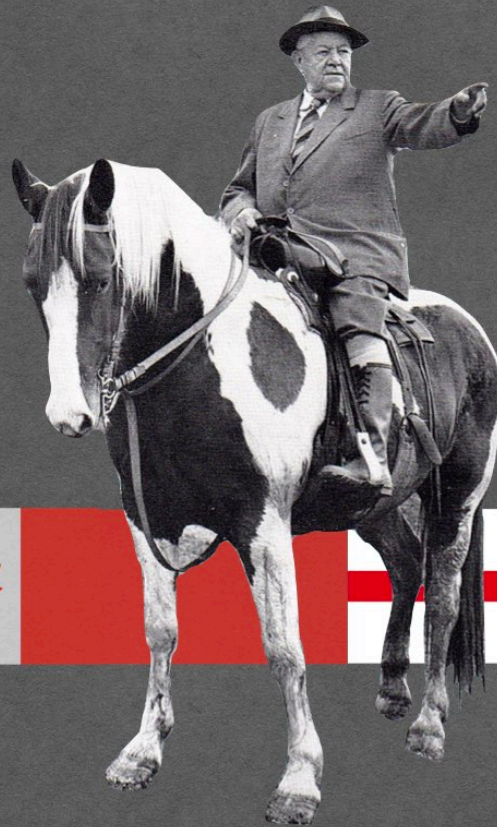


Joseph W. Hobbs

1891 - 1963

The Last Whisky Baron?



1891

1900

1963



Joseph W. Hobbs

The Last Whisky Baron?
A remarkable person in the whisky trade

Background

-1900

- Emigration to Canada
- Pilot training and WW1

1900-1918

- The move to Vancouver
- The business in Vancouver
- The First Trans-Canada Flight (Basil Hobbs)

1918-1932

The Prohibition

- Rumrunning
- The ships
 - When Prince Albert cut the the Frisco Honolulu cable
- The Hobbs messages

PART 4

The Marine Building

1932 - 1963

- Back in UK
- DCL and National Distillers - The cooperation plans that failed
- Ferrolene and the patent
- The Great Cattle Ranch
- Inverlochy Castle
- Torlundy and Ocean Mist
- Hobbs passes away 1963

The Distilleries (1930s)

- Glenury Royal
- Bruichladdich
- Glenlochy
- Highland Esk/North Esk/ Montrose/Hillside/Glenesk
- Benromach
- Fettercairn
- Strathdee

The Companies

- W.A Gilbey
- W.H Holt
- Associated Scottish Distillers (ASD)
- Train & McIntyre
- McNab Distilleries

The Distilleries (1944-)

- Glenmavis
- Lochside
- Ben Nevis

Ind. Whisky Assoc.

JOSEPH W. HOBBS – The Last Whisky Baron? - Part 4

Boats and ships played a large part in Joseph W. Hobbs' life already from childhood.

On the website <https://glenlochy.com/pages/12/65> there is a description of several ships he was involved with while living in Canada and their subsequent fate.

Here I will only mention three of them and two of them are connected to Sweden - one was renamed after the Swedish actress Greta Garbo and one sank off Holmsund on the Swedish east coast.

LITTLE HORN

Came to Vancouver in January 1926 from Glasgow via Antwerp. In an interrogation with customs in 1927, Joseph Hobbs admits that the boat was fully loaded with liquor. He owned the ship first privately and then through the company Hobbs Brothers Ltd. The cargo never reached Vancouver but was sold off the coast of Mexico. According to Hobbs, the ship was chartered to another company, and he was not involved in these deals.

The ship was bought by a Danish company. On April 9, 1940, the ship was in the harbour in Drogheda, Ireland and on the same day the Germans entered Denmark. The ship was then seized by the British Ministry of War.

After the war the ship was returned to Denmark and sank in November 1945 on a trip from Kemi, Finland. The ship suffered engine failure and in the strong wind the cargo shifted and 10 out of 16 of the crew managed to get into a life raft. However, it took 28 hours before the salvage vessel Valkyria from Holmsund found the ship. By then 10 of the men had frozen to death and the only one who survived was Captain Michelsen, who avoided falling asleep by singing.

PRINCE ALBERT

How Hobbs was involved with this ship is somewhat unclear. In an intercepted conversation between Burke (Western Freighters) and Potter (alias for the infamous former police chief Roy Olmsted, protagonist of rum-running and who was sentenced to 4 years in a labour camp) Hobbs is mentioned. (See picture)

In 1924 a cargo was picked up in Ogden Point, Victoria bound for Guatemala. The load consisted of:

- 23,000 cases of Scotch
- 40 50-gallon barrels of whisky
- 40 barrels of Kentucky Bourbon

The whiskeys were Sandy McNab, Grannie Taylor, Old Vatted Glenlivet, Kilgour and Bushmills. Sandy McNab was Hobbs' own label.

Prince Albert was involved in a notable incident in 1923. The ship was at the 12-mile line and the crew saw a Coast Guard vessel approaching. They tried to lighten anchor, but the anchor had stuck. After great difficulty, they managed to cut a cable holding the anchor. It turned out to be the telegraph cable between San Francisco and Honolulu that had been cut, leading to a huge claim.

My son Charles has composed this drink "The Frisco Honolulu Cable" (see recipe above).

NADEN/MABEL DELL/THE TEMPRESS/FOUR WINDS

This ship, for obvious reasons, should not have been involved in rum-running. The vessel was built in 1913 and in 1925 Hobbs purchased the vessel for \$1091. He renamed the ship "Mabel Dell" after his first wife. In 1927, he sells the ship to film star John Gilbert, who renames the ship to "The Temptress", a film with the Swedish actress Greta Garbo. Gilbert played in four films with her and one of them was "A Woman of Affairs". There were many rumours of a romance between them.

It was later sold to Samuel Finley Brown Morse "Duke of del Monte", who had a luxury hotel with golf courses on Pebble Beach. He sold it on, and it sailed extensively in the West Indies. In 1939 it was involved in a serious incident in a storm but the final fate of the ship I do not know.



Chief Skugaid besides Lillehorn_p110 U.S. National Archives

LLOYDS REGISTER		
LILLEHORN (MAJONG built 1922)		
YEAR	NAME	OWNER
1924	LILLEHORN	O. ANDERSSON-BERGEN, J. DAZIEL GLASGOW
1926	LILLEHORN	J. DAZIEL GLASGOW J.W.HOBBS HOBBS BROS LTD
1927	LILLEHORN	HOBBS BROS LTD
1928-37	LILLEHORN	ATLANTIC PACIFIC NAVIGATION LTD VANCOUVER
1938	LILLEHORN	CANADA COAST LINES HALIFAX LTD
1938-39	LILLEHORN	ATLANTIC PACIFIC NAVIGATION LTD VANCOUVER
1939-	LILLEAA	DAMPFSELSKABET HETLAND COPENHAGEN

**En kvar i livet
av 16 på 'Lilleaa'**

FRÅN DAGENS NYHETER KORRESPONDENT.

LULEÅ, lördag.

Tio man från det saknade danska motorfartyget "Lilleaa" anträffades på lördagsmiddagen av bärgningsångaren "Valkyria" ombord på en flotte. Nio av dem var döda, men den tionde, befälhavaren på "Lilleaa", kaptan Mikkelsen, var vid liv, fast han befann sig i mycket medtaget tillstånd. Förste styrmannen anträffades döende i en livbåt. Tre man av besättningen hade följt fartyget i djupet då det sjönk, och två som dött på flottan hade man måste låta gå över bord.



Captain Michelsen

Aftonbladet November 4, 1945 Photo: Jim Brown's collection



Dagens Nyheter November 4, 1945

The Frisco Honolulu Cable

3 cl	Peaty whisky
3 cl	Dark rum
1 cl	Maraschino liqueur
3 cl	Lime juice
3 cl	Pineapple juice
1 cl	Sugar syrup
2 dashes	Peychaud's or Creole bitter
garnish	Licorice string
	Mint

by Charles Reps



LLOYDS REGISTER

PRINCE ALBERT (BRUNO built 1892)

YEAR	NAME	OWNER
1893-08	BRUNO	TH. WILSON SONS LTD, HULL
1909	BRUNO	WILSON'S & NORTH ESSTERN RAILWAY SHIPPING CO LTD, HULL
1910	BRUNO	RICHARD L. NEWMAN, VICTORIA BC
1911-23	PRINCE ALBERT	THE GRAND TRUNK PACIFIC DEVELOPMENT CO LTD, MONTREAL
1924-25	PRINCE ALBERT	WESTERN FREIGHTERS LTD, VANCOUVER
1926	PRINCE ALBERT	ERNEST WILD, VANCOUVER
1927	PRINCE ALBERT	GEORGE M. DEAN, VANCOUVER
1928-35	PRINCE ALBERT	PAN AMERICAN, SHIPPING CO VANCOUVER
1936-40	J.R. MORGAN	BADWATER TOWING CO LTD, VANCOUVER

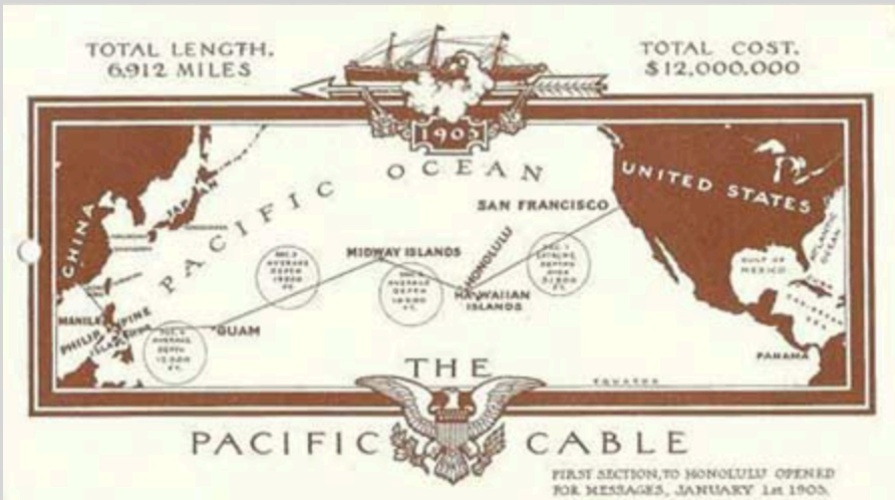
*Burke: When will you get that money up. We need it badly.
Potter: I'll take care of it right away.*

*Burke: We have closed the deal with Hobbs to charter the Albert
for \$3.000 a month*

Intercepted message October 17, 1925 between Joe Burke, Vancouver (Western Freighters) and Potter (alias for Roy Olmstead) Times Colonist Februari 4, 1926

"I sure remember the Prince Albert. I met her several times down the "Row". In the early days of the rumrunning game she was anchored on the Tanner Bay outside Frisco when a cutter came in her view. They immediately picked up anchor but found an old cable foul of it. After quite a job they managed to cut the cable away and beat it. The old wire cable turned out to be the "Frisco-Honolulu cable" – telegraph cable and of course there was hell a-poppin. Every cutter on the coast was out after Albert."

Jack McEvoy tells 1935 in The Vancouver Sun the story when the crew on Prince Albert cut the telegraphic cable between San Fransisco and Honolulu 1923



Naden/Mabel Dell/The Temptress/Four Winds



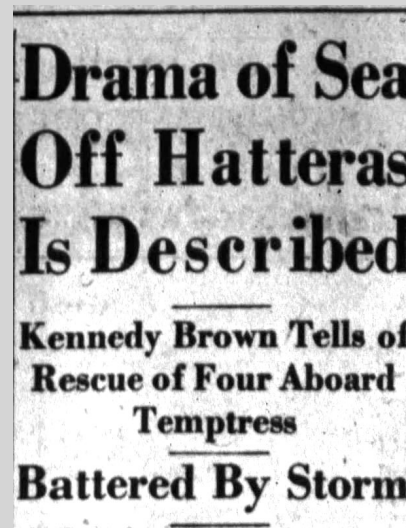
Mabel Dell, August 7, 1926
Vancouver Maritime Museum item 6363



Samuel Finley Brown Morse



Studio Photo för filmen: *A Woman of Affairs*
Greta Garbo and John Gilbert, 1929



The Virginian Pilot November 11, 1939