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## RUM ROW

New York City, the nation's largest liquor market before Prohibition, retained this distinction throughout the Dry era. In the weeks and months prior to January 1920, wealthy city residents stored liquor in bonded warehouses, which they could legally access as long as the supplies lasted. Wholesale liquor dealers shipped liquor not yet sold to the Bahamas to avoid confiscation, slowly smuggling it back. Canadian liquor producers revved up production and eventually supplied the majority of imported liquor to the nation. Soon foreign liquor supply ships from Great Britain, France, Germany, Holland, Italy, Norway, the Bahamas, Cuba, and Canada, stationed off Long Island, New Jersey, Staten Island, and Brooklyn, became known as "Rum Row."<sup>1</sup>

The United States negotiated a treaty with Canada and Great Britain in 1924 to extend the legal limit from three to twelve miles. This made the journey from shore more difficult. Rum Row was now relocated beyond the new limit, southeast of Nantucket and Long Island. A rare nautical chart in the National Archives illustrates Coast Guard documentation of the locations of one supply ship on Rum Row over an entire year. When that ship strayed within the limit, it was seized and this chart was used in court proceedings.<sup>2</sup>

Hundreds of sea captains smuggled liquor to Rum Row but few left records. One who did was Bill McCoy, a New York merchant mariner who began by smuggling liquor from the Bahamas. His biography, published in the final years of Prohibition, sold well because he had the reputation, deserved or not, of smuggling the best liquor, the "real McCoy." He began smuggling in a slow-moving boat that was seized off

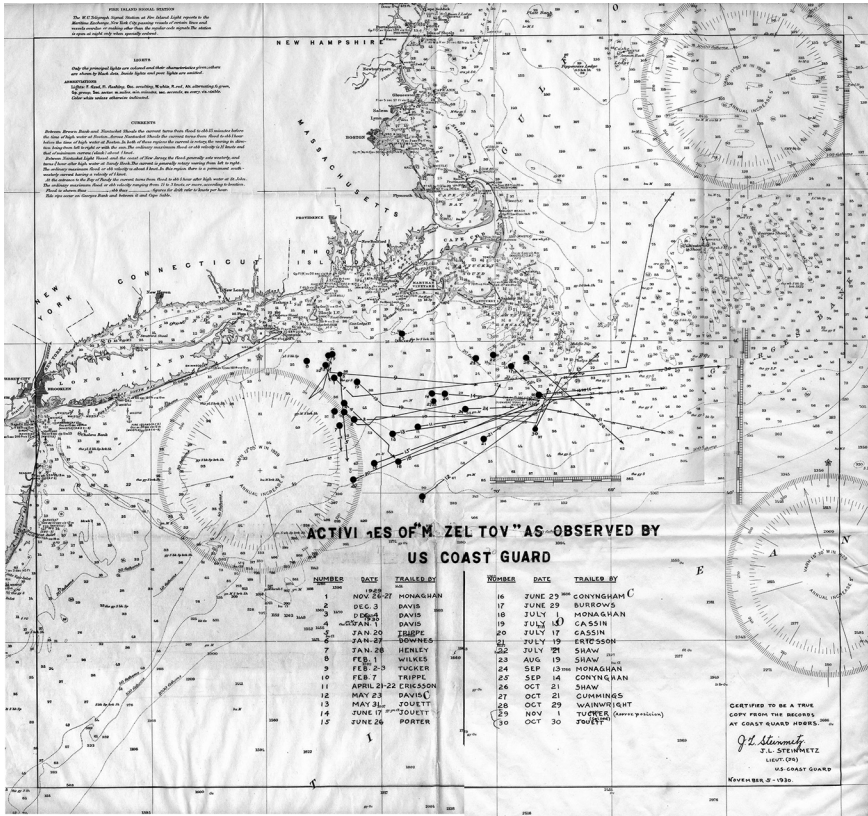


Figure 1.1. Nautical Chart of Rum Row

A Coast Guard chart for 1929–1930 traces the movements of the vessel *Mazel Tov* in the area known as New York’s *Rum Row*, more than 12 miles off the New York and New England coasts. Smaller U.S. contact boats smuggled liquor ashore from these international waters. Courtesy of the National Archives.

Atlantic City when he was not aboard, possibly hiding out on Martha’s Vineyard among the Wampanoag tribe near Gay Head. At this point he had enough money to buy an expensive, fast-moving, Gloucester-built schooner, which he illegally registered as British to provide immunity from seizure. Despite its British flag, the schooner was known to belong to McCoy and was chased inside the legal limit and boarded. This time he was present and was ordered at gunpoint to proceed to Staten Island. The courts upheld the seizure and his schooner was sold at auction. He

managed to get it back, was seized again off the entrance to New York harbor, changed its registration to French, and headed to Bermuda for more liquor. Eventually McCoy served nine months in jail for smuggling. Mabel Walker Willebrandt, Assistant U.S. Attorney General who was responsible for Prohibition enforcement for most of the 1920s, said McCoy's smuggling career proved how difficult it was for authorities to deal with ships under foreign registry. Most supply ships on Rum Row followed McCoy's lead and maintained foreign registration through "dummy" owners because the Coast Guard could not stop or board such ships as long as they stayed beyond the limit.<sup>3</sup>

### Nautical Wild West

Rum Row was not well patrolled in its earliest years because the Coast Guard had neither adequate manpower nor a large enough fleet. Until 1925, Rum Row was a nautical version of the American Wild West. Piracies and hijackings were so common that most captains and crews armed themselves. McCoy kept a rifle prominently displayed in his sales room. There were several documented cases of piracy. The earliest was a New York boat whose skipper was bound and gagged at gunpoint and robbed of \$23,000 worth of whiskey. Another early piracy involved a New York boat near Martha's Vineyard, in which eight unidentified bodies floated up on the shore, including one with stab wounds. In this case, authorities eventually surmised that pirates rammed the boat in a fog and sank it because they believed they had been double-crossed—and that the pirates owned the cargo of Canadian ale.<sup>4</sup>

More is known about the piracy of a French ship robbed by a New York gang. McCoy had been approached in Manhattan prior to the event by a man named "Eddie" and invited to participate. According to McCoy, Eddie and his associates were angry because a French agent from the ship had arrived in Manhattan to take orders directly and bypassed them. Eddie said, "'American rum-running by Americans,' that's our motto." They decided to wine and dine the agent on Broadway while twenty-four armed pirates motored out from Sheepshead Bay to the ship, shackled its crew in the hold, tied up the officers in the cabins, and forced the captain to move the ship closer to Fire Island. Over the next ten days, they plundered \$800,000 worth of liquor using ten smaller boats, many from a marine garage on the East River.<sup>5</sup>

Lloyd's of London had insured the cargo, and as it was a French ship that was pirated, there was an investigation in Paris where French authorities arrested Jerome Max Phaff, a naturalized German-American and former admiralty lawyer who gave his address as 219 East 196th Street, Manhattan. They charged Phaff with complicity even though he had not been on the ship at the time. After seven weeks in a French prison, he told what he knew and was released. A French magistrate told the Associated Press that with Phaff's help they had traced all the liquor exported from France to the United States, and Dry America had had a "very wet spell indeed." Phaff returned to Manhattan after receiving assurance that he might be spared prosecution if he gave information to the U.S. Attorney for the Southern District of New York.<sup>6</sup>

Another documented case of piracy by New Yorkers was a British ship carrying a liquor cargo ordered by the Chelsea Trading Company, located at 42nd Street, Manhattan. The pirates used machine guns, imprisoned the captain, and plundered the ship of \$700,000 worth of liquor. Investigations by the London Schooners' Association concluded that the pirates had inside knowledge and that the piracy was an insurance scam.

In one mysterious case, a deserted British ship was sighted floating in the dark off Fire Island. Rifle shells were scattered around the deck. It appeared that the sailors aboard left abruptly as they had not packed any of their clothes. In another case, a ship from Nassau on Rum Row was robbed by forty armed men and ran out of fuel and food after the pirates departed. The skipper decided to gut the interior for wood to fuel the ship, set sail for New York City, and surrendered the ship as a rumrunner. The oddest case of piracy was a boat on Rum Row disguised to look like a Coast Guard patrol boat with the pirates dressed in guardsmen's uniforms. Another fake Coast Guard ship, or perhaps this same one, was later discovered in New York harbor after its crew failed to give the traditional Coast Guard greeting while passing a genuine patrol boat.<sup>7</sup>

Besides pirates, dense fogs could be a danger, especially before radio communications for navigational purposes became common. One captain, lost in a thick fog, feared that he would sail within the legal limit and be caught. To his relief, he discovered his ship surrounded by floating garbage, placing him near the location where New York City regularly dumped its refuse. He knew this place because, when the wind blew from the west, smugglers on Rum Row could smell it.

So he charted his location and sailed back to the Row. At least one New York City garbage scow was eventually seized smuggling liquor on a return trip, and a sewage barge was discovered loaded with liquor off the entrance to New York harbor. On the other hand, fog could also be a friend, allowing rumrunners to evade the Coast Guard.<sup>8</sup>

Storms with strong winds and powerful currents were another danger; these could sink ships or blow them off course. One captain's ship was caught in such a storm that created a funnel with New Jersey on one side and Long Island on the other. While a shipwreck would bring him and crew death, successfully swimming to shore could lead to arrest and jail. Guardsmen also risked their lives at sea while hunting down smugglers. When a rumrunner was seized in a snowstorm off Long Island, the guardsman placed aboard was alone on deck for 36 hours as he steered it back to New York City.<sup>9</sup>

The actual number of rum ships lost at sea during Prohibition, like the number of piracies at sea, will probably never be known. The Coast Guard learned indirectly of a few from grieving families on shore. For example, Agnes McCardle's brother died, along with twelve others, when his rumrunner sank in a storm at sea: the captain was a retired Manhattan policeman. The ship's owner had lost another New York rum boat a few years earlier in a storm. Sixteen men had gone down with that boat. McCardle wanted the owner arrested for using unseaworthy vessels and for refusing to honor the life insurance claims of sailors' families. Four Brooklyn women, including the wives of Gustav Nordstrom and Charles Nordstedt, reported the loss of another ship, also after failed attempts to collect insurance from its owners. In that case, the Coast Guard had already seized a different ship belonging to the same people, and they had been arrested and were soon to be tried.<sup>10</sup>

In the mid-1920s, Rum Row came under the control of well-financed Manhattan gangs with warehouses in the Canadian Maritime provinces and farther north in the French-owned islands of St. Pierre and Miquelon. These gangs used European freighters to bring liquor across the ocean to the warehouses. They also had a fleet of smaller boats bringing the warehoused liquor to Rum Row or transporting liquor directly from Canada, which supplied an estimated 80 percent of smuggled liquor. Fast speedboats, up to thirty-eight miles per hour, were used to deliberately decoy the Coast Guard away while larger ships were transferring the liquor to smaller boats. One of these ships, which was finally seized, belonged to William Duffy who owned Duffy's Tavern on Broadway

and managed prize fighters in his spare time. Another was a submarine chaser, built in Buffalo and intended for the Imperial Russian Navy, which became a fast pilot ship for smugglers on Rum Row before returning to the Great Lakes and smuggling across Lake Erie.<sup>11</sup>

### Cat and Mouse

A good five years into Prohibition, the U.S. Coast Guard was transformed into a more effective force as a result of a large federal appropriation to modernize the agency, doubling enlisted personnel and adding twenty naval destroyers to its fleet. Eighteen of the destroyers remained on the East Coast, with six stationed at Staten Island near the entrance to New York harbor, six in Connecticut's New London harbor with easy access to Rum Row, and six in Boston. On hearing the news, one leading New York gangster remained unconcerned, reminding subordinates that every man had his price, including guardsmen. He later joked, after he lost a ship in the North Atlantic because it hit an iceberg, that it was too bad he couldn't buy the icebergs.<sup>12</sup>

For the remainder of Prohibition, the Coast Guard and New York smuggling syndicates played cat and mouse on Rum Row. The treaty setting the legal limit never actually specified mileage but was worded "one hour's distance from shore," in a day when most large ships could go no faster than twelve miles per hour. At first, the newly enhanced Coast Guard aggressively interpreted the treaty as referring to U.S. speedboats, which could go up to forty miles an hour. So the Coast Guard seized legitimate foreign ships from England, Holland, Canada, France, and Norway, which hovered less than forty miles out. One Norwegian captain, more than twenty miles out, was ordered to sail to New York harbor where his crew was imprisoned at Ellis Island before being deported. While the case was being litigated, the ship remained in New York harbor. Eventually the Coast Guard lost this case and others like it. Had the courts not upheld the original intent of twelve or so miles, this would have moved Rum Row so far out that it would have been the rare boat from shore that would have made contact.<sup>13</sup>

Another legal decision also strengthened enforcement on Rum Row. This happened after a U.S. judge, hostile to Prohibition, ruled that the Coast Guard had no authority over any ship, including U.S.

ones, beyond the limit. Until the judge was overruled, the Coast Guard avoided hauling rum ships into his district. Eventually the U.S. Supreme Court upheld the agency's rights. The Coast Guard, established a few years before Prohibition, replaced the old Revenue Cutter Service and retained its powers, including stopping the importation of slaves after 1808, enforcing neutrality laws, and suppressing piracy. Thus, the Court ruled that the U.S. Coast Guard had the power "to seize American vessels anywhere on the high seas for violation of any laws of the United States." Nevertheless, it remained legal for fishing schooners, which would otherwise be empty outward bound from New York City, to bring provisions to ships on Rum Row. This enabled foreign ships to remain on the Row for months instead of having to return to their own ports for food and water. But it was not legal for American boats to exchange provisions for liquor and then bring the liquor to shore. After the Coast Guard seized one such boat, syndicate lawyers argued the fishing license to trade was inclusive. The courts ruled such boats could only trade items specified in their license and liquor was not included.<sup>14</sup>

Given that New York was the greatest liquor market before Prohibition and legally could continue to export liquor abroad during Prohibition, the Coast Guard's focus on New York's Rum Row made sense. Technically, the agency was responsible for smuggling along five thousand miles of national coastline. Two hundred large vessels were devoted to detecting smuggling. If the Coast Guard had not concentrated on the New York market, the agency would have had one Coast Guard ship for every twenty-five miles of coastline, or given the legal limit, for three hundred square miles. This was clearly impossible. The most effective use of the fleet was to patrol Rum Row by day and assign one destroyer for each large rum ship at night when most smuggling occurred. Every so often, after a storm or at the dark of the moon, the agency would conduct a sweep up the entire coast from Virginia to the Canadian border.<sup>15</sup>

Sometimes Coast Guard monitoring on Rum Row bordered on harassment of genuine foreign ships. One British captain complained that his ship had been used for target practice by the U.S. Coast Guard and a letter went out, "Her Majesty's Government and the Government of the Dominion of Canada cannot agree that the mere fact of a vessel being accused by U.S. Authorities of having engaged in the smuggling trade entitles those authorities to attack or molest her on the high seas."

The Coast Guard backed off but dogged this ship five more years each time it returned to Rum Row. Another time the Coast Guard mistook a British ship in the dark for a U.S. rumrunner, fired at it, and it began to leak. An official apology was soon issued.<sup>16</sup>

Harassment at sea was successful in preventing some ships from discharging any liquor to U.S. contact boats. One Nova Scotia Captain, Charles Lemarois, 48, became despondent about financial reversals over an earlier failed trip and was unwilling to return to his home port after a second one. He committed suicide by jumping overboard in a snowstorm while his crew was at dinner. Another Rum Row life and death drama had a positive ending when a badly burned sailor was transferred to a British liquor ship with a doctor on board. The sailor's condition was stabilized, and he was rushed ashore to Long Island's Rockaway Beach Hospital.<sup>17</sup>

Some foreign ships went over the legal line. Men aboard a British ship tried to bribe guardsmen to bring liquor to shore. After notifying their superiors, guardsmen played along and collected evidence that could be used against the ship in court. Then orders went out to chase the ship over the entire ocean, to the British limit if necessary. The ensuing chase began twenty miles out and lasted twelve hours. Another "foreign" ship, owned by the Staten Island Fox-Levine Gang, was trailed on Rum Row for three years. Its photo, taken from a Coast Guard ship, shows the cat and mouse nature of the "Rum Wars." Eventually, the schooner caught fire and sank off Nantucket, taking a load of champagne to the bottom of the sea.<sup>18</sup>

United States' ships beyond the limit sometimes had legitimate reason for being there, such as carrying coal from Virginia to New England. On occasion, these legitimate vessels were harassed if suspected of picking up liquor as they passed Rum Row. A coal ship, owned by a football coach at Yale, was suspected of picking up liquor at sea. The Coast Guard fired blank shots at it to force it to hove to, but its captain refused to slow down or stop until bullets nearly killed his first mate. Then the captain appeared on deck and shouted, "You had better by Christ hurry up. . . . This is a damned outrage. . . . Such god damned bungling I've never seen in my life and I've seen some damned rotten bungling during my time in the Navy." The agency found no liquor but wanted to charge the captain with profanity. The idea was dropped as his company fired him over the much-publicized incident.<sup>19</sup>



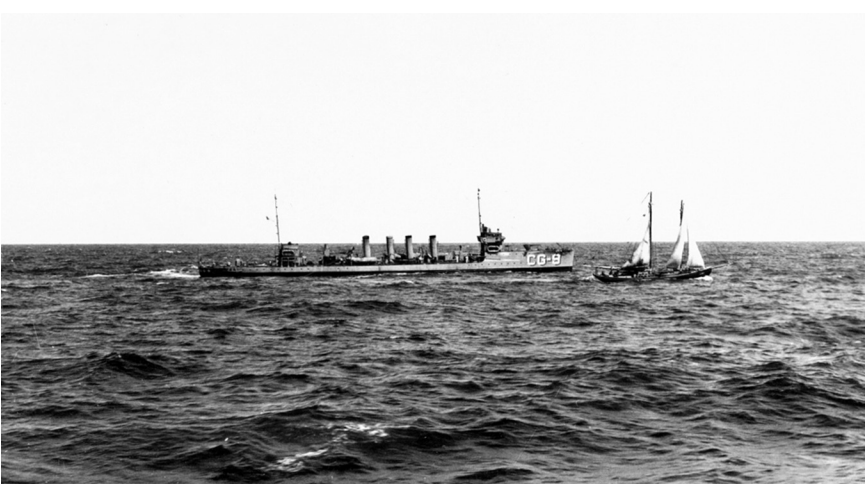


Figure 1.2. Cat and Mouse on Rum Row

The presence of the *Gaspé Fisherman*, linked to the Staten Island Fox-Levine gang, was monitored on Rum Row for three years by the Coast Guard. Eventually the rumrunner sank, loaded with champagne, off Nantucket. Courtesy of the National Archives.

Another U.S. ship came under Coast Guard fire while its crew was below deck at dinner. The captain rushed to the deck to protest and a bullet passed inches from his head. He thought he heard laughter from the guardsmen who were a mere fifty yards away. Once safely on shore, the captain filed an official protest. “Is there any law to allow any person to attempt to kill another on the high seas,” he asked? Yet another U.S. boat, a yacht, was chased forty miles out by the Coast Guard before being rammed.<sup>20</sup>

### Radios, Planes, and Submarines

Rum Row utilized the latest technology. Smugglers used short-wave radios and regular radio frequencies to communicate from Rum Row and had land stations on Long Island, Long Island Sound, Brooklyn, Staten Island, and the Atlantic Highlands in New Jersey. Eventually the Coast Guard created a “crack” radio unit in Manhattan to locate rum stations

from Maine to Florida and four patrol boats were assigned to this unit along with competent radio personnel. The destroyers also had radio capability. The purpose of the unit was to intercept, decode, and disseminate information in rum messages. This was necessary because supply ships on Rum Row over the years had been sending coded messages through a commercial radio station to their representatives in Montreal giving the day's liquor sales, daily receipts, quantity of liquor left on board, requests for provisions, and, most importantly, exact locations.

Rum codes used on New York's Rum Row were "more complicated and harder to decipher than any code which was used during the [recent] world war." Elizabeth [sic] Smith Friedman, wife of the U.S. Army's chief cryptologist in World War I and World War II, decoded thousands of rumrunner messages for the Prohibition Bureau and for the Coast Guard before the latter created its own cryptological team. Codes in Chicago and Seattle were not as sophisticated, probably because less was at stake: most smuggling was on the East Coast. In Chicago, specific music played over commercial radio conveyed information to bootleggers. In Seattle, clues were hidden in children's bedtime stories read over the radio by a bootlegger's wife. In the course of radio monitoring of Rum Row, the Coast Guard also learned of the smuggling of Swiss watches, French perfume, contraceptives, narcotics, and aliens.<sup>21</sup>

The Coast Guard was proud of one case related to radio traffic from Rum Row, based on overhearing and decoding the following message: "Man fell overboard from us and drowned. Man belonged to collier [coal ship]. We stopped and searched for him. Found and picked up life buoys that collier through [threw] over. Didn't find man. PNW [supercargo] decided I stop and search for him. They [collier] proceeded." The name and destination of the coal ship, which had picked up liquor on Rum Row, were unknown. The Coast Guard was on alert along the East Coast to search arriving colliers to find one with a missing crewman. One search turned up "a poor hungry-looking scared South Carolina cracker" but no liquor. Then a coal ship arrived in New York with a man missing and liquor stored in its wing tanks. The land station, near Jamaica Bay in Greater New York Bay, received the original message from Rum Row and radioed back, "There is a big row over that man. She was met at Quarantine [off Staten Island] by four cutters. . . . Did you hear the collier [coal ship] radio that news?" The Coast Guard was pleased that smugglers thought the coal ship had leaked the news because the agency did not want rumrunners to know that their code had been broken.<sup>22</sup>



Figure 1.3. Rum Radio Operator

The Feldman gang, based on Lower Broadway, operated in the Chesapeake Bay and relied on Harwood Park to make radio contact between land and sea. When the entire gang was arrested, police made these mug shots of Park, who lived at 4323 40th Street, Long Island City, New York. Courtesy of the National Archives.

Early on, the Coast Guard requested a seaplane for use over Rum Row but this request was refused. This gave smugglers a head start in aerial transportation: they used planes to locate supply ships and then notified supply ships and, if radio contact was not possible, dropped messages in bottles to ships below. Smugglers also used planes to locate Coast Guard destroyers. Seaplanes were used to pick up liquor on the Row. One pilot buzzed the Coast Guard below each time he took off. Then his engine failed, his plane was captured, and it was ignominiously towed all the way back to New York harbor. The pilot continued to smuggle afterward, but no longer buzzed the Coast Guard. William Bell Atwater, who gave Franklin D. Roosevelt as a personal reference from Atwater's time as head of U.S. Naval Air forces in Italy during World War I, was charged with stealing a plane from New York's Curtiss Air Field to fetch alcohol from Rum Row. These charges were eventually dropped.<sup>23</sup>

By the end of the 1920s, the Coast Guard seemed to have at least one plane judging from an incident involving a modern, newly built rumrunner out of Nova Scotia. Its captain unwisely bragged to reporters of making many successful liquor hauls to New York City. Not long after this appeared in print, an unidentified airplane circled his ship as it approached Rum Row. Small bombs began dropping on the ship, one down its smoke stack and another on its deck. Then the Coast Guard arrived to escort the ship into a U.S. port where a high-ranking officer came aboard, apologized, saying that the ship had been mistaken for a pirate ship, and advised the captain he was now free to depart.<sup>24</sup>

News of a submarine being used on Rum Row appears to have some substance to it. One smuggler testified in court that he saw a submarine emerge on the Row with a German captain and a French crew. Newspapers in 1924 reported that submarines were smuggling liquor to New Jersey and Cape Cod. An aerial photo, taken by a commercial Manhattan map-making firm that same year, suggested submarines were thirty miles up the Hudson River near Croton Point. (German submarines were kept out of the river during World War I by a steel net strung low across the bottom of the Narrows.) The photo purported to document two submarines below the surface of the Hudson River, each 250 feet long and 600 feet apart. The aerial firm sent the photograph to the U.S. Navy, which had no submarines in the area, and the startling image was given to Coast Guard Intelligence and filed away.<sup>25</sup>

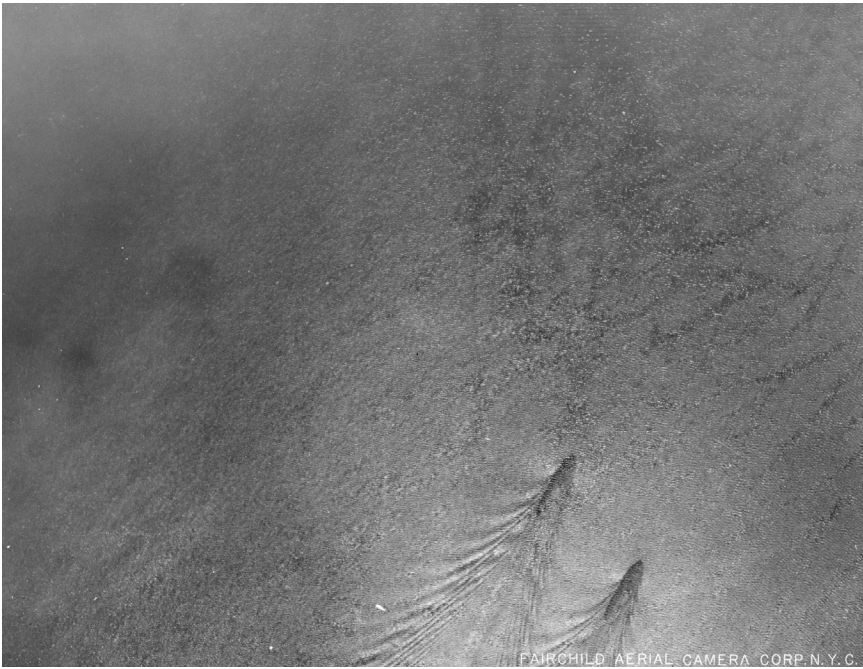


Figure 1.4. Rum Submarines in the Hudson River?

An aerial photograph, taken by a Manhattan map-making firm June 11, 1924, near Croton Point, purports to document two submarines (possibly rumrunners), each about 250 feet long and 600 feet apart, below the surface. Courtesy of the National Archives.

### Human Interest

Rum Row had its human side—sometimes sad and sometimes humorous—as well as a technological history. Wives, sisters, mothers, daughters, and sweethearts waited anxiously on shore for their men to return from the Row. A rare private note found aboard one seized vessel demonstrates this: a woman named Ann wrote her lover, “Dearest Don, You do not realize how much you torture me. I lie here worrying myself sick over you.” A woman in Little Italy wrote her brother-in-law, jailed for smuggling and requesting her help, that she could do nothing because her own life was in crisis. She wrote, “Do not curse anyone, no one is

to blame; fate has persecuted my house,” adding, “I am aware of the conditions in which you are placed and am exceedingly sorry.” Most rumrunning from shore was done at night to escape detection, leading to many sleepless nights for loved ones at home. Some stayed up all night knitting sweaters to keep their minds occupied. One smuggler’s wife awoke suddenly in the middle of the night with a premonition of harm—the police appeared on her doorsteps the next morning to report her husband’s death in the night by drowning. A New York bootlegger, in Cuba arranging for liquor shipments, received a letter from his sister apologizing for not packing well for his trip. She wrote, “I got your postal and then was quite sure that your pajamas were left behind. I was awfully sorry but had so many things in my head I forgot to look for them.”<sup>26</sup>

Although Rum Row was mainly a male preserve, there were a few women there—as cooks, wives, or guests of the captain. A boatload of Manhattan prostitutes ventured out one summer given the added attraction, besides the sailors, of free liquor and fresh seafood. Women from Long Branch and Asbury Park on the Jersey shore went to Rum Row to “improve their complexions” and get fresh sea air. Two women, who gave their address as a New York hotel, were aboard a yacht seized off Rum Row with liquor. Although its captain and crew were arrested, the women were not arrested as they maintained that they knew nothing about the smuggling. During the trip back to New York City, they stayed near the guardsmen saying they now feared bodily harm from captain and crew.<sup>27</sup>

A singular woman in the history of New York’s Rum Row was Gertrude Lythgoe, Scots-American wholesaler employed by London’s Haig and MacTavish Scotch Whiskey. She was dubbed “Queen of Rum Row” by the media, because she spent weeks aboard McCoy’s ship one summer after male wholesalers in Nassau squeezed her out of that market because her liquor was better. After her liquor was sold, she took a speedboat from Rum Row to Long Island and a taxi to Manhattan and stayed at the Waldorf-Astoria. Eventually, she was recalled to London by her employers who were appalled to learn she had gone directly to Rum Row.<sup>28</sup>

There were African-Americans on Rum Row, usually as sailors. McCoy, in the vernacular of the time, remarked on a “nigger schooner” on Rum Row. Coast Guard records mention stopping one suspected rumrunner and its “colored” captain outward bound from Harlem to the



Figure 1.5. Queen of Rum Row

Gertrude Lythgoe, nominated by the press to be Queen of Rum Row, sold liquor in the Bahamas to U.S. smugglers. She sailed one summer with the well-known rum smuggler Captain Bill McCoy. Courtesy of the Flat Hammock Press.

British West Indies. When this ship was stopped, no liquor was found. Amos Lover, an African-American FBI informant, sailed on a rumrunner to Nova Scotia and passed back information about a loaded rumrunner bound for New York City. A Nassau policeman named Pindar, “the dusty one,” was hijacked on a rum ship leaving the Bahamas and forced to work until it reached New York. There he was released and told to go back home, but instead went to the authorities and testified against the gang.<sup>29</sup>

The names of a few rumrunners reflected their owners’ sense of humor. The *Alpaca* reputedly belonged to Chicago’s Al Capone. A “Honduran” rumrunner was named the *Al Smith* to honor the Governor of New York, the only wet candidate for president in the 1920s. *Woodgod’s* name referred to alcohol. The *Whatzis* and *Notus* proclaimed innocence. The *Mazel Tov* was Yiddish for a celebratory toast. *Mary Mother Elizabeth* honored a Roman Catholic Mother Superior in Hempstead, Long Island.

Coast Guard destroyers, cruisers, cutters, and patrol boats had names such as *Hudson* and *Manhattan*. Many were named for Native-American

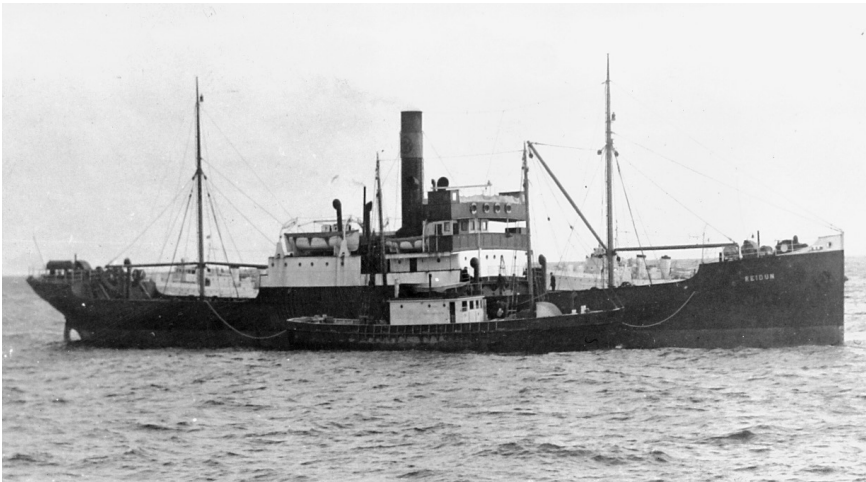


Figure 1.6. Capone’s Namesake

The Coast Guard believed that the *Alpaca*, a Nova Scotia ship, shown here alongside a Norwegian supply ship, belonged to Al Capone and its name meant “Al packs [it].” Courtesy of the National Archives.



tribes, for example *Algonquin*, *Haida*, *Modoc*, *Mojav*, *Ossipee*, *Seminole*, *Seneca*, *Tampa*, *Tuscarora*, *Unalga*, *Yamacraw*, *Acushnet*, *Apache*, and *Cahokia*.

Vinnie Higgins, an Irish-American gangster from Brooklyn, delighted in being witty. He was in a speedboat idling adjacent to a known rumrunner outside New York harbor, but insisted to arresting officers that he was innocently fishing although no fishing gear was aboard. He later maintained to reporters that it was purely accidental he was found fishing near the *Whichone* as he could have been fishing near *any* one.