



Differing opinions: Sanders vs Miller

Traveling north today on Temescal Canyon Road, at about the I-15 Freeway and Campbell Ranch Road, the roadway heads west, looping around to travel north again at the I-15/Temescal Canyon Road interchange.

Kirby Sanders in his book, "The Butterfield Overland Mail Route Through Southern California 1858-1861," and Anne J. Miller in her book, "The Southern Emigrant Trail through Riverside County," disagree on the precise route through the Dawson Canyon area.

Mr. Sanders was hired by the U.S. National Park Service to prepare reports and maps delineating the routes and stations used by the Butterfield Overland Mail Company. He advised additional route research.

"The modern Rancho Temescal Road takes a wide loop to the west whereas the canyon itself makes a slight loop toward the east. It is highly likely that the Butterfield Route would have taken the more straightforward course through the valley rather than the modern road route."

Dr. Miller published a map of the 1860 survey of Temescal by William H. Leighton. (See below.) The dotted line running through the map is the Southern Emigrant Trail. The map shows the western loop the trail took in 1860 at the time the Butterfield Overland Mail coaches and wagons were in operation. The oval that looks like a lake is the hilly area near Tom's Farms with the early Serrano adobes located on the other side of the trail where Lawson Road is today.



Rancho Temescal Station

The Butterfield Overland Mail operated along a southerly route between St. Louis, Missouri, and San Francisco from 1858 to the onset of the Civil War in 1861.

The stagecoaches and wagons carried mail and passengers over the 2,800-mile route with company stations placed on average about 10 to 20 miles apart where horses and mules were exchanged and supplies restocked.

The 25-day journey, which cost passengers \$200, (\$7,522 in today's dollars), was a dangerous adventure over rough terrain. It could include Indian skirmishes and robberies by highPwaymen, although passengers were not allowed to carry valuables for that reason.

The line ran through Temescal Valley and generally followed the route of the Southern Emigrant Trail, today's Temescal Canyon Road. The Rancho Temescal Station, one of about a total of 150 stations in seven states, was located about 5 miles northwest of Glen Ivy Hot Springs. Both the route through Temescal Valley and the location of the station have been questioned through the years.



Stages like this one traveled Old Temescal Road from 1858 to 1861.

(Photo courtesy Corona Public Library Heritage Room)



Temescal Butterfield station in 1860. Could that be Greenwade, his wife Civility and stepson Kewen Dorsey? (Photo courtesy Corona Public Library Heritage Room)

Greenwade's Station

Very little has been written about the first stationmaster at Rancho Temescal. All sources theorize it was Joseph K. Henderson, who owned the property in 1860 when James Monroe Greenwade became the stationmaster.

While much has been written about Greenwade, many of the accounts contradict each other or are inaccurate. But, in general, here's what's known to be true.

Greenwade was born in Kentucky in 1831. We don't know what brought him to the San Bernardino County area, but he was here in 1858, working as a county clerk. We also know in 1860 he owned a hotel in Rancho Temescal, said to be three miles away from the Butterfield Overland Mail station.

He was married to Civility (Rubottom) Dorsey, whose father was William "Uncle Billy" Rubottom, a well-known character in the history of Spadra near Pomona. Rubottom purchased the Temescal station property in 1860 from Henderson and allowed his son-in-law to manage it. A year later, Greenwade purchased it from Rubottom for \$1.

Greenwade owned the hotel, was the Temescal stationmaster and applied in December 1860 for a post office to be housed at the station. The application was approved, and the Temescal Post Office was established in February 1861, but was discontinued after nine months because of the Civil War and cessation of the Butterfield Overland Mail route.

Loyal to his southern birth, Greenwade was known as a Confederate sympathizer. Orders were issued in March 1862 that when a Union company passed through Temescal, Greenwade was to be arrested. Months earlier he had left his family in California and joined the Confederate Army in Kentucky.

He and Civility had two children at that time, Civility's son by her first marriage, Kewen Hillard Dorsey born in 1958, and Jefferson Davis Greenwade born in 1861. Greenwade returned to California in October 1862 and in 1863, Civility gave birth to a daughter, Elizabeth Greenwade.

Perhaps Greenwade was best known for the tragic act of poisoning himself and daughter Elizabeth on New Year's Day 1869. All accounts agree he poured a whiskey-and-water toddy laced with strychnine that he intended to give to his family and a friend, Mr. Dever, who lived with them. Only he and Elizabeth drank the concoction before Civility, sensing something was amiss, kept the boys and Dever from drinking it.

Some accounts reported he and Dever had been imbibing the entire week between Christmas and New Year's Day, and he accidentally added the strychnine to the toddy the family would drink to celebrate the holiday, as was the custom. Another report said heavy drinking for two months prior had driven him insane, and he meant to kill himself and the family.

While all the newspaper accounts basically had him dying at his home in Temescal, the Spadra Cemetery in Pomona, where the Greenwades and Rubottoms are interred, lists his place of death as Rancho Cucamonga.

Additionally, a history of Pomona published in 1920 that includes the biographies of all notable pioneer citizens, also has Greenwade living in Cucamonga at the time of his suicide.

Exact location of station is unmarked

Newspaper coverage on May 25, 1934, reported that the History and Landmarks Committee of the Corona Woman's Improvement Club placed a marker that day at the P.J. Weisel Ranch designating the site as the location of the Butterfield station in Temescal. The newspaper noted two giant oak trees and two crumbling adobe walls at the location.

A cultural analysis of the area prepared in 1988 for the Dos Lagos development recommended the preservation of the 1934 marker because of its importance to the history of the valley. (Below) Sometime after that the marker was stolen. When Dos Lagos was built, a duplicate marker was made and instead of it replacing the original marker on the east side of Temescal Canyon Road, it was sited on the west side of the road near the Montecito Apartments and the lakes. The actual site of the station is unmarked.

The Butterfield Stage Stop Site reflects the history, both cultural and economic of the entire valley, therefore, the historic marker should be preserved. Care should also be taken to ensure that no development activities such as earth moving, heavy equipment traffic and parking impacts the landmark. In addition, historic resources may be present in the form of coins, buttons, nails, ceramics, glass bottles and sherds. Consequently, it is recommended that if any surface or sub-surface historic resources are encountered during earth moving activities, that such activities be detoured or halted until a qualified historian can be contacted and appropriate measures recommended.