.00		302.65			0.74
"	Turner		46.15				46.15			
"	Turner No. 70				3,152.39	335.00	3,487.39	18,769.09	24,729.33	5,676.83
"	Jay	137.24			381.39		518.63			
"	Wilton									
"	Phillips	101.25	109.45				210.70			
"	Livermore									
"	Livermore No. 81			67.57	2,877.11	661.70	3,606.38	37,060.50	8,203.50	9,919.60
"	Strong	155.50					155.50			
"	Avon	188.50					188.50			
G	Augusta									
"	Belgrade				10.10	104.00	114.10			
H	Augusta									
"	Winslow					6.00	6.00			
"	Fairfield							24.00		324.30
"	Norridgewock									
"	Bingham									
"	Moscow				72.00		72.00	2,531.38	544.33	548.26
"	Caratunk				63.00		63.00	3,369.85		603.22
"	The Forks							575.47		337.49
"	West Forks							497.26		21.10
"	Moose River							202.55	37.00	8.00
"	Johnson Mountain									
"	Dennistown				52.87		52.87	11,911.03	964.85	1,094.83
"	Sandy Bay							399.25		102.00
J	Newport									
"	Corinna					130.00	130.00			
"	Dexter						7.50			
"	Monson No. 71									5.45
"	Shirley	7.50								
J-K	Greenville No. 88A	584.10		27.72	256.31	176.39	584.10	1,897.21	827.13	1,366.44
"	Sebec	648.99			10.00		10.00			
"	Milo-Orneville			97.55	547.55	774.99	1,420.09	1,268.38	1,140.67	1,442.05
"	LaGrange				12.00	150.50	162.50			28.00
K	Bangor					50.00	50.00			
"	Veazie									
"	Greenbush				26.50		26.50			
"	Passadumkeag				53.00		53.00			
"	Enfield				79.50		79.50			
"	Winn				3,896.86	2,016.95	5,913.81	17,143.60	20,556.44	5,657.48
"	Mattawamkeag				33.55		33.55	34.51		
"	Sherman									
"	Silver Ridge									
"	Crystal									
"	Houlton No. 82			95.92	2,737.51		2,833.43	18,311.57	20,418.92	5,945.88
"	Mars Hill									
"	Presque Isle									
"	Caribou No. 92A		1,020.92	36.79	710.68		1,768.39			4,064.27
"	Connor		6.00				6.00			
"	Fort Kent									
K-Spur	Fort Fairfield No. 90A	644.63		22.94	268.83		936.40			3,028.68
K	Macwahoc									
"	No. 1-R-4									
"	Easton No. 75				9.00		9.00			
"	Smyrna No. 74				36.00		36.00			
"	Lincoln No. 73				56.08		56.08			

# FROM STATE HIGHWAY LOAN FUND

## December 31st, 1925

AND MATERIAL					Total	Federal aid	Town and Miscellaneous Credits
Surfacing	Guard Rail	Bridges	Detours	Total			
\$14,651.79	\$40.50	\$39.10		\$21,947.72	\$28,390.13		
227.11				10,476.13	11,475.30		
9,034.16	2,140.27			25,680.18	26,873.03	14,835.69	Trans. prev's yrs. charges to reconstruction 403.50
3,995.46	963.19			13,027.07	13,272.74	6,127.83	591.48
					10.00		Moose Pond Bridge Credit { 2,980.80
					75.52	15,425.20	Material Sold, Credit Surfacing { 570.06
							Material Sold, Credit Bit. Surf. 789.36
1,814.51	1,256.50			7,604.14	8,065.36	11,559.37	Transfer prev's yrs. charges to reconstruction 204.86
4,752.75	336.25	8,750.73		53,991.36	57,390.05	5,834.63	" " " " " " 261.87
4.10				4.10	117.76		Checks cancelled. Credit Surfacing 110.81
				0.74	34.87		
					99.32		
30,290.58	2,009.10		235.00	81,709.93	85,197.32	39,918.52	
					46.15		Checks cancelled. Credit Grading 13.53
					518.63		Checks cancelled. Credit Surfacing 23.02
					210.70		
25,180.00	1,260.00			81,623.60	85,229.98	16,251.17	
					155.50		
					188.50		
		12.28		12.28	12.28		Checks cancelled. Credit Surfacing 19.20
					114.10		
2,426.29	43.66			2,818.25	2,818.25	6.00	
			345.45	345.45	345.45		
1,102.05	371.60	81.00		5,178.62	5,250.62		Survey paid for by Cen. Maine Power Co. 407.78
238.20	495.42			4,706.69	4,769.69		" " " " " " " " 3,361.12
47.10				960.06	960.06		" " " " " " " " 1,139.93
8.92				527.28	527.28		
4.50	18.00		45.00	315.05	315.05		Credit on overpayment 1924. Credit surfacing 7.86
16,996.01	41.76			31,008.48	31,061.35		
406.80				908.05	908.05		Checks cancelled. Credit Surfacing 72.61
					130.00		" " " " " " " " { 41.08
					7.50		Asphalt sold. Credit Surfacing { 25.00
1,612.65				1,618.10	1,618.10		Checks cancelled. Credit Surfacing 63.69
808.33				808.33	1,392.43		
37.50				4,128.28	5,237.69		
					10.00		
1,412.30	53.76			5,317.16	6,737.25		
				28.00	190.50		
					50.00		Checks cancelled. Credit Surfacing. 4.06
					26.50		
14.00				14.00	67.00		
16,605.00	4,178.16			64,140.68	70,054.49	22,263.95	
325.95				360.46	394.01		Checks cancelled. Credit Surfacing. 39.20
							" " " " " " " " 18.00
							" " " " " " " " 2.00
17,558.35	500.76			62,735.48	65,568.91	13,433.52	Credit transferred. 695.02
							Checks cancelled. Credit R. of Way 350.00
				4,064.27	5,832.66		
					6.00		
				3,028.68	3,965.08		Checks cancelled. Credit Surfacing. 72.00
							" " " " " Grading 5.94
							" " " " " Surfacing 10.42
					9.00		
					36.00		
					56.08		

# EXPENDITURES ON STATE HIGHWAYS

## January 1st, 1925 to

Highway	Town	ENGINEERING AND ADVERTISING					LABOR			
		Surveys	Plans and Computations	Advertising	Engineering and inspection	General expense and right of way	Total	Grading	Drainage	Culverts
L	Searsport.....			\$26.38	\$3,854.87		\$3,881.25	\$30,025.13	\$14,336.01	\$7,530.00
L 84 B	Frankfort..... No. 84A			17.35	1,859.88	\$760.70	2,137.93	6,632.87	3,236.62	5,399.97
L	Frankfort-Winterport.....			16.78	1,338.86		1,360.64	4,795.20		5,131.63
L M	Winterport..... No. 84C	\$5.00								
L	Dedham.....	121.50					121.50			
L	Ellsworth.....	244.50				25.00	269.50			
L	Trenton.....	218.80					218.80			
L	Mount Desert.....	60.00					60.00			
N	Gouldsboro.....	291.84					291.84			33.60
N	Sullivan.....					176.15	176.15			
N	Ellsw'th-Hancock No. 79		\$40.38	40.70	2,492.48	1,136.25	3,709.81	15,370.20	7,903.35	4,519.47
N	Columbia.....					0.54	0.54			
N	No. 7-S.D.....	52.82					52.82			
N	Steuben.....	238.34					238.34			
N	Jonesboro.....	306.93					306.93			
N	Whitneyville.....	50.18					50.18			
N	Machias.....	68.67					68.67			
N	Perry.....				131.37		131.37			
N	Robbinston.....	29.00	63.00				92.00			
N	Calais.....	291.76					291.76	5,000.00		
O	Peru..... No. 89		128.48	84.48	1,282.83		1,495.79	5,315.18	438.75	6,933.63
O	Gilead.....	1,775.65					1,775.65			
N P	Edmunds.....				113.35		113.35			
N P	Chelsea.....	377.57					377.57	2,721.54	710.00	299.00
Q-Spur	Topsham.....									
Q	Richmond.....									
Q	Hallowell.....		81.14				81.14			
R	Belmont.....				203.87		203.87	2,732.94	3,155.57	94.80
R	Belfast.....	85.55			177.43		262.98	2,107.36	2,419.07	533.14
R	Paris.....	1,131.05					1,131.05			
S	Gray.....		28.33	54.91	3,909.43		3,992.67	18,556.70	837.64	6,364.88
S	New Gloucester.....				376.71		376.71	1,999.84	956.33	401.54
S	Paris-Woodstock.....			2.70	1,659.92		1,662.62	15,399.56	6,940.79	2,621.85
U	Sanford.....									
U	Biddeford.....									
U	North Kennebunkport.....									
U	Alfred.....									
U	Lyman.....									
V	Mercer.....				9.24		9.24			
V	New Sharon.....			40.73	2,511.39	0.50	2,552.62	19,134.90	5,799.29	5,507.10
X	Bangor.....	292.00					292.00			
X	Dover-Foxcroft.....				535.91	202.77	738.68	6,763.43	1,615.03	1,762.54
Y	Orland.....	199.96					199.96			
Y	Bucksport..... No. 91A	109.45	606.67	113.33	782.67		1,502.67	2,610.00	6,174.00	7,598.22
Y	Penobscot.....	232.50					232.50			
Y	Castine.....	316.03					316.03			
Y	Cornish-(Sokokis Trail)	100.13					100.13			
Y	Limerick.....									
	Totals.....	9,406.67	2,591.22	795.79	43,360.84	11,954.70	68,109.22	321,603.80	141,947.72	101,318.87

### MISCELLANEOUS

Garage.....	.....
Garage Machinery.....	.....
Expense of Issuing Bonds.....	.....

FROM STATE HIGHWAY LOAN FUND  
December 31st, 1925

AND MATERIAL					Total	Federal aid	Town and Miscellaneous Credits
Surfacing	Guard Rail	Bridges	Detours	Total			
\$1.35				\$1.35	\$1.35		
24,526.56	\$1,147.95			77,565.65	81,446.90	\$20,439.33	
67.50				15,336.96	17,474.89		
				9,926.83	11,287.47		
					121.50		
					269.50		
					218.80		
					60.00		
				33.60	325.44		
40.26				40.26	216.41		
15,016.50	2,177.28			44,986.80	48,696.61	12,309.36	
					0.54		
					52.82		
					238.34		
					306.93		
					50.18		
					68.67		
					131.37	15,701.36	
					32.00		
				5,000.00	5,291.76		
2,187.00				14,874.56	16,370.35		
					1,775.65		
					118.35	34,765.93	
630.70				4,361.24	4,738.81		
					81.14		
607.40				6,590.71	6,794.58		Checks cancelled. Credit Surfacing. 21.39
194.43				5,254.00	5,516.98		30.00
					1,131.05		
77,966.14	920.70			104,646.06	108,638.73	19,232.67	
235.13	1,906.41			5,499.25	5,875.96	39,608.59	
11,573.19	294.01			37,329.40	38,992.02	25,951.63	
					19.07		Checks cancelled. Credit Surfacing. 16.00
19.07				19.07	19.07		
68.59				68.59	68.59		
166.88				166.88	166.88		
419.15				419.15	419.15		
					9.24		
15,907.76				46,349.05	48,901.67	6,164.75	
					292.00		
18,579.17	605.91			29,326.08	30,064.76		
					199.96		
2,556.72				18,939.69	20,442.36		Blacksmith shop sold. 7.50
					109.45		
					232.50		
					316.03		
					100.13		
320,317.91	20,761.19	8,883.11	625.45	915,823.05	983,932.27	319,823.50	\$12,359.09

EXPENDITURES

.....	\$84.63
.....	345.48
.....	759.07
Total	\$ 1,189.18

## STATE HIGHWAYS

### Reconstruction

The Eighty-second Legislature in 1925 amended the law providing for a tax on gasoline. The law as amended provides that thirty-three and one-third per cent of the funds received from the tax on gasoline may be used for the construction and reconstruction of state highways. The total amount expended on account of reconstruction in 1925 was \$445,141.90 of which \$193,325.42 was paid from the Maintenance fund and \$251,816.48 from the reconstruction fund.

Contracts for the construction of three Federal Aid projects were awarded under the reconstruction provisions. The balance of the work was done by force account under supervision of the Maintenance Division.

Brief descriptions of the principal reconstruction projects have been prepared and a table showing costs or detail for each job.

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### Reconstruction

#### State Highway A

**York and Wells**—Considerable work was done on a section of state highway in the town of York between Cape Neddick and Ogunquit. This work consisted of rock excavation and the widening of some of the curves for future reconstruction. Work was done by force account. Expenditures for labor and material—\$4,894.13. \$1,188.80 was expended on this section of road in York and Wells for surveys and plans.

**Kennebunk and Wells**—The sum of \$1,575.05 was expended for surveys of the gravel road section between Wells Beach and North Kennebunkport for the purpose of future reconstruction.

**York—Federal Aid Project No. 87-A.** This project begins at York Corner and extends to Cape Neddick, a distance of 3.77 miles. The work extends over the state aid road in York, which was constructed of gravel. The new construction includes the construction of two 8-foot concrete ways separated by nine feet of bituminous macadam, a total width of pavement of twenty-five feet. Work was begun during the summer of 1925 and at the end of the season the equivalent of 2.64 miles was completed. Type of surface, concrete and bituminous macadam. Length,



2.64 miles. Contractor, Bruno & Petitti of Boston, Massachusetts. Expenditures \$138,361.05.

**York—Federal Aid Project No. 87-B.** This project begins at Rice's Bridge in York and extends easterly to York Corner—1.42 miles—where it connects with Federal Aid Project No. 87-A. Contract was awarded in September to Angelo Susi & Co. of Boston for the construction of a concrete and bituminous macadam pavement 27-foot wide. The pavement consists of two concrete ways, 9 feet wide, separated by bituminous macadam, 9 feet wide. Work was begun and the grading and gravel base was about completed at the end of the season. No distance is reported. Expenditures, \$17,166.65.

**Scarboro**—A section of concrete road was surfaced with bituminous macadam 22 feet wide. This work was done by force account under supervision of J. A. Carians. Length, 0.18 miles. Expenditures, \$2,054.47.

**South Portland**—A section of concrete road was surfaced with bituminous macadam, 22 feet wide. This work was done by force account under supervision of J. A. Carians. Length, 0.09 miles. Expenditures, \$693.60.

### State Highway B

**Windham and Raymond—Federal Aid Project No. 86-A.** This project begins at the end of Federal Aid Project No. 27 in Windham and extends northerly to Federal Aid Project No. 77 in Raymond, a distance of 2.87 miles. Work on this project was begun in 1925 and the equivalent of 1.90 miles was completed. Type of surface, bituminous macadam. Width of surface, 20 feet. Shoulders, 3 feet. Contractor, Ford & Smiley, Skowhegan, Maine. Length, 1.90 miles. Expenditures, \$64,726.67.

### State Highway D

**Thomaston**—A section of road between Thomaston Village and the Rockland line was reconstructed. The work was done by force account under supervision of A. J. Wiggin. This was over a section of gravel road built in previous years as a state aid road. Length, 0.30 miles. Type of surface, bituminous macadam. Width of pavement, 20 feet. Expenditures, \$4,710.33.

**Rockland**—The state aid road between Thomaston line and the railroad crossing in Rockland, originally built of gravel, was reconstructed with bituminous macadam. The work was done by force account under supervision of A. J.

Wiggin. Type of surface, gravel. Width of surface, 20 feet. Length, 0.7 miles. Expenditures, \$16,604.20.

### State Highway E

**Greene**—A section of state highway, originally built of gravel, was reconstructed with bituminous macadam. This section begins at the Lewiston line and extends easterly a distance of 6.1 miles. The work was done by force account under the supervision of Arthur Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 6.1 miles. Expenditures, \$115,882.92.

**Lewiston**—A section of state highway in Lewiston, originally constructed of gravel, was reconstructed with bituminous macadam. This section begins at the end of the reconstruction work done in 1924 and extends to the Greene line. The work was done by force account under the supervision of Arthur Rourke. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 0.9 miles. Expenditures, \$20,471.33.

### State Highway I

**Palmyra**—A section of state highway in Palmyra, originally built of gravel, was reconstructed with bituminous macadam. This section begins at the Newport town line and extends westerly. The work was done by force account under the supervision of A. J. Wiggin. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 1.03 miles. Expenditures, \$26,354.62.

### State Highway Q

**Gardiner**—A section of state highway in Gardiner originally built of gravel, was reconstructed with bituminous macadam. This work was done by force account under supervision of A. J. Wiggin. Type of surface, bituminous macadam. Width of surface, 20 feet. Length, 0.75 miles. Expenditures, \$18,738.29.

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In addition to the above, considerable work was done in other towns. This work consisted of hauling stone, grading, construction of stone and gravel base and installation of culverts, all of which was done preparatory to future resurfacing.

The table of expenditures will show the amount expended in each town.

## STATE HIGHWAYS 1925—RECONSTRUCTION

County	Highway	Town	Type of Construction		Length Miles
			Contract	Force Account	
Androscoggin.....	E	Lewiston.....		Bit. Mac. (1)	0.90
"	E	Greene.....		Bit. Mac. (1)	6.1
Cumberland.....	A	Scarboro.....		Bit. Mac. (3)	0.18
"	A	So. Portland.....		Bit. Mac. (3)	0.09
"	B	*Windham.....	Bit. Mac. (4)		1.90
Kennebec.....	Q	Gardiner.....		Bit. Mac. (1)	0.75
Knox.....	D	Thomaston.....		Bit. Mac. (2)	0.30
"	D	Rockland.....		Bit. Mac. (2)	0.70
Somerset.....	I	Palmyra.....		Bit. Mac. (1)	1.03
York.....	A	*York.....	Concrete (2)		2.64

## \*Federal Aid Projects.

- (1) Reconstruction of 1.8 miles of gravel-macadam and 4.3 miles of gravel road.
- (2) Reconstruction of gravel State Aid highway.
- (3) Reconstruction of concrete state highway.
- (4) Reconstruction of sand-clay state highway.

## SUMMARY—1925

Bituminous Macadam	11.95
Concrete	2.64
	14.59

EXPENDITURES ON STATE HIGHWAYS FROM RECONSTRUCTION FUND  
January 1st, 1925 to December 31st, 1925

Highway	TOWN	Surveys and Plans	Engineering and Supervision	Grading	Shoulder Work	Stone Base	Ditches and Culverts	Surfacing Bituminous	Guard Rail	Bridges	Ledge Work	Expense Right of Way	Total
A	Kittery.....	\$181.36						\$28.90					\$210.26
"	York..... No. 87A	1,942.05	\$4,347.12	\$21,895.92	\$855.00	\$21,369.69	\$6,543.92	81,382.35			\$27.00		138,361.05
"	York..... No. 87B		661.95	8,203.50		7,632.95	668.25						17,166.65
"	Kennebunk and Wells.....	1,044.06		1.00	128.61	311.86		322.32		30.00	4,100.34		5,938.19
"	Wells.....	1,575.05											1,575.05
"	No. Kennebunkport.....	144.74											144.74
"	Saco.....	1,416.98											1,416.98
"	Scarboro.....							286.88					286.88
"	So. Portland.....							2,054.47					2,054.47
B	Windham-Raymond. No. 86A	1,232.43	2,356.30	18,251.89	1,253.76	819.43	3,834.09	36,928.77					693.60
D	Thomaston.....					756.11		3,954.22				50.00	64,726.67
"	Warren.....							273.74					4,710.33
"	Rockland.....		12.00			545.91	7.28	16,039.01					273.74
E	Auburn.....					709.48		92.60					16,604.20
"	Lewiston.....			774.79		225.02	58.84	19,362.68					802.08
"	Greene.....		100.00	15,981.24	136.60	785.89	2,067.28	96,545.75	266.16				20,471.33
"	Monmouth.....											100.00	115,882.92
"	Winthrop.....				40.50			563.75					100.00
I	Pittsfield.....							270.08					714.45
"	Palmyra.....		117.56			564.27		25,672.79					270.08
"	Detroit.....					3,369.55					1.50		26,354.62
J	Newport.....							4,013.78					3,371.05
Q	Gardiner.....						1,193.90	17,544.39					4,013.78
V	New Sharon.....	260.49											18,738.29
	Totals.....	\$7,797.16	\$7,594.93	\$65,108.34	\$2,414.47	\$37,090.16	\$14,483.76	\$306,030.08	\$266.16	\$30.00	\$4,126.84	\$200.00	\$445,141.90

Of the above the Maintenance Account was charged with \$193,325.42.

Of the above the Reconstruction-Gas Tax Account was charged with \$251,816.48.

**STATE AID ROAD WORK****Including Expenditures from January 1, 1925 to  
December 31, 1925**

The total expenditure on account of state aid road work for the year beginning January 1, 1925, and ending December 31, 1925, amounted to \$1,339,674.15. Of this total expenditure, the sum of \$740,168.86 was paid from state appropriations and \$599,505.29 was paid by cities, towns and counties.

Of the total cost \$5,827.72 was paid for engineering, \$11,611.65 was expended for supervision, and \$1,322,234.78 was paid for labor and material.

The cost of new construction work amounted to \$1,269,548.01; miscellaneous expenditures amounted to \$4,295.50; the sum of \$49,816.75 was expended for reconstruction; and \$16,013.89 was expended for resurfacing.

147.89 miles of state aid road were completed in 1925. (This does not include work for which payrolls and bills were not received from the towns up to December 31, 1925). This mileage is classified as follows: gravel, 141.14 miles; macadam, 0.10 miles; bituminous macadam, 4.20 miles; concrete, 1.71 miles; granite block pavement, 0.74 miles.

Of the total amount paid from state appropriations, \$693,473.96 was paid from 1925 apportionments; \$36,749.20 was paid from unexpended balances of state aid apportionments brought over from previous years; and \$9,945.70 was paid from special resolves.

The above expenditures for construction and miscellaneous work do not include transfers to other appropriations and miscellaneous reimbursements. (Details of these items are shown in the statement of expenditures.)

Application for state aid apportionments were received from 533 towns, including cities and townships. Of this number the 1925 apportionments for 22 towns have been carried over to 1926, including towns which did not begin any work, those towns which did not complete work, and towns which failed to send in payrolls and bills on completed work. Settlement was made with one town which completed 1924 work in 1925.

Sixty-one towns increased their appropriations in 1925 and applied for state aid aid under the provisions of Section 21, Chapter 25, R. S. as amended by Section 5, Chapter 258, P. L. 1917. (Five Times Provision). Of this number 54 towns had received additional state aid under

the five times provision in previous years, and 7 towns made appropriation under this provision for the first time.

Twelve towns made appropriations and applied for state aid under the provisions of Chapter 154, P. L., 1917, as amended by Chapter 157, P. L., 1919 (Three Town Act).

The fund available for state aid road apportionments in 1925 included \$2,370.15, the unapportioned balance from 1924, \$500,000.00 appropriated under the provisions of Section 34 and 36 of Chapter 25, R. S., and 33 1/3 per cent of the gasoline tax as provided by Section 4, Chapter 212, P. L., 1925. The amount actually apportioned in anticipation of the gasoline tax was \$301,647.09.

The apportionment of state aid was made as follows:

Apportionments, Sec. 20, Chapter 25, R. S. as amended by Sec. 4, Chap. 258, P. L., 1917	\$430,875.17
Additional apportionments, Sec. 21, Chap. 25, R. S. as amended by Sec. 5, Chap. 258, P. L., 1917 (5 Times Provision)	251,153.57
Apportionments, Chapter 154, P. L., 1917 as amended by Chapter 157, P. L., 1919 (Three Town Act)	121,988.50

Total Apportionment of state aid	\$804,017.24
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Unexpended balances, amounting to \$138,551.91 from state appropriations, have been carried over to 1926 and 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 \$600, town appropriations, deposited with the state, stand to the credit of the towns.

### Statement of Expenditures on State Aid Roads

January 1, 1925 to December 31, 1925

Expended for engineering	\$5,827.72
Expended for supervision	11,611.65
Expended for labor and material	1,322,234.78
Total	\$1,339,674.15

### Paid from State Appropriations

Paid from 1925 apportionments	\$693,473.96
Paid from 1924 apportionments	27,750.41
Paid from 1923 apportionments	4,251.09
Paid from 1922 apportionments	1,258.81

Paid from 1921 apportionments	2,921.40
Paid from 1920 apportionments	42.98
Paid from 1918 apportionments	523.85
Paid from 1917 apportionments	0.66
Paid from Special Resolves	9,945.70

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\$740,168.86

Paid by Cities and Towns

Total Paid by Cities and Towns \$599,505.29

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\$1,339,674.15

The above expenditures do not include the following items which represent transfers to other appropriations and reimbursements for work done in previous years:

1925 Apportionments:

\$4,223.64—Reimbursement to City of Bangor for work done in 1924.

19.67—Paid to Bangor Hydro-Electric Co. for work on State aid road in No. 8 Twp., Hancock Co. in 1922 and 1923.

853.86—Reimbursement to town of Oakland on 1924 work.

798.00—Reimbursement to Seboeis Pl.—bridge account.

214.40—Transferred to Special Resolves.

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1924 Apportionments:

\$798.00—Paid to Bangor Hydro-Electric Co. for work on state aid road in No. 8 Twp., Hancock County in 1922 and 1923.

154.19—Reimbursement to town of Oakland for 1924 work.

798.00—Reimbursement to Seboeis Pl.—bridge account.

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1923 Apportionments:

\$1,194.00—Paid to Bangor Hydro-Electric Co. for work on state aid road in Ellsworth in 1922 and 1923.

532.33—Paid to Bangor Hydro-Electric Co. for work on state aid road in No. 8 Twp., Hancock County in 1922 and 1923.

399.00—Transferred to Bridge Loan Account.

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1922 Apportionments:

\$2,466.61—Paid to Bangor Hydro-Electric Co. for work on state aid road in Ellsworth in 1922 and 1923.

The sum of \$600.00 deposited with the state for No. 8 Twp. by Hancock County and \$2,339.39 deposited with the state by the City of Ellsworth were paid to the Bangor Hydro-Electric Company on account of work on state aid roads in No. 8 Twp. and Ellsworth.

The total amount of reimbursements and transfers was \$15,391.09, of which \$12,451.70 was paid from state funds and \$2,939.39 from town funds.

**Statement of the Appropriation for Improvement of State  
Aid Roads January 1, 1925 to December 31, 1925**

Unapportioned balance from 1924		\$2,370.15
Appropriated by state, Sections 34 and 36, Chap. 25, R. S.		500,000.00
Anticipated gasoline tax		* 301,647.09
		<hr/>
Total apportionment		\$804,017.24
Apportioned by state, Section 20, Chapter 25, R. S.	\$430,875.17	
Additional apportionments, Section 21, Chapter 25, R. S.	251,153.57	
Apportioned by state, Chapter 157, P. L., 1919 (Three Town Act)	121,988.50	
	<hr/>	\$804,017.24

\* Includes funds from gasoline tax actually apportioned.

**Total Apportionments Available in 1925**

Apportioned from 1925 fund		\$804,017.24
Unexpended balances, 1924 ap- portionments	\$35,751.44	
Unexpended balances, 1923 ap- portionments	14,558.70	
Unexpended balances, 1922 ap- portionments	4,393.87	
Unexpended balances, 1921 ap- portionments	3,719.40	
Unexpended balances, 1920 ap- portionments	441.98	
Unexpended balances, 1919 ap- portionments	0.37	



Unexpended balances, 1918 apportionments	524.67	
Unexpended balances, 1917, apportionments	1.95	
	<hr/>	\$59,392.38
Total amount available for state aid fund		<hr/> \$863,409.62

### Expenditures

Expended from 1925 apportionments	\$699,369.13	
1925 Apportionments transferred to Spec. Res.	214.40	
Expended from 1924 apportionments	29,500.60	
Expended from 1923 apportionments	5,977.42	
1923 Apportionments transferred to bridge acct.	399.00	
Expended from 1922 apportionments	3,725.42	
Expended from 1921 apportionments	2,921.40	
Expended from 1920 apportionments	42.98	
Expended from 1918 apportionments	523.85	
Expended from 1917 apportionments	0.66	
	<hr/>	\$742,674.86
Unexpended balances, State apportionments		\$120,734.76
Town appropriations deposited with state		600.00
Transferred from Bridge fund		208.78
		<hr/>
Total balance on hand December 31, 1925		\$121,543.54
1925 apportionments overdrawn		17,608.37
		<hr/>
Unexpended balances to credit of towns, December 31, 1925		\$139,151.91
Unexpended balances 1925 apportionments	\$122,042.08	

Unexpended balances, 1924 apportionments	6,250.84	
Unexpended balances, 1923 apportionments	8,182.28	
Unexpended balances, 1922 apportionments	668.45	
Unexpended balances, 1921 apportionments	798.00	
Unexpended balances, 1920 apportionments	399.00	
Unexpended balances, 1919 apportionments	0.37	
Unexpended balances, 1918 apportionments	0.82	
Unexpended balances, 1917 apportionments	1.29	
	<hr/>	
Total unexpended balances State Aid Apportionments	\$138,343.13	
Unexpended Balance, bridge fund	208.78	
	<hr/>	
Town funds deposited with state	600.00	
	<hr/>	
		\$139,151.91

**SUMMARY OF EXPENDITURES ON 1925 STATE AID ROADS**  
Expenditures from January 1, 1925 to December 31, 1925

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 Funds	Paid from Special Reserve	Total State Aid Paid	Cost per Mile	Cost per Square Yard
487	Gravel.....		140.99	\$565.35	10,206.33	\$932,430.15	\$943,201.83	\$373,282.89	\$559,973.24	\$9,945.70	\$569,918.94	\$6,689.85	.....
1	Macadam.....	1,020	0.10		33.55	1,901.88	1,935.43	1,005.43	930.00		930.00	20,160.73	\$1.897
10	Bituminous Macadam.....	64,245	4.20	2,585.76	526.12	145,919.16	149,031.04	84,283.84	64,747.20		64,747.20	*24,488.64	2.319
3	Concrete.....	23,712	1.71	548.52	184.42	81,146.57	81,379.51	42,288.64	39,590.87		39,590.87	*36,463.68	3.453
3	Granite Block.....	21,701	0.74	1,742.73	68.37	87,324.70	89,135.80	51,164.22	37,971.58		37,971.58	*44,369.92	4.107
3	Culverts.....				45.23	3,073.97	3,119.20	1,423.12	1,696.08		1,696.08	.....	.....
2	Reconstruction.....			385.36	145.92	49,285.47	49,816.75	36,407.08	13,409.67		13,409.67	.....	.....
4	Resurfacing.....				134.04	15,879.85	16,013.89	7,226.89	8,787.00		8,787.00	.....	.....
513	Totals.....		147.74	\$5,827.72	\$11,343.98	\$1,316,961.75	\$1,334,133.45	\$597,082.11	\$727,105.64	9,945.70	\$737,051.34		

1 Town built gravel and macadam.  
1 Town built gravel and block pavement.  
2 Towns built bituminous macadam.

4

509

2 Towns miscellaneous work—grading and stone base.  
22 Towns—Funds carried over settlement on work in 1926.

533

Towns received apportionments of State Aid from 1925 fund.  
\*Bituminous macadam, concrete and granite block sections include work on city and village streets.  
Cost per mile computed on basis of width of 18 feet.  
Cost per mile of each type of road and cost per square yard includes cost of all foundation and culvert work.

Reconstruction work consisted of rebuilding old macadam with concrete—1.21 miles—cost \$28,880.73 per mile.  
Reconstruction work and rebuilding old gravel with bituminous macadam—0.53 miles—cost \$28,520.63 per mile.

**MISCELLANEOUS**  
Expenditures from January 1, 1925 to December 31, 1925

ITEMS	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State Aid Road Funds	Total State Aid Paid
Miscellaneous supervision, 1925 funds.....	\$125.37	.....	\$125.37	.....	\$125.37	\$125.37
Miscellaneous work, 1925 funds*.....	32.10	*\$4,033.33	4,065.43	\$1,864.83	2,200.60	2,200.60
Miscellaneous supervision, 1924 funds.....	101.18	.....	101.18	.....	101.18	101.18
Miscellaneous supervision, 1923 funds.....	3.52	.....	3.52	.....	3.52	3.52
	\$262.17	\$4,033.33	\$4,295.50	\$1,864.83	\$2,430.67	\$2,430.67

\*Grading and stone base—Winslow and Haynesville.

**SUMMARY OF EXPENDITURES ON 1924 STATE AID ROADS**  
Expenditures January 1, 1925 to December 31, 1925

No. of Towns	Type of Road	Length Miles	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid from State Aid Road Funds	Total State Aid Paid	Cost per Mile
1	Gravel.....	0.15	\$5.50	\$1,239.70	\$1,245.20	\$558.35	\$686.85	\$686.85	\$8,301.33

**THIRD CLASS HIGHWAYS****January 1, 1925 to December 31, 1925**

Apportionments from the third class highway fund for 1925 were made to 458 towns. The total amount available for third class highways on April 15, 1925, when the apportionment was made, was \$667,538.54, which was made up as follows: \$7.55 unapportioned balance from 1924, \$400,439.29 from the Mill Tax highway fund, and \$267,091.70 from the gasoline tax.

The total apportionment from 1925 funds was \$667,523.70 including \$2,053.14 which was apportioned to correct an error in the apportionment of 1924 caused by a mistake in the application from one town. The unapportioned balance of the 1925 fund was \$14.84.

Apportionments for 1925 were based on a total of 15,877.426 miles and the rate of apportionment was \$41.913 per mile.

Unexpended balances from 1924 amounting to \$20,172.28 were carried forward to 1925 and two towns reimbursed the state on account of overpayments in 1924 amounting to \$156.22. The total amount available for expenditure in 1925, therefore, amounted to \$687,852.20.

Of the 458 towns which received apportionments, 435 towns constructed sections of gravel road, one city constructed bituminous macadam, one town constructed a culvert, one town expended its entire apportionment for maintenance, and twenty towns carried work over to 1926. One hundred forty-six towns which constructed sections of road also expended a part of their funds for repair of third class highways constructed in previous years.

Settlement was made with one town on account of work constructed in 1924.

The total expenditure on account of third class highways was \$682,742.66; of this amount \$7,153.94 was paid for supervision and \$675,588.72 was expended for labor and material. Against this total expenditure, \$656,105.10 was paid from third class highway funds, \$3,750.00 from Special Resolves and \$22,887.56 was paid by cities and towns.

A total of 116.62 miles was reported in 1925, of which 115.59 miles were constructed of gravel and 1.03 miles, bituminous macadam.

Details will be found in tabular statements.

### Statement of Expenditures On Third Class Highways

January 1, 1925 to December 31, 1925

Expended for supervision		\$7,153.94
Expended for labor and material		675,588.72
		<hr/>
Total		\$682,742.66
Paid by state from third class highway apportionments	\$656,105.10	
Paid by state from Special Resolves	3,750.00	
	<hr/>	
Total payments by state	\$659,855.10	
Paid by cities and towns	22,887.56	
	<hr/>	
		\$682,742.66

### Statement of Third Class Highway Fund

January 1, 1925 to December 31, 1925

Unapportioned balance from 1924		\$7.55
Available from Mill tax highway fund		400,439.29
Available from gasoline tax (April 15, 1925)		267,091.70
		<hr/>
Total available for apportionment		\$667,538.54
Total amount apportioned		667,523.70
		<hr/>
Unapportioned balance, December 31, 1925		\$14.84
	<hr/>	
Apportioned from 1925 funds		\$667,523.70
Unexpended balances from 1924		20,172.28
Reimbursements by towns		156.22
		<hr/>
Total available for expenditures, 1925		\$687,852.20
Paid on account of 1924 work	\$1,101.09	
Paid on account of 1925 work	655,004.01	
	<hr/>	
		656,105.10
	<hr/>	
Unexpended balances, December 31, 1925		\$31,747.10

**SUMMARY OF EXPENDITURES ON 1925 THIRD CLASS HIGHWAYS**  
**January 1, 1925 to December 31, 1925**

No. of Towns	ITEMS	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Special Resolves	Paid by State 3rd Class Fund	Total State Aid Paid	No. of Miles Completed	Cost per Mile
435	Road Construction—Gravel.....	\$6,966.39	\$631,797.76	\$638,764.15	\$9,922.42	\$3,750.00	\$625,091.73	\$628,841.73	115.45	\$5,532.82
1	Road Construction—Bit. Mac.....	7.70	18,677.49	18,685.19	12,780.91		5,904.28	5,904.28	1.03	18,140.96
1	Culvert Construction.....	18.30	551.16	569.46			569.46	569.46		
20	Miscellaneous Supervision.....	112.48		112.48			112.48	112.48		
147	Maintenance.....		23,326.06	23,326.06			23,326.06	23,326.06		
604	Totals.....	\$7,104.87	\$674,352.47	\$681,457.34	\$22,703.33	\$3,750.00	\$655,004.01	\$658,754.01	116.48	

146 Towns which constructed third class roads expended part of their apportionments for maintenance.

458 Towns received 1925 apportionments.

One town expended its entire apportionment for maintenance.

**SUMMARY OF EXPENDITURES ON 1924 THIRD CLASS HIGHWAYS**  
**January 1, 1925 to December 31, 1925**

No. of Towns	ITEMS	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Paid by State Special Resolves	Paid by State 3rd Class Fund	Total State Aid Paid	No. of Miles Completed	Cost per Mile
1	*Road Construction—Gravel.....		\$1,048.20	1,048.20	\$177.86		\$870.34	870.34	0.14	\$7,651.09
	**Miscellaneous Labor and Material.....		188.05	188.05	6.37		181.68	181.68		
	**Miscellaneous Supervision.....	49.07		49.07			49.07	49.07		
	Totals.....	49.07	\$1,236.25	\$1,285.32	\$184.23		\$1,101.09	\$1,101.09		

\*Built in 1924—Not reported until 1925.

\*\*Paid in 1925 on work done in 1924.

**SPECIAL RESOLVES****January 1, 1925 to December 31, 1925**

The work under special resolves in 1925 included the construction of 15.58 miles of gravel road, general repair work on highways, bridge work, engineering, supervision and miscellaneous expenditures provided for under the terms of the resolves.

The total expenditure on account of this work amounted to \$110,348.86. Of this amount \$85,964.79 was paid from state appropriations provided for under the conditions of the resolves, \$122.38 was paid from apportionments from the state contingent fund, and \$214.40 was paid from state aid road apportionments; \$24,047.29 was paid by towns.

Of the total expenditure, \$401.55 was paid for engineering, \$954.00 for supervision, and \$108,993.31 was expended for labor and material.

In addition to the above expenditures \$9,945.70, resolves of 1925, was expended with state aid road funds, and the sum of \$3,750.00, resolves of 1925, was expended with third class highway funds.

**Statement of Expenditures****Special Resolves and Apportionments from****State Contingent Fund****January 1, 1925 to December 31, 1925**

<b>Items</b>	<b>Engineer- ing</b>	<b>Super- vision</b>	<b>Labor and Material</b>	<b>Total Cost</b>
Road construction		\$684.55	\$79,363.04	\$80,047.59
Road repairs		233.43	20,005.07	20,238.50
Bridge construction	\$209.01		101.03	310.04
Bridge repairs	35.32	11.99	9,224.17	9,271.48
Ferries			300.00	300.00
Miscellaneous supervision		24.03		24.03
Miscellaneous engineering	157.22			157.22
<b>Totals</b>	<b>\$401.55</b>	<b>\$954.00</b>	<b>\$108,993.31</b>	<b>\$110,348.86</b>
<b>Total Expenditure</b>				<b>\$110,348.86</b>

**Expended from State Appropriations**

Chapter 122, Resolves, 1925	\$79,072.19
Chapter 107, Resolves, 1925	3,179.17
Chapter 133, Resolves, 1923	2,759.39



Chapter 172, Resolves, 1921	644.00	
Chapter 118, Resolves, 1919	310.04	
Apportionments from State		
Contingent fund	122.38	
State aid road fund	214.40	
		<hr/>
Total paid from state funds	\$86,301.57	
Expended by towns	24,047.29	
		<hr/>
		\$110,348.86

The above expenditures do not include \$9,945.70 from Chapter 122, Resolves, 1925, expended with state aid road funds or \$3,750.00 from the same Resolves, expended with third class highway funds.

### Statement of Special Legislative Appropriations Including Apportionments from State Contingent Fund

Expenditures, January 1, 1925 to December 31, 1925

#### Appropriations

Chapter 122, Resolves, 1925	\$100,000.00
Chapter 107, Resolves, 1925	4,700.00
Balances, Chapter 133, Resolves, 1923	9,081.65
Balance, Chapter 50, Resolves, 1923	
Howland-Enfield Bridge	2,309.86
Balances, Chapter 168, Resolves, 1921	1,087.17
Balance, Chapter 172, Resolves, 1921	
Wiscasset-Edgecomb Bridge	* 934.29
Balance, Chapter 118, Resolves, 1919	
Madawaska Bridge	3,630.04
Balance, Apportionment, Contingent fund	
C. O. No. 647, 1920, Mattawamkeag Bridge	56.53
Balance, Apportionment, Contingent fund	
C. O. No. 648, 1921, Van Buren Bridge	100.74

Balance, Apportionment, Con- tingent fund	
C. O. No. 433, 1921, How- land-Enfield Bridge	307.38
Balance, Apportionment, Con- tingent fund	
Co. O. 78, 1923, Eddington road	0.04
	<hr/>
Total	\$122,207.70

\* Includes \$250.48 credit by material sold.

### Expenditures

Chapter 122, Resolves, 1925	\$79,072.19
Chapter 122, Resolves 1925, expended with state aid road funds	9,945.70
Chapter 122, Resolves, 1925, expended with third class highway funds	3,750.00
Chapter 107, Resolves, 1925, Private and Special	3,179.17
Chapter 133, Resolves, 1923	459.21
Chapter 133, Resolves, 1923, expended with Resolves, 1925	2,300.18
Chapter 133, Resolves, 1923, lapsed	2,500.00
Chapter 133, Resolves, 1923, lapsed	195.48
Chapter 168, Resolves, 1921, lapsed	1,055.60
Chapter 172, Resolves, 1921	644.00
Chapter 118, Resolves, 1919	310.04
Contingent fund, C. O. No. 647, 1920	28.82
Contingent fund, C. O. No. 648, 1920	93.56
Contingent fund, C. O. No. 78, lapsed	0.04
	<hr/>
	\$103,533.99
	<hr/>
Total balance, state appropria- tions	18,673.71

**Balances**

Chapter 122, Resolves, 1925	\$7,232.11	
Chapter 107, Resolves, 1925	1,520.83	
Chapter 133, Resolves, 1923	3,626.78	
Chapter 50, Resolves, 1923	2,309.86	
Chapter 168, Resolves, 1921	31.57	
Chapter 172, Resolves, 1921	290.29	
Chapter 118, Resolves, 1919	3,320.00	
Apportionments, contingent fund:		
Council Order No. 647, 1920	27.71	
Council Order No. 648, 1921	7.18	
Council Order No. 433, 1921	307.38	
		<u>\$18,673.71</u>
Subscription funds on deposit with state		1000.00
Town funds on deposit with state		716.50
		<u>                    </u>
Total balance, December 31, 1925		\$20,390.21

**TABULAR STATEMENT OF EXPENDITURES UNDER SPECIAL LEGISLATIVE RESOLVES**  
**Expenditures January 1, 1925-December 31, 1925**

ITEMS	Engi- neering	Super- vision	Labor and material	Total Cost	Paid by Towns	Paid by State 1925 Resolves	Paid by State 1923 Resolves	Paid by State 1921 Re- solves	Paid by State '19 Re- solves	Paid by S. A. Road Fund	Paid by State Contg. Fund	Total State Aid Paid	Total Miles Con- st'd	Cost per Mile
Road Construction.....		\$684.55	\$79,363.04	\$80,047.59	\$20,775.76	\$58,260.09	\$797.34			\$214.40		\$59,271.83	15.58	\$5,137.84
Road Repairs.....		233.43	20,005.07	20,238.50	1,823.21	16,797.93	1,617.36					18,415.29		
Bridge Construction.....	\$209.01		101.03	310.04					\$310.04			310.04		
Bridge Repairs.....	35.32	11.99	9,224.17	9,271.48	1,448.32	7,179.16		\$644.00				7,823.16		
Ferries.....			300.00	300.00			300.00					300.00		
Miscellaneous Supervision.....		24.03		24.03		14.18	9.85					24.03		
Miscellaneous Engineering	157.22			157.22			34.84				\$122.38	157.22		
<b>Totals.....</b>	<b>\$401.55</b>	<b>\$954.00</b>	<b>108,993.31</b>	<b>110,348.86</b>	<b>24,047.29</b>	<b>82,251.36</b>	<b>\$2,759.39</b>	<b>\$644.00</b>	<b>\$310.04</b>	<b>\$214.40</b>	<b>\$122.38</b>	<b>86,301.57</b>	<b>15.58</b>	

## GENERAL SUMMARY

### Expenditures on State Aid Highways—Third Class Highways—Special Resolves January 1, 1925 to December 31, 1925

ITEMS	Cost of Engineering	Cost of Supervision	Cost of Labor and Material	Total Cost	Paid by Towns	Total Paid by State	Length Miles
State Aid Highways. . . . .	\$5,827.72	\$11,611.65	\$1,322,234.78	\$1,339,674.15	\$599,505.29	\$740,168.86	147.69
Third Class Highways. . . . .		7,153.94	675,588.72	682,742.66	22,887.56	659,855.10	116.62
Special Resolves. . . . .	401.55	954.00	108,993.31	110,348.86	24,047.29	86,301.57	15.58
Totals. . . . .	\$6,229.27	\$19,719.55	\$2,106,816.81	\$2,132,765.67	\$646,440.14	\$1,486,325.53	279.89

**1925 REPORT****STATE AND COUNTY AID BRIDGE CONSTRUCTION**

As in the previous year, bridge construction work under the provisions of the State and County Aid law was very limited in 1925, because of lack of funds to cover the State's portion of cost. The last legislature (1925) authorized the issue of the balance of bonds for state highway and bridge work permitted by the constitution, amounting to \$342,500, and from this issue, \$125,000 was apportioned by the Governor and Council for bridge construction purposes. This same legislature passed an amendment to the state constitution, increasing the allowable bonded indebtedness of the State, and after the approval of this amendment by the voters through the referendum held in September, additional money became available. A number of bridges have been started since that time, but due to the forced inactivity in the spring and summer, the total work accomplished for the year is far below what it would have been had financial conditions permitted.

There were eighty-one petitions continued from 1924 and previous years, and during the year fifty-one new petitions were received and one reinstated. Thirty-one bridges were placed under construction during the year, fourteen were discontinued and eighty-eight petitions were carried over to 1926. Of these petitions, forty-six had been approved by the joint board, action was suspended on seventeen for various reasons, and no joint board hearing had been held for consideration of the remaining twenty-five.

The following list shows the work undertaken in 1925:

Town	County	Contractor	Est. Cost	Description
Benton.....	Kennebec....	Force Account.....	\$6,420.00	Bowman Bridge; concrete slab span, clear span length 8 ft., overall width 48 ft. 9½ in.; stone abutments; 21 ft. roadway on fill.
Carmel.....	Penobscot....	Cyr Bros. Co.....	\$16,800.00	Norton Bridge; 2 concrete slab span, clear span length 15ft. each; concrete pier and abutments; 20 ft. road way.
Carthage.....	Franklin.....	Force Account.....	\$4,500.00	Dennis Brown Bridge; concrete slab, clear span length 6 ft.; concrete abutments; 20 ft. roadway.
Gardiner.....	Kennebec....	Edmond Cyr & Co.	\$8,000.00	Main Avenue Bridge; concrete T-beam span, clear span length 50 ft.; old abutments capped with concrete; 23 ft. 6 in. roadway, 5 ft. sidewalk
Gardiner-Randolph..	Kennebec....	Burpee Construction Company..	\$187,700.00	Kennebec River Bridge old substructure replaced by 6 concrete piers and 2 concrete abutments; wooden portion of superstructure removed and 3 concrete T-beam spans, clear span length 41 ft. 8 in., each built, remainder of distance filled; 3 steel spans left in position; 22 ft. 4 in. roadway, 8 ft. 6 in. sidewalk on concrete spans.
Industry.....	Franklin.....	Force Account.....	\$8,500.00	Merry Bridge; concrete slab span, clear span length 20 ft.; one new concrete abutment, other abutment faced and new concrete wings built; 20 ft. roadway.
Industry.....	Franklin.....	Force Account.....	\$7,700.00	Sawyer Bridge; 2 concrete slab spans, clear span length 13 ft. each; concrete pier and abutments; 20 ft. roadway.
Magalloway Pt.....	Oxford.....	Force Account..... Pittsburgh-Des Moines Steel Co..	\$18,800.00	Brown Farm Bridge; steel bridge with concrete floor; truss span 108 ft long, old abutments capped with concrete, 16 ft. roadway.
Mechanic Falls	Androscoggin.	Cyr Bros. Co.....	\$13,700.00	Pumping Station Bridge; concrete slab span, clear span length 16 ft., concrete abutments; 20 ft. roadway.
Mt. Desert....	Hancock.....	Force Account.....	\$20,000.00	Richardson Brook Bridge; stone slab span, clear span length 10 ft., overall width 42 ft. 10½ in. stone abutments; 23 ft. 6 in. roadway on fill.
Newfield.....	York.....	Cyr Bros. Co.....	\$8,450.00	Long Bridge; concrete slab span, clear span length 12 ft.; concrete abutments; 20 ft. roadway.

Town	County	Contractor	Est. Cost	Description
Newfield.....	York.....	Ames Construction Company.....	\$7,100.00	Moulton's Mill Bridge; concrete slab span, clear span length 18 ft., one new concrete abutment, other abutment faced and capped with concrete; 20 ft. roadway.
Newfield-Shapleigh...	York.....	Cyr Bros. Co.....	\$11,000.00	Meeting House Bridge; concrete slab span, clear span length 18 ft., concrete abutments; 20 ft. roadway.
Newry.....	Oxford.....	Force Account.....	\$3,000.00	Great Brook Bridge; concrete slab span; clear span length 12 ft., concrete abutments; 20 ft. roadway.
Newry.....	Oxford.....	Force Account.....	\$13,300.00	Wight Brook Bridge; 2 concrete slab spans, clear span length 18 ft. each; concrete pier and abutments; 20 foot roadway.
Otisfield.....	Cumberland..	Force Account.....	\$3,700.00	East Otisfield Bridge; 2 concrete slab spans, clear span length 10 ft. each; concrete pier, old abutments capped with concrete; 18 ft. roadway.
Otisfield.....	Cumberland..	Force Account.....	\$3,650.00	Sargent Brook Bridge; concrete box culvert 4 ft. by 4 ft., 36 ft. 5 in. long, 21 ft. 6 in. roadway on fill.
Otisfield.....	Cumberland..	Force Account.....	\$250.00	Stone's Bridge; stone slab span, clear span length 4 ft., stone abutments partially rebuilt; 25 ft. roadway.
Peru.....	Oxford.....	Ulric Metivier.....	\$6,302.00	Mill Bridge; concrete slab span, clear span length 22 ft., old abutments capped and retaining walls faced with concrete; 20 ft. roadway.
Peru.....	Oxford.....	Ulric Metivier.....	\$14,000.00	Speare's Stream Bridge; concrete T-beam span, clear span length 40 ft., old abutments capped, extended and one new mass concrete wing wall built on each; 20 ft. roadway.
Phillips.....	Franklin...	Cyr Bros. Co.....	\$12,700.00	Dill Bridge; 2 concrete T-beam spans, clear span length 30 ft. each; concrete pier and abutments; 20 ft. roadway; new location.
Poland.....	Androscoggin.	Force Account.....	\$1,700.00	Manley Burnham Bridge; steel I-beam span with concrete floor, clear span length 8 ft., stone abutments; 20 ft. roadway.
Rangeley.....	Franklin.....	Force Account.....	\$10,400.00	Dodge Pond Bridge; concrete slab span, clear span length 15 ft. 2½ in.; concrete abutments; 20 ft. roadway.



Town	County	Contractor	Est. Cost	Description
Rangeley.....	Franklin.....	Force Account.....	\$6,150.00	Nile Brook Bridge; concrete slab span, clear span length 16 ft., concrete abutments; 20 ft. roadway.
Rumford.....	Oxford.....	James H. Kerr.....	\$11,400.00	Coffin Brook Bridge; concrete slab span, clear span length 18 ft., concrete abutments; 20 ft. roadway.
Saco.....	York.....	Force Account.....	\$4,000.00	Springs Island Bridge; stone abutment with concrete bridge seat, north end of bridge.
Temple.....	Franklin.....	Force Account.....	\$18,800.00	Temple Mills Bridge; concrete T-beam span, clear span length 40 ft., concrete abutments; 20 ft. roadway, 5 ft. sidewalk; 6 ft. concrete slab span, with concrete abutments, built over adjacent saw mill tail race.
Thomaston....	Knox.....	Force Account.....	\$113,600.00	Wardworth Street Bridge; steel truss bridge, span lengths 71 ft. 8 in., 54 ft., 100 ft., center span is hinged lift type; stone faced concrete piers and abutments; 20 ft. roadway.
Thomaston- Warren.....	Knox.....	Force Account.....	\$47,800.00	Oyster River Bridge; 2 concrete T-beam spans, clear span length 22 ft. each, 42 ft. 9 in. wide; stone faced concrete pier and abutments; 21 ft. 6 in. roadway on fill.
Van Buren....	Aroostook....	Green & Wilson....	\$32,000.00	Grist Mill Bridge; concrete T-beam span, clear span length 25 ft., 52 ft. 11 $\frac{3}{4}$ in. wide; concrete abutments; 30 ft. roadway and sidewalk width on fill.
Washburn....	Aroostook....	Force Account.....	\$29,900.00	Bridge Street Bridge; concrete T-beam, clear span length 25 ft.; concrete abutments; 20 ft. roadway; 5 ft. sidewalk.

The substructure only of the Wardsworth Street Bridge in Thomaston is being built as force account work. The contract for the steel superstructure was not let in 1925.

The contract for the steel superstructure of Naples Bay Bridge in Naples was awarded to The Boston Bridge Works. The substructure of this bridge was begun in 1924 and the description is included in the report for that year.

The following table shows the bridge accounts closed during 1925; with the final cost and distribution of this cost between State, County and Town.

Town	County	Bridge	Total Cost	Paid by State	Paid by County	Paid by Town
Alton.....	Pen.....	Fernald.....	\$22,086.33	\$12,147.48	\$6,625.90	\$3,312.95
Bancroft....	Aro.....	Baskehegan.....	6,168.16	3,084.08	1,850.45	1,233.63
Carmel.....	Pen.....	Cheese Factory.....	6,795.27	2,527.84	2,038.58	2,228.85
Carmel.....	Pen.....	Harvey.....	3,149.74	1,171.70	944.93	1,033.11
Cherryfield..	Wash....	Upper Corner.....	51,876.40	28,532.02	15,562.92	7,781.46
Dedham.....	Han.....	Green Lake.....	3,639.88	1,299.44	1,091.96	1,248.48
Dresden.....	Lin.....	Lower.....	1,434.28	358.57	430.28	645.43
Frankfort....	Wal.....	Seavey.....	3,423.61	1,081.86	1,027.08	1,314.67
Franklin.....	Han.....	Egypt Stream.....	3,776.80	1,148.15	1,133.04	1,495.61
Hope.....	Knox....	Prescott.....	2,228.73	635.19	668.62	924.92
Kingfield....	Fra.....	Norton.....	36,889.99	18,703.22	11,067.00	7,119.77
Lincolnvil..	Wal.....	Lincolnvil.. Beach..	3,520.68	1,337.86	1,056.20	1,126.62
Lincolnvil..	Wal.....	Wardsworth.....	7,138.16	2,712.50	2,141.45	2,284.21
Lisbon.....	And.....	Barker Brook.....	6,262.36	1,565.59	1,878.71	2,818.06
Lisbon.....	And.....	Sabbattus Stream.....	12,288.51	3,072.13	3,686.55	5,529.83
New Sharon..	Fra.....	Day.....	8,281.08	3,312.44	2,484.32	2,484.32
New Sharon..	Fra.....	French.....	6,525.08	2,610.04	1,957.52	1,957.52
Norway.....	Oxf.....	Holt Stream.....	6,946.10	1,736.52	2,083.83	3,125.75
Smyrna.....	Aro.....	E. Br. Matta- wamkeag.....	13,814.29	6,907.14	4,144.29	2,762.86
Stockholm..	Aro.....	Madawaska.....	44,606.18	24,533.40	13,381.85	6,690.93
Surry.....	Han.....	Morse.....	7,929.07	3,290.57	2,378.72	2,259.78
Tremont.....	Han.....	Clark.....	5,240.59	1,656.03	1,572.18	2,012.38
Turner.....	And.....	Meadow Brook.....	4,436.40	1,109.10	1,330.92	1,996.38
Vassalboro..	Ken.....	No. Vassalboro.....	10,969.26	3,049.45	3,290.78	4,629.03
Waterville..	Ken.....	Emerson.....	28,710.55	7,177.64	8,513.16	12,919.75

The total net expenditure for State and County aid bridge construction in 1925, including expenditures from special resolves from the Bridge Loan Fund was \$608,145.74 of which \$35,706.53 was for engineering, advertising and inspection, and \$572,439.21 for labor and material.

There was paid to the town of Hampden \$512.95 as interest on deposit made by the town in 1924 to cover the State's portion of the estimated cost of construction of Grist Mill Bridge. This payment was authorized by Chap. 70, Resolves of 1925.

The following is a report of special resolves from the Bridge Loan Fund:

### 1923 Resolves

Bucksport-Verona Bridge, \$40,000.00. Work described in 1924 report completed and remainder of bridge built as 20 wooden stringer spans. Expenditures to January 1, 1926, \$34,919.91.

Fort Kent-Clair International Bridge, \$16,500.00. Lapsed June 30, 1925. Total amount expended \$710.80.

Naples, Chute River Bridge; Parsonsfield, Canal Bridge; Parsonsfield-Porter, Kezar Falls Bridge. Applied as towns' portions of cost of bridge under State and County aid law. Accounts not closed in 1925.

Vanceboro-St. Croix International Bridge, \$17,500.00. Continued until June 30, 1927, by Chapter 121, Resolves 1925. Expenditures to January 1, 1926, \$269.24.

### 1925 Resolves (Chapter 122)

Fairfield, Martin Stream Bridge, \$7,000.00

Orland, Toddy Pond Bridge, \$2,500.00

Surry, Young's Bridge, \$2,000.00

Bluehill, two bridges, \$4,000.00

None of these bridges were placed under construction in 1925. Petitions have been received from all of the towns, asking for State and County aid, and construction work will probably be started in 1926, with the special resolve money applied as part of the town's portion of the cost.

The following amounts were expended in 1925 by the Bridge Division for maintenance of bridges under the provisions of the gasoline tax bill:

Calais—St. Stephens Bridge	\$6,227.78
Hamlin Pl.—Hammond Brook Bridge	1,983.89
Houlton—Moose Brook Bridge	5,324.66
Merrill—Cold Brook Bridge	1,558.27
Van Buren—St. Leonards Bridge	7,926.44

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\$23,021.04

### MAINTENANCE WORK FOR 1925

Maintenance work during 1925 was performed generally by patrol maintenance. 494 patrolmen were employed in caring for 4,582.46 miles of road in 486 towns. Of this mileage 1,152.20 miles was improved State highway, 1,495.83 miles was improved State aid highway and the balance or 1,934.43 miles was unimproved road. There was also maintained by special arrangement with the towns 292.51 miles of improved State aid road.

A total expenditure for labor and material of \$1,652,241.73 was made on this work, including \$20,818.31 furnished by the State for road machine work. The State also furnished supervision and inspection for the work amounting to \$32,712.65 making the total gross expenditure chargeable to maintenance of \$1,684,954.38. Of this amount the State furnished \$1,435,598.91 and the cities and towns furnished \$249,355.47. The average expenditure per mile was \$367.69.

On the 1,152.20 miles of improved State highway, the expenditure for labor and material and supervision was \$1,094,927.27 or an average expenditure per mile of \$950.21. The expenditure on the 3,430.26 miles of other road under patrol was for labor, material and supervision \$574,128.53 or an average expenditure per mile of \$167.37.