



CUSTOM HOUSE
SOUTHWEST HARBOR, MAINE
May the 10th, 1923.

Deputy Collector of Customs,

Dear Sir,

The above is a drawing of the motor boat BEATRICE, No. B53, and is owned by Clarence Homer Pettigrove of Bernard, Hancock Co., Maine. This boat is 34 feet long and 9 wide, is painted gray with some white on the cabin. The name has been painted out. The engine is of the automobile type and is 16 to 20 H. P.

Last year Derby Stanley of Manset was undoubtedly engaged in smuggling operations, landing at points on or near Mount Desert Island. The motor boat WILMA used by him at that time is not being used for that now. He is believed to be associated with Pettigrove at this time and an informer states that a trip was made in this boat referred to above, the boat going to Weymouth, N. S.

Derby Stanley is believed to act as an agent in disposing of this stuff in this vicinity. From what information is at hand he has landed in Bar Harbor, Corea, Ellsworth River, Bass Harbor, and other places in the vicinity.

Am sending along this information for what it is worth.

Very respectfully,

Homer Higgins
Deputy Collector.

Copies to Bangor, Belfast, Calais,
Eastport, Jonesport, Machias and

Letter and sketch by Howe Higgins

Local Color

Rum Running

Ralph W. Stanley

From the earliest Colonial times, outgoing cargoes from New England to the West Indies consisted of provisions and consumer goods for the planters and their slaves, such as salt fish, beef, soap, candles, flour, gin, cloth and lumber. Cargoes might also include wine, shook (wood cut to size for boxes and cooperage), hoops, oil, glassware, shoes and hats. The inbound staples were sugar and sugar products, molasses, coffee and large quantities of rum.

In 1791 Israel Thorndike of Beverly, Mass. sent one of his vessels loaded with salt fish and provisions to Cape François on the island of Hispaniola. Here the captain of the vessel was instructed to sell the cargo and purchase five to fourteen good Negroes and proceed to Havana, Cuba. The captain was able to secure ten Negroes and upon his arrival at Havana sold the slaves for two thousand three hundred sixty dollars. Here he purchased a return cargo of sugars and molasses.¹ No doubt much of the molasses imported by Thorndike was made into rum. Many of the cargoes shipped out all over the world by Israel Thorndike in his vessels consisted of great quantities of "New England Rum." Thorndike acquired a fortune from his shipping ventures and it is said that his descendants are still spending that money.

Much of the work in colonial New England in those days was manual labor done with much hardship under extreme working conditions of long hours, danger and cold. Consumption of rum was considered beneficial and even essential to getting the work done. Many people became addicted and alcoholism was rampant.

Such were the conditions during the settlement of Mount Desert Island. In 1790 a drunken row resulted in the murder of one man and the subsequent trial and execution of the murderer at Dresden, Me., the county seat of Lincoln County, of which Mount Desert was a part at that time.

Rev. H. M. Eaton, nephew of Ebenezer Eaton who was the first minister of the Congregational Church of Mount Desert, wrote in his later years of his visit at the home of his uncle and about the long sermons preached on Sunday mornings in a cold church, after which the parishioners would retreat to the local grog shop in preparation for the afternoon session.

A man could do much work in cold weather while consuming alcohol all day long without his feeling the effects, but as soon as he got home by the fire it would hit him. He would either be foolish or ugly or he would go to sleep—sometimes all three. It was the women and children of the family who would suffer the most. Oftentimes women themselves became alcoholics in order to cope. Two verses of a ballad written in the mid-1800s by Mrs. Mary (Bulger) Hamor of Great Cranberry Island deal with the problem of alcohol.²

Cynthy took a firkin full and lugged it way round home
To decorate her cupboard, all in the No'theast room.
She says; 'Now dearest Lewis, pray do not drink no more,
For folks are talking very bad all down around the shore.'

They say that Mrs. Howard has got a case of gin.
She deals it out for medicine to cheat the eyes of men.
Aunt Darkis says, 'I vanny! I think it's very good
To have a little whiskey when Amos's cutting wood.'

The ballad seems to imply that Aunt Darkis liked a little sip now and then. Aunt Darkis was Dorcas (Pung) Bunker, born at Marblehead, Mass. in 1793. She was the wife of Benaiah Bunker. Many of the people at Cranberry Island in the early 19th century came from Marblehead and spoke with a distinct Marblehead dialect. When I was a boy hearing some of the old men speak, I could not understand what they were saying. Even after several generations they still retained some of the old Marblehead dialect.

Dorcas' son in law was Amos Howard, husband of her daughter, Cordelia. Amos and Cordelia's daughter was Cynthy. Her husband was Lewis Bracy. Lewis may have had a cache of liquor stashed away that his wife may have found and put where she could keep an eye on it.

Popular concern over the evils of drinking emerged in the 1820s. The Maine State Legislature in 1829 passed a local option liquor law. This made each community responsible for their own law. In 1837 the Maine Temperance Union was formed and called for a law to completely prohibit the sale of intoxicating liquors. They did get a law passed that effectively prohibited the sale of liquor for off-premises consumption but enforcement remained weak.

Neal Dow, a notable temperance reformer, was raised in Portland, Me. and was a relative of the Dow families of Deer Isle, Brooklin and Tremont. After attending and graduating from Friends Academy in New Bedford, Mass., he returned to Portland and joined the Portland Fire Department where he secured a pledge of total abstinence from the members of his Deluge Engine Co.

A longstanding tradition of an afternoon grog.

As a member of the American Temperance Society he attacked the longstanding workingman's tradition of an afternoon grog (rum break), beginning in his father's tannery. In 1846 he used his influence as Mayor of Portland, taking his campaign to the legislature and securing a prohibition law. However, prohibitionists continued to agitate for stricter provisions. In 1851 the Maine legislature passed an act to prohibit the sale of all liquor except for industrial or medicinal purposes.³

The law was not popular and enforcement was lax. There were many loopholes and ways of getting around the law. One time a large box marked "lobsters" arrived on the steamboat addressed to a Southwest Harbor man. In unloading, it was accidentally dropped with a crash of broken glass and liquor leaking out. Needless to say, the package was never claimed.

The Good Templars Lodge originated in New York in 1851 and spread rapidly throughout the country. Its platform was absolute prohibition of the manufacture, importation, sale and use of intoxicating liquors; but it owes its great popularity to certain peculiarities of its constitution, its picturesque or showy ceremonial, and its aim to combine social amusements with its missionary zeal. The special work of the order is to "reclaim the fallen and keep others from falling."⁴

In 1888 the State of Maine had 378 Good Templars Lodges, with a membership of 19,000. Hancock County had 28 Lodges and Mount Desert Island had 13. The Good Templars Lodge at Norwoods Cove was organized in the 1800s with Gilbert L. Lurvey as head and Levi Lurvey assisting.

The National Women's Christian Temperance Union, popularly called the W.C.T.U., was founded in Cleveland, Ohio in 1874 for promoting total abstinence from the use of alcoholic beverages and abolishing traffic in such beverages. The organization began as the result of the Women's Temperance Crusade (1873-74), when groups of hymn-singing women invaded saloons to stop the sale of liquor.⁵

In 1891, Gertrude Carroll states in her journal,

The W.C.T.U. has done something a little extra last week. They arrested a man from Bartlett's Island called Lon Wentworth, a rum seller. He has been selling it like water for a long time but no one dare tell on him over there for he threatens to burn their houses if they do, but these women tackled him and got his rum. They had a court last Saturday in the hall and eight little boys as witness that he sold them rum or saw him sell it. They had a great time. The Hall was full of men and women. Wentworth was fined \$100, and 60 days in jail and I don't [know] how much on another. The constables stopped a man going down around the harbor and took 10 gallons of rum from him. He had got it for Thanksgiving. Now the W.C.T.U. are on another scent and another trial will come off soon. John Gilley has got all that they have taken in his cellar, more than 40 gallons.

Gertrude Carroll was the daughter of Jacob and Rebecca (Whitmore) Carroll and grew up at the family farm on Carroll's Hill in Southwest Harbor. She suffered all her life from epileptic seizures and consequently spent much time at home. She died at age 44 in 1917 during a seizure. For many years she kept a journal of daily events that happened in Southwest Harbor and in her life. Her sister, Nellie (Carroll) Thornton, wrote *Traditions and Records of Southwest Harbor and Somesville*. Mrs. Thornton was for many years a schoolteacher, having taught her first term of school at the age of 17 at Baker Island.

In 1919 the nation adopted a national prohibition law and the United States Customs Service along with the Coast Guard was charged

with enforcing the law. In the year 1918 Howe Higgins joined the Customs Service and was stationed for the first year in Presque Isle, Me. In 1919 he became Deputy Collector of Customs in Southwest Harbor. Later he was appointed Inspector of Customs, with his wife, Athol (Kane) Higgins as Deputy Collector. Being a very conscientious man, he took his job seriously to uphold the prohibition law and crack down on rum running. The new law had actually made rum running big business. Foreign vessels registered from Canada or the West Indies, loaded with liquor, which many times would be pure alcohol in five gallon tins, would lay to just outside the limits of U.S. waters. Many were sailing vessels, fishing schooners or coasting schooners, but some were steamers. Boats from shore would run the liquor to shore under cover of darkness and thick fog. Most of these boats were small fishing boats.

Howe Higgins intended to crack down on rum running.

One of these boats would be seen running around in the daytime with the exhaust making an awful loud racket. Nat Mitchell of Southwest Harbor knew the man who owned this boat was running rum and asked if he would bring him a tin of alcohol. It was a spell of foggy weather and the man told Mr. Mitchell to be out by the channel buoy in the Western Way at midnight. He waited out there expecting to hear that boat coming, but he heard not a sound. Finally at the precise time agreed upon, there was a swish of water and suddenly the boat appeared out of the fog and went slowly by without a sound. A man in the boat was holding out a tin of alcohol for Mr. Mitchell to catch as the boat disappeared silently in the fog without stopping. It seems the exhaust pipe had a valve that diverted the noisy exhaust into mufflers and out under water, thereby eliminating any sound that would give them away.

It seems that when Mr. Higgins became deputy collector of customs he had no automobile and the customs service only furnished one on a limited basis. Often his records, from which much of the following is taken, show that he sometimes walked to Somesville and to Bar Harbor. He spent many hours staked out at places where he expected liquor to be landed, many times all night long. Besides enforcing the liquor

law, he also had to inspect vessels that were entering port on legitimate business. Over the course of time, he developed a group of people who would report suspicious activities that they had observed.



Howe D. Higgins

Still, the prohibition law was not very well received. Many respected people were involved in rum running. A great deal of money was made, giving the local economy a real boost. The rum runners spent their money locally, on new cars, new boats, etc. The money they spent benefited a lot of people not engaged in rum running. All the businesses on Mount Desert Island prospered from this influx of money. New automobiles were purchased, new boats were built and many new houses were built on Mount Desert Island during the early thirties at the height of the great depression. Three fast boats fitted with large airplane engines, including one boat eighty feet in length, were built at Southwest Harbor for New York parties, to be used as rum runners.

Kathy Walls was president of the W.C.T.U. while her barn was full of booze but she didn't know it. There was a well-worn path out back from the barn to Chris Lawler's ice house down the road a ways. A lot of booze was probably delivered along with the ice. I think Kathy's husband, Fred, who was an easy-going, agreeable fellow would let some of his rum runner friends store their liquor there in the barn. Fred was later on the board of selectmen of Southwest Harbor and I suspect he served as the yes man as he would go along with most anything.

Estelle Benson Stanley, proprietor of the Stanley House, a popular summer hotel, was at one time president of the W.C.T.U. and her sons, Derby and Bierly, were both involved in rum running, Derby being most notorious. One time Sam Black, while working at the Ocean House, was told to bring their motorboat to the wharf as some of the guests wanted to go fishing. He found the boat half full of water and a lot of rockweed and kelp with bullet holes in the boat. When he reported to the lady in charge she said, "Oh dear! Derby used that boat last night." One other time in thick of fog Derby escaped the Coast

Guard by running in over Long Ledge Bar while the Coast Guard boat ran aground.

On March 18, 1924 a news item appeared in the *Portland Press Herald* reporting that,

Twelve cases of high grade liquors, some of it very old, was seized in the grocery store of Otis M. Ober of Northeast Harbor and brought to Bangor by Federal prohibition agents, Moran and Graves. It is believed that the liquor was the property of out-of-state people, and was in Ober's place for safe-keeping. No arrests were made and none is anticipated for the present.

Mr. Higgins writes to the Collector of Customs at Portland, Me. on March 1, 1924,

I am enclosing herewith Seizure reports covering seizures made today at Northeast Harbor, Me.

Instead of reporting this case against the individual owners of the liquor seized, I am reporting the case against Otis M. Ober and his wife, Josephine Ober, whom I believe to be equally guilty.

The liquors in this seizure, were mostly supplied thru Dan Hurlihy's crowd and George McKay, thru the Obers to the summer people of Northeast Harbor, and then brought back to the Ober premises for storage during the winter months. Marks indicate that most of this liquor was deposited with the Obers in 1923.

Josephine Ober, who is known to the summer people of Northeast Harbor as "The Empress Josephine" is just as guilty as Mr. Ober in supplying the needs of the summer people. I feel that the prosecution of these people will have a very good effect in that particular town, as there is undoubtedly a strong feeling for strict enforcement in Northeast Harbor.

Apparently Mr. Higgins found some liquor in the dwelling-house and other buildings owned by the Obers, which he did not seize because it could not be proven that these buildings were used for the sale of liquor. Where liquors were in a dwelling, the National Prohibition Act would not permit a search warrant without evidence that the dwelling was used for the unlawful sale of intoxicating liquor or as a place of business, such as a store, etc. When all was said and done, only the liquor found in the store was seized and no arrests were ever made.

Inspector Higgins experienced much frustration in his efforts to curb rum running. One time, acting on an anonymous tip, he found Fred Fernald's lobster car full of liquor. The liquor was confiscated and Fernald was arrested. Someone told Inspector Higgins, "You will never convict him. He has too many friends." He was right. The court dismissed the case as they couldn't prove Fernald owned the liquor or that it was smuggled. Most everyone knew that the liquor belonged to Derby Stanley and was being stored in the lobster car. The lobster car and lobsters were returned to Fernald.



"The Empress Josephine" Ober

In 1923 Inspector Higgins secured a search warrant to search the vault of the Bar Harbor Banking & Trust Co. There they found and seized a sizable amount of liquor

belonging to several Bar Harbor summer residents, namely a Miss Coles, Arthur C. Train, Dr. Ludwig Kast and Mrs. Joseph Pulitzer. This liquor was determined to be pre-Prohibition and was being stored in the bank vault for the winter. The liquor had to be returned by order of Judge Peters.

Following is a list of search warrants that Inspector Higgins acted upon:

- | | |
|--------------|--|
| Aug 1, 1923 | W. J. Harper - Premises known as the general store of W. J. Harper, located at Seal Cove. |
| Oct 15, 1923 | Residence of A. L. Stafford, upstairs over Franklin Dry Goods Store, Main St., Bar Harbor. |
| Oct 15, 1923 | John H. Stafford – Premises known as the office of the Malvern Greenhouse, Amory Lane, Bar Harbor. |

Oct 31, 1923	Premises of John Burns, 15 Forrest St., Bar Harbor.
Nov 27, 1923	Person or persons unknown – Bar Harbor Banking & Trust Co., Main St., Bar Harbor, Me. situated in the Mt. Desert Block in any box, vault, trunk, barrel or other containers.
Jan 10, 1924	Patrick Blanchfield – Premises at 37 Eden St., Bar Harbor, cellar only.
Jan 10, 1924	W. S. Moore – Premises known as the Woodland Cottage, Bar Harbor.
Aug 13, 1925	Premises of Nan F. Johnson (Mrs. Cornelious S. Johnson), dwelling house located on Hancock St., Ellsworth, Me.
Aug 17, 1925	Premises of Winfield P. Murphy, a dwelling house and appurtenances located on the shore road in the village of McKinley.
Aug 11, 1926	Forrest Young dwelling house in the village of Corea.
Oct 29, 1926	Carroll Bowers, dwelling house and barn on road from Machias to Hadley Lake in Washington County.

In one of his letters Inspector Higgins states that Bar Harbor has more bootleggers and rum runners than any other town in the county. He names the men who are actively engaged in handling liquor in Bar Harbor as follows:

George McKay, 243 Main St., owner of McKay Cottages. Biggest operator in Bar Harbor and has been twice convicted on illegal possession.

Archie Higgins and two sons. All three convicted once each. Has Public Cars and runs restaurant on Main St. known as Lafayette Restaurant.

Otha H. Jellison and two sons. Jellison spent one year in Atlanta on rum conspiracy and one of his sons has been convicted of transportation. Lives over Franklin's Store, Main St., Bar Harbor.

Walter Cunningham, public car driver, twice convicted.

Arthur Graves, public car driver, once convicted.

Theodore Wakefield, Indian Point Road, Bar Harbor.

At Northeast Harbor,

James Brander Bain, twice convicted. Runs store and garage.

Biggest operator in this village.

Berton Seavey, convicted once. Public car driver.

Fred Iveney, never convicted. Has an automobile and sells openly.

George Brown and Albert Jordan also interested.

At Seal Harbor,

Pearl Clement, public car driver.

Morris Clement, convicted once.

Louis Reynolds, Portuguese Fisherman.

At Manset,

Derby Stanley, once convicted on conspiracy. Biggest rumrunner in Hancock County. Has cabin cruiser No. A-6816.

Clifford Foss, small dealer.

At McKinley,

William E. Gott, rumrunner, twice convicted, boat forfeited, now out on \$1500 bonds for spiriting a witness away. Quiet at present.

Lewis C. Gott, his brother, sells now and then.

William Martis, convicted once, just out of jail.

Clarence H. McKay and Winfield P. Murphy, both runners.

At Bernard,

Herbert Thurston, convicted of drunken driving, and also of conspiracy, just out of jail. Has cabin cruiser No. B-469. Will run rum again.

Homer Pettigrow, boat forfeited in October 1928 but bought back for him by Derby Stanley. Pettigrow just out of jail. Boat No. A-6999, BEATRICE 37 ft. scallop boat.

At West Tremont,
Roy Asher at "Letha's Place."

At Halls Quarry,
Clifford Merchant, alky and home brew.

At Ellsworth,
Linwood (Tim) Moseley, twice convicted. Runs new garage.

East Surry,
Eugene Higgins who has with him at present Roy Savage.
Higgins twice convicted. Savage escaped, went to Boston and
returned a cripple, but still peddling liquor at various places in
Hancock County.

South Blue Hill,
Ben Ed Sylvester, once convicted and sent to Atlanta.

George L. Bradford, aviator, twice convicted. He is Sylvester's son
in law, may be in Bangor this winter.

Corea,
Forrest Young, twice convicted. Norman Bridges, Roy Scofield
and Harry Bishop.

Whenever Inspector Higgins went to Bar Harbor, he always carried his revolver as it was rumored that the Bar Harbor rum runners had contracted with someone in Boston for the price of \$500 to take him out. The only time that he fired his revolver was when he stopped a car at Seal Cove. John Butler ran and Higgins ordered him to stop. He fired his revolver into the ditch to emphasize the point but John kept on running.

One time Clarence Homer Pettigrove brought in a boat loaded with liquor, intending to land it on an island in Blue Hill Bay. Somehow he got word that the revenue people knew, so he landed it in other places. One place was at Duck Cove, where he coerced Eben Romer into storing it in his house. Eben knew it was wrong but didn't dare to do otherwise. The next day Inspector Higgins and the Deputy Sheriff came walking by and Eben saw them coming. He felt so guilty that he opened the door and said, "It's right in here." If he had kept quiet, they would have walked right on by as they had no search warrant and did

not suspect it was there. The liquor was seized and poor Eben had to spend six months in the Hancock County jail along with Pettigrove.

Taking the rum runners to court was one thing but securing a conviction was another. Rum running involved so much money that

**A rum runner had
no trouble paying
his fine.**

bribery and corruption were rampant. If a conviction was secured, imposing fines or seizing their boats was not a great deterrent. A rum runner could easily earn enough in one night to more than pay his fine or even buy a new boat. Inspector Higgins experienced much frustration in his efforts to uphold the prohibition law. However, some folks appreciated the work he did. On March 13, 1930 the W. C. T. U. of Southwest Harbor sent him this letter:

Dear Mr. Higgins:

The W.C.T.U. is sending this letter to you to express their appreciation for your support and efforts in the temperance work. We realize that your work has been difficult at times but that you have done your very best. Some of the active members are –

Mrs. Emma Norwood
Mrs. Chester Robbin
Mrs. Fanny Crockett
Mrs. Violet Reed
Mrs. Mildred Hall
Mrs. Alice Thurston
Mrs. K. B. Walls
Mrs. Mildred Whitmore
Mrs. Mary Sawyer
Mrs. Allie Burgess
Signed by the secretary
Mildred Whitmore

In 1930 Howe D. Higgins resigned from the customs service. Following is his letter of resignation:

Southwest Harbor, Me.
June 6, 1930

Collector of Customs
Portland, Maine

Sir,

Kindly accept this as my resignation from the customs service. It is imperative with my plans for the future that the same should take effect on June 30th, 1930 at midnight.

Since the law requires a reason for resigning [I] will state that I have been in the service nearly 12 years, the last ten being spent at this port. When I was transferred to this port it was no choice of mine that I was confronted with a situation where large quantities of liquor were being smuggled into this section of the coast of Maine. My efforts toward stopping this traffic makes it safe to state that I have done more to enforce the laws relating to the unlawful transportation and possession of liquor than any other officer in Hancock County, and possibly more than any other customs officer in Maine.

There is one seizure to which I would call special attention. In June 1929, I seized from an offender at this port 250 quarts of assorted liquors, along with a lobster car, 3000 lbs. of legal lobsters and 95 short lobsters. At the time I made this seizure, I was told by several citizens that the offender had "too many friends" and would never be prosecuted. To date this man has not been tried on the illegal possession of liquor, though there were six government witnesses. In other words the Government failed to back me up in my enforcement work.

When the various enforcement agencies in this county, Federal, state and local fail to take any intelligent action toward stopping the estimated 10,000 cases of liquor that are smuggled annually into and through this county, and when the government fails to give me the support in my enforcement work which I feel I have a right to expect, then my interest in a government job ends. When I entered the service in 1918 I took an oath, without mental reservation, to uphold the Constitution of the United States. My moral integrity in these years made it impossible for me to compromise with the forces that were and are at work for the annulment of the law. I am, therefore, leaving the government service with the same clear conscience I had when I entered the service, but with very little respect for those enforcement agencies, which are doing practically

nothing to enforce the law.

Moreover, I desire my political freedom that I may take what personal action I may desire as to the conditions which exist and which are becoming increasingly obnoxious to the people; namely the failure on the part of public officials to take action against those who knowingly and willfully violate the law.

Respectfully,
Howe D. Higgins
Inspector of Customs

In 1933, Mr. Higgins ran for sheriff of Hancock County on the socialist ticket and was defeated. Prohibition was repealed in that same year.

Even after Prohibition was repealed, local bootleggers still persisted to do business. Any liquor bought legally by local individuals had to be purchased at a State Liquor Store at either Ellsworth or Bar Harbor. Certain individuals would buy a supply of liquor legally and have it on hand to sell for a markup in price to those who could not easily travel to the State Store. Celia Hamilton at Manset was a widow and she supplemented her income in this way. She no doubt had her regular customers and the Friday night dance at the V. I. A. Hall brought her a lot of business.

Lew Gott, a rum runner from the Prohibition days, ran a lunchroom on the lower floor of a building owned by the Stanley Fisheries at their wharf at Manset. The lunchroom had a back door that opened into an entranceway that also led to the stairs to the Stanley Fisheries office on the upper floor. This back door had a round hole covered by a flapper. Anyone wanting to buy liquor would go in the store, when the coast was clear, to order and pay the money, then go out to the back entrance, where on the proper signal, the flapper would rise and a bottle would appear through the hole. In the Prohibition days Lew and his son, Chester, were asked to bring a big Buick touring car from Bangor loaded with liquor. They wondered what they should do with the car after the delivery and were told, "Get rid of it." They took it up to the Bluffs at Echo Lake, where the road in those days was located near the shore, and rolled the car off into the Lake. The next morning a stolen car was mysteriously found in Echo Lake.

Earl Walls one time owned a small house located on a plot of land belonging to Les White in back of Sawyer's Market at Southwest Harbor. Mr. Walls was at times up and down on his luck but at this point he was fairly prosperous. His little house was fairly neat and comfortable and was located handily near the center of town. He decided that he would try a little bootlegging. Business was pretty good and he was doing quite well so he hired a lady as housekeeper. One day one of the fishermen in town got thirsty, so he went to see Mr. Walls. Earl was not there but the housekeeper sold him a bottle. The fisherman, being a generous soul, offered the lady a drink. One drink led to another and when this man did not come home to supper, his wife walked up town looking for him. She walked around and finally heard him talking with a woman inside this house. She didn't dare to go in so she came down to the local gas station where she got a man to go get him. She waited in the shadows while they came down the road, the fisherman staggering along with his hat on sideways and a big grin on his face. She stepped out of the shadows, grabbed him by the coat collar and marched him home.

A couple of fellows watched these proceedings and thought it would be interesting to see what would happen when Walls got home. They found a spot where they could wait and see. Walls' disposition was usually meek and mild but they said he was furious when he found his housekeeper drunk and his booze gone. He threw her clothes and belongings out through the door onto the ground and then he dragged the woman out by her feet, bumpety-bump down over the steps. The local policeman had to come and transport her home. Probably if that happened today they both would end up in jail. That incident ended Mr. Walls' liquor business. He soon moved his house to a piece of property on the Seal Cove Road.

**Bootlegging persisted
after Prohibition
ended.**



Boatbuilder, sailor, and historian, Ralph W. Stanley lives and works in Southwest Harbor, Maine. He and Craig Milner co-authored *Ralph Stanley*

– *Tales of a Maine Boatbuilder*, published in 2004, and are now working on another collection of stories about the Downeast islands.

SOURCES

¹ *Israel Thorndike, Federalist Financier* by J. D. Forbes.

² The ballad is entitled “Bracey on the Shore.” The words could be sung to the tune of “Brennan on the Moor.” *Minstrelsy of Maine* by Fannie Hardy Eckstorm and Mary Winslow Smythe.

³ *The Pine Tree State* – Edited by Richard W. Judd, Edwin A. Churchill and Joel W. Eastman. University of Maine Press.

⁴ *The Ellsworth American*, Dec. 23, 1888.

⁵ *Funk and Wagnalls New Encyclopedia*, Volume 17.