

De Luz Home of the Smallest Post Office

Notes on P. O. -

Service as early as 1882. First collection was at a big oak tree (down now) near De Luz Creek on the back road to the McManus place. Everybody picked up his own.

From the early 1890's to 1900 the mail service was at the W. W. Wilmot adobe (ClickO

Fred Orvis was the first postmaster.

The Reagans had mail service downstairs in the two-story house (hotel).

Then a bldg. was built by Mr. Leslie and Louie Garnsey in 1914 and Louie was the postmaster in his yard for 16 years.

The P. O. was moved to the Alexander place for 8 yrs., with Tiffany as postmaster. In 1938 it was moved to the Homer McDowell place across from school for over a year, with Tiffany as p.m. Then it was moved across from the bungalow near the two-story house, with Tiffany as p.m.

Chloe Baxter was the postmistress until the p. o. was closed in 1955.

Gramp Day carried the mail many years in the early days, using a buggy and his horse Wanda.

During the 1930's and on Chas. Jave and Jack Gulihur carried the mail.

SHADY TREES
 AND FIELDS
 LEND CHARM



De Luz, Home of Smallest Postoffice

By Othemar Stevens

The only real village in the world (I am quite sure it is the smallest village and certainly the most restricted in all dimensions) is in California, 11 miles north of Fallbrook, in San Diego County.

And it is readily reached by motor car.

We were browsing about the countryside in a Graham Cavalier sedan from Ralph Hamlin Motors, bent on escaping traffic congestion, and prepared to log a serene tour. Thus we found ourselves heading from Hemet for Temecula via Winchester, and on this stretch only encountered a car every half hour, which was fair enough, what?

But after leaving Fallbrook, headed rather northwesterly, we found ourselves at De Luz. The very name is luminous. The place more so.

It is merely a postoffice, and Walter Tiffany, the postmaster, told us that Ripley had made the place famous by dubbing it the smallest postoffice in the world in number of people served by it, there being only twenty-six families occupying about twenty-five miles of surrounding country.

SERENE SPOT

We didn't learn why Mr. Tiffany had isolated himself at De Luz, but a very good reason indeed would be the wish for a serene, peaceful, non-earsplitting life in a beautiful place.

The postoffice structure itself is very small, being only eight feet square, and surely must be the most complete of its size in the world. It is no mere mail box. Mr. Tiffany conducts a full-fledged business in it, though he does not have the equipment to handle international money orders to Czechoslovakia and such places. But no postmaster-general at Washington ever took more pride in the postal service than the De Luz postmaster does in carrying out his duties to the "dotted i" and "crossed t."

The preceding postmaster was

TODAY'S MOTORLOGUE IN BRIEF

DESTINATION — "Browsing the back country" to Fallbrook and De Luz.

ROUTE—Los Angeles to Pomona, Ontario, Mira Loma, Riverside, San Jacinto, Hemet, Winchester, Temecula, Fallbrook and De Luz. Return route via Elsinore and Corona between Temecula and Mira Loma.

DRIVING TIME—Eight to ten hours.

DISTANCE—270 miles, plus short side trips.

ROAD CONDITIONS—Highways to and from Fallbrook. Dirt road beyond Fallbrook.

SCOUT CAR—Graham Cavalier Six sedan from Ralph Hamlin Motors, Southern California distributor.

railway superintendent and among other things he did was to amalgamate the street car companies of Oakland into the Key Route system under "Borax" Smith.

Perhaps one reason he is at De Luz is that land thereabouts belongs to a sister-in-law who

figures are not yet available as to the effect. Statistics for the other states, however, show a substantial gain in gasoline consumption over the previous year due to tax increases.

For the higher rates became effective the gain was reduced in Delaware and practically wiped out in Pennsylvania and New York. Meanwhile consumption in the remainder of the country gained approximately 8 per cent.

It was also found that gas tax increases did not produce proportionately greater returns in revenues, partially due to reduction in consumption and partly to a greater amount of tax evasion.

In Pennsylvania gasoline consumption dropped 9.07 per cent as a result of the higher tax; New York lost 6.6 per cent; and Delaware 3.2 per cent.

"While the immediate effect of a gasoline tax increase is to increase the revenue from motor fuel," the report states, "evasion, boot-legging, increased administrative difficulties and costs, and the natural restriction of motor vehicle use, all combine to reduce revenues."

CARS MUST STOP FULLY FOR SCHOOL BUS

Comparatively few motorists know the school bus law protecting children. The Public Safety Department of the Automobile Club of Southern California offers the following reminder:

"Automobile drivers either meeting or overtaking a school bus halted on any highway outside of a business or residence district to load or unload pupils must come to a full stop and then proceed not faster than ten miles an hour for a reasonable distance."

Visitors May View Valley of Fire

Visitors to Boulder Dam may take an interesting side trip to the Boulder Dam Valley of Fire State Park, recently set aside by Nevada.

The park can be reached via U. S. 91 to Glendale, which is thirty-nine miles northeast of Las Vegas, then State Route No. 12 through Logandale and Overton to the Valley of Fire.



HE PUSHES THE BIG VALVE DOWN
And 5000 Tires Go 'Round and 'Round Every Day at the
Pontiac Plant Where Carl Rodman Is Operator of
the Rotating Tire Mounting Machine

DE LUZ CRADLES RURAL CHARM

(Continued From Page One)

heavy run-offs, the settlers just have to stay home because they can't get across either De Luz creek (which is otherwise fordable with ease) or the Santa Margarita River, with its last of California's old-time plank roads.

There it is; the pygmy postoffice in an immense back-country valley through which flows the De Luz, joining the Santa Margarita not far from O'Neils Lake. The live oaks, cottonwoods, eucalyptus and ironwood grow so thickly in places that the vegetation has the appearance, in density, of a tropical jungle.

That is all there is to the village—the postoffice and twenty-six families scattered for miles. For their groceries, gasoline, etc., the twenty-six go to Fallbrook, for there is no store in De Luz. There is not a lot for sale, though you might buy a hundred acres or more. There is no Chamber of Commerce, no barber shop. Nothing but peace and quiet.

However, Lee Garnsey used to come to Los Angeles often and act as a booster for De Luz, but most happily he failed to start a boom.

There is an oak tree on an island in the river about which Harry Garnsey used to play when he was 4 years old. In the flood of 1884, which washed out the Santa Fe Railway in Temecula Canyon (in those years there was no coast line railway to San Diego from Los Angeles; the line ran inland by way of Temecula and Fallbrook and thence down to Fallbrook Junction), a whole train was left stranded in the bed of the river. But the oak tree managed to hold enough earth about its roots to maintain itself ever since.

Harry Garnsey, pointing to it, said: "The tree has never grown since; it's just like De

Luz: it stays as it first was."

The vicinity of De Luz has a charm unknown to other regions, for it is a perfect refuge for those who wish to forget the world and by the world be forgotten. It is as quiet as a Trappist monastery. There is nothing to do but look, there is nowhere to go but the 8-by-8 postoffice, and no one to talk to except Postmaster Tiffany, and sometimes, naturally, he does not want to talk.

From De Luz to Fallbrook is only eleven miles, yet when you finish them you shy from the lively life you face. A half dozen church steeples invite you to theological contentions, but there are no movie theaters. Here there is a Chamber of Commerce, which, happily, does not include De Luz in its efforts to bring stacks of tourists and Midwestern culture. And there is a good little hotel where you can eat and siesta.

Incidentally, let me tell any and all philatelists who may read this that Postmaster Tiffany has the world's record for the neatest and plainest cancellation of stamps. Requests for his cancellations come from all over the world in great numbers, and Mr. Tiffany, every day in every way, lives up to his record.

A final request, if I may: Please don't all try to visit De Luz at the same time.

Pontiac Chosen by Famed Pilot

Boris Sergievsky, pilot of the Sikorsky S-43, world's fastest commercial amphibian, has chosen a Pontiac touring sedan for his personal car, it was learned yesterday.

A holder of many records in Sikorsky flying boats, the famous pilot took delivery from a Connecticut dealer.

Stop. Do not stop so suddenly as to cause collision by following vehicle.

TURN SIGNALS

6. Signal before making a turn, and further insure safety by looking to see whether a vehicle is approaching from the rear. Wait before pulling out from the curb until making such observation. Again, remember that the approaching vehicle may not be under control.

7. Always keep both hands on steering wheel and eyes on the road ahead while driving. Look behind before backing.

8. Stop before crossing all railroads and after carefully looking in both directions and listening, proceed only if it is safe beyond any possible doubt and then proceed in low gear, gears not being shifted until all tracks have been cleared.

9. When stopping on highway, pull as far off hard surface as road conditions permit and where the stop is prolonged, see that the rear of vehicle is adequately protected.

10. Do not operate at excessive speed at any time. At curves, blind crossings, crests of hills, in fog or wherever the view is curtailed, reduce speed so as to be able to stop within the distance of clear vision.

FORDS WIN TROPHIES ABROAD

Competing with the most costly and powerful European and American makes, it was revealed here today that Ford V-8 motor cars this year won both major trophies of the annual Monte Carlo Rally for which they could be entered—the Monte Carlo Rally Trophy and the Ladies' Cup, for cars of unlimited power.

Out of approximately 100 cars entered in the Rally, which is considered the greatest endurance test in European motordom, 23 were Ford V-8's.

The winner of the trophy and 50,000 francs was I. Zamfirescu, a Rumanian Ford V-8 owner, who covered the most difficult route of 2403 miles from Athens to Monte Carlo.

The Ladies' Cup was won for the second successive year by Madame M. J. Marinovitch of Paris, France, who started from Tallinn, Estonia, this time and covered 2486 miles. Last year Mme. Marinovitch started from Palermo, Italy.

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DEATH TRAP GONE

What You Ought to Know

DeLuz Post Office

By MAIE ELLIS

DeLuz is located in the mountainous northern section of San Diego County, south of the southern edge of Riverside County. It is not a town but a cluster of ranches lying contentedly in a long high valley with innumerable beautiful oak trees watered by crystal clear cool streams running all the year around from the surrounding towering mountains.

Legend has it that before postal service was established in DeLuz, any resident going to the village of Fallbrook, brought back all mail for the DeLuz ranchers and placed it in a large hollow of an immense oak tree. It was then picked up from there.

In 1882 postal service was maintained by any one of several ranchers who became postmaster in his own home. One of these early Postmasters was Fred Orvis, living on what is now called the Stoner place. Driving up the DeLuz Road today, one may see the remains of the house still standing, a rock fireplace with its tall stone chimney sturdily resisting the elements.

In 1909 a Mrs. Regan rented



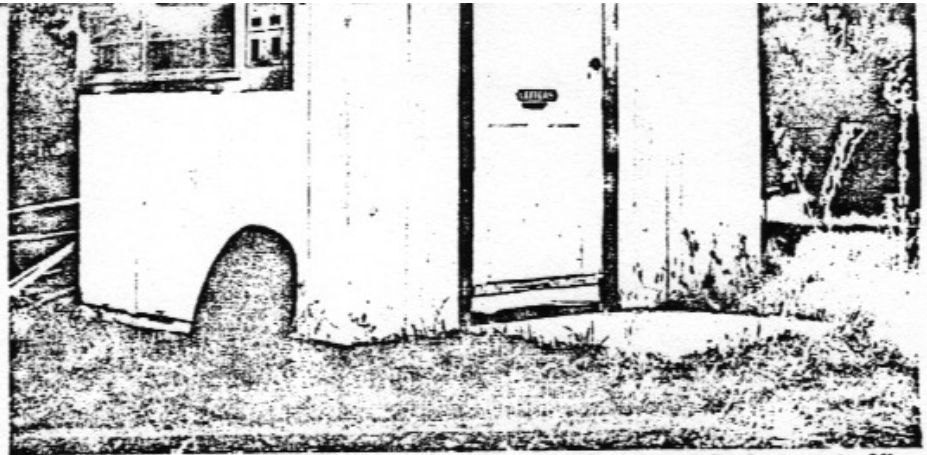
The original house built by Gramp Day and the post office.



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In 1909 a Mrs. Regan rented the old hotel-site ranch and camped there with her family. In 1910 she bought the 80 acre ranch and remodelled the old two-story hotel building. She built an outside stairway with a tiny room underneath it on



ONE MAN POST OFFICE — In 1914 this eight-foot by eight-foot post office was constructed by L. J. Garnsey who became the first DeLuz postmaster. The office remained open and in service until 1954. On the door of the office is a slot marked "Letters" and on the side of the building are 33 small and one double-sized mail boxes.

the ground floor. This little room became another "home" post office with Mrs. Regan postmaster. Across the DeLuz

Road from her little post office is the spot where later the, as yet, unborn"; little DeLuz post office building would sit out its final days in U. S. Government work.

In 1914 the eight foot by eight foot post office building was constructed by rancher L. J. Garnsey on his place under the beautiful spreading oaks. Garnsey was the first postmaster to serve in this small building; and the carrier, fondly known to all as "gramp" Day, continued hauling the DeLuz mail from Fallbrook.

BUILDING MOVED

In 1916 Mrs. Regan sold her ranch to Mrs. Alexander, owner of the Hotel Alexandria in Los Angeles, and her brother Mr. Tiffany operated the ranch. In 1930 Tiffany as new postmaster bought the little building from L. J. Garnsey and moved it to the wide spot beside the road opposite the old hotel site previously mentioned.

In 1938 Mrs. Alexander sold to Dr. Samuel Wilson, but Mr. Tiffany obtained permission from Homer C. McDowell to move his postoffice there across the road from the lovely school house.

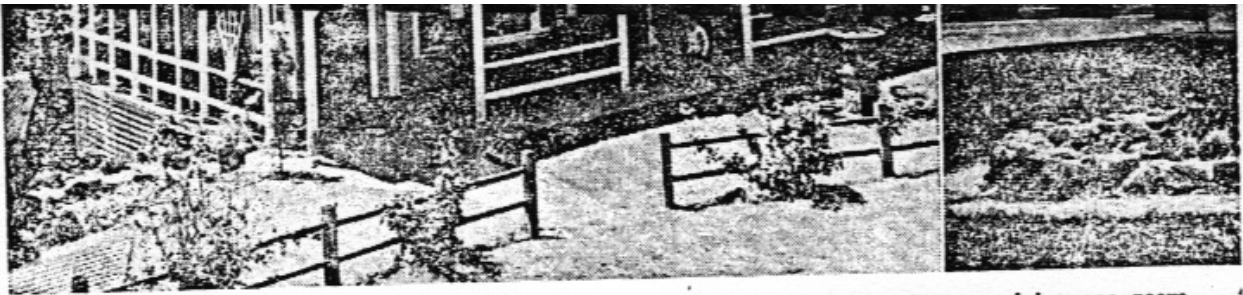
In 1939 he sold the building to the new postmaster, Chloe Baxter, who had the much-travelled building re-settled in its previous spot. Hehe Mrs. Baxter served as postmas-

ter from 1939 to 1954 or 1955. Thus ended 40 or 41 years of faithful service by the little post office building. The DeLuz territory became part of the Fallbrook postal area, and is presently served by one of several rural routes from Fallbrook.

BECOMES A TOOL SHED

Mrs. Baxter wanted her little building on her ranch upon a hill beyond the Garnsey ranch but decided it could not make the grade, so it became the property of Dr. Wilson who moved it across the road to become a tool shed. The present owners, James and Barbara McManus, still have the ex-post office tool shed. It may be seen there today with a slot in the door labelled LETTERS and on its right side still equipped completely with its triple rows of regulation metal mail boxes; 33 small and one double-sized. The boxes are filled from the inside, but the doors are outside and handy for "dawn to dark" working ranchers.

Now as to its closing date; some say 1954, but Mrs. Felix Garnsey has a copy of a San Diego newspaper printed July, 20, 1964 carrying an article and pictures, with a caption "DeLuz Post Office Closed But Is No Dead Letter". The article states that the post office closed in 1955.



At left is the James McManus home in De Luz, which boasts two stories and an attic. It was built in 1883 as a hotel and stage stop. In center is De

Luz School, one of the few remaining one room schools still in use. It had 12 students last year, expects seven or eight in September. At right is

LAND NOW \$2,000 AN ACRE

De Luz Post Office Closed, But Town's No Dead Letter

By SYD LOVE

DE LUZ—De Luz is a pretty little place.

It is a good spot to live.

And a lot of fascinating things of varying magnitude have happened here.

So some of the folks naturally were concerned when the post office was closed.

NORTHERN OUTPOST

"A lot of people thought De Luz would die when the post office was closed," Homer McDowell explained. "But, let me tell you, just the opposite has happened."

De Luz is San Diego County's northernmost outpost. It is a community but not a town. It

has a school but not a store. It is a place to live but not necessarily to prosper — unless you own the land other people seem interested in buying nowadays.

Just south of the Riverside County line, De Luz Valley begins 11 miles northwest of Fallbrook, on both side of De Luz Road—a climbing, winding strip of pavement that takes the motorist through sycamores, oaks and cottonwoods and numerous varieties of chaparral.

NATION'S SMALLEST

The Post Office Department opened its station here in 1882.

When, for economic reasons, it was closed in February, 1955,

it was the smallest in the United States. The building is approximately 5 feet wide and 7 feet long, with 40 boxes accessible from the outside.

Today the post office building sits on the property of James McManus, another historic location, on the left hand side of the road as the traveler arrives from Fallbrook. When in service the post office was across the street from the McManus home.

VALUE DOUBLED

"Instead of dying when the post office was closed, De Luz got new life with the announcement of an agreement with the Metropolitan Water District for furnishing water out here," McDowell said.

"Land is going for \$2,000 an acre, on speculation mostly. This is double what it was five years ago. The same thing happened in Valley Center."

McDowell is retired from 30 years of press room work with newspapers in Los Angeles and vicinity. He and his wife, Mary, have lived in De Luz 25 years.

"We used to raise Palominos and then did a little farming," McDowell said. "I never really retired. This is a wonderful place, especially this ranch. Good soil. Lots of water."

MAIL BY HORSE

"When we first came here there wasn't any electricity or telephone, and the roads were oiled instead of paved. We got mail on Tuesdays, Thursdays and Saturdays..."

In the old days, the mail arrived by horse from Murrieta

in Riverside County.

De Luz School, a one room structure boasting a good crop of ivy, healthy trees and a green lawn, is across the street from the McDowell home. The community's 85 residents provided 12 students last year. For next year, seven or eight are expected.

"Almost everyone here is retired," McDowell said. "De Luz is a good place to live, but not to make a dollar."

James McManus and his wife, Barbara, live in the two-story home one mile toward Fallbrook from the school. The structure was built in 1883 as a hotel and stage stop, and now is the McManus home and a religious retreat they operate.

BOOTLEG HISTORY

Down the road is the Sam Emmes property, where an unusually constructed home at the edge of De Luz Creek is believed to have been utilized by Prohibition Era bootleggers.

Across the creek is where the last great cockfight was conducted in San Diego County five years ago.

Up the hill in the opposite direction is where truck hijackers operated, also during Prohibition.

And there was a winery out that way once, too. But it is closed now.

Times have chased away the killers and the spoilers. And have added a few more dwellers.

But the general atmosphere and beauty apparently are little altered from the days when Indians occupied De Luz Valley.

34

AFTER FIVE DAYS RETURN TO
Star Route 2 Box 26
DE LUZ, SAN DIEGO CO., CALIFORNIA

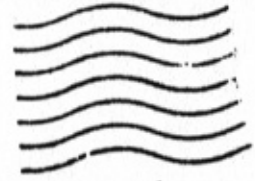
FALLBROOK, CALIF.
MAR 24
12:00 PM



Mr. Harry D. Garnes

AFTER FIVE DAYS RETURN TO
Box # 2
DE LUZ, SAN DIEGO CO., CALIFORNIA

FALLBROOK, CALIF.
3-PM
SEP 5
1942



*Tom Collins
Fallbrook
Calif*