Jennifer Long Morehart:

Good afternoon. Welcome to the William T. Jerome Library here at Bowling Green State University. Thank you for coming to the Center for Archival Collections, Local History Publication Award lecture series. The Local History Publication Award is an outreach initiative of the Center for Archival Collections that encourages and recognizes outstanding publications in the field of Northwest Ohio history. Today's publication, *Prohibition's Proving Ground,* may be purchased from Yarko Kuk, managing editor at the University of Toledo Press book table there behind you. Our presenter for this afternoon's Local History Publication Award Lecture Series is Joseph Boggs.

Jennifer Long Morehart:

Joseph Boggs is a resident of Monroe, Michigan, where he lives with his wife, Bridget, and he is a history teacher at Penta Career Center in Perrysburg. He earned a master's degree in history a few years ago from Bowling Green State University. With the guidance of Dr. Michael Brooks, Dr. Rebecca Mancuso and Dr. Scott Martin, he completed a master's thesis that explored the intersection of rum-running and automotive culture in our local region. This thesis served as the foundation of this published book called *Prohibition's Proven Ground*, about which he will be speaking today. On behalf of the Center for Archival Collections, I would like to present you with a plaque honoring your achievement as the 2020 Local History Publication Award Winner in the Academic Scholar Division.

Jennifer Long Morehart:

And now please join me in welcoming Joseph Boggs as he presents on *Prohibition's Proving Ground*.

Joseph Boggs:

Thank you. So I'd like to begin with this image because it kind of represents where I started with my research project. This sketching comes from a 1923 New York Times article. The journalist goes undercover with rumrunners along Detroit River shore. The reason why I like this image so much is because you have this spotlight that's zooming in on the boating aspect of rum-running, but in the shadows, you have a truck that's being loaded up. That kind of represented what I knew about Prohibition going into this. I had always heard the popular legends of popular stories about the boating across Lake Erie across the Detroit River, but I never heard the automotive aspect. This automobile boom happens almost simultaneously with Prohibition. I never heard anything about this. So that was my question going to this. How did the automobile boom in our region impact rum-running and drive enforcement?

Joseph Boggs:

I'm the first one to write about Prohibition locally. We had Philip Mason write about the Detroit aspect of rum-running and the waterborne traffic that was coming across Detroit River in his book called *Rum Running in the Roaring Twenties*. We also have Ken Dixon's book that's really a fantastic look at gang culture in the Glass City and looking at Prohibitions in Toledo. We also have *Rumrunner Scrapbook* by Marty Gervais. He gives

these colorful vignettes from local rumrunners from those enforcing law from the Canadian perspective. So how is my book a little bit different? So, as I mentioned already, my book really looks at Prohibition culture from the aspect of our automotive culture, but I think more distinctly my book decides to take a regional perspective. Whereas these previous books look at individual cities. I knew that the criminals themselves did not think about city limits or state lines.

Joseph Boggs:

In fact, they exploited them because of the competing Prohibition patchwork of legislation. Finally, I think I have a unique perspective in the sense that I spent months at my local libraries digging through newspaper microfilm. If you look at my notations, newspapers are cited heavily in those, so I give a really good daily perspective of Prohibition. I kind of want to first set the scene, before I go into the actual Prohibition years in the automotive boom. Alcohol had been a part of our region from its earliest days. If you look at Native American trade with European settlers, alcohol was a major part of that trade. Fast forward to the 1910s and '20s, there's this huge industry surrounding alcohol. In 1918, there's 408 saloons in Toledo alone. One year before prohibition takes effect. In Detroit in 1915, there are 1500 boroughs, 17 breweries. Across the river in Windsor, you have a Hiram Walker producing some of the finest whiskey, Canadian Club, right around that same time.

Joseph Boggs:

Even a small place like my hometown of Monroe had 20 barrooms and two breweries up until Prohibition. So, this is a very major industry. Part of the lifeblood of our region. Then the motor car boom happens in the 1910s. A year before, in 1909, John Willy sets up shop in Toledo. Just a few years later, the Willys-Overland company is the number two car company in the world. Number one of course was Ford Motor Company with its Model T production. But 13 of the top 15 car brands are actually in the Detroit region. So, Detroit really does earn its Motor City moniker. Across the river, in Windsor, the Ford Motor Company also sets up shop there. They are very successful and that becomes the car capital of Canada. This has a major, major impact on employment. So, in I believe it's 1919, the Willys-Overland companies hired 15,000 people.

Joseph Boggs:

The number one employer in Toledo. In Detroit in 1920, 60,000 workers are working at automotive factories, and across the river in Windsor, 40% of all workers are working in some kind of automotive industry, so this really does change the employment landscape and it forces businesses to really adapt the way they do business. For instance, there's one businessman, WJ Wiper in Monroe, he's making harnesses and other implements for horses, but he quickly adapts rubber tires as a part of his business model. So, the argument for Prohibition had been about 70 years in the making up until the automotive boom. But the automotive boom really gives some interesting and compelling arguments for Prohibition. So first of all, obviously drunk driving is not a great thing. These prohibitionists and start talking about this issue that we have in the motor car age. Also, a lot of these workers are making more money than they've ever made in their lives, but they're spending it at the saloons.

Joseph Boggs:

This will prevent them from like enjoying the middle-class lifestyle, even buying in their own motor car if they continue this kind of behavior. Finally, probably most importantly, the major automobile tycoons, almost every single one of them, Henry Ford, Gordon McGregor over in Canada, John Willys here in Toledo, they are very much in favor of Prohibition, because they want sober and efficient workers. If you knew anything about the factories at this time, right outside the gates were typically distilleries and breweries and saloons. They wanted these places of alcohol distant from their workplaces. Prohibition would provide that security. Many Americans think that Prohibition comes to our country in 1920. That is not true. It comes in a patchwork fashion. You can see the years here in which Prohibition came to all these different areas, but the first place that has Prohibition is actually Ontario, Windsor. With the Ontario Temperance Act, which begins in September 1916.

Joseph Boggs:

The very last night that alcohol is allowed there's some colorful scenes. You have elderly women begging for beer at bars. You have farmers trucking in from the countryside, loading up their trucks. You have people stealing alcohol from each other. You have a rowdy group that exhausts the alcoholic supply at 7:00 PM that last night, and they head over to Detroit to continue the ruckus waves. There was this interesting loophole in this Ontario Temperance Act. It was kind of like DoorDash. So, what you would do is you could export alcohol during this time to another location. So, they would call over to a Detroit office, order their alcohol. If you were a Canadian resident and have a Canadian brewery, deliver it to your doorstep in Canada. That was legal under this loophole. They eventually closed it. A few months later, Michigan itself votes itself dry by 75 in person margin.

Joseph Boggs:

So, a pretty sizable margin, but you can see the dark counties that voted against the state Prohibition measure, and it creates this nice little corridor here for Toledo residents. You have Monroe, Detroit, Macomb County vote against the state Prohibition measure. This will be playing an important role later in Prohibition. The last night before state prohibition, April 30th, 1918, there were predictions of rowdy nights, but for some reason it didn't happen. That's because Michiganders figured out they better go down Toledo sooner rather than later. So, they started going down Toledo to get drunk and to enjoy beverages before the state Prohibition law took effect. I had the privilege of looking at the arrest log books in the Toledo Police Department. They're in the top. They're in the attic and I'm flipping through these and 50% of those who are being arrested during these days, leading up to state Prohibition, are Michiganders. Drunken disorderly charges. A national police journal in 1918 stated that these arrest logbooks look like a Detroit city directory.

Joseph Boggs:

So, these individuals are going down to Toledo to drink and maybe get drunk. They also figure once state Prohibition takes effect, they can make some money smuggling it

back. So, they smuggle it in their jackets, their suitcases, but eventually the dry agents start spraying raids on the interurban rail system that used to operate between Toledo and Detroit. As soon as they cross the border, they would bust them by the dozens. So, they became more innovative. They had fake books like this one I have here that they would bring with them. This is called the *Spring Poems of the Four Swallows*. It's not a real book. It opens up and there's four little flasks on the inside. These books were common. There were violin cases that had a partition in them that would hide alcohol, fake loaves of bread. They would unscrew at the top.

Joseph Boggs:

You even had stories of women in Michigan going down very skinny. Two days later coming back eight months pregnant. They hired matron officers just for this instance. They started finding two gallons of alcohol around these women's stomachs. Then October 1918, something really important happens. There's this road called the Dixie Highway. The only north-south road that really connects Detroit in a kind of a straightforward fashion. The problem with this road though, is that it's incredibly swampy in Monroe County. It gets paved over in October of 1918, and this is great for the economy and it's also great for rumrunners to start smuggling by automobile up this nice north-south paved road from Toledo, which is wet to Detroit, which is dry. Right around this same time was a high-profile arrest of the Billingsley Gang. The Billingsley Gang was really a group of brothers and their friends who are operating in dry locations, like the state of Washington, like the state of Kansas during the state Prohibition years.

Joseph Boggs:

They come to Detroit though for two reasons. Number one, you have a large dry population, Detroit neighboring large wet populations. They know they can smuggle very effectively from these cities. Also, they know there's affordable vehicles available in vast supply. So, what they do is they moved to Toledo, purchase a bunch of warehouses, purchase a fleet of vehicles. They established ties with Detroit grocery store owners, and they start trucking it up. In one month, they were able to move $160,000 worth of alcohol. That's a lot of money today. The reason we know this is because there was an undercover agent that was infiltrating the group and he's the one who helped spring the rig. This made national headlines. If you look at newspapers.com and look at the Billingsley Gang around this time, almost every major newspaper is carrying this story.

Joseph Boggs:

This really compels other cities in Michigan, especially Detroit, to start picking up their game in terms of enforcement, because it's happening. Smuggling is happening in our area and because of this Dixie Highway that's now open, there becomes a booze war at the border, the Michigan-Ohio state line. They send state troopers down to the Dixie Highway state line and there the smugglers keep on plowing past their barricades. So there were shootouts. The state troopers also employ what's called Little Bertha. I think it's the first armored vehicle ever used by a state police force. They deploy it on the Dixie Highway. The problem with it is if you can see in the photograph, there's these little flaps to see out the front, they got in accidents with regular motorists. So, they had

to pull that off the road. Then later, a few weeks later, they tried what was called the Log Trap.

Joseph Boggs:

Rumrunners would roar up the highway at 70 miles per hour. So, what they decided to do is to put a telephone pole across the road as they're driving 70 miles per hour, as you can predict these cars, turn on the road, people got injured, alcohol spewing out into the streets. Eventually they were sued for doing this, and the governor wasn't too happy, to say the least. Another important event happens on February 18th, 1919, the so-called Booze Rush.

Joseph Boggs:

The Michigan State Supreme Court, in a ruling, decides that officers can't search and seize alcohol for a certain period of time. So, what this means is everyone and their mother headed down to Toledo and try to smuggle alcohol. There's some really crazy scenes. You have this picture from The Toledo News Bee, bumper to bumper traffic on the Dixie Highway, trying to smuggle booze up. You had smugglers waving hi to state police officers who were just enforcing the law the day before. You had incredible accidents, deadly accidents during this booze-rush. Eventually the feds step in, they start to enforce the law from a federal perspective.

Joseph Boggs:

But the damage is already done in a free press photographer is sent down to the border to document what happened, and he notices something. One of the cars that's in a wreck is his car. Someone had stolen his car to smuggle alcohol. A few months later, Ohio itself goes dry. The last night in Toledo is a ruckus night, May 27th, 1919. They say that all of Toledo, Detroit seemingly was there in the city. There's another side that was also partying that night. It was the Drys. They had public funerals of John Barleycorn and effigy. I think it was the Methodist Church, invited the Georgia Cyclone, Mary Harris Armor, to talk to the congregation that night, and she made three bold statements. One, saloon keepers were going straight to hell. Two, alcohol made you instantly insane. Three, it would take 79,000 years to overturn Prohibition. She was a little bit off. The Ohio Prohibition law was short-lived because just a few months later, national Prohibition takes effect in 1920.

Joseph Boggs:

And remember, under the Ontario Temperance Act you can still export alcohol. So, a lot of private residents, for some reason, started to buy a private property on both sides of the Detroit River. Sure enough, alcohol starts to flood across the border. In the first seven months, there are some estimates that say 900,000 cases of alcohol made its way into the Detroit River region. You know, as I mentioned, historians have always emphasized the waterborne traffic, but as these pictures and sketchings represent, just that maybe as important was the automotive traffic on both sides of the river shore. So, you had to have trucks, obviously bringing the supply to the Canadian shore, but on the other side, you also have vehicles moving it from the other shore. Cars were very

important to the exchange of alcohol during this time period and Windsor wasn't necessarily ready for how America's national Prohibition would affect them.

Joseph Boggs:

They quickly become called the plague-spot of Canada, a paradise for rumrunners and it's not because they don't want to enforce the law. It's just simply because they don't have the cars and motorcycles to enforce it. You have one instance on St. Patrick Day in 1920, an officer from Windsor stumbles upon a group of guys who are lowering 100 cases of alcohol from a second story window into a truck. He orders them arrested, confiscates the vehicle, confiscates the alcohol, but he tells them continue loading it up because, “I don't have my own vehicle to haul this away.” So, they do this until the 96th case and somehow they're able to escape and they smuggle the alcohol anyhow, and the officer gets in trouble. Eventually, the Windsor police decide to hire some private residents to help them enforce the law, including a minister by the name of J.O.L Spracklin and his buddies.

Joseph Boggs:

They engage in a lot of corrupt practices, accepting bribes, even stalking families after church on Sundays to see if they have alcohol. Eventually they're all relieved of their positions. J.O.L Spracklin actually shoots and kills a speakeasy operator. That's basically the end of really aggressive enforcement in Canada. It's known by rumrunners that you can go over to can and do whatever you want. There's not going to be an enforcement after this point. Across the river there's one prominent Michigan man that's pretty upset. That's Henry Ford because Prohibition is not being enforced as he wants it to be. So, he kind of takes matters into his own hands. In his factories, he employs the sniff test. He tells his supervisors to sniff the breaths of every single worker that's coming into the workplace. If they smell like alcohol they're immediately let go.

Joseph Boggs:

He also hires private investigators to basically search the perimeter of his factories in the neighborhoods around his factories to see if smuggling and speakeasies are occurring, and sure enough they are. He forwards this to the federal Prohibition office, who in turn mount some very large raids and campaigns against Ecorse, River Rouge and some of these down river towns. They even sent Izzy Einstein, the guy who’s here on the right. He came to the area undercover, like an auto worker. He said it only took him three minutes and ten seconds to get a drink of alcohol. He had been all over the country in places like New York City, Chicago, New Orleans. He declared that Detroit was the wettest place he had been. In 1925, there's an important Supreme Court case that happens that really helps out the law enforcement enforce Prohibition in the age of the automobile. It's called Carroll versus United States.

Joseph Boggs:

There's an officer on a highway patrolling between Detroit and Chicago. He recognizes a vehicle as one of the smugglers he's familiar with. He decides to stop it without really having evidence that they're smuggling. He finds 63 bottles of scotch in the back seat.

Well, the rumrunner, George Carroll sues him for not having the type of evidence and even a warrant to search his vehicle at this time. So, this goes up to the Supreme Court where a former president, William Howard Taft is now the chief justice. And he rules. He says something along the lines of though motorists should not be stopped for any given reason, if a trained officer with probable cause thinks that there's smuggling going on, they can go ahead and do this. This creates what's called the Motor Vehicle Exception. It still plays an important roll at motorcar stops today.

Joseph Boggs:

So, in turn, these rumrunners have to become more clever with their concealment of alcohol. You have cars being remanufactured. The truck bed here, as you can see, is going to hold high alcohol in the bed. You have seat cushions that are opened up and you can high bottles of booze in there. You had one farmer from my hometown. He was delivering milk to Detroit, and he knew that the dry agents would not look into the inner ring of milk canisters. So, the inner ring of five canisters was full of whiskey, the outer ring, 10, was full of milk. You had women now being more engaged in rumrunning at this time because simply put, they didn't think that they would engage in professional crime, but certainly they were. I think there's a lot more rumrunning by women that we even realize, that we'll ever be able to figure out.

Joseph Boggs:

When they are caught, it becomes headline news. The so-called "rum queens" are devastating our society. You even have cases of hearses smuggling alcohol. There's this one instance, just south of Detroit where there's this convoy of cars in a mourning procession. The cops are thinking to themselves, this procession is nowhere near a church and nowhere near a cemetery. They decide to creep up on the convoy and sure enough, everyone flees their cars. They look into the coffin- 2,400 bottles of beer. Remember that argument that they were making at the beginning of Prohibition that drunk driving would no longer be an issue. We have evidence that drunk driving was certainly an issue all the way throughout Prohibition. So, one instance included a girl or a teenage girl by the name Gertrude Cousino in Erie, Michigan. She was waiting for the interurban to get to her job in Toledo.

Joseph Boggs:

She's waiting along the roadside when a pair of rumrunners who are drunk also plow into her in front of kids who are going to school, a devastating incident for the town. You also had another scenario in the mid 1920s where a drunk rumrunner plows into a crowd of pedestrians killing a black laborer and also a Catholic school nun. You can see in that chart there, that's the charges in 1925 for the city of Toledo, there were nearly 400 cases of driving while intoxicated just that year. So why was all this drunk driving occurring during the Prohibition years? One thing I can think of is maybe the advent of roadhouses. Roadhouses were these saloons that were purposely situated outside of city limits and town limits because they would be away from police. So, you'd actually have to drive out there to get to these places of dancing and drinking, but then you have to drive home as well.

Joseph Boggs:

So drunk driving just became part of the culture at that time. The summer of 1927 a momentous event happens. The repeal of the Ontario Temperance Act, and it's replaced with the Liquor Control Act. This allows regular residents to purchase alcohol directly from government-owned stores and with very minimal restrictions on Americans. So Americans, including there's articles about Toledoans, taking entire groups of people to Windsor to drink. Detroiters were going over there. In just a couple of years later, the Ambassador Bridge opened. So, motorists now can go over and drink. The very first day that the Ambassador Bridge is open, which is, I think in June 1929, 20,000 cars crossed the border on the bridge. A lot of them, I'm certain, had alcohol with them. So, because of this competition now, because there are customers who are now going over to get their own booze, the gangsters, the rumrunners are now in competition with each other over turf and territory. There are violent conflicts between them and violent hijackings.

Joseph Boggs:

In the summer of 1927 alone, the first summer that the Liquor Control Act is in effect, in my hometown of Monroe, there are four violent gangland killings that were unheard of for our town. They were obviously dropped off by automobiles. In Detroit there were dozens of slayings during these final years. A lot of them were indeed perpetrated by the so-called “Purple Gang.” If you know anything about the Purple Gang, they actually were not a very cohesive gang. It was a collection of smaller gangs together. They would kill not only innocent people, but also some of their own gang members and that happened with a so-called “Little Jewish Navy.” They were an exporting group, but they started to engage in more violent hijacking during this time period, including a hijacking of a Toledo load. The main members of the Purple Gang were not too happy with this.

Joseph Boggs:

So, they invited them up to a meeting in Detroit to the Collingwood Manor apartments. There the meeting seemingly was going well, but then a car revs up in the alleyway, that is a signal for the main members to pull out their guns and shoot. They are able to escape out the alleyway with the car. Eventually they're caught and they serve life sentences in the Marquette State Prison. Even across the river in Canada, where there wasn't very many violent things going on before this load of alcohol and cars had to be escorted also by armed because it gets so bad. Probably the most violent killing spree actually occurs in the Glass City. From 1931 to 1933, 14 men are killed in a gang, a warfare between Yonnie Licavoli and Jackie Kennedy. Many of them were actually steering their cars while they were killed.

Joseph Boggs:

Yonnie Licavoli really wants to get Jackie Kennedy and decides on November 30th, 1932, to try to corner him in a tan Sedan with a covered license plate in downtown while he is dating his girlfriend. So, they are actually able to do this. They spray his car full of bullets. They miss him and kill his girlfriend. This is really when the Toledo public starts to turn against the Prohibition years and the gang culture that really exists in Toledo, but

Yonnie Licavoli was not going to miss his man the next summer. He corners them once again with an automobile and kills Jackie Kennedy in Point Place. Right as soon as this violent wave of crime starts to occur, a lot of officers are starting to second guess their jobs because they're showing up to raids where people are coming after them with guns, knives, threats, even mobs of 500 people.

Joseph Boggs:

Sometimes they would greet them at these raids and officers did die. I counted about a dozen officers died in these last Prohibition years along the fleet of Detroit-Windsor corridor. One of those officers happened to work in Detroit. He was making a routine stop of smuggler. Gets abducted, shot and dumped into a lonely intersection in Hamtramck. Some of these officers, they see this crime that's being perpetrated against them. They think, “You know what? I'm not going to really enforce the laws as I should.” They look the other way, or maybe they start to accept bribes. There's a case of Howard Baker, 1929. He's a very efficient, effective custom border agent. He's following a smuggler one night when his car reeves off the road, he's crippled for life. A year later, he's found orchestrating a rum-smuggling conspiracy, and he's arrested with 10 other officers doing that.

Joseph Boggs:

On the flip side, you had some other officers who were serious about their job. Maybe took it a little bit too more seriously. They started to use their guns more liberally in their encounters with rumrunners. You had one officer who... These shootings would've been very controversial for our time. There was a convoy of cars coming across the ice in Monroe County, Michigan and the lead driver didn't have any alcohol in his truck. He's the one who gets shot and killed. You have another instance where a smuggler abandons his vehicle in Detroit and is shot while fleeing the vehicle. Once again, these are controversial shootings today, but not so controversial in the past. The public really starts to turn against these officers because there are some innocent people who are killed. They start sporting license plates that say “Repeal the 18th Amendment”, or “I'm not a bootlegger, don't shoot I'll stop.”

Joseph Boggs:

The public really starts to turn against law enforcement during these years and they're showing it with their automotive culture. Right around the same time, the leading CEOs and administrators of these car companies start to change lanes on Prohibition as well. You have Alfred Sloan of GM after the Valentine's Day Massacre, starts to create a group called the Crusaders Against Prohibition. You have John Willys come out publicly saying we should repeal Prohibition to get more tax revenue during the Great Depression. We have Harvey Firestone, a close friend and confidant of Henry Ford here in Ohio change his count to Prohibition, much to Henry Ford's dismay. Most importantly, Henry Joy, he's the leader of Packard Motor Company. He was a very prominent member of the Anti-Saloon League. He's very much in favor of Prohibition until his house gets raided three times Grosse Point.

Joseph Boggs:

They knock down the door several times, and he's not very happy. He testifies before Congress about how ineffective Prohibition enforcement truly is. Even in the end, Henry Ford gave in. After Prohibition is repealed, he famously serves beer at the company luncheon in 1933. So, Prohibition officially ends in December 1933 with ironically trucks backing up the Detroit bars full of beer. Historians have argued for many reasons why Prohibition fails. One, the Great Depression and need for tax revenue. Ineffective enforcement during this time period, corrupt enforcement, the violent wave of crime that grips the entire nation. These are all arguments that we've heard before, but I would argue something that needs to be added here is motorcar culture. That was going to be next to impossible to enforce Prohibition the age of the automobile, especially in our region with the Canadian boost, flooding over the border constantly and endless streams of motorists. How can you enforce this law in this region? So, I would argue that Prohibition, especially on the Toledo-Detroit-Windsor corridor, was taken for a ride. I think that was a good thing. That's all I got.

Joseph Boggs:

Any questions?

Speaker 3:

Yeah. Thank you for your presentation and congratulations on the award.

Joseph Boggs:

Thank you.

Speaker 3:

Yeah, I was thinking at the beginning of your presentation, when you mentioned that Henry Ford was such a backer of Prohibition, I was just wondering in the back of my mind, I wonder if he had some beer or anything in his office during that time. Then at the end, when you mentioned he famously served beer, that kind of reinforced my thought. I wonder if he also had alcohol, even during the period of time when he was such a staunch.

Joseph Boggs:

So, I've talked to a few people that work at the Henry Ford Museum about this because also, there's the estate that's nearby of Henry Ford and there's tall tales of beer being smuggled at the River Rouge to his house in the back way. His wife was especially against alcohol. So, Henry Ford may have been a little bit more flexible on the issue, but his wife was notoriously against alcohol. So that might be part of it.

Speaker 3:

Yeah, thank you.

Joseph Boggs:

Yeah, you're welcome. Any other questions? Yeah, Joe.

Joe:

We're living in an era where we have another prohibition happening in Ohio that's not happening in Michigan, famously advertised on billboards all the way. Do you see any parallels between the use of automobiles today with marijuana going across the border and alcohol?

Joseph Boggs:

1000%. I actually teach a lesson about this to my students about how automobiles are still being used and smuggling much more creatively than back then. There's like taillights that will pop out and hide packages of cocaine along the border. So yeah, this is definitely happening. It's interesting because yeah, Michigan now is legal, recreational marijuana, not so much here in Ohio, so we're kind of having this reverse effect. I'm sure there'll be motoring of marijuana cross back to border, but probably not as much enforcement.

Speaker 5:

I'm might have missed this because I was late, but what way did Put-in-Bay play into that? Because I've heard a lot of stories that that's why all the wineries were there, because they were... Could kind of be away from Canada. What role did they play?

Joseph Boggs:

So I was debating whether to include Cleveland in the story, but then the story would get too large. But yeah, Put-in-Bay was a huge kind of a landmark for rumrunners across the lake. I have a story of a... I met their family. His last name was... Buck Raymond was his name. He was voting across the lake the entire time, hired by the Purple Gang. He mentioned specifically Put-in-Bay being the major island they would land on before they hit shore. So, I think it was kind of a hideout island for a lot of these rumrunners across the lake, especially those who were boating it across. You could rarely get a car across that far. You'd probably fall in by that point.

Speaker 6:

Another kind of contemporary parallel is that the COVID restrictions on bars, and there's that period when Michigan bars were completely shut down and Michiganders were flooding into Toledo and higher levels of arrests. I know people were having to pay additional security deposits at Toledo area motels because Michiganders were famous for coming down and going to bars and destroying some things.

Joseph Boggs:

I think I mentioned in the book, the Spanish Flu epidemic and how that impacted rumrunners. So actually, the bars themselves were closed, but you could get alcohol delivered to Michigan during the Spanish Flu epidemic apparently. I think I mentioned it in the book. Any other questions? Alright. Well, Yarko is back there if you'd like to purchase the book. Thank you for your support and have a great night.