

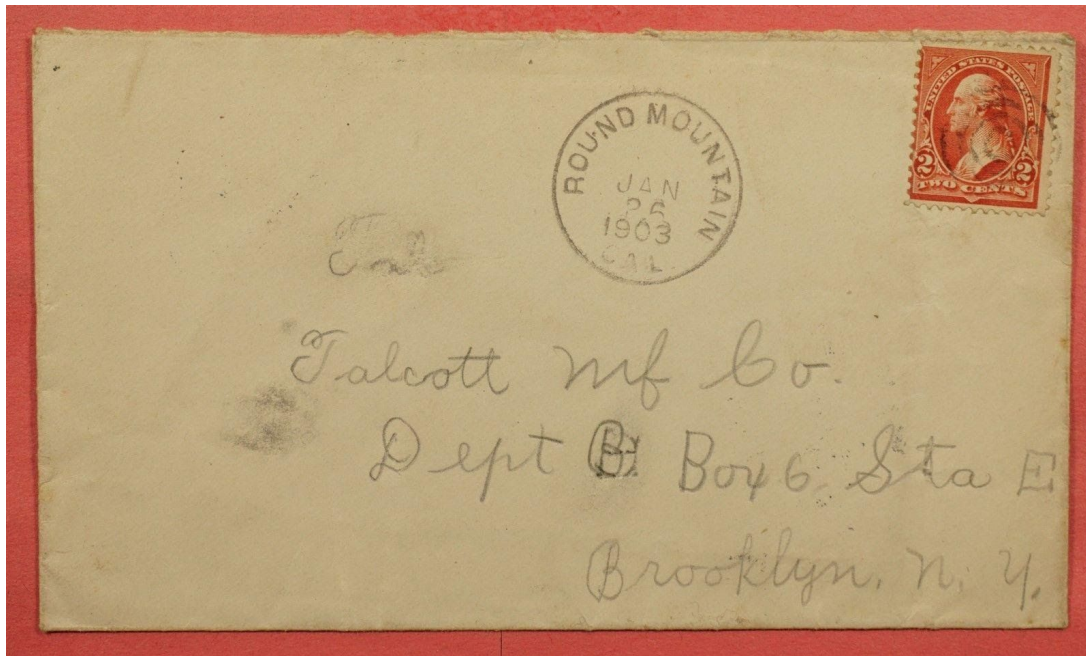
The monthly newsletter is a service to the community and our members. We welcome requests to research specific topics from the public and accept articles on local history. Please note that the Society reserves the right to accept or decline any article or material at its discretion. The Society is not responsible for the loss of or damage to any submitted material so please keep a copy for your records. Please include a note authorizing Anderson Historical Society to publish the material. We need two things from all members or those interested in local history: please be sure the Society has an updated email address and please spread the word to friends and neighbors about the Newsletter. Please contact us at: [www.andersonhistorical.com](http://www.andersonhistorical.com).

### Taylor Post Office



The Taylor Post Office was established in 1897 about one and a half miles southwest of Keswick. The post office was named for Clay Taylor who had been the District Attorney of Shasta County and two term State Senator. The post office was located in the Keswick suburb of South Park and when opened was one of three serving the town and smelter (Taylor, Keswick, and a Railroad Post Office at the depot). The first Postmaster was Jake Golinsky the son of Charles Golinsky a store and hotel owner at Kennett. Charles was the first Postmaster of Kennett. The post office was discontinued in 1922, when all smelting operations at Keswick had been discontinued, and operations moved to Keswick.

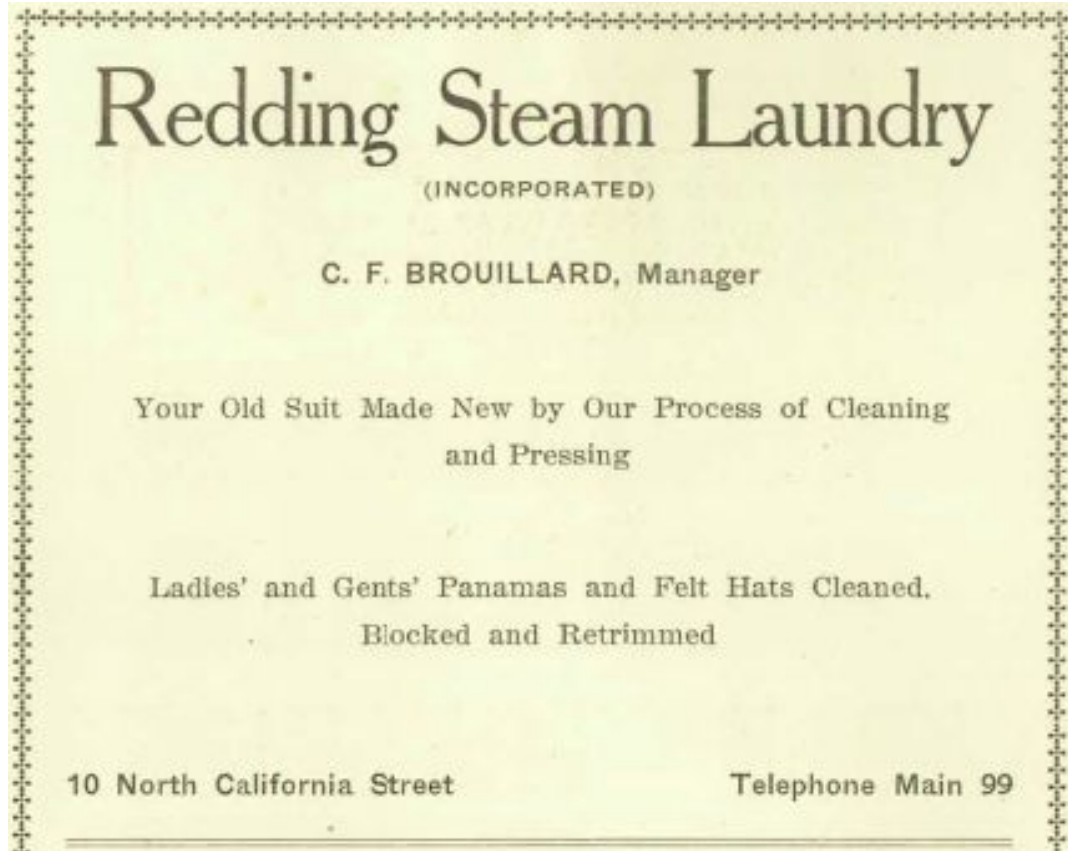
## Round Mountain Post Office



The Round Mountain Post Office was established in 1872 and named for a nearby 3,425 foot round mountain nearby. The settlements of Bullskin and Buzzard Roost that developed around the logging industry were at Round Mountain. The post office was first established in the George W. Jackson store (he was the first Postmaster) at the foot of Bullskin Ridge besides the Kenyon Sulphur Springs. The location was moved in 1873, 1874, 1882, 1915 and 1917. The post office was located thirty-two miles northeast of Redding in 1874, thirty-five miles northeast in 1882, and thirty-nine miles northeast in 1915. The post office remains in operation.

The articles for August 2020 are: 1) The Redding Steam Laundry and the Copley Train Robbery of 1904, 2) USS Shasta, 3) Court Documents, Robbery & Arson 1878.

The Redding Steam Laundry and the Copley Train Robbery of 1904



From the Shasta High School Yearbook.

In 1903 Medric Francis Brouillard and his brother Camille opened the Brouillard Brothers Laundry in Redding. The pair by 1904 were operating the Redding Steam Laundry on North California Street. The laundry survived past the 1940s with various members of the Brouillard family working in the company. The company was long known for its trucks that picked up laundry at homes throughout Redding but it was less known for serving towns such as Dunsmuir by railroad. Due to the regular Southern Pacific trains, agents in Siskiyou County shipped laundry on the south bound train to Redding and picked it up on the next day north bound train. Control of the garments was done through laundry marks placed on the garments and entered in company ledgers. It was these marking that connected the Redding Steam Laundry to a train robbery at Copley in 1904.

Copley had a history as a small gold mining community on the Sacramento River between Keswick and Coram prior to being selected for a water stop on the railroad in 1884. In 1891 the railroad changed the name of the stop to Motion but the town held on to Copley.

At 10 P.M. on March 31, 1904, the Southern Pacific's "Oregon Express" traveling south with two engines stopped at the water tower. Before the train crew could open the valves, three men wearing barley sacks on their heads charged at them wearing pistols and two were armed with additional Winchester rifles. The robbers quickly took control of the five members of the crew and marched them

towards the baggage car firing shots along-side of the train to intimidate the passengers. At the express car, a railroad engineer was forced to knock on the door for the Wells, Fargo & Company messengers. When messenger William O'Neill opened the door a crack he was shot in the heart and died. A second messenger returned fire but surrendered when the robbers threatened to dynamite the car.

One of the robbers placed twenty sticks of dynamite on the large safe then placed a smaller safe over the dynamite to direct the blast. The explosion blew the roof and sides of the car to kindling. The small safe was destroyed, leaving coins and burnt currency everywhere. The blast blew a hole through the metal and concrete of the large safe partially filling it with debris. The robbers searched the large safe by putting their arms through the hole and found nothing. Under the debris rested bags of gold undetected by the robbers. The robbers ordered the engineer to uncouple the lead engine and forced him to drive south of Keswick where the robbers dismounted and disappeared into the dark. The engineer backed into Keswick and telegraphed the alarm to Redding.

Upon receiving news of the robbery Sheriff James Lee Richardson ordered the lead engine to Redding where Sheriff Richardson, Trinity County Sheriff Tom Bergin, and a dozen deputies were to board the engine. At Keswick half the posse began a search for the yet unknown robbers, while the remainder went on to Copley to search the robbery site. Little was found other than a bandana with one corner missing and a damaged carrying bag with dynamite. A combined reward was posted for \$850.00 for each robber. A few days later the Chief Special Agent, Charles Crowley of the Southern Pacific Railroad arrived with two additional detectives and the hunt continued using Indian trackers.

Agent Crowley discovered from a railroad lineman that three suspicious men had been seen before the robbery in an abandoned cabin at Nigger Hill. At the cabin papers were found from the express car and in a nearby mine shaft were masks and shirts matching those worn by the robbers, a leather strap matching the damaged carrying bag, and most importantly the corner of a bandana with the laundry mark intact. After checking laundry marks in Siskiyou and Shasta Counties the mark was found to belong to the Redding Steam Laundry. The laundry ledger showed the owner as Bruce Van Drake who was listed at the Riverside lodging house in Dunsmuir.

Through discreet questioning Crowley learned that Van Drake had a partner called Ed Lee and that neither were in Dunsmuir on the night of the robbery. It was also discovered that Van Drake and Lee were often in the company of Shorty Arnett. When the lodging house was searched it was found that Van Drake had left a trunk that contained papers identifying him as George Gates and Lee as his younger brother "Vern" Gates. Also, in the trunk was a pair of broken pincers used to cap dynamite. When tested the pincers made the same distinct mark as found on the dynamite recovered at Copley.

Mrs. Bess Whiteman who operated the lodging house in Dunsmuir claimed to have no knowledge of the fugitives. Crowley discovered that Mrs. Whiteman had picked up two letters addressed to Miss Agnes Brown. The letters had a San Francisco address but were mailed from Oregon. Crowley intercepted a third "love"

letter signed "Bruce" before arresting her and taking her to District Attorney Thomas Dozier in Redding. Mrs. Whiteman admitted having a relation with George Gates and sending a letter to "Jim Smith" in Ashland, Oregon, warning him that the detectives were on his trail. Mrs. Whiteman was released as "an unwitting dupe," of George Gates. Although the laundry mark had helped identify the three robbers it was too late for their capture. Newspaper articles and wanted posters circulated throughout the west but the three robbers evaded justice in Shasta County.

Shorty Arnett seems to have been thankful for the narrow escape as he was never captured and reportedly moved to Mississippi where he died about 1920. George and Vern failed to follow Shorty's example as on March 16, 1905, they robbed Mart Hardin's Gem Saloon in Lordsburg, New Mexico. The County Sheriff quickly put out the alarm and received word that two strangers matching the description had checked into a lodging house twenty miles south of Lordsburg at Separ. A three-man posse quickly boarded the train and arrived in Separ during the night. The two suspects were confronted in bed but decided to fight. Both came up shooting only to be blasted by shotgun fire. After the short fight eight pistols were found in the bed including one stolen in the Lordsburg robbery. The bodies remained unidentified until Wells, Fargo & Company Detective John N. Thacker identified them as George and Vern Gates. The bodies remained unclaimed and were buried in potter's field in Lordsburg thus closing the story of the Copley train robbery.

#### Historical Notes:

ARNETT, James "Shorty": born about 1880 in Modoc County and raised in Klamath Falls, Oregon. He was well known in Trinity, Shasta and Siskiyou Counties as a good miner but was also known for drifting and bad company, especially gamblers. Shorty was reportedly part Mexican with a dark complexion. His nick-name probably resulted from his stature which was only five foot five inches.

BROUILLARD, Camille Pascal Francois: born 1881 in France. He was the son of Charles Joseph Brouillard and Genevieve Mathilde LaBel (LaBelle). His father immigrated in 1888 and Camille and the rest of the family joined him in 1891. In 1900 he was boarding in Redding with his brother George and working in a laundry in Redding. In 1910 he was listed as the president of the Redding Steam Laundry. In 1920 and 1930 he was listed as a laundry owner in Redding. In 1907 Camille married Stella M. DeForest (born 1884 in Kansas) and the couple had one child: Yvonne D. 1912. Stella died in 1912 and is buried in the Redding Cemetery. Camille remarried Caroline G. Nielson (born 1885 in San Francisco) who was the daughter of John Frederick and Caroline Nielson. Camille and Caroline had five children including Evan D. 1913, Eleanor Jane 1916 (married Ira M. Shadwell), Robert Nielson 1919, and Barbara L. 1919

BROUILLARD, Charles Joseph (often given with an F. as the full name included Francois or Francis when Americanized): farmer at Redding in 1898. He was

born in 1851 in France. In 1888 Charles immigrated and settled in Willows, Glenn County. By 1893 he was living in Vina, Tehama County and was the assistant winemaker on the Leland Stanford estate. The family next moved to a ranch at Centerville where Charles received a homestead patent from the Government Land Office in 1901 for 99 acres (Lot/Tract 2, Lot/Tract 3 and the W ½ NE ¼ SW ¼ in Section 18 Township 31 North Range 5 West MDM). Charles expanded the ranch until it was 300 acres of which 75 acres were fruit trees and vines. Charles retired in 1913 and sold the ranch. He moved to Redding where in addition to his home he purchased a 20 acre fruit ranch. Charles was married to Genevieve Mathilde LaBel (LaBelle) who was usually called Mathilda born in 1849 in France and the couple had nine children all born in France: Aurelia Marie 1873, George Eugene Maurice 1875, Marie Eudoxie 1877 (married Fred L. Tracy and later Elroy Monroe Mullen), Medric Francis born 1879, Camille Pascal Francis born 1881, Edmond Arthur born 1882, Louis Felix 1883, Gustave Ronald 1884 (married Jesse L. Larken), and Angele Berthe 1887. Charles died in 1916 and Mathilda died in 1918; both are buried in the Redding Cemetery.

**BROUILLARD, George Eugene Maurice:** born 1875 in France and immigrated in 1888. He was the son of Charles Joseph Brouillard and Genevieve Mathilde LaBel (LaBelle). He appears to have immigrated with his father and settled first in Glenn County and then Vina in Tehama County. In 1900 he was a boarder in Redding with his brother Camille and was working for a laundry in Redding. In 1910 he was listed as a machinist in a laundry in Redding. In the 1918 draft registration he was operating the Phoenix Laundry in Redding. In 1920 he was listed as a rice farmer in Redding but by 1930 had returned to the laundry business. In 1902 George married Angele J. Lourdeau (born 1881) the daughter of Joseph N. and Angeline "Marie" Lourdeau of Centerville. George and Angele had three children: Clarence Eugene 1903, Henry Joseph 1904 and Lucile Georgia 1907. George died in 1942 and Angele in 1970; both are buried in the Redding Cemetery.

**BROUILLARD, Medric Francis:** born 1879 in France. He was the son of Charles Joseph Brouillard and Genevieve Mathilde LaBel (LaBelle). His father immigrated in 1888 and the rest of the family joined him 1891. In 1893 his father moved to Vina, Tehama county where he was the assistant wine-maker on the Leland Stanford estate. Medric assisted his father until 1903 when he founded Brouillard Brothers a laundry in Redding with his brother Camille. Medric operated the Redding Steam Laundry for four years before moving to McCloud to manage the McCloud Laundry for four years. When the McCloud Laundry burned Medric returned to Redding and Kennett for a short period before opening the Red Bluff Laundry. In 1913 he moved to Butte County where he was employed by the Chico Steam Laundry. In 1914 he opened his own laundry in Butte County. Medric married Delores May Avery (born 1886 in England) and the couple had five children: Oliver Herbet 1904, William Charles 1906, Carl Francis 1908, Mervin Medric 1914 and



Elmer Leroy 1917. Medric died in 1962 and Delores died in 1965; both are buried in Butte County.

DOZIER, Thomas Bona.: lawyer in Redding in 1888. He was born about 1866 in South Carolina. He served two terms as County District Attorney, 1898 to 1902 and 1902 to 1906. He was the son of Leonard Franklin and Agnes Barksdale Dozier. In 1868 his family moved to California and in 1888 he graduated from Hastings Law College and opened a practice in Redding. In 1889 he married Maud Watson by whom he had five children: Sydney Watson 1889, Franklin Watson 1891, Thomas B. 1893, Irwin Yount 1894 and Paul C. 1904. He was offered the post of Superior Court judge by Governor Pardee but refused to remain in private practice. In 1903 he was a member of Reid, Dozier & Carr in Redding. In 1905 he was listed with Reid & Dozier at the Northern California Bank Building in Redding. In May 1908 he moved to San Francisco where he formed the firm of Reid and Dozier. Thomas was associated with the California National Guard serving as a corporal in the Street Car Strike of 1894 and as a Commissioned officer in the Railroad Strike of 1894. He died in November 1929 in San Francisco. He was a founding member of Benevolent & Protective Order of Elks lodge #1073 in Redding.

GATES, George C.: born in the Arizona Territory in 1880. George was the son of George G. Gates 1854 Iowa-1930 and Jennie Gates 1857 Ohio-1934. George's father was a miner and by 1854 owned a quartz mine at Pine Grove in Amador County. George had four brothers and sisters: Lillian 1882 Arizona, Vernon E. 1884 California, Emory 1888 California, and Gertrude 1891 California. In 1897 George's father moved the family to Alameda where George was known as an athlete and boxer and "Vern" attended Alameda High School. In 1900 George attended the Van der Neilen School of Mining in San Francisco before working in the family mine. In 1902 George was working in the Eureka Mine in Jackson. In 1902 George began his career that would leave him wanted for robbery in five states. In 1902 he attempted to rob the Piccardo Saloon in Jackson only to flee after being shot with a shot gun. George fled to Trinidad, Colorado as Guy LaCroix. In November 1902 George and an accomplice stopped the Colorado & Southern Railroad train at Beshoar Junction. The robbers failed to gain access to the express car and George fled leaving his accomplice dead. George returned to California here he worked in mines in Trinity and Shasta county and was joined by his brother Vern. In June 1903 the brothers successfully stopped the Weaverville-Redding Stage at Four Mile House relieving the passengers of \$400 and taking the contents of the express box. The brothers avoided capture and began a string of robberies in Washington and Oregon. When the reward reached \$2300 for each brother, the pair returned to California as Guy Williams and Ed Williams and associated with two young prostitutes, Trixie Grey and Levon Baxter. The girls introduced Shorty Arnett but when a Chico policeman became suspicious the three moved to Dunsmuir to plan for a "big haul" at Copley. George and Vern fled the failed train robbery and died in New Mexico in 1905.

GATES, Vernon E.: was born in Amador County in 1884 and was the brother of George Gates. Vern began his criminal career by robbing the Weaverville-Redding stage in 1903 and ended it by being shot in New Mexico in 1905 about age twenty one.

RICHARDSON, James Lee: County Sheriff from 1902 to 1906. When Sheriff Albert Ross, Senior died in office in 1919, James was appointed to fill his term until 1922. He was the son of James T. Richardson and Martha Elizabeth Swinford. His father died before he was born in 1854 and his mother remarried Alexander C. Young. James was born in 1855 and lived with the Young family. Between 1899 and 1939 James served in the Sheriff's Department serving as a Deputy Sheriff, Undersheriff or Sheriff. In 1900 he was listed as Under Sheriff, in 1910 he was foreman of a gold mine, in 1920 Sheriff, and in 1939 Deputy Sheriff. In 1887 James married Louisa Amelia Heffelfinger (1860 Louisiana) the daughter of John and Amelia Heffelfinger and step-daughter of Daniel Potter Bystle. James and Louisa had five children: Fred L. 1888, Elton James 1892, Vera A. 1893, Erle M. 1898 and Thelma L. 1897. James died in 1939 and is buried in Redding.

WHITEMAN, Bess: there is no certain identification but there was a Bessie Whiteman living in Mott in 1900. Bessie was born in 1881 in Ireland and immigrated in 1885. Bessie was married to Thomas Whiteman born in 1878 in England who immigrated in 1897. In 1900 Bessie had no children and her husband was working as a painter for the railroad.

### USS Shasta

In Tom Clancy's novel Clear and Present Danger the ship that delivered the weapons that were dropped on the Columbian drug lords was the USS Shasta. From the comments it sounded as if the ship was a guided missile destroyer. In checking the validity of the statement it turns out there have been two U.S. Navy ships named USS Shasta and both were ammunition ships. By convention U.S. Navy ships are named after such things as states, cities, heroes and it turns out that ammunition ships are named after volcanoes or words that relate to fire or explosives (i.e Mount Hood or Nitro). As it turns out the USS Shasta is named for Mount Shasta not Shasta County.

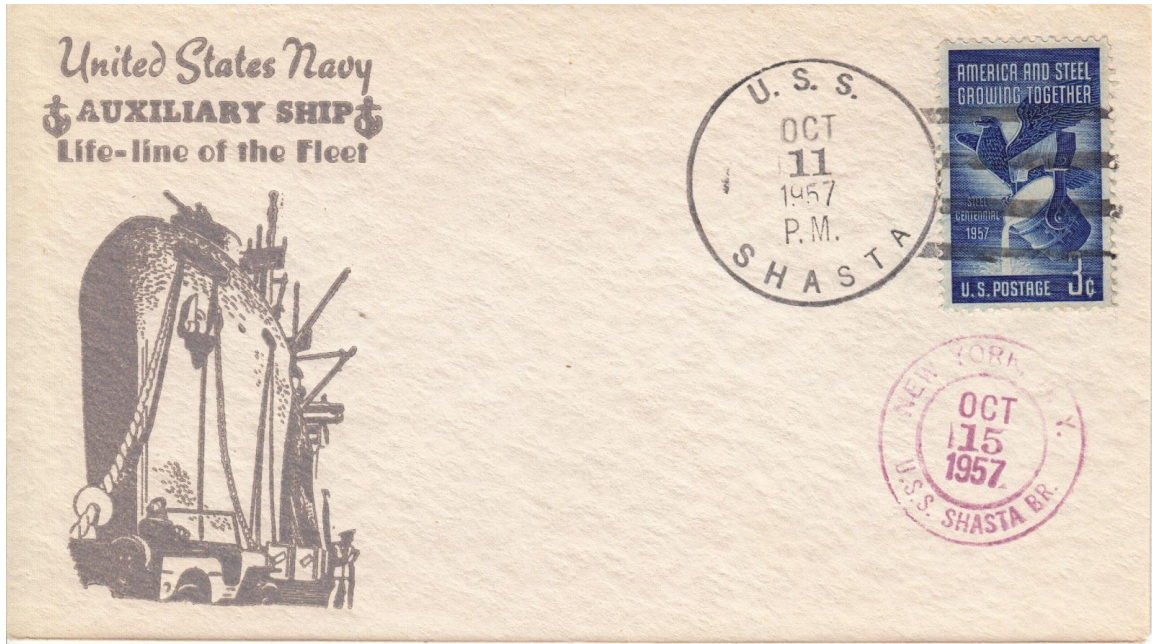




AE-6 USS Shasta 1942-1969

The AE-6 was launched in July 1941 and commissioned in January 1942. In November 1942 the Shasta departed for Noumea, New Caledonia on the first of her ten wartime transpacific voyages. The Shasta supported the campaigns against the Gilberts, Marianas, Palaus, and the Philippines. One operation took her out of the western Pacific and that was to Adak, Alaska to support the recapture of Attu and Kiska Islands. Towards the end of World War II the Shasta pioneered the underway replenishment of ammunition, survived a typhoon off Okinawa that sank three destroyers, and was under attack at Iwo Jima and Okinawa. In 1946 the Shasta was decommissioned at San Diego and placed in the Pacific Fleet Reserve.

In 1953 the USS Shasta was re-commissioned and joined the Atlantic Service Fleet. For eleven years the Shasta alternated with operations on the Atlantic seaboard and cruises with the 6<sup>th</sup> Fleet in the Mediterranean. In May 1957 she participated in the Jordanian crisis and in August 1958 the Lebanese crisis. In 1959 the ship helped test torpedo counter-measures. In September 1966 the USS Shasta was ordered to join the Pacific at Subic Bay in the Philippines. The USS Shasta participated on Yankee Station off the coast of Vietnam before being returned to the 6<sup>th</sup> Fleet in April 1967. En route the Shasta was part of the unsuccessful search for the submarine USS Scorpion off the Azores. Due to engine problems the Shasta was placed on reduced operating status until 1969 when her name was struck from the Navy list. In 1970 the USS Shasta was sold for scrapping.



Envelope mailed aboard the USS Shasta (AE-6) while with the Mediterranean Fleet then post marked at the Fleet Post Office in New York.



AE-33 USS Shasta 1972-1997; to Military Sealift Command 1997-2011

About the time the EA-6 was decommissioned a new ship was laid down to carry the name USS Shasta (AE-33). The new Shasta was commissioned in February 1972 and assigned to the Naval Weapons Station at Concord, California. In January 1973 the Shasta joined the 7<sup>th</sup> Fleet and accomplished the first of two cruises to Vietnam. These were followed by three other Western Pacific deployments. During the 1979 to 1980 deployment the Shasta was deployed as part of a task force in the Indian Ocean-Arabian Sea in response to the Iran hostage crisis.

Due to changing conditions during the Cold War the Shasta's armament was upgraded to include anti-missile and anti torpedo defense. During the 1981-1982

cruise the Shasta participated in rescuing Cambodian and Vietnamese refugees in the South China Sea. The Shasta continued cruises to the North Arabian Sea and Gulf of Oman during the Iran-Iraq War. In 1987 the Shasta participated in Operation Earnest Will during the "Tanker War" to keep the Hormuz Strait open to shipping. In 1988 the Shasta turned over duties in the Middle East and participated in drug interdiction operations off Baja California. In 1989 the Shasta deployed independently to the Bering Sea in a show of force to the USSR.

After a period of time at her homeport the Shasta was deployed in support of Operation Desert Storm and Desert Shield from December 1990 to June 1991. For her last few years the U. S. S. Shasta was deployed to the western Pacific, Indian Ocean and Persian Gulf. In 1997 the Shasta was decommissioned and transferred to the Fleet Auxiliary Force of the Military Sealift Command (MSC). On 1 October 1997, her hull number was changed to USNS Shasta (T-AE-33) and manned by civilians. The USNS Shasta served in the Pacific and Indian Oceans for MSC until inactivated in 2011. The Shasta was scrapped in 2014 and the name Shasta has not been given to a new ship.

Court Documents, Robbery & Arson 1878



No. ....

**County Court,**

In and for the ..... County of  
*Shasta*

The People of the State of .....  
*California,*

v.

*Antonio Rios*

**Judgment ~~and Commit-~~  
~~ment~~**

*Filed September 5<sup>th</sup> 1878*

*F. C. Tiffin*  
*Clerk*

No. ....

**County Court,**  
..... County of *Shasta*

The People of the State of California  
against

*Antonio Rios*

**Bench Warrant.**

The Defendant *Antonio Rios*  
to be admitted to bail in the sum of  
*Two Thousand Dollars*  
Dollars.

*F. C. Tiffin*  
Clerk,

By .....  
Deputy Clerk.

The documents in the case of the People of the State of California against Antonio Rios consists of a Bench Warrant and two Judgments.

The Bench Warrant was issued on August 24, 1878 and directs any Sheriff, Constable, Marshall or Policeman in the State of California to arrest Antonio Rios for the crime of robbery. The indictment was brought against Antonio Rios on July 25, 1878, in the County Court for Shasta County. Bail was set at \$2,000 by F. C. Tiffin, County Clerk.

The warrant is annotated that Rios was arrested and taken before the Court on September 5, 1878, and signed S. Hull, Sheriff by Robert Kennedy.

There was no document describing the particulars of the crime just the judgments. The case was heard before Judge W. E. Hopping on September 5, 1878, stating Rios had been found guilty of robbery. The robbery had been committed in April 1878 and Antonio pled guilty and was given a sentence of two years. The judgment for arson utilized the same date and same guilty plea. A note was added that the sentence for arson was to begin at the end of the sentence for robbery. Both judgments were filed by F. C. Tiffin, County Clerk on September 5, 1878.

#### Historical notes:

Antonio Rios: in the 1880 U.S. Census for San Quentin Prison he was listed as being born about 1862 in California (both his parents were born in California) and was a laborer by occupation. That would make Antonio about sixteen when he was sentenced to four years in prison.

Hull, Sylvester: He was born in 1831 in Ohio. County Sheriff for six terms, 1872 to 1874, 1874 to 1876, 1876 to 1878, 1878 to 1880, 1880 to 1881 and 1881 to 1882. In 1885 and 1898 he was Registrar at the Government Land Office. In 1866 he was listed as a merchant in Buckeye. From 1863 to 1866 he was Postmaster of Churntown. In 1862 he married Martha Whiting and the couple had two children: Evaline "Eva" 1865 and Samuel 1867. After Martha's death Sylvester married Celina Zorn in 1881 and the couple had one child: Milton 1887. Sylvester died in 1899.

Tiffin, Franklin Clark: miner in Redding in 1885. He was born about 1839 in Ohio. He served three terms as County Recorder, 1878 to 1880, 1880 to 1881 and 1881 to 1882. In 1866 he was listed as a miner at Chicago. In 1875 he was listed as a merchant in Redding. In 1879 he married Elizabeth (last name unknown) and the couple had one child Milton 1879.

(Note Franklin may be the brother of John Edward Tiffin: both are from Ohio and in 1866 both were working in Chicago.)

Kennedy, Robert: born about 1834 in Ireland. He first shows up in Shasta County in 1860 where he was a miner in Shasta. In 1861 Robert was naturalized in the Shasta county District Court. In 1870 Robert was listed as a miner in Shasta and in 1880 was listed as under-sheriff. Robert served from at least 1878 to 1882 under Sheriff Hull. At the same time Robert was the deputy tax collector. In 1886 Robert was listed as a miner in Shasta. In 1896 he was listed as an invalid with his right side paralyzed. Robert died in 1897. Robert appears never to have married.

George Rankin Knox: born 1822 in New York. In 1870 he was a hotel-keeper in Shasta. In 1880 and 1885 he was listed as a saloon-keeper in Shasta. In 1881 he operated Knox's Reading Room in Shasta.

Hopping, William Ely: County Judge from 1872 to 1880. Elected to seven terms as County Sheriff, 1864 to 1866, 1866 to 1868, 1882 to 1884, 1884 to 1886, 1886 to 1888, 1888 to 1890 and 1890 to 1892. He died in office in January 1892 and Thomas Greene was appointed to fill his term. He was born about

1830 in New Jersey. Listed in El Dorado County in 1850. Reportedly arrived in Shasta County in 1852 as a miner. In the 1860 U.S. Census he was a butcher at French Gulch. In 1863 he was elected Captain of the Trueman Head Rifles in the California Militia. In 1860 he married Bridget Burk and the couple had one child Primrose 1860. In 1863 he married his second cousin Harriet Hopping and the couple three children: Phebe 1863 (died 1864), Harriet 1866, and William 1873.