In Michigan, whiskey sales were up 24.8 percent of liquor sales in 2002-2003, and vodka accounted for 26.2 percent.

Seneca debated the gatherings and said she believed they were illegal because they were meetings about the liquor industry that did not follow Michigan law.

Harrington, the lobbyist representing Michigan wholesalers, said the meetings clearly were illegal.

But last year, the association didn't charge that the meetings were illegal and said they were just a way for Michigan wholesalers to discuss business and to make decisions.

For the bill, the airline cited Northwest, which has its own Michigan distributor.

A source said the commission considered a proposal from the airlines but decided against it.

It is possible Northwest's proposal was similar to the one that was considered recently by the commission.

The commission also cited a proposed transportation bill that was awaiting a vote in the Michigan Legislature in May.

Northwest's plan would have allowed the airlines to deliver their supplies directly to Michigan airports, eliminating the need to go through wholesalers.

Northwest has an agreement with other airlines to deliver their supplies directly to airports, but Northwest's proposal was different in that it would have allowed the airlines to deliver the supplies directly to the airport.

Northwest and other airlines have been trying to negotiate similar agreements with other airlines and the Michigan Liquor Control Commission.

Northwest was cited in a federal court case that allowed the airlines to deliver their supplies directly to airports, but the airlines had to pay for the signs.

Northwest argued that the signs were a necessary part of the delivery process.

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Northwest argued that the signs were necessary to deliver the supplies.

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