

BOYSCOUTS TO HAVE NEW HOME

Palama Troop Turns Out in Force at Ceremony of Preparing for Erection of Scout Home in Settlement; First Sod Is Turned by Mrs. Charles Adams; Ceremonies Impressive.

(From Thursday Advertiser.)
Ground was broken yesterday for a new Boy Scout building on King street. The ceremonies attending the ground breaking were pretty and impressive. The Palama troop, Boy Scouts of America, in command of Scoutmaster Robert Anderson, had charge of the ceremonies.

Mrs. Charles Adams, who is patroness of Palama troop, turned the first sod shortly after four o'clock with a silver spade prettily decorated with the colors of the Boy Scouts. The lady was grouped about the site of the proposed building and as Mrs. Adams turned the sod she said: "I dedicate this building to good citizenship. May those that build it and those who enjoy the comforts and pleasures it may give, grow up to be honest, upright American citizens."

Cheered by Boy Scouts.
The assembled scouts and visitors gave three hearty cheers for Mrs. Adams. W. R. Humphries of the Palama Mission, responded with a few well chosen words.

Scout Commissioner James A. Wilder explained the purpose of the new building and the method in which it would be built.

The money for the purchase of material and supplies has been loaned to Palama Troop by Mrs. Adams. Mr. Wilder explained that the Boy Scouts could receive no donations. The construction of the building will be under the supervision of Scoutmaster Hoyt. All the boys of Palama Troop will assist in erecting the building and will be taught different branches of the carpentering trade while it is under construction.

Wilder Explains Advantages.
"You see," said Scout Commissioner Wilder yesterday, "putting up a building like this has a double advantage. When it is completed the boys will have a building that they can really call their own and will have a natural pride in seeing that it is given care. At the same time they get an opportunity of picking up rough carpentering and this often has a tendency to develop with young boys and in later years they learn the trade thoroughly. The building will probably be finished in six weeks and we expect to have a grand house warming."

Active work on the new building will be started today.

Japanese, Despondent Because Cherished Wish Is Denied, Goes Over Steamer's Side.

Despondent because he was discovered as a stowaway and realized he would be denied his cherished wish of landing in the United States, Sochi Tonnaga, a Japanese, forced his way from the stateroom on the T. K. K. steamer Nippon Maru in which he had been locked, committed hara kiri on the deck and then threw himself over the side. His body was not recovered.

The tragedy occurred on the morning of February 4 while the Nippon Maru was forty-eight hours out of Honolulu for Yokohama en route to San Francisco. The incident was related by Commander A. C. Stevens and Decker J. P. Bourne upon the arrival of the Nippon Maru here yesterday afternoon at three-thirty o'clock.

Discharged from Steamer.
Tonnaga had been employed for about a year on the Nippon Maru as a stowaway. To workmates on the ship he had often expressed a disinclination to again live in his native land and that he was working on board the boat to secure enough money with which to take up an abode in the United States. On the last trip of the Nippon Maru from the United States to Japan, he was found guilty of unbecoming conduct and at the end of the voyage was discharged and sent ashore.

Two days after the vessel was at sea on the return trip to San Francisco, Tonnaga was found stowed away in the ship's hold and taken in charge by the ship's officers to be detained until the vessel returned to the port from which he had surreptitiously shipped and where he would have been landed.

Escapes from Stateroom.
As the Nippon has no brig, Tonnaga was placed in an unoccupied stateroom and the officers believed they had securely fastened all entrances to prevent the escape of the prisoner. On the morning of February 3, however, evidence of hara kiri was found on the deck and investigation revealed that the stateroom in which Tonnaga had been confined was empty. The Japanese had escaped by working the window of the port hole lower, gaining the deck and subsequently committing hara kiri and throwing himself overboard. That he went over the side was demonstrated by a thorough search of the ship. No one saw the Japanese escape from his prison or commit suicide. In the stateroom Purser Bourne found a note written by Tonnaga in effect that he would not return to Japan and he would there, and that his one great desire was to be landed in the United States. Other Japanese on the boat stated that Tonnaga had taken his dismissal from the boat's service deeply to heart and had brooded much over the occurrence.

JURY'S VERDICT LIBERATES FIELD

Rufus Simmons, Accused With Him of Murder, Guilty of Manslaughter in Second Degree.

(From Thursday Advertiser.)
George Rufus Simmons—guilty of manslaughter in the second degree; penalty prescribed by the law—not less than five nor more than ten years.

James Frederick Field—not guilty of the charge of murder in the first degree; discharged by Judge Henry E. Cooper.

This was the result of the trial of the two men charged with the murder of Santos Morales at Porto Rican, who was shot at Wahiawa on June 30 of last year and died from the injuries received at the time on July 5 following.

After a trial of eight days the case went to the jury yesterday morning at half-past eleven o'clock, and four hours and forty minutes after, or at ten minutes after four o'clock, the verdict of the jury was handed in. Clerk E. T. Simmons by Capt. Frederick C. Miller, foreman. The jury is said to have cleared Field in one of its earlier ballots; in the case of Simmons the principal difficulty at arriving at a verdict arose over settling the degree of murder or manslaughter, there being no doubt of the guilt of the defendant in question.

Simmons Not Affected.
If Simmons felt any surprise or was affected at all with the verdict of the twelve men he did not give any visible sign of it. He appeared, on the other hand, to take the situation in a matter-of-fact way.

When Judge Cooper discharged Field, in accordance with the verdict of the jury, the latter lost no time in leaving the chair which he occupied for eight days while the jury held his life and that of Simmons in the balance. Field went into the clerk's room, got his hat, came out and met his white wife, and the two left the court room and the Judiciary Building. Field could move a free man. He did not even look at the man who was a confederate in the case; neither did he speak to or shake the convicted man's hand. He was followed out of the court room by Attorney Leon M. Strauss, who defended him during the long drawn out trial.

Attorney E. Schnack, who represented Simmons during the trial, excepted the verdict on the usual grounds and gave notice of a motion for a new trial. Judge Cooper will sentence Simmons on Saturday morning at nine o'clock. The statute prescribes a penalty of not less than five nor more than ten years' imprisonment at hard labor in convictions of this nature.

The eighth and last day of the trial began yesterday morning, with Field on the stand under cross-examination. Although closely pressed by the city prosecutor, Field stuck to the story he told on Tuesday, and which was given in The Advertiser yesterday.

Five Hours Reaching Verdict.
The defense rested at thirty-eight minutes after nine o'clock, whereupon the prosecution put the captain at the witness stand in rebuttal, but little additional facts were elicited from the witness. The prosecution closed its case finally at seven minutes after ten o'clock. The city prosecutor took an hour and seven minutes in addressing the jury. Attorneys Strauss and Schnack, both testifying from making addresses for the defense.

At fourteen minutes after eleven o'clock Judge Cooper began giving the jury instructions of the prosecution, the defense and the court, the defense excepting to the refusal of the court in regard to instructions one and two, which the court did not give. The case went to the jury, which took the verdict under consideration for almost five hours, out of which time it was adjourned by Clerk Charles K. Hopkins, acting as bailiff.

The jury in this case was made up as follows:
Capt. Frederick C. Miller, foreman; Jacob Ordensfeld, Howard W. Adams, Henry E. Roth, Adolph B. Angus, Charles W. Kiehn, William M. Minion, Thomas H. Hughes, John H. Thompson, Frederick C. Bailey, Daniel P. Lemon and C. D. Samson.

A trooper from Manila, at the order of a superior officer at the foot of the gang plank of the transport Thomas yesterday afternoon, took off his army hat and saluted the trooper. The trooper, who was a native of the Philippines, was a member of the Honolulu police patrol wagon, for rescuing him from the water between Pier No. 14 and Pier No. 15 yesterday afternoon and delivering him at the side of the Thomas in time to continue his journey to that vessel to the Coast.

Coming up Queen street on his beat, Calvert got the glimpse of the big form of a soldier go over the seawall this side of Pier No. 15 and disappear. The policeman rushed to the concrete coping and saw the man lying unconscious fourteen feet below in shallow water, wriggling about on the coral, apparently seriously hurt, but not in danger of drowning because of low tide. With the assistance of a citizen, Calvert dragged the trooper out and got him into the street. He was unconscious and visible signs indicated that he had taken his tumble involuntarily, being considerably under the influence of stimulants found while on shore leave.

Calvert sent in the patrol alarm, and instead of driving the unfortunate visitor to the station, took him to Pier No. 7, where the transport was docked. It was there that the officer on watch gave him the order to salute the Honolulu police, which was done as graciously as could be expected.

MacK says that Ned Hanlon, the outlaw promoter, would lend fifty cents on a five-dollar gold piece. Connors himself isn't scattering his money around with a wanton hand. Rumor has it that a lot of men on the New York Yankees are getting larger salaries than some of his stars.

HAWAII MAY NOT HAVE A BUILDING

Continued from page two.
out spending, instead of hitting the unfortunate the first whack out of the box."

"I understand that quite a sum has already been spent out of the fair appropriation. Whether the expenditure so far has been warranted or not I do not care to state at this time. It is, however, not germane to the question. I want Honolulu people to have brought home to them."

"I am told that there has been quite a row among architects because of the high falutin' ideas which some of the commissions have shown in regard to the building wanted at San Francisco. Plans for a building to cost as high as \$250,000 have been prepared, when it is perfectly well known that the total territorial appropriation for the exhibit including the building was only \$100,000. Out of the appropriation perhaps several thousand dollars have already been spent and considerable money will be required to prepare, ship and land the Hawaiian products and other materials to be shown. At the most, there is available for the building only from fifty to seventy-five thousand dollars."

"All things considered, I do not believe that more than \$50,000 can be spent on the building, if a building exclusively for the use of the Territory must be put up. The other expenses of the exhibit will easily exhaust what there now remains over and above \$50,000 out of the original appropriation."

Chairman Wood Surprised.
Chairman H. P. Wood of the Hawaiian commission was made aware of the situation yesterday at noon by the Advertiser and expressed some surprise and a feeling of this had come to him before.

"This is certainly a great surprise to me," said Mr. Wood, "as the commission had practically closed most of the details in connection with the early start on the Hawaii building at San Francisco."

"We telegraphed yesterday to our architect in San Francisco to go ahead and prepare to advertise for bids as soon as further advised by us."

"Of course, the spending of the appropriation, entirely within the discretion of the Governor according to the wording of the legislative act in this respect, and if he should decide otherwise than we had expected and hoped for we will have to bow to his decision in the matter."

"Whether or not, because we may not have the appropriation available for the purpose it was passed, we will after all have a building exclusively for the exhibit, in something I am not prepared to state at this time. The commissioners never for one moment anticipated such a possible turn of affairs."

COMMISSION HAS ITS PLANS WELL UNDER WAY

A cable message was received yesterday from Charles E. Moore, president of the Panama Exposition, by H. P. Wood, chairman of the Hawaiian commission, as follows:

"The Panama exposition commission will permit the sale on the mezzanine floor of the Hawaii Building of coffee, pineapples, cigars, souvenirs and other strictly Hawaiian products. These selling privileges will be granted under the general exhibition rules, subject to the usual payments to the exposition authorities. This permission is extended under the theory that the concession you ask is in the nature of an exhibit of the habits, costumes and customs of the Hawaiian people. In other words, the concession is granted on the grounds that the exhibit is ethnological and is of such a nature that it would not be properly provided for if it were merged in the general classification. The exposition authorities will therefore permit you to make such exhibits elsewhere than in the classified building."

Bids Are Authorized.
On receipt of this cablegram the Hawaiian commissioners at once called H. Dickey, the architect who drew the plans for the Hawaiian building, authorizing him to advertise for bids. This question of whether Hawaii would be allowed to sell local products, such as pineapples and coffee, and whether island agricultural products could be used for decorative purposes, has been the subject of much discussion and correspondence since the early part of December. The cable permission received yesterday opens the way for the commencement of the plan that has been made to carry out the exposition and advertising features of Hawaii's exhibit at San Francisco in 1915. The cable message quoted above clears the whole situation.

Building to Cost \$50,000.
The plans that have been accepted call for a building that will cost about \$50,000, said H. P. Wood yesterday, and the remaining \$50,000 will be used for the preparation and installation of the exhibits. The only alterations that will be made in the building as originally planned will be some minor changes in the two wings to meet the requirements of the sugar, coffee, tobacco and pineapple exhibits.

The commission now has a man who is working under the direction of Dr. E. V. Wilcox of the experiment station, getting the exhibits into shape, he stated.

SAN FRANCISCO, January 24.—The barkentine Hawaii, of Hind, Ralph & Company, bound from Eureka for Sydney, Australia, was reported last night as in trouble off the coast. She had lost her deck land and some sails, when she was spoken by the Falcon, from Everett, Washington, to San Pedro, Hawaii had been a hired and they were put aboard the Falcon. The captain of the Hawaii declined assistance. He said he would put in at Eureka or San Francisco if necessary, but hoped to be able to proceed to destination.

INTER-ISLAND SERIES TO HAVE GALA OPENING

CHAMPIONSHIP GAMES WILL BE INAUGURATED WITH STREET PARADE AND TWO FAST BALL GAMES—MAUI AND HILO TEAMS LOOM UP STRONG ON PAPER.

Next Saturday and Sunday afternoons will witness the close of the Mid-Pacific Winter League series, the All-Chinese and All-Service teams furnishing the Saturday fodder, with the All-Chinese and Hawaii as the attraction for the Sunday fans.

Following this series will come the inter-island baseball series, under the auspices of the sport committee of the Mid-Pacific Carnival, for the championship of Hawaii and for The Advertiser trophy.

February 14 will be the opening day, and the committee in charge of the series, Messrs. A. L. Castro, David Deane and John Soper, is planning to give the fans and fannettes of Honolulu the biggest of trims in the way of baseball.

Maui and Hawaii are to be represented in the inter-island series, and with the arrival of the two teams on the morning of February 14 will come the carrying out of the plans for the opening games in the afternoon. In keeping with the occasion and to show the Honolulu fans as well as the strangers in town that this is not a lunk league ball town, there is to be a great big street parade.

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There will be the band out in front, followed by the officials of the league and the various ball players, in automobiles, these automobiles being decorated with the various colors of the teams. In fact Messrs. Castro, Deane and Soper are leaving no stone unturned to make the inter-island series the biggest and best series ever pulled off in Honolulu.

Outside Teams Strong.
While the hometown teams, the Panamas, Anahis, All-Service team and Oahu, are well known to local fans and will have their loyal supporters, interest is keen in the Maui and Hawaii teams.

Managers Harold Rice of Maui and Jack Easton of Hawaii have been busy for several weeks past, drilling their men, and when these two teams make their initial appearances at Athletic Park they will be under the keen eye of every critic hereabout.

Both managers are sanguine of the outcome, and each is well satisfied that his charges will give a good account of themselves during the series.

Whether or not Maui or Hawaii wins the pennant they will be able to look always with pleasure upon their trip to Honolulu to compete against the crack teams of Oahu.

Messrs. Castro, Deane and Soper have arranged with John T. Scully of Waikiki Inn for the housing of the two teams, and John Scully is planning to make their stay an enjoyable one. He will have the Inn decorated in the colors of the two teams, as well as of the Carnival, and some evening during the stay of the teams will be set aside as a Maui and Hilo night, at which will be given an entertainment and dance.

Strict Rules to Prevail.
That each game shall be well worth the seeing is the aim of the committee, and a set of rules has been drafted which will insure clean, up-to-date baseball.

Rice Growers Claim That Existing Freight Charges Are Too High and Lodge Complaints.

Numerous complaints made by Chinese rice planters to Ching Shai, manager of the Oahu Rice Mill, regarding what they term excessive freight rates charged by the Koolau Railway Company for transportation of the product of the plantations to Honolulu, may result in a concerted movement by the rice interests to secure a readjustment of the rate schedule. Speaking of the complaints which are coming to him, Mr. Ching said yesterday:

"What is the devastation of the rice plantations by storm and flood and the high wages demanded by the laborers, the high railway freight rate the planters are compelled to pay is seriously crippling them in their operations. As rice is one of the principal products of the islands its production should be encouraged and promoted."

"From Koolau to Kahuku the rate charged by the railway company is eight cents per bag of paddy, and from Kahuku to Honolulu the company charges twelve and one-half cents per bag. The total transportation cost of a bag of paddy from Koolau to Honolulu, including the transportation cost of four cents per bag from the plantation to Koolau, reaches twenty-four and one-half cents. Add to this the cost of grinding and refining and the cost of laying a bag of rice down in Honolulu from the plantation is thirty-six cents."

"The railway freight rate for a bag of rice from Louisiana to San Francisco is sixty cents. Comparing the distance from Koolau to Honolulu, which is only twenty-five miles, with that from Louisiana to San Francisco, which is about 1700 miles, the rate of the latter is much lower than that of the former."

"Even the plantation laborers are complaining of the high traffic rates and are patronizing the auto trucks which run between Koolau and Honolulu and transport them back and forth at a much lower rate than the railway. The planters would welcome more trucks, which would also carry rice, to run from Koolau to Honolulu."

Planters would also welcome the inauguration of additional freight steamers or service between the two points. About three years ago, the steamer J. A. Cummings carried freight from Koolau to Honolulu at the rate of \$1.75 per ton, which was a difference of sixteen cents less on every bag of paddy conveyed than the present railway rate."

ball. Players will not be allowed on the field unless properly uniformed, and no player will be allowed to play with more than one team. Capt. Norris Stanton and George Burns will be the umpires in charge of all games, and their decisions shall be final.

Where double-headers prevail, the first game will start at one o'clock and the second within a few moments after the close of the first game. Time will be allowed upon the day of the parade and other occasions for the starting of the games as to not interfere with other events.

Most Protect Umpires.
Manager "Tommy" Treadway of Athletic Park is determined to stamp out rowdism at the ball park, and in this he should be supported by all advocates of clean baseball. It is his idea that a man who overreaches himself in roasting an umpire or player can be ejected from the grounds as well as being subject to arrest. A set of rules for the behavior of certain persons on the grounds is being drafted, and if these men do not care to live up to these rules they will be denied admission to the park.

To muzzle a baseball fan is out of the question, for it is rooting and noise that make a ball game as well as players. Rowdism among the fans and players, though, must not be allowed to get an upper hand, and the spectator or player who cannot behave should be punished.

The remarks hurled at Umpire Stanton by a clique in right field last Sunday were unparalled for and were but a reflection of what the hoodlum will do at a ball game if allowed to go unmolested.

In adopting the methods of the major leagues, as well as the Coast League, in denying admission to such men or selling them a ticket with the proviso that the same is revocable and that the offender can be ejected from the grounds, would soon stop the rowdism which often prevails at Athletic Park.

Notes of the Game.
Several of the All-Chinese ball team are now on Maui, playing practice games with the Maui team. Both Foster and Alvin Robinson are to play with the Valley Isle aggregation in the inter-island series, and a little acquaintance with their fellow teammates is bound to help Maui in getting a fast bunch together.

Schoolfield Barrecks is up in arms at the way the baseball timber there has been treated in picking the All-Service team which will enter the inter-island series. The boys claim that but two of their men are on the team, while there should be at least seven.

Panahoe is fit and ready for the inter-island series to open, and both Manager Castro and Captain Honolulu are anxiously awaiting the opening game. Maui will be the opponent of Panahoe, and with Foster Robinson on the hill for Maui and Inman working for Panahoe, the fans should witness a great game.

Considerable improvement has been noticed in the team work and hitting of the Anahis, and while they are not figured as winners of the series, their friends look for them to give a good account of themselves against the other teams. Moriama and Yunguchi, both in good condition and should pitch first-class ball.

A.H. Steamer Arrives on Schedule After Hot Experience With Lightning and Hail.
The American-Hawaiian freighter Missouri arrived from Tacoma yesterday morning at nine-thirty o'clock and docked at Pier No. 18 with a varied cargo aboard amounting to 2200 tons for Honolulu and other island ports.

The Missouri left Tacoma January 26. Included in the cargo was a large assortment of livestock, shipped by A. L. McPherson who accompanied the freighter to this port. In the shipment were 17 horses, some of which are thoroughbreds; 257 hogs, and 6 crates of chickens, all of which fared well on the trip.

The Missouri showed no ill effects from the thunderbolts that struck the ship off Oahu en route to Tacoma, other than a few scratches on the hull. The lightning struck the foremast and the mainmast was uninjured. During the electrical bombardment of the vessel a heavy rain of hail accompanied the disturbance and although a number of men were on the deck at the time, no one was injured.

MRS. LALLAH HIGHTON GOES TO FINAL REST
SAN FRANCISCO, January 26.—Mrs. Lallah Highton, one of San Francisco's best known and most beloved club women, passed away at her home, 1400 Washington street, at an early hour yesterday morning. Death followed a brief but acute illness. Following a requiem high mass at St. Mary's Cathedral at ten o'clock tomorrow morning, her remains will be laid to rest in Holy Cross cemetery, where the interment was private.

Mrs. Highton was the widow of the late Attorney H. E. Highton. She was a member of the California Club, Civic Center and of the Women's Auxiliary of the California Pioneers. She was one of the organizers of the Woman's Exchange and also of the local branch of the Red Cross Society. Her life was devoted to charitable endeavors, especially among poor but able artists and sculptors in need of friendly assistance.

The decedent is survived by two sisters, Miss Ida Scofield and Mrs. Edith Cook, and a brother, Leonard Scofield, real-estate broker, of this city.

NEW PILOT RATES GO INTO EFFECT

Harbor Commissioners Approve Schedule Which Will Benefit Ports and Island Business.

Placing the official stamp of approval upon reduced pilot charges for vessels entering this and other ports in the Territory, the board of harbor commissioners yesterday took the forward step that shipping men believe will mark a new era in the prosperity of this port.

With the reduction in pilot and port charges enacted into a governing rule yesterday by the harbor board, it is believed that the number of calls at Honolulu for coal and for general ship supplies will be greatly increased and business in the town of Honolulu and other island ports correspondingly bettered.

The new rates will apply at the port of Honolulu about February 15, and will have effect on other ports mentioned at or near March 5.

Having been referred to the legal department of the Territory of Hawaii some weeks ago to be drawn up in legal form, the recommendations of the board of harbor commissioners for a re-arrangement and reduction of pilotage charges for ports in the Hawaiian Islands, as shaped by the attorney general, were adopted at the meeting of the board yesterday.

The fees to be paid to the harbor commissioners by steamers for pilot service at the ports of Honolulu, Hilo and Kahului are fixed as follows, subject to United States navigation laws:

999 tons displacement or under	\$10.00
1,000 to 1,499 tons displacement inclusive	15.00
1,500 to 1,999 tons displacement inclusive	20.00
2,000 to 2,499 tons displacement inclusive	25.00
2,500 to 2,999 tons displacement inclusive	30.00
3,000 to 3,499 tons displacement inclusive	35.00
3,500 to 3,999 tons displacement inclusive	40.00
4,000 to 4,499 tons displacement inclusive	45.00
4,500 to 4,999 tons displacement inclusive	50.00
5,000 to 5,499 tons displacement inclusive	55.00
5,500 to 5,999 tons displacement inclusive	60.00
6,000 to 6,499 tons displacement inclusive	65.00
6,500 to 6,999 tons displacement inclusive	70.00
7,000 to 7,499 tons displacement inclusive	75.00
7,500 to 7,999 tons displacement inclusive	80.00
8,000 to 8,499 tons displacement inclusive	85.00
8,500 to 8,999 tons displacement inclusive	90.00
9,000 to 9,499 tons displacement inclusive	95.00
9,500 to 9,999 tons displacement inclusive	100.00
10,000 to 10,499 tons displacement inclusive	105.00
10,500 to 10,999 tons displacement inclusive	110.00
11,000 to 11,499 tons displacement inclusive	115.00
11,500 to 11,999 tons displacement inclusive	120.00
12,000 to 12,499 tons displacement inclusive	125.00
12,500 to 12,999 tons displacement inclusive	130.00
13,000 to 13,499 tons displacement inclusive	135.00
13,500 to 13,999 tons displacement inclusive	140.00
14,000 to 14,499 tons displacement inclusive	145.00
14,500 to 14,999 tons displacement inclusive	150.00
15,000 to 15,499 tons displacement inclusive	155.00
15,500 to 15,999 tons displacement inclusive	160.00
16,000 to 16,499 tons displacement inclusive	165.00
16,500 to 16,999 tons displacement inclusive	170.00
17,000 to 17,499 tons displacement inclusive	175.00
17,500 to 17,999 tons displacement inclusive	180.00
18,000 to 18,499 tons displacement inclusive	185.00
18,500 to 18,999 tons displacement inclusive	190.00
19,000 to 19,499 tons displacement inclusive	195.00
19,500 to 19,999 tons displacement inclusive	200.00
20,000 to 20,499 tons displacement inclusive	205.00
20,500 to 20,999 tons displacement inclusive	210.00
21,000 to 21,499 tons displacement inclusive	215.00
21,500 to 21,999 tons displacement inclusive	220.00
22,000 to 22,499 tons displacement inclusive	225.00
22,500 to 22,999 tons displacement inclusive	230.00
23,000 to 23,499 tons displacement inclusive	235.00
23,500 to 23,999 tons displacement inclusive	240.00
24,000 to 24,499 tons displacement inclusive	245.00
24,500 to 24,999 tons displacement inclusive	250.00
25,000 to 25,499 tons displacement inclusive	255.00
25,500 to 25,999 tons displacement inclusive	260.00
26,000 to 26,499 tons displacement inclusive	265.00
26,500 to 26,999 tons displacement inclusive	270.00
27,000 to 27,499 tons displacement inclusive	275.00
27,500 to 27,999 tons displacement inclusive	280.00
28,000 to 28,499 tons displacement inclusive	285.00
28,500 to 28,999 tons displacement inclusive	290.00
29,000 to 29,499 tons displacement inclusive	295.00
29,500 to 29,999 tons displacement inclusive	300.00
30,000 to 30,499 tons displacement inclusive	305.00
30,500 to 30,999 tons displacement inclusive	310.00
31,000 to 31,499 tons displacement inclusive	315.00
31,500 to 31,999 tons displacement inclusive	320.00
32,000 to 32,499 tons displacement inclusive	325.00
32,500 to 32,999 tons displacement inclusive	330.00
33,000 tons displacement or over	335.00