# Shipping

## FIJIAN COAST STREWN WITH SPLINTERED MASS OF WRECKAGE

Fijian coasts near Nasalai reef, were strewn with a splintered mass of wreckage following the total destruction in one piece, and the bow, badly battered which has beached her bones on those inhospitable shores according to the report of officers in the Canadian-Australian liner Makura that arrived at Honolulu this morning after a passage from Sydney N. S. W. by the way of Auckland and Suva.

At the time the Makura called at the Fijian port the remains of the American schooner were in a broken mass upon the Nasawata Point of the Nasalai Reef, very near to Manly-on-Rewa. The hull of the vessel and all the lumber in her hold are splintered and shattered and lying about in all directions; the poop is up high and dry in one piece and the bow, badly battered and twisted, is lying some little distance away; whilst between them is a mass of splintered wreckage.

From the details obtainable it would appear that the Endeavor struck the reef at low tide, broadside on, and that the reef practically sliced the deck clean off the hull; as the deck and some of the load are lying farther over on the reef than the hull. A rough estimate of the amount of lumber which will be saved from the wreck itself is about 70,000 feet.

Captain W. J. McAllep, a navigator well known upon the coast and a visitor to the Hawaiian Islands recently returned to the mainland from the scene of the wreck.

The story of the wreck as brought by the Makura is to the effect that after the vessel struck the crew took to their boats and landed on the Mamalanila reef, upon which the schooner had driven, a boat's crew being sent to communicate the news of the wreck to Suva. Much of the cargo was jettisoned in an attempt to save the vessel but she began to break up. Subsequently the Endeavor, which was owned by George E. Billings of San Francisco, was sold as she lay on the reef for $1750. Captain McAllep was commodore of the George E. Billings' fleet.

The island off which the Endeavor struck is known to Fijians as Ngau and is eight and a half miles southwest of Nairai and 27 miles southeast of Ovalau. It extends southeast and northwest eleven and a quarter miles in length and six miles in breadth. It is surrounded by a barrier reef or 38 miles circuit, ranging three and a half miles off the western side of the island. There are three closely connected but intricate ship entrances on the northwestern side leading into a sheltered roadstead, having 20 fathoms of water and spreading over 16 square miles. The Endeavor was 163 feet 4 inches long, 35 feet six inches beam and had a 12 feet 8 inches depth of hold. She was built by Hall Bros. in 1897 at Eagle Harbor.

**Prominent Steamship Man Coming.**

Sir James Mills, managing director in the Union Steamship, is reported as a passenger in the Matson Navigation liner Honolulan to arrive at this port early tomorrow morning, and will be one of a half dozen travelers who will transship to the Canadian-Australian steamer Marama, destined for Sydney N. S. W. by the way of Suva and Auckland.

Sir James Mills has been to England and the continent on a business mission. It has been some months since the big steamship magnate passed through Honolulu. At that time it will be remembered he took steps which resulted in the effecting of a traffic arrangement between the Matson line and the Canadian-Australian service to the south seas. Following the negotiations it was then possible for travelers to purchase tickets at San Francisco for Australia by the way of Honolulu instead of proceeding to a British Columbian port there to take steamer for the colonies.

**New Commander of the Cleveland.**

As forecasted in the Star-Bulletin some weeks ago, Captain Dempwolf as master of the Hamburg-American excursion steamer has been superceded by Captain T. Kier. Captain Dempwolf has been selected as the master of the biggest liner in the Hamburg-American service, the Europa, now under construction. According to schedule, the Cleveland, with approximately five hundred round-the-world excursionists would arrive at Port Said today. The Cleveland is due at Honolulu on January 23, remaining here forty-eight hours, then proceeding to San Francisco. Other officers in the Cleveland include: Fr. Kruse, first officer; C. H. Dill, second officer; R. Schierlitz, second officer; M. Mattick, second officer; Th. Herrmann, third officer; H. Koch, fourth officer; Ch. Stehr, chief engineer; O. Breckmann, second engineer; A. Jacobsen, third engineer; W. Napier, third engineer; H. Buhr, third engineer; G. Purwitz, fourth engineer; Chr. Brockmoller, fourth engineer; A. Kempchen, fourth engineer; H. Grimmer, electrician; Dr. A. Lubbert, first physician; Dr. G. Drewes, second physician; Miss Marie Pless, trained nurse; D. Peinert, chief purser; P. Fransen, purser; D. Brenneke, assistant purser; R. Zeplein, provision master, A. Sturm, first chief steward; A. Hausschild, second chief purser; A. Johannsen, chief steward assistant; V. Hansen, chief steward assistant; F. Ruebke, chief steward assistant; O. Staack, chief steward assistant; M. Wolff, chief cook; A. Stephan, first cook; M. Kummer, first cook; E. Cazin, leader of string orchestra; Schmerbauch, wireless operator.

The social directors are Mrs. M. Landon Reed and Mrs. L. Degenhardt. Illustrated lectures will be given by R. S. Wheeler of San Francisco and Carl Rathjens of Hamburg. C. Vogelsang is manager of the world cruises.

**Pacific Mail Plans Are Balked.**

Vice President and General Manager R. P. Schwerin of the Pacific Mail on arrival at San Francisco from an extended tour of the eastern cities, is reported as declaring that the company can hardly see its way clear in spending some fourteen million dollars in the enlargement and improvement of the service. In entering a vigorous denial of the reputed sale of the steamers Mr. Schwerin further stated:

"Of course the drastic law passed by Congress hits the company's ambitious plans a hard blow, and, in my opinion, also dealt the best interests of the coast and the American merchant marine a bad knock. The Pacific Mail had obtained bids from American shipyards for four big steamers to cost in the aggregate $12,000,000. It also intended to spend between $4,500,000 and $2,000,000 on the Korea, Siberia, Mongolia and Manchuria, its four crack trans-Pacific liners, making certain changes in view of their using the canal. It was aimed to use these steamers in a fine New York, San Francisco and Orient service. All these plans have been cancelled.

"Owners of American shipyards tell me no concern in the country, save the Pacific Mail, has asked them to build new ships for use through the canal. Other countries are preparing ships for the canal but the United States is not, and it has prevented the one company that wished to do so. But the deed is done and that ends it."

Schwerin says it must be borne in mind that the law has nothing to do with the company's existing service. "But it has," he concluded, "stopped the only American company ambitious and energetic enough to want to spend about $14,000,000 from doing so by denying it the use of the canal."

**No Chinese Flag for Pacific Mailer Nile.**

No Chinese flag will float over vessels in the Pacific Mail service, according to the rather emphatic declaration coming from officers in the liner Nile that called at Honolulu yesterday afternoon en route from Hongkong by way of Japan ports.

The story has been current in the far east and also on the mainland that a powerful Oriental syndicate had been casting longing eyes on the fleet of palatial vessels traversing the Pacific under the management of the Pacific Mail. It was stated that Chinese capital was available for the purchase of a controlling interest in the line.

In the east this story is scoffed at and while denial is forthcoming from Hongkong and Shanghai financial centers an equally strenuous refutation of the story comes from R. P. Schwerin, vice president and general manager of the Pacific Mail, who is quoted as saying: "I know of no proposition of the sort," he said. "There has been no talk whatever of selling to the Chinese or any other foreign interests."

Schwerin also denied that any change was contemplated in the management of the Pacific Mail and declared that no plans had been arranged for the disposition of the company through the failure of the railroads' campaign against the Panama canal act.

**Passengers Arrived.**

Per stmr. Mauna Kea from Hilo and the way ports—A. Lisk, E. S. Weller and wife, Parker Dear, Jde Barth Dear, Mrs. A. E. Sims, Jno. Traynor, Mrs. Pederson, Mrs. Duke Young and child, L. Turner, J. Dosenthal, H. A. Jaeger, A. A. Wilson, Dr. Y. Norgard, C. McClenan, Miss Eva Keomas, F. O. Snow, wife and maid, W. B. Hopkins, wife and child, C. Wolters, D. Mollison, J. Driscoll, H. L. White, C. At Ki, J. Eguchi, J. Rachael, Domingo Garion.

**Nile Departed at Early Hour.**

Seven o'clock this morning saw the Pacific Mail liner Nile steaming away from Alakea wharf enroute to San Francisco. The Nile was discharged of 150 tons Oriental cargo during the stay at the port. Six hundred tons coal were placed aboard the vessel. One layover passenger sailed for the coast in the Nile. A considerable amount of mail for the mainland was dispatched in the steamer.

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## VESSELS TO AND FROM THE ISLANDS

[Special Cable to Merchants' Exchange]

Tuesday, November 5.

SAN PEDRO—Arrived, November 4, Schooner Annie M. Campbell, hence Oct. 11.

ASTORIA—Arrived, ovember 4, Bark Albert, from Kaanapali, October 18.

AEROGRAM

U. S. A. T. Thomas—docks at Oceanic wharf from Manila at 2:30 p. m. today and sails for San Francisco Wednesday at 10 a. m.

S. S. MAKURA sail from quarantine for Victoria at 5 p. m. today.

## WEATHER TODAY

Temperature—6 a. m., 74; 8 a. m., 77; 10 a. m., 78; 12 noon, 80. Minimum last night, 74.

Wind—6 a. m., velocity 10, E.; 8 a. m., velocity 11, N. E.; 10 a. m., velocity 12, E.; 12 noon, velocity 7, N. E. Movement past 24 hours, 216 miles.

Barometer at 8 a. m., 30.12. Relative humidity, 8 a. m., 56. Dew-point at 8 a. m., 60. Absolute humidity, 8 a. m., 6.548. Rainfall, 0.

**Rammed And Turned Turtle.**

SAN FRANCISCO, Oct. 28.—Of the many vessels which met with mishaps on the world's waterways during the last week, only three were injured while plying in Pacific coast waters, one of the vessels turning turtle after being rammed. The week's mishaps to vessels were:

Schooner Balboa from Iquique for Columbia river collided with barkentine Koko Head off north California coast, Balboa losing one mast; schooner Decorious, Honolulu for Fort Bragg, rammed by steamer St. Helens off Point Arena, eight feet of port quarter of Decorious stove in; tanker Argyll rammed steamer Catiala on port bow, the latter turtling; crew saved; U. S. S. Patterson struck rock off Newport, R. I.; British steamer Lux, towed to Halifax, disabled by Norwegian steamer Boston; destroyer Beale, struck dredger off Newcastle, Del., damaging bow; German sloop Terpsehore put back to Stanley, Falkland Islands, with master ill; British steamer Tinsley sailed at Mobile in $60,000 libel for breach contract; British steamer Sunjore River, stranded off Flowery Cove, Bulls Isle strait; British schooner Fearless, sank off Sable Island, crew saved; Panama steamer Essex, sank forty miles off Cape Hatteras, crew saved by United States cutter Arethusa; British steamer Iran, put into Newport News with cargo on fire; Italian steamer Procide, collided with coal barge at Lambert's Point, Va.; British steamer Hallamshire took fire while loading at Rotterdam, considerable damage to hull and cargo.

**Little Revenue Cutter Now On Its Way.**

On her maiden voyage to the North Pacific, which will take her through many seas, the new United States revenue cutter Unalga, Captain Richard O. Crisp, left Hampton Roads a few days ago. Ahead of the sturdy little Government craft is a run of 18,403 nautical miles. From Norfolk the Unalga goes straight to Gibraltar. Her subsequent itinerary is as follows: Malta, Naples, Port Said, Aden, Colombo, Singapore, Manila and Yokohama and thence to this Coast. It is figured that the Unalga will make the trip in 1845 hours (seventy-six days and twenty-one hours) actual steaming time. It is estimated that she will burn 1380 tons of coal for the trip, costing $9000. In addition will be the canal dues, amounting to $841, and other expenses. The decision to send the cutter to Alaska by way of the Suez Canal instead of through the Strait of Magellan, was based wholly upon the cost. The saving of fuel. The new craft is 190 feet over all, 32 feet 6 inches beam and 17 feet 6 inches depth. Her armament consists of four six-pounder machine guns, in addition to small arms for the crew, which numbers sixty-two men exclusive of the officers.

**Inter-Island Sailings This Day.**

Inter-island steamers leaving for various ports today include the steamer Iwalani which sailed for Mahukona, Kawaihae and Hawaii ports shortly after noon hour taking a fair sized cargo of supplies and merchandise.

The steamer Nilhua is to sail over the Noeau route, touching at Windward Kauai ports this evening.

The steamer Kinau with a few cabin passengers and a full cargo is scheduled to depart at five o'clock this evening for the usual ports of call on Kauai.

For Maui, Molokai and Lanai ports the Mikahala is getting away at five o'clock taking a fair list of passengers and a general cargo.

With freight for Kilauea, Kauai only the steamer Noeau has been placed on the boards for dispatch this evening.

**Harbor Notes.**

Following the discharge of a full shipment of lumber, the American schooner Prosper was dispatched from Kahului for Puget Sound ports on last Saturday. The Prosper sailed in ballast.

Mail leaving Honolulu in the Japanese liner Chino Maru is reported to have arrived at San Francisco at an early hour yesterday morning.

The horse transport Dix departing from Honolulu on Act. 25 has reached Seattle according to cables received here. The dix was discharged of five thousand tons Japanese coal during the stay at this port.

**Hilo Shipping.**

Deep sea windjammers still await a berth at Hilo wharf, pending the departure of sailing vessels now loading or discharging cargoes there.

The barkentine S. G. Wilder, with lumber and supplies from Grays Harbor, reached the port on Saturday and rides at anchor until a place can be made at the big wharf.

The bark Nuuanu, with 17,000 railroad ties destined for San Pedro, is believed would sail for the Southern California port today. The Nuuanu has been in the islands for several months, during which time she changed ownership.

The schooner Taurus is ready to get away for the Sound, the last of the lumber having been discharged. This vessel may sail tomorrow. The schooner Okanogan has been shifted to the wharf where the work of relieving the ship of her cargo of lumber is being rushed to completion. The Kilkitat has completed the discharge of cargo and now lies in the stream.

**Thomas is Delayed.**

Rough weather is responsible for the delay in arrival of the United States army transport Thomas, which showed up off the port at 12.30 this afternoon. The Thomas, from pan, will land about seventy tons Manila by the way of Nagasaki, Jafreight at Honolulu, which in the main consist of household effects of army officers and enlisted men. About eighty tons cargo will be forwarded to the coast in the troopship. The Thomas will be given no coal, and should be in line for a prompt dispatch for San Francisco. The vessel will berth at Oceanic wharf.

**Seaweed Goes into The Soup.**

Then bales of seaweed, gathered by Victoria Chinese for their brethren in the Orient, were shipped out on the Mexico Maru when the vessel left for the Far East a couple of days ago. It will be made into soup and is regarded as the finest kind of a delicacy. The Chinese have some special process for preparing the seaweed for shipment and on reaching China it is readily bought up by the Celestials for making soup.

**Claudine in a Day Ahead of Schedule.**

One day ahead of the regular schedule, the Inter-Island steamer Claudine is back from Hawaii by the way of the Maui ports. The vessel returned light, there being but a few passengers and a small cargo. The Claudine met with fair weather on the homeward trip. This steamer towed the American schooner Prosper from Kahului to sea on last Saturday.

**Mauna Kea Back With Voters.**

Voters returned as passengers in the Inter-Island steamer Mauna Kea from Hilo this morning. This vessel brought a few travelers and a very light cargo. The vessel met with fair weather and moderate seas.

Purser Phillips reports the steamer Helene at Ocloala, and the Keauhou, Kauai and Wailele at Hilo.

### PASSENGERS ARRIVED

Per C.-A. S. S. Makura, from Sydney, via Auckland and Fiji. For Honolulu: Mrs. Wood, E. F. Webster, Mrs. Webster, Miss H. Webster, Master F. Webster, Miss Cruickshank, Miss F. Cruickshank, Mrs. A. W. Sweet, Mrs. M. J. Walker, E. Haig, Miss V. Nash, Miss N. Nash, D. Rowan, W. C. Winchester, M. R. Muller, Mrs. Muller, Miss L. Muller, J. C. Bruce, Mrs. Bruce, Miss B. Bruce, Miss G. Bruce, Miss W. Devereaux, F. M. Duncan, J. Welch, T. Fenton.

### PASSENGERS BOOKED.

Per M. N. S. S. Wilhelmina, for San Francisco, Nov. 5.—W. H. Miller, J. O. Crane, T. E. Brady, J. S. de Mena, Miss K. Walker, Miss S. Walker, J. A. Johnson, Lieut. Murray, Andrew Poepoe, E. Kaai, Mrs. Cruickshank, Miss Cruickshank, Mrs. Johnson's maid, Mrs. A. M. Silver, Mis M. E. Miller, Mrs. C. E. Miller, W. F. Markham and wife, Mrs. A. Gurnsey, Mrs. W. Riepen, C. J. Irish and wife, Mrs. C. Rosencrantz and children, Mrs. R. T. Guard, Mrs. C. Wolters, Dr. Sheppard and wife, J. A. Johnson and wife, Miss Lindsay, B. J. Schmidt and wife, Miss Sadie Murray, Mrs. Maxwell Murray, Mrs. King, W. J. Pierce, K. Barnes, O. J. Katz, H. M. Diggs.

### REAL ESTATE TRANSACTIONS.

Entered of Record November 4, 1912, From 10:30 a. m. to 4:30 p. m.

| | |
|---|---|
| Nadine C Bodge and hsb to Bishop & Co | M |
| Thos Steward to Henry Smith Tr | M |
| Wm Cluney to Caroline M Cluney | D |
| Virginia Santos to Sao Martinho Ben Soc of H | M |
| M D Esterhaux to Mercantile Tr Co of S F | AM |
| Victoria Ward by Atty to Hattie Kamanoulu | ParRel |
| Sarepta A Gulick to Mrs Lucy Rice | D |
| E Coll Hebron et al to Yin Fat | L |
| Amero Andrade and wf to Hong Quon | D |
| Mary K Konkanu to Simeon K Nawas | D |
| Maria F Diniz to John Diniz | D |
| Okura Machuichi to Hawaii Preserving Co Ltd | CM |
| Caesar Gomes and wf to Luiza Gomes | D |
| Jordan Alves by Gdn to Ernest F Aguiar | M |
| Thos Hollinger and wf to Ernest Brecht | D |
| John J Combs Tr and wf to Henry Waterhouse Tr Co Ltd | M |
| Trent Trust Co Ltd to Becky Cockett | D |
| John Emmeluth to Yuen Wen Hing et al | L |
| Elizabeth J Knight and hsb to Fanny Stranch | D |

Entered of Record November 5, 1912, From 8:30 a. m. to 10:30 a. m.

| | |
|---|---|
| A S Madeiros to S Chicamori | L |
| A S Madeiros to Ikeda Torakichi | L |
| Lai Hip to Trs of Hilo Burns Club | L |
| Chuck Hoy and wf to Loo Eh | D |
| Ellen Bicknell to Chuck Hoy | ParRel |
| Kalihi Taro & Land Co Ltd to Agnes C Weaver | D |

The U. S. A. T. Thomas was an arrival from the Orient this afternoon. She docked at the Oceanic wharf.

## JAPAN NOW FEELING FINANCIAL STRAIN OF FIRST-CLASS FLEET

### At End of 1916, When Ships Under New Program Will Be Ready, Strength of Navy Is Expected to Fall

LONDON, Oct. 2.—According to the Central News the Japanese naval expansion bill is to be presented to the Diet at the end of the present year, and the financial problems in connection therewith are likely to give plenty of work to those whose duty it is to solve them.

The fact is that the financial difficulties which confront any nation which desires to indulge in naval expansion are particularly heavy in the case of Japan, and the eastern kingdom is not only unable to keep pace with the naval expansion of other first class powers, but even funds it impossible to maintain its navy at its present strength, that is to say, to replace time-expired vessels by new ones.

The main strength of the Japanese navy consists of 15 battleships and 13 armored cruisers, but of these only six battleships and four armored cruisers are less than 10 years old, and even these are of widely differing types, a fact which would present considerable difficulty in the matter of concerted action. Only two vessels at present in commission, namely, the Kawachi and the Settsu, both of 20,800 tons, can be considered as in any way equal to the dreadnoughts of other naval powers.

It is true that one battleship of 28,000 tons and four armored cruisers, each of 27,500 tons, are being built, their respective dates of completion ranging from next year up to 1916. These vessels are probably equal to the finest vessels at present in the possession of any of the great naval powers, but it is believed that they mark the apparent limit of Japanese naval expansion. There seems little probability that after their completion Japan will be able to add a single new vessel to her navy, which must then begin to decline in strength.

The bill which it is proposed to submit to the Diet can hardly with propriety be termed an expansion bill, since it will provide merely for the replacement of vessels which are automatically withdrawn from commission year by year on reaching the age limit and will deal with the question of defining what the composition of the squadron unit is to be.

It is understood that a scheme which finds favor with the authorities is one by which the vessels built to supply the gaps caused by the withdrawal of obsolete vessels, shall be vessels capable of being grouped in small, but powerful squadrons. This it is true, is not by any means an ideal arrangement for war purposes, but it probably secures the maximum of efficiency with the minimum of expense, and there is therefore reason to believe that it will be adopted.

## IS A DECOMPOSED EGG BAD? SUPREME COURT MUST GIVE ANSWER

WASHINGTON, Oct 26.—Is a decomposed egg, within the meaning of the pure food and drugs act of 1906 the same thing as a "rotten egg" under the common law?

Upon the early decision of that question by the Supreme Court of the United States is said to hang one of the most far-reaching disputes in regard to the Federal pure food law since its enactment. Egg men are attacking the Department of Agriculture as seeking to enforce the law according to arbitrary and unreasonable standards, while officials of the department are defending their course as involving the most valuable features of the legislation against improper food.

The controversy arose over the seizure in Jersey City of 443 cans of frozen egg product packed in Topeka, Kas., by the Seymour Packing Company, upon the order of the H. J. Keith Company. The pure food law provided that an article should be deemed adulterated when "decomposed." In the trial that followed the Government called Dr. George W. Stiles, Jr., and a number of other Government chemists, who testified that the correct method of telling whether an egg was decomposed was to count the bacteria in the egg substance.

The Keith Company contended that Congress had not defined what is means by "decomposed," and so the courts, as the Supreme Court did in finding a meaning for "restraint of trade" in the Standard Oil case, must go back to the common law for a definition. Under the law, it continued, the decomposed egg was a rotten egg and so Congress must have meant to have legislated against rotton eggs, or eggs "unwholesomely decomposed."

The egg company attacks the Government as acnowledging that everything in this world is more or less decomposed and that it had to adopt an arbitrary standard of decomposition in order to make the law enforcible. In such an interpretation the Secretary of Agriculture, except for his "leniency," would make all foods, particularly cheese, subject to seizure and destruction under the law, it is claimed.

**Quartermaster Olson Died This Morning.**

As the result of injuries received in falling from the upper to the main deck of the liner Korea, quartermaster Alex Olson who was taken ashore for treatment at Queen's Hospital passed away this morning. Olson in the darkness dove head-first into the swimming tank on the Korea when it was but partially filled with water.

He sustained a complete paralysis of the lower part of the body.

The funeral will take place tomorrow from Seamans Institute, the Reverend Cannon Ault officiating. Interment will be at Loch View cemetery.

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## PLAGUE ISOLATES STEAMER MAKURA

One case of suspected plague was discovered on board the Canadian-Australian liner Makura from Sydney, via Auckland and Suva on arrival of that vessel off the quarantine anchorage early this morning, and Dr. Trotter, medical officer in charge at the port of Honolulu immediately ordered the liner into detention.

A seaman was taken down with a malady which the local quarantine officers have good reason to believe is plague, two days after the vessel sailed from Suva. The man showed all indictions of having the genuine article, and a bacteriological examination was ordered.

The opinion of Dr. Trotter, and his fellow medical officers is said has not changed following this examination.

The Makura remains at the quarantine wharf throughout the day and it is the intention to dispatch the liner for Vancouver and Victoria at five o'clock this evening.

Captain John Gibb, veteran commander reports a pleasant trip from the Antipodes. Her officers brought additional information concerning the fate of the schooner Endeavor that has left her bones on the inhospitable reefs of the Fiji.

There are one hundred tons general cargo in the Makura for Honolulu that were discharged at quarantine wharf or into lighters, as the vessel will not come to the wharves on this side of the harbor.

The liner arrived here with 17 cabin, 9 second class and 3 steerage passengers for Honolulu.

Her through list included 50 cabin, 24 second class and 12 third class passengers.

The vessel is carrying in transit a large shipment of sugar from Fiji for British Columbia.

Governor Frear said yesterday he intended casting his ballot for Congressman Farrington for mayor. He declined to say how he would vote on the other candidates, or whether he expected to "scratch" his ballot.

"Where there's a will, there's a way," quoted the wise guy. "Yes," answered the smart alec, "there's generally a way out of it."

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