

CHAPTER 48.

AN ACT

[H. B. 72]

To aid shipping in the Territory of Alaska along the Southwestern coast thereof, from Bristol Bay to Norton Sound, providing for a subsidy to be paid the owner or charterer of a ship or vessel engaging in coastwise trade along a prescribed route during the season of 1926, and making an appropriation for the payment of such subsidy.

Be it enacted by the Legislature of the Territory of Alaska:

Governor to subsidize certain vessels for specified trade.

Section 1. That in order to encourage the establishment of a regular coastwise shipping service along the Southwestern coast of Alaska, from Bristol Bay to Norton Sound, beginning at one of the places on Bristol Bay hereinafter specified, and running along the said coast to St. Michael, terminating at the place of beginning, the Governor of the Territory of Alaska is hereby authorized to pay a subsidy of not to exceed Fifty (50) Cents per mile for each mile necessarily traveled over such route, to the owner or charterer of any ship or vessel of American registry, of the size, maximum speed, cargo and passenger capacity hereinafter specified, who shall operate such ship or vessel in the coastwise trade, along such route, as a common carrier of freight and passengers, and who in so doing shall comply with the terms and provisions hereof.

Section 2. That the route over which such ship or vessel subsidized under the provisions of this Act shall be required to operate, the number of trips to be made, and the size and speed of such vessel shall be as follows:

In the event the proposed mail route from Illiamna to Koggiung is established prior to the opening of navigation in the above mentioned waters in the season of 1926, the route of such ship or vessel shall commence at Koggiung and continue along the coast of Alaska to St. Michael and return, making calls both

Koggiung to St. Michaels.

going and returning at each of the following places: Nushagak, Dillingham, Kolukak, Togiak, Goodnews Bay, Quinhagak, Bethel, Akiak, Nunivak Island, Tununok on Nelson Island, Hooper Bay and Scammon Bay.

And in the event the mail route from Illiamna to Koggiung be not established prior to the time hereinabove specified, then the said route shall commence at False Pass, and shall continue along the northwesterly coast of the Alaska Peninsula to Koggiung, and thence along the coast of Alaska, along the Koggiung-St. Michael route hereinabove defined; that in addition to the ports of call named in the Koggiung-St. Michael route, if this latter route is selected, calls shall be made each way at the following additional places: Port Moller, Port Heiden, Naknek, Ugashik and Egegik.

False Pass to St. Michaels.

That the choice of either of these routes shall be in the discretion of the Governor.

Choice of routes in discretion of Governor.

That such ship or vessel, so subsidized under the provisions of this Act, shall be not less than sixty (60) feet in length and have a cargo capacity of not less than forty (40) tons under deck and a passenger capacity of not less than twenty (20) persons, its loaded draft shall not exceed nine (9) feet, and its maximum speed shall be not less than eight (8) miles per hour, and the passenger accommodations of such ship or vessel shall be reasonable and commensurate to the size of such ship or vessel.

Specifications for ship.

That such ship or vessel shall make not less than six (6) regular stated trips and return along the route selected and designated, calling at each of the way-ports named both going and returning, not less than once each month during the season when navigation is open in the aforementioned waters during the season of 1926, subject to the conditions provided in Sections 7 and 8 of this Act.

Number of trips.

Call for bids
for service and
award of
subsidy.

Section 3. That the Governor of the Territory of Alaska shall, not later than on January 1, 1926, call for bids or offers to operate such ship or vessel of the size, speed and cargo and passenger capacity herein required, over either of the aforementioned routes, which call shall define the specifications for passenger accommodations to be afforded by such ship or vessel. The said call shall set out in detail the route to be covered by such ship or vessel, if the same can be determined at the time of the issuance or publication thereof, or shall state that the choice of the route will rest with the Governor, who may choose and prescribe such of the two routes designated as will be most economical, but likely to give the service desired. The call shall also detail the distance in miles between each of the ports hereinabove named, and the total distance of the route to be covered, which mileage, so given in the call, shall thereafter be deemed to be the official table for the purpose of computing the amount of the subsidy to be paid.

Subsidy how
paid and
amount.

Section 4. That no bid or offer in excess of Fifty (50) Cents per mile for each mile necessarily traveled over the route designated, to be computed according to the said official table of distances, shall be accepted. And the award of the subsidy herein provided for shall be in the discretion of the Governor, who may arrange for the payment of a lesser amount per mile than the maximum sum herein provided for; Provided, however, that the total amount of the subsidy paid to the owner or charterer of the ship or vessel to whom the award has been made in accordance with the provisions and upon compliance with the requirements of this Act, shall not exceed the total sum herein appropriated for this purpose.

Section 5. Upon the completion of the service herein required and upon compliance with the terms and provisions of this Act, the amount of the subsidy due,

after computation of the mileage traveled by the Governor, shall be paid to the person, persons or corporation entitled thereto upon the requisition of the Governor and on his certificate that the services have actually been performed by the party or person therein mentioned. And the proof of the size, speed, and cargo and passenger capacity of the ship or vessel, and of the performance of the services required, shall be made by the owner, charterer or master of such ship or vessel, in duplicate, under oath, upon forms to be prescribed by the Governor, the original of which is to be kept in the office of the Governor, and the duplicate to accompany the requisition for payment to be filed in the office of the Territorial Treasurer.

Section 6. That the amount of the subsidy shall be paid at the close of the season of 1926, and as soon after the completion of the services as the making of proof, the necessary examination thereof, and the computation of the amount due by the Governor will admit. That if the contractor awarded said subsidy shall fail to make the required number of voyages, he shall only be paid for the mileage actually traveled; Provided, however, that inability, due to stress of weather, to touch at intermediate points along the route selected, not provided with proper docking or harbor facilities, shall not prevent the contractor from receiving the subsidy otherwise earned, nor shall the inability to touch at such places for the reasons hereinabove stated be made a cause for reducing the amount of the subsidy for any such voyage when actually made otherwise.

Payments
how made.

Proviso.

Section 7. The owner or charterer of such ship or vessel, upon being awarded the subsidy herein provided for, shall immediately publish a tariff of freight and passenger rates, which rates shall be reasonable, under penalty of forfeiture of the subsidy; and the Governor, if he so finds, shall have the power to declare a rate or rates excessive.

Owner or
charterer to
publish tariff.

Report of
contractor.

Section 8. It shall be a condition in the awarding of any contract or subsidy under this Act that the contractor shall agree to make a report, under oath, at the time of the making of the proof of the rendition of the services as required in Section 5 hereof, to the Treasurer of Alaska, giving the following information:

(a) Tariff sheet of freight and passenger rates for the route covered;

(b) Total tonnage and total number of passengers carried;

(c) Gross earnings from passenger, freight and mail service rendered, segregating the same according to the three classes herein mentioned;

(d) The gross expense and the gross earnings of the ship or vessel during the period covered by the contract.

Section 9. That the Governor shall be authorized to expend a sum of money, not to exceed the sum of Two Hundred (\$200.00) Dollars, in advertising for bids or offers under the provisions of this Act.

Appropriation.

Section 10. That the sum of Ten Thousand (\$10,000.00) Dollars, or so much thereof as may be necessary, is hereby appropriated from the General Fund of the Territorial Treasury not otherwise appropriated, for the purpose of carrying out the provisions of this Act.

Approved April 29, 1925.