Disaster At The Colorado

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Chapter 11

The Later Years

All the members of the Rose-Baley wagon train who settled in California became useful and productive citizens of their adopted state. Some were elected to political offices while others occupied positions in the business world or in churches, but most followed more mundane vocations such as farming, mining, blacksmithing, teamstering, and the like. All died relatively poor, although L. J. Rose and Gillum Baley accumulated considerable wealth at points in their lives. Most enjoyed good health and a reasonably long life span. One, Elizabeth Burgett Jones lived beyond the century mark. All were true pioneers of the Golden State.

John Udell’s journal ended with his arrival at the homes of his sons, Oliver and Henry, in Silveyville, Solano County, on June 29, 1859. We know little about his later years. We do know that he spent some time editing his journal because it was published in 1868 by the Ashtabula Sentinel Steam Press in Jefferson, Ashtabula County, Ohio, where he had previously lived. The same publisher in 1856 published Udell’s first book, Incidents of Travel Across the Great Plains. The press also published the local newspaper, the Ashtabula Sentinel.

Udell’s little book did not make the best seller’s list; only a few copies were sold. If Udell had expected the profits from his literary efforts to sustain him and Emily in their declining years, he must have been deeply disappointed. Today, fewer than a dozen copies of this book are known to exist—each now worth a king’s ransom. Fortunately, the journal was reprinted in 1946 (courtesy of the Huntington Library) by N.A. Kovach in Los Angeles, California, with an introduction by Lyle H. Wright, as one of its California Centennial Series. However, even this edition is becoming difficult to find.
It is likely that John and Emily Udell had to depend on the bounty of their two sons for much of their sustenance during their twilight years. Udell might have regaled his friends (strangers, too, if they would listen) with tales of danger and hardships that he had encountered during his four transcontinental journeys. These stories might have earned him a few free meals or other gratuities.

John Udell and his two sons, Oliver and Henry, are listed in *The Poll Lists of the Election District of the County of Solano, for 1867* as voters in the Silveyville district, according to Lyle H. Wright’s introduction to the 1946 reprint of Udell’s journal. He credits his information to Miss Mabel R. Gillis, a librarian at the California state library. After the railroad bypassed Silveyville in favor of Dixon, many of Silveyville’s residents moved to Dixon and other nearby settlements. The Udells might have joined this exodus. Melvin Bliven of Wedderburn, Oregon, a descendant of John and Emily Udell, states that Emily Udell died April 19, 1868, in Dixon, Solano County, California, and that John Udell then married Mrs. Clarinda Anderson on January 15, 1871, in Sonoma County, California.¹ John’s son, Oliver Udell, died December 11, 1872. His obituary, printed in the *San Francisco Examiner* for December 17, 1872, and copied in the *Solano Democrat* for December 21, listed his father, John Udell, as one of his survivors but did not give an address for him. John Udell’s name then disappears from the records of Solano and Sonoma counties.

John Udell died June 30, 1874, six days after his seventy-ninth birthday, according to Melvin Bliven, who found the record in a family Bible.² He is buried in the Paskenta Cemetery, Paskenta, Tehama County, California. He had a daughter, Caroline Wood, who was living in Tehama County at the time. He might have been living with her at the time of his death. We do not know what happened in Udell’s subsequent marriage; his second wife is not buried in the Paskenta Cemetery. Although the details of his death and later years are unknown, his little journal is a fitting monument to the accomplishments of a pioneer who crossed the western plains four times before the advent of the railroad.

As for the other family Beale brought with him to California, the Joel Hedgpeaths, their new home did not turn out to be the Promised Land they had hoped for. Shortly after the family’s arrival in
Visalia, Jane Hedgpeth fell ill and died. She had been in poor health since the forced return to Albuquerque. The exact date and the cause of her death are unknown, but most likely, the hardships and privations of the overland trip to California played a part in her early demise. Jane Hedgpeth was fifty-one years old at the time of her death in 1859. She was buried in the Lone Oak Cemetery, near the town of Ivanhoe, Tulare County, California. The cemetery was abandoned and untended for many years, during which time vandals plundered the site and removed many of the headstones, including Jane Hedgpeth’s. Therefore, her exact grave site is unknown. Annie R. Mitchell, the well-known and respected historian of Tulare County, stated in a letter to the author that during the 1930s a Mrs. Sadie McGinnis Connelly, who had family members buried there, compiled a list of burials in the cemetery from the headstones still in place at the time. The name Mrs. Joel Hedgpeth was on this list. These names were later placed on a marker at the cemetery by the Tulare County Historical Society.³ Today the site of the cemetery is surrounded by a citrus grove.

Joel Hedgpeth later married Ruth Enloe in Visalia on December 9, 1861.⁴ We know little about this marriage except that he was living in Millerton, then the county seat of Fresno County, when he died on June 12, 1874. With him at the time of his death was his good friend and fellow member of the Rose-Baley wagon train, Gillum Baley.⁵ Joel Hedgpeth was buried at the old Fort Miller cemetery which is now under the waters of Millerton Lake.⁶ Like that of his first wife, Jane, his grave site also was lost. Descendants of the couple erected a memorial stone to their memory at the Academy Cemetery at Academy, Fresno County, California, where several of their descendants and fellow wagon train members are buried.

Three of the sons of Joel and Jane Hedgpeth, Thomas R. (Riley), Lewis J. (Johnson), and Joel Hedgpeth Jr. became ministers in the Methodist Episcopal Church, South. Thomas R. Hedgpeth, the eldest son, spent the remainder of his life in Missouri serving his God as a minister of the gospel. His obituary appeared in the Church Minutes for the Missouri Conference for 1887 and stated in part:

Thomas R. Hedgpeth departed this life at the residence of his son, Rev. Henry Hedgpeth in Rockport Atchison County, Mo., on the 24th day of March 1887, aged about fifty-seven years.
His funeral service was preached on the following Sabbath at Salisbury, Chariton County [Missouri], C. I. Van Deventer, officiating. . . . With a vigorous and inquiring mind, and by diligent application to Study—especially to the Holy Scriptures—Brother Hedgpeth attained to more than average ability as a preacher of the Gospel, one whom the people generally heard with interest and edification. . . . He lived the life of the righteous, was greatly comforted and blessed of God in his affliction, and his end was peace. . . .

The church minutes for 1917 reported the death of his widow, Eliza Jane Hedgpeth:

Mrs. Eliza Jane Hedgepeth [sic] died Tuesday morning, April 10, at 8:30 o’clock, at the home of her son, Dr. C. E. Hedgepeth, 301 1–2 Illinois Ave, Rockport, Mo.

Lewis J. Hedgpeth served as a circuit rider in the San Joaquin Valley of California during the 1860s. Because of poor health (probably tuberculosis) he was transferred to Phoenix, Arizona, where he served for a number of years as chaplain for the Arizona Territorial Legislature. He died December 18, 1912, in Phoenix, Arizona. There are descendants still living in Arizona.

Joel Hedgpeth Jr. better known as Joel Hedgpeth, D.D. (Doctor of Divinity), served in the Pacific Coast Conference of the Methodist Episcopal Church, South, holding pastorates in the San Joaquin Valley and the gold rush country. He was the author of a recollection entitled A Trip Across the Plains in 1858–1859, which revealed many details of the Rose-Baley wagon train. He died June 12, 1922, and was buried in the cemetery at Academy, California.

William Pleasant Hedgpeth was the only one son of Joel and Jane Hedgpeth who did not choose the ministry for a career. Instead, he became a farmer and cattle rancher near Tollhouse in the foothills of the Sierra Nevada in Eastern Fresno County. He was chosen to be the administrator of his father’s estate, probably because he was the only one of the sons who wasn’t a minister and therefore more likely to be settled in one place. Methodist ministers in those days were (and still are) frequently on the move. It is interesting to note that he was not appointed the administrator of his father’s estate until 1892, eighteen years after his father’s death. This suggests that his father left no
estate at the time of his death and that William Pleasant was appointed
the administrator for the sole purpose of pursuing the heirs’ possible
rights in the Indian depredation suit.

Of all the members of the Rose-Baley wagon train, none suf-
fered more grief or sorrow than Mary Brown. During the overland
journey she lost her husband, Alpha, her only son, Orrin, and her
daughter, Sallie Fox, was severely wounded by Mojave arrows. After
her arrival in California, she kept house for her brother, George
Baldwin, in Placerville until he died there some years later. While liv-
ing in Placerville, Mary Brown married her third husband, Judge James
Johnson. She and Johnson had two sons and a daughter: Edward
(Ned), Eugene, and Lila Johnson. According to Edith Allen Milner,
Mary Brown’s life was always a struggle financially and otherwise. The
Promised Land of California never quite panned out for her. But in
spite of a hard life, she lived to the age of seventy-five, dying in
Alameda in 1899.

After arriving in Placerville, Sallie Fox went to live with her
mother’s sister, Lavinia, and her husband, Darwin De Golia. Sallie’s
older sister, Sophia Frances (Franc), lived with Mrs. Brown’s other sis-
ter, Julia, and her husband, Josiah Allison, in Vacaville where Sallie had
planted her walnuts before going to Placerville. This helped to relieve
some of the financial pressure on Mary Brown. It is unknown where
Sallie’s two half-sisters, Relief (Liefy) and Julia Brown, lived during this
period, but they probably stayed with Mary Brown.

The De Golias both taught elementary school in the gold rush
country, and from them Sallie developed an interest in teaching and
became a school teacher. Her first teaching job was at Spanish Dry
Diggings near Georgetown in El Dorado County. She also taught at
Coloma and in Placerville. Later, the De Golias moved to San
Francisco, taking Sallie with them. She taught elementary school in
that city for three years. While living in San Francisco, Sallie earned
extra money by working as an artist coloring photographs for studios.
She also painted and sold oil paintings.

In 1870 Sallie took a trip back to the land of her early child-
hood in Iowa. She took along a souvenir of the battle with the
Mojave Indians, the little dress that she had worn on the day of the
battle, with the arrow holes clearly visible in the front of the garment.
While relating the story of the Indian attack and describing how she was wounded, a little boy in the group excitedly asked, “And did you live?” The little dress with the arrow holes in it is now preserved at the Harbison House Museum on the grounds of the Nut Tree Amusement Park near Vacaville, California.

Sallie married Oliver Perry Allen in San Francisco on August 17, 1873. Allen was a graduate of the naval academy and had served as a naval officer during the Mexican War. After the war he resigned from the navy and entered the banking business, working his way up until he became an officer with the Anglo-Californian Bank. They lived most of their married life in Berkeley, California. Sallie and Allen had three children: a son, Edward Oliver Allen; a daughter, Edith Mary Allen; and Julia, who died in infancy. Edward was named after E. O. Smith, just as Sallie said she would do if she ever married and had a son.

The Allens gave their children a good education. Both graduated from the University of California, Edward with a law degree and Edith with a degree in music. After Oliver Allen’s death in 1901, Sallie and Edith went to Europe where Edith studied music in Berlin. Edith married Charles Milner in 1914. They had one child who died in infancy. Edith was always interested in the stories about the journey to California, carefully recording her mother’s talks about the trip across the plains with the Rose-Baley wagon train. It is from these accounts that we learned many of the details of Sallie’s life.

Sallie Fox Allen died at the age of sixty-seven at the Masonic home in Napa, California, on February 7, 1913, (her husband had been a Mason). She was buried in the Allen family plot at Mountain View Cemetery in Oakland, California.

Sallie’s older sister, Sophia Frances, usually called “Franc,” married William Randolph Galleher in El Dorado County in 1862. They reared six children and lived most of their married life in the vicinity of Lotus, El Dorado County, where Franc died October 10, 1896, at the age of fifty-three. She was buried at nearby Coloma, the site where gold was first discovered in California. Sallie’s half-sister, Relief (Liefy), who was an invalid all her life, died before reaching maturity. She was the daughter of Alpha Brown from his first marriage. (There was also an older daughter from this marriage, Mary Ann, who did not make the trip west with the Rose-Baley wagon train.)
Sallie Fox’s other half-sister, Julia Brown (daughter of Alpha and Mary Brown, and the sister of Orrin Brown), married Arthur J. Foster of San Francisco. They reared two children and lived most of their married life in the Bay Area. Julia Brown Foster died October 21, 1927, at her home in Berkeley, California, at the age of seventy-seven. She is believed to have been the last surviving member of the Rose company of the Rose-Baley wagon train.

Mary Brown and her family were always grateful to E. O. Smith for having brought them safely to California and for his noble act in refusing payment for their passage. E. O. Smith, despite the heavy financial losses that he incurred while playing the part of the good Samaritan, was not dispirited or overwhelmed by his adversities, but rather retained a cheerful and positive attitude. He frequently stated to his friends, “A man should be willing to sacrifice half of his property for the pleasure of making his home in the Sunset state.” He lost more than half of his livestock on the trip, but he still believed there was a future for him in California. After fattening and selling the remainder of his once vast herd of cattle, he began making plans to return to the Midwest to purchase more livestock. He knew that if he could get them safely to California, he could sell them for a hefty profit.

In the autumn of 1860, E. O. and T. O. Smith and six associates, left Los Angeles for Texas where they intended to buy horses and then drive the animals back to California for resale. They believed that horses would be more profitable than cattle. The party traveled the Southern Route, for they were still fearful of Beale’s Wagon Road and the Mojave Indians.

While passing through Apache country, they were attacked by a group of about thirty Apache warriors. They were able to repel the attack but lost several of their horses to the Indians. They encountered many more hardships, including an eighty-six-mile stretch without water. At last, they arrived safely in El Paso, where they planned to rest and relax for a few days. But they noticed something strange about the place! The Stars and Stripes was not flying from the flag pole, and in its place flew the Lone Star flag of the Republic of Texas. All one heard was talk of war and secession. The Smiths and their companions learned that Texas had seceded from the United States and was about to join a new nation called the Confederate States of America.
Realizing this was not a propitious time to launch a new business venture, the Smiths and their associates canceled their business plans and hurried to their homes. Back home in Decatur, Illinois, E. O. Smith was eagerly greeted by his family and friends. Shortly after his arrival, his fellow citizens elected him mayor of Decatur. His tenure of office coincided with the Civil War, making the duties of the office especially important. Smith applied himself diligently in helping his country prepare for war. Decatur raised and fed regiment after regiment of soldiers for the Union Army. Although a Democrat, E. O. Smith was a firm believer in the Union cause and in President Abraham Lincoln, who was a personal friend. Smith’s first wife, Harriet Krone Smith, died in 1867. In 1869 he married Mrs. Catherine Hillman of Elmwood, Illinois. She was a well-educated woman and was very active in the feminist movement. Unable to forget his pleasant memories of California, E. O. Smith and his family returned to the Golden State in 1870. This time the trip west was made on the newly completed transcontinental railroad, and it was a much more comfortable journey than his previous trips by oxen and covered wagon. He settled near San Jose, where he became a wealthy and successful farmer. He was actively involved in civic affairs and local politics, and was elected a delegate from Santa Clara County to the California state constitutional convention of 1879, thus having played a part in drafting the constitutions of two states—Illinois and California. E. O. Smith died at his home in San Jose from a sudden heart attack on March 8, 1892. A memorial sketch containing many eulogies was printed by the San Jose Mercury, March 12, 1892. Among those attending the funeral, according to the memorial sketch, were two members from the Rose-Baley wagon train: Mrs. O. P. Allen (Sallie Fox) and Mrs. Julia Foster (Julia Brown). E. O. Smith should certainly be considered one of the heroes of the Rose-Baley wagon train. Although not a member of this group until he joined them at White Rock Spring in the retreat to Albuquerque, the assistance he rendered the starving emigrants made it possible for them to reach the settlements of New Mexico. He could just as easily have given them a small handout of food and continued on his way to California, but instead, he turned back with
them, sharing their misery and nurturing them from his own dwindling larder. This unselfish act saved many lives.

Little information is available about T. O. Smith (Thomas O. Smith), the younger brother of E.O., except that he accompanied his brother on the cattle-driving expedition to California in 1858–59. He was closely involved in his brother's various business enterprises. E. O. Smith’s memorial sketch states that Thomas O. Smith married Evaline Hillman, a daughter of E. O. Smith’s second wife, Catherine Hillman Smith. The article also states that they lived in San Jose. There is a Thomas O. Smith buried in section one, block 115, of the Smith family plot at the Oak Hill Cemetery in San Jose. His age is given as fifty-five on the headstone, and his date of death is given as February 10, 1875.

Another hero of this ill-fated wagon train was Gillum Baley. His slaying of the Mojave chief leading the attack against the wagon train might have saved the emigrants from total massacre. The disaster at the Colorado River, with the loss of his wagons and livestock, was a serious blow to his dreams and aspirations, but like E. O. Smith, Gillum Baley viewed his losses as only a temporary setback. He still believed that California was the land of opportunity. After all, he had his family and his health; what more did a man need? Having experienced some success as a forty-niner, he decided to try his luck once more as an argonaut. Gold was still being found in some quantity along the San Joaquin River above Fort Miller and along the nearby Fresno and Chowchilla Rivers. After moving his family into the commissary quarters of abandoned Fort Miller, he began mining along the San Joaquin River. He did not have much success on that stream, but the Fresno and Chowchilla Rivers proved more fruitful, enabling him to purchase a few head of cattle.

During the summer of 1861 Gillum Baley attempted to establish a home on the Chowchilla River at a place ever since known as Bailey (Baley) Flat, but the great floods of 1861 and 1862 washed everything away, putting an end to his dreams of a cattle ranch on the Chowchilla. Undaunted by still another reversal, he continued his mining activities, never giving up on his plans for acquiring land and cattle in California. A small break came his way in 1862 when he was appointed justice of the peace. This position provided him with a small
income from fees collected on civil cases as well as some prestige and visibility in the community.

Gillum Baley was elected a county judge in 1867. This was the highest judicial office in the county under the 1850 constitution. (There was a district judge on a higher level, who had jurisdiction over several counties.) He served as county judge for twelve years, gaining a reputation as an honest and incorruptible jurist. It has been reported that not a single case of his was ever reversed on appeal.\textsuperscript{14} It was during his tenure of office that the county seat was moved from Millerton to the newly created town of Fresno (1874). The Central Pacific Railroad had been completed through the San Joaquin Valley in 1872, and Millerton was now off the beaten path.

One of the first things Judge Baley did after moving to Fresno was to organize St. Paul’s Methodist Episcopal Church, South. This was the first church established in the city of Fresno. It was started with just seven members, five of them from Judge Baley’s own family. The first services were held in a room upstairs over a saloon. Later, a small wooden structure was built at the northeast corner of L and Fresno Streets.

Politically, Judge Baley was an active member of the Democratic Party. His only fraternal connection was with the Independent Order of Odd Fellows (I.O.O.F), in which he held various offices.

In 1879 California adopted a new state constitution which made major changes in the judicial system by combining the offices of district judge and county judge into a new court known as the superior court. Judge Baley was a candidate for the new position, but lost his bid in the primary election. The county was growing more populous and its citizens were becoming better informed; voters might have felt that the new office required someone with a law degree and more formal training than the frontier education possessed by Judge Baley.

Although he was now sixty-seven years old, Judge Baley was not one to take it easy or think about retirement. In 1881 he opened a grocery store in Fresno in spite of the fact that he had no previous experience in the grocery business. As the business grew, he took in his son-in-law, James M. McCardle, as a partner. McCardle was married to Ellen Baley, the little girl who had been lost in the desert during the overland trip to California. Later, he bought out McCardle’s interest and brought in his son, George, as a partner.
In 1884, Judge Baley was persuaded by his friends to reenter the political arena, this time as a candidate for the office of county treasurer, to which he was easily elected. He continued the operation of his grocery business while serving as county treasurer. Apparently the strain of both jobs was too much for him, for he did not seek reelection in 1886 (the term of office for county officers, except for judicial officers, was two years in those days).

Because of declining health, Judge Baley sold his grocery business in 1888. Now seventy-five years of age, he still retained his full mental vigor and remained active in church and political affairs. He had great faith in the future of Fresno County and made many investments in local enterprises. He is listed as a capitalist in both the 1891 and 1892 Fresno city directories. Both the city and the county grew rapidly during the decade of the 1880s. It appeared that he and Permelia could look forward to financial security in their twilight years. But it wasn’t to be! The Panic of 1893, although bad throughout the nation, was especially hard in Fresno County. All the local enterprises in which he had invested failed. What had promised to be the golden years for Judge and Permelia Baley suddenly became a period of despair. To keep a roof over their heads and creditors away from their door, they were forced to turn their home into a boarding house. Nearing their eighties, the aged couple now had to cater to the whims of paying guests in their home.

Their only hope now lay with the successful outcome of the Indian depredation suit which had been filed in the U.S. Court of Claims. It was this hope that Judge Baley took with him as he boarded the train and journeyed to Tulare to give his deposition in July of 1893. But as the case dragged on, even this faint glimmer of hope began to disappear. He never lived to see the conclusion of the case.

Judge Gillum Baley died at his Fresno home after a short illness on November 11, 1895, at the age of eighty-two. His obituary, which appeared in the Fresno Morning Republican for November 12, 1895, carried this caption: “Gillum Baley Dead. A Life of Honor and Without Reproach.” The Fresno Daily Expositor for this date captioned his obituary: “A Good Man is Gone. Judge Gillum Baley is No More.” The Fresno Daily Expositor ran an editorial in its November 13, 1895, edition which read in part:
Judge Gillum Baley, whose death last Wednesday night was noticed in the EXPOSITOR of the 14th inst, was esteemed by all who knew him as being as honorable and as high minded a man as ever lived in Fresno County. He seems to have had no enemies but to have won the esteem and love of all. . . . He was not a trained lawyer, but his excellent judgment and incorruptible fairness in dealing with people made him pre-eminently the man for the place. Though on the bench for a dozen years, not a single decision of his was reversed.

The Fresno County Bar Association passed a series of resolutions honoring Judge Baley on November 12, 1895. They were published in the Fresno Daily Expositor on November 13, 1895, and captioned, “A MOST JUST JUDGE.” A similar series of resolutions was adopted by the Fresno County Board of Supervisors.

His funeral, attended by an overflow crowd, was held on November 12, 1895, at St. Paul’s Methodist Church, South, which he had organized in 1874. The next day the body was taken by horse-drawn carriage to the pioneer cemetery at Academy where he was laid to rest beside his two sons, William Moses and Lewis Leach Baley.

Permelia Baley lived until December 8, 1906. Her funeral was also held at St. Paul’s Methodist Church. She was buried at the Academy cemetery beside her husband, following one of the last horse-drawn funeral processions held in Fresno. Her obituary in the Fresno Morning Republican was captioned: “OLD RESIDENT PASSES AWAY. Death Closes Useful Life of Mrs. P. E. Baley.” The obituary read in part:

Mrs. Permelia E. Baley, one of the oldest and most respected residents of Fresno County died yesterday morning at 10 o’clock at the residence of S. J. [Stonewall Jackson] Ashman [her grandson] 154 Abby Street. In the passing of Mrs. Baley, the community loses one who was beloved and honored by all as a woman of noble character, whose life has been spent in assisting to build the county. . . .

Ernestine Winchell devoted her weekly column “Fresno Memories” to Permelia Baley in the Sunday, November 29, 1925, edition of the Fresno Morning Republican. It was entitled, “An Eventful Life.” The relationship between the two brothers, Gillum and William Right, was always close. They were together in California during the gold rush, had farmed near each other in Nodaway County, Missouri,
and had shared the dangers, the privations, and the suffering during the long and tragic overland journey to California with the Rose-Baley wagon train. They parted company at the end of the long journey only because of dire necessity. Gillum went to Fort Miller to mine gold. William Right remained in Visalia where he had found employment as a teamster hauling supplies from Stockton down to the mining camps in the Sierras and back to Visalia.

This job kept him on the road for long stretches of time. Growing tired of being away from home and family so much, William Right yearned to get back into farming and cattle raising. In 1864 he and Nancy purchased one hundred and sixty acres on Big Dry Creek in Fresno County, near the property of their daughter and son-in-law, Sarah Margaret and John G. Simpson. The property was located at the beginning of the Sierra Nevada foothills and was suitable only for dry farming and cattle raising. He grew grain on the acreage and used the grain to fatten hogs for the market. He also grazed sheep on public lands in the San Joaquin Valley near where the city of Fresno now stands.

William Right Baley helped establish a private school at Big Dry Creek. Because of its high quality of education, it soon became known far and wide as the Academy. Eventually the community of Big Dry Creek began to be called Academy instead of Big Dry Creek, and Academy it is today on the map of Fresno County.

He and Nancy were actively involved in establishing the Methodist Episcopal Church, South, at Academy. He was one of the trustees of the church at the time the church building was erected in 1876. This is the oldest church building in Fresno County and it is still used on special occasions by the nearby Clovis United Methodist Church.

William Right Baley died November 18, 1881, at the age of sixty-two. His obituary appeared in the Fresno Weekly Expositor on November 23, 1881:

**DEAD**—William Wright [Right] Baley, an old and esteemed citizen of this county, died at his home on Big Dry Creek last Friday night after being seriously ill for some weeks. He was a brother of Hon. Gillum Baley, of this place, and has resided in this County for a number of years, where he has reared a family of children. He was a native of Missouri, and at the time of his
death was in the sixty-first year of his life. His remains were interred at the cemetery near his home last Sunday, being followed to their last resting place by a large concourse of mourning friends and relatives.15

Nancy Margaret Funderburk Baley died March 6, 1900, at the age of eighty, and is buried next to her husband in the cemetery at Academy. Her obituary appeared in the Fresno Morning Republican on March 7, 1900:

**Mrs. Bailey Dead. Passing Away of a County Pioneer.**

Mrs. Nancy Bailey, [Baley] a native of Academy [she was actually a native of Tennessee], died yesterday at Academy. She was a member of one of the oldest families that settled in this County when Academy was a thriving village and before Fresno was in existence. Mrs. Bailey was a sister-in-law of the late Judge Gillum Bailey. Her husband died several years ago. Several children, among them John and Henry Bailey, survive their parents, and the Simpson boys are grandchildren.

The death of “Grandma Bailey” as the deceased was familiarly and affectionately known, will be mourned by the whole neighborhood.

The Daly and Holland families also entrusted their futures to the new state of California. After arriving at Saw Mill Flats in Tuolumne County, in January of 1860, John Lucas Daly and Irene Morrow Daly settled on Turnback Creek near the village of Summersville, which has since been merged with the town of Tuolumne. Apparently they lived quiet lives and left very little information about themselves in the records of Tuolumne County. Their names do not appear in the indexes for either the 1860 or the 1870 U.S. census for Tuolumne County. In the December 15, 1877, issue of the Tuolumne Independent, there appeared this brief obituary:

**Died:** Near Summerville [Summersville], Irene Daly, a native of Kentucky, age 64 yrs. Missouri and Oregon papers please copy.

No follow-up article appeared in later editions of this newspaper. The reference to Oregon newspapers indicates that the Dalys might have lived in Oregon for a time during the 1860s and the 1870s.
This would account for their names not being listed in the 1860 or the 1870 census for Tuolumne County.

The name John Lucas Daly appears in the 1879 and 1880 voter registration lists for Tuolumne County. He first registered on August 30, 1873. He gave his age at the time of registration as sixty-four, his place of birth as Kentucky, his occupation as farmer, and his place of residence as Turnback Creek. The 1880 census (Page 6, Dwelling No. 89, Family No. 89) lists a John L. Daly as living in the household of Isabella (Isabelle) Bucknam. His age is given as seventy-one, his occupation, farmer, and his place of birth as Kentucky. This is consistent with what is known about John Lucas Daly. His relationship to Isabelle Bucknam is given as father. It appears, then, that John Lucas Daly went to live with his daughter Isabelle after the death of his wife Irene in 1877. It was a common practice in those days before Social Security for aged parents to live with one of their children. According to Hart Ralph Tambs, a great grandson of Isabella Bucknam, the Isabella Bucknam listed as the head of household in the 1880 census is the same person as the Adaline (Udell's spelling) Daly that John Udell united in matrimony to Ezra Bucknam in Zuni, New Mexico, on November 1, 1858. Her full name, according to a short biographical sketch of her written by Tambs, was Madeleine Isabelle Adeline Daly Bucknam. She was known as Madeleine by friends and family members.

Tambs stated that the Bucknams did not come to California with the Dalys and the Hollands in 1859, but remained in New Mexico where Ezra was employed by the U.S. government as an Indian agent. Later, Ezra was transferred to Texas. In 1868 the Bucknams moved to California and settled near the Dalys at Summersville where Ezra engaged in farming and mining. Being unhappy in this type of work, Ezra studied law in his spare time and was successful in passing his bar examination. He began a law practice and became a successful attorney. Because of a lack of opportunities in the legal profession in a small place like Tuolumne County, he moved to Oakland in 1877 to further his legal career. Madeleine refused to move to Oakland with him because she didn’t like city life. She preferred to remain on their ranch with their children in Tuolumne County. They agreed to a separation and later to a divorce. After a few years in Oakland, Ezra moved to Tulare, Tulare County, where he established a law practice and an insurance
business. The divorce is the reason why Madeleine was listed as head of household in the 1880 U.S. census.

In the January 15, 1887, edition of the Tuolumne Independent, there appeared this brief obituary:

DIED: In Summerville [Summersville], January 12th, John Lucas Daly, a native of Kentucky, age 78 years.

Again there was no follow-up in the newspaper and no death recorded at the courthouse in Sonora.

Madeleine spent the remainder of her life on her ranch in Tuolumne County, living in a primitive log cabin built by Ezra before he went away to Oakland. She reared their six children at this ranch. Madeleine never remarried, but Ezra did. He married Sarah M. Enloe Ketcham at Visalia, California, on October 27, 1880.¹⁹

Madeleine was killed in an accident on November 27, 1913. She was struck by a trolley car while waiting for a train at Lodi, California, where she had gone to visit friends. She was seventy-seven years old at the time of her death.²⁰ The Sonora Union Democrat carried a detailed account of the accident in its December 6, 1913, edition. John Lucas Daly, Irene Morrow Daly, and Madeleine Isabelle Adeline Daly Bucknam are all buried in Carters cemetery near Tuolumne, California.

Isaac Taylor Holland and his wife, Amanda Melvina Daly Holland, son-in-law and daughter of the Dalys, also spent the remainder of their lives in Tuolumne County. Isaac did some placer mining when the family first arrived, but after a few months he returned to his regular trade of blacksmithing, working for the firm of Ford, Haskel, and White in Columbia.²¹ The 1860 U.S. census for Tuolumne County shows the family living in Township Two, which included Sonora and Columbia. In 1868 the family moved to Eucher Flat which is near Summersville. Here, Isaac engaged in farming and blacksmithing. This location was also near the Daly ranch. The 1880 census for Tuolumne County shows the family living at Italian Bar, which is on the south fork of the Stanislaus River near Sonora and Columbia.²² Isaac’s age was forty-eight and his wife, Amanda Melvina, was forty-nine, Isaac’s place of birth was given as Tennessee; Amanda Melvina’s birthplace was given as Missouri. Isaac’s occupation was listed as blacksmith. The census reported six children in the family. The two older
sons, Hiram and Edward Warren, were no longer living in the house-
hold. Hiram, now twenty-six, was listed as single and the head of his
own household. Edward Warren, age twenty-four, might have been liv-
ing out of the county or out of the state at the time.

Isaac Taylor Holland was killed in an accident near Sonora on
September 15, 1892, when he was run over by his own wagon while
attempting to halt a runaway team. The details of the accident were
reported in the *Tuolumne Independent* in its September 17, 1892, edition.

Isaac was sixty years of age at the time of his death. His obitu-
ary appeared in the *Union Democrat* of Sonora for September 17, 1892:

I. T. Holland was an excellent man, industrious, temperate
and upright. He leaves a large family to mourn the sad facts of
a kind and affectionate husband and father.

A lengthier obituary written by his son, Edward Warren
Holland, appeared in the September 24, 1892, edition of the *Union
Democrat*.

A second tragedy struck the Holland family only a few weeks
later when Hiram, the eldest son of Isaac and Amanda, died on
October 11, 1892. Hiram was four years old when he left Missouri
with the Rose-Baley wagon train. His death was reported in the
*Tuolumne Independent* for October 15, 1892, in its “Sonora News” col-
umn. Note the graphic language which was common in those days:

Constable Hiram Holland, who resides near Summersville,
has been ill for some time past. On Tuesday morning he had a
severe hemorrhage of the lungs and died a few moments after-
wards. He arose from his bed and rushed into another room
where his sister Mrs. Lawrey was. As he opened the door the
blood gushed from his mouth in volumes and Mrs. Lawrey was
frightened into spasms. When she came to, her brother was
dead.

Holland’s widow Amanda died in Summersville, Tuolumne
County, on February 11, 1901. Isaac Taylor Holland, Amanda Melvina
Daly Holland, and Hiram Holland were all buried in Carters
Cemetery in Tuolumne.

Edward Warren Holland was only two years old when he left
Missouri with his parents for California. He grew up in Tuolumne
County, and after trying his hand at several different trades, he decided to become an attorney. He studied law under the guidance of his uncle, Ezra Bucknam, in Tulare, California. In those days one did not have to go to law school to get a law degree. He successfully passed the bar in 1889 and opened a law practice in Tulare. It was to him that Gillum Baley and William Pleasant Hedgpeth turned for legal counsel when they filed their Indian depredation suit against the U.S. government in 1892. He also served as city attorney in for the city of Tulare and helped draft the first city ordinance. Later he served a term as justice of the peace in Tulare. He married Nettie L. Carkeek in Tulare on September 18, 1894.

In 1890 he moved back to Tuolumne County and opened a law office in Sonora. He was appointed district attorney of Tuolumne County in 1905 to fill an unexpired term, and in 1906, he was elected to a full four-year term. In 1908 he won the Democratic nomination for Congress in the first district, but because the district had a 7,000 member Republican majority, he was defeated in the general election. He then returned to private practice.23

In 1912 he and his family returned to Tulare, where he practiced law until he retired in 1934. Judge Edward Warren Holland died in Oakland, California, on February 8, 1940. He is buried in the Tulare cemetery next to his wife, Nettie, who died in 1932.

Unlike the other emigrants of the Rose-Baley wagon train who arrived in California in a more or less destitute condition, Rose and his family arrived with a bankroll of $14,000 from the sale of their hotel in Santa Fe. After settling his family into a comfortable home in the San Gabriel Valley, Rose began looking around southern California for property to purchase, but he found nothing that appealed to him as much as the San Gabriel Valley. In 1861 he acquired 1,300 acres near the eastern boundaries of the San Pasquel land grant for a price of little more than one dollar per acre. Today, the beautiful city of Pasadena covers much of this area. At that time most of the land was still in a primeval state consisting of large oak trees and other native flora. Rose went to work clearing the land and planting orchards and vineyards. He called his estate Sunny Slope. It soon became the showplace of southern California.24

He constructed a winery for crushing his own grapes and also crushed grapes from other growers. At that time the wine industry in
southern California was in its infancy; there were only a few vineyards in the area, all cultivating the Mission grape, a variety named for the missions where it was cultivated by Spanish and Mexican padres. As a wine grape it was only mediocre. Rose found that by growing his grapes without irrigation he could improve the quality of his wine. Not completely satisfied with the product, however, he began experimenting with cuttings from Europe until he found varieties that produced a superior quality of wine. Soon other growers began to follow his example. Lacking money for expensive crushing machinery which had to be shipped out from the East, Rose crushed his grapes by having workers stomp on them with their bare feet. This time-honored method of making wine did not lessen the quality in any way; some believed it might improve the quality by giving it that human touch. Later, Rose added a distillery for distilling some of his wine into brandy. Because of the superior quality of his products, he found a ready market on the East Coast. In 1879 Rose produced 125,000 gallons of brandy. The Internal Revenue Service taxed him $112,500 on the brandy alone.

Rose had gone heavily into debt in developing Sunny Slope, but his investments began to pay off. He now felt free to indulge in one of his lifelong ambitions—horse breeding and racing. Long an admirer of fine horse flesh, he purchased the finest breeding stock on the market and began building barns and practice racetracks at Sunny Slope. He hired the best horse trainer that he could find, a man by the name of Walter Maben. Soon Sunny Slope was noted for its fine stable of trotting horses, of which the best was known as Stamboul the Great. This great thoroughbred was three times voted the best in show at Madison Square Garden in New York City. Later, Rose extended his investment to racing horses. He entered his horses in races at county fairs from San Diego to San Francisco, and he usually won.

As Rose’s name became well known in southern California, his friends urged him to get into politics. He yielded to the suggestions, and in 1886 he was elected to the state senate representing Los Angeles County on the Democratic ticket. After serving a term in the state senate, his supporters persuaded him to run for a seat in the U.S. Congress. His opponent at the Democratic convention was George S. Patton, father of the famed World War II general, George S. Patton Jr.
Wining the Democratic nomination in Los Angeles County in those days was tantamount to winning the election. The two became so deadlocked in the balloting that neither could garner the necessary number of votes to secure the nomination. The convention then chose a compromise candidate, Charles Barlow, who won the seat at the general election. This ended Rose's political career.

In 1887 Rose sold his Sunny Slope ranch to an English syndicate for more than one million dollars. He then purchased nine hundred and forty acres just south of Sunny Slope. Rose christened his new estate Rosemead, or Rose's meadow (mead is an archaic English term for meadow). At Rosemead he devoted most of his time to horse breeding and horse racing, having divested himself of his winery and distillery interests. Later, the city of Rosemead came into being at this location.

By 1892 Rose had grown tired of the horse-breeding business and sold off his entire stable of race horses at public auction. He then turned over the management of Rosemead to his son, Harry, who developed the acreage for fruit growing. Rose began speculating heavily in real estate, buying and selling so many parcels of land that it is difficult to ascertain just how much property he owned at any one time. He built a fine Victorian mansion in Los Angeles at Fourth and Grand streets for himself and his family. When the house was torn down in 1937, parts of its interior were used as sets for Hollywood movies.

Rose began to diversify his investments to include a copper mine and a smelter in Arizona, a hotel in Ventura, and an opera house in Pasadena. Then, like a bolt of lightning, the Panic of 1893 hit the nation! It caught Rose short of cash and greatly overextended. The value of his investments plummeted while his creditors began pressing him. More and more he began looking to the successful conclusion of his Indian depredation suit as a means of easing some of his pressing financial problems. It must have been quite a disappointment to him when the U.S. Court of Claims dismissed his suit.

On May 18, 1899, Los Angeles newspapers reported that Senator L. J. Rose had taken his own life. He left a note addressed to his wife stating that he had grown weary of his burden of indebtedness. He was seventy-two years old.27

He left a legacy as an innovator and a man of great integrity and vision. Rose's meadow, Rosemead appears as the name of a city and as
a boulevard on today’s maps of Los Angeles County. His wife, Amanda, was named in the will as executrix of the estate. It was she who filed the unsuccessful appeal of her husband’s Indian depredation suit with the U.S. Supreme Court. Amanda Rose died in Los Angeles in 1905 at the age of seventy-nine.

The last adult member of the Rose-Baley wagon train to die was Elizabeth Burgett Jones, the mother of Amanda Rose and the mother-in-law of L. J. Rose. She died in Los Angeles on February 26, 1909, at the advanced age of one hundred and five. The last surviving member of the Rose-Baley wagon train, as far as can be ascertained, was Nancy Jane Baley Greenup, daughter of Gillum and Permelia Baley, who died at Clovis, California, on December 10, 1947, at the age of ninety-one. She was just two years old when the wagon train left Nodaway County, Missouri, in 1858.

The young men employed by the Rose-Baley wagon train scattered to various parts of the country after returning to Albuquerque. Consequently, we have little information as to what happened to most of them. But thanks to J. W. Cheney, who interviewed Edward Akey in Van Buren County, Iowa, in 1915, we know something about the later lives of four of the young men who worked for Rose: William Harper, William Stidger, Edward Akey, and Lee Griffin (Leander St. Clair Griffin). William Stidger was one of the young men (the other was Edward A. Young) whom Rose sent back to the previous camp to look for the Bentner family, and in the process discovered the mutilated body of one of the Bentner girls. Edward Akey and Lee Griffin were the two herders who were caught out in the open by the Mojave Indians at the beginning of the battle. They were able to fight their way back to camp, but both were wounded by Mojave arrows; Griffin was seriously wounded.

Cheney’s interview with Akey was published in the *Annals of Iowa* in July, 1915, under the title “The Story of an Emigrant Train” (previously cited in this book). Unfortunately, neither the *Annals of Iowa* nor the Iowa Historical Society provided any information on J. W. Cheney. Cheney reported:

> In the spring or summer of 1859 Harper and Stidger returned to Iowa, and at the beginning of the Civil War in 1861, Harper was a teacher and Stidger a student in Daniel Lane’s justly celebrated Keoosauqua Academy.
Harper enlisted in the first company raised in Van Buren County, Company F, 2nd Iowa Infantry, and was a second lieutenant when killed in his regiment’s famous charge at Fort Donelson, February 15, 1862. Stidger enlisted as a private in Company E, 15 Iowa Infantry, was slightly wounded in the leg and thigh at Corinth. He served nearly four years and was promoted until he became adjutant of his regiment. He died at Red Oak, Iowa in 1880.

In the Civil War, Lee Griffin became a Confederate “bush-whacker,” was captured, made his escape and armed himself, was pursued and overtaken, refused to surrender and was shot down, but continued to fight as long as he could handle his two revolvers.

After getting back to Albuquerque, Mr. Akey remained in the Southwest a year or two before returning to Iowa. He is now 83 years old and well-preserved for his age.

Edward Akey died March 16, 1922, just a few days short of his eighty-ninth birthday. His rather lengthy obituary appeared in the *Keosauqua Republican* on Thursday, March 23, 1922.

As previously noted, two of the young men employed by the Baley company became full-fledged members of the wagon train by marriage. These two were August Block, who married America Frances Baley, and William Krug, who married Amelia Catherine Baley. August Block died of a ruptured appendix March 15, 1864, in Visalia, California. He was buried in the Visalia Cemetery. America Frances then married Abraham Yancey. They operated a hotel in Tollhouse, California, for many years. America Frances died at Tollhouse February 17, 1922. She was buried at the Tollhouse Cemetery. William Krug and Amelia Catherine Baley Krug emigrated to Brazil in 1871 and remained there the rest of their lives. William Krug became a well-known architect in Brazil. Amelia Catherine died in São Paulo, Brazil, March 10, 1910.

As for Jose Manuel Savedra, the guide hired in Albuquerque at the advice of the army and the citizens of that town, little is known about his later life. Despite the low opinions of Savedra expressed by both Whipple and Beale, none of the accounts left by the emigrants blamed him for the attack on the wagon train by the Mojave Indians. Admittedly, he had some difficulties in locating water, but it must be remembered that sources of water in the desert can vary greatly from one year to the next, depending on rainfall. Savedra probably did the
best he could under the circumstances; neither Whipple nor Beale had anticipated the hostility of the Mojave Indians. After the return to Albuquerque, Savedra filed a lengthy and detailed affidavit in support of the emigrants’ Indian depredation claims.

In spite of the fact that the army established Fort Mojave at Beale’s Crossing on the Colorado River to protect emigrants from the Mojave Indians, word of the attack on the Rose-Baley wagon train soon became common knowledge, giving Beale’s Wagon Road a bad reputation. Consequently, it was little used by emigrants. Miners from California used portions of it to reach newly discovered gold and silver deposits in northwestern Arizona in the 1860s. In the 1860s and 1870s large numbers of cattle and sheep were driven from New Mexico to California over this road. But it wasn’t until the Santa Fe Railroad completed its line from Albuquerque to the West Coast in 1883 that Beale’s Wagon Road became a major transcontinental route. The Santa Fe Railroad closely follows much of the road. When the automobile came into popular use, the route was developed into a major east-west highway known as the Old Trails National Highway. Ironically, the route experienced its greatest emigrant use during the 1930s, when, as U.S. Route 66, it was the road of choice for thousands of migrants fleeing the dust bowls of the Midwest for the Promised Land of California. During the 1960s much of Route 66 was incorporated into Interstate 40.

Today, motorists can breeze over Interstate 40 between Albuquerque and Los Angeles in a matter of a few hours, whereas it took members of the Rose-Baley wagon train from nine months to two years to cover the same distance. Such are the marvels of time and modern technology.