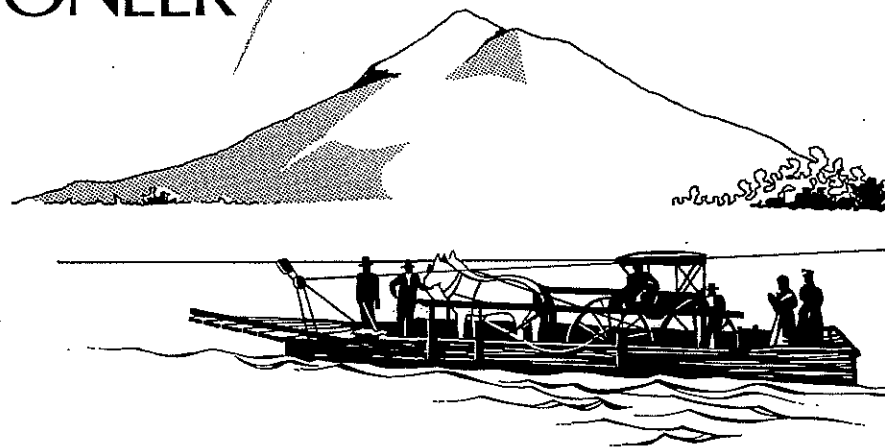


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*Charles Trumbull Hayden  
1825-1900.*

CHARLES  
TRUMBULL C8  
HAYDEN  
PIONEER



by Carl Trumbull Hayden

THE ARIZONA HISTORICAL SOCIETY  
TUCSON

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## FOREWORD

This recital of the activities of my father, Charles Trumbull Hayden, is limited to the half century between his boyhood in Connecticut and his marriage to my mother, Sallie Calvert Davis, at Nevada City, California, in 1876. This has been done because there are ample records of his accomplishments during the following twenty-five years of his married life.

The statements I have made are based upon what I have found in books and newspapers, copies of correspondence and my recollections of what he told me. Where definite information is not available I have expressed conclusions based upon what it is reasonable to assume a man of courage and ability would do under the conditions that confronted him.

Carl Trumbull Hayden

Chas. T. Hayden, J. W. Fields, A. F. Garrett, E. R. Brown. Phoenix, November 17, 1870."

December 17, 1870 — "Phoenix items . . . J. W. Swilling is over on the other side of the river with a party of men, laying out the Hayden ditch. We are going to have a mill, certain."

December 31, 1870 — "NOTICE, TO ALL WHOM IT MAY CONCERN: The undersigned, under the name and style of the Hayden Milling and Farming Ditch Company, hereby give notice that they have this day claimed ten thousand (10,000) inches — to be measured under two inches pressure — of the waters of Salt River; to be taken from said river at or near a butte, to be left of the main road to the Gila River, from Phoenix, and on the south side of said river. And the said Hayden Milling and Farming Ditch Company are at work on the same. Chas. T. Hayden, J. W. Fields, E. R. Brown, Robt. Savery, Wm. Garrett. Phoenix, A. T., Nov. 17, 1870."

#### HAYDEN'S FERRY

The place where his mill and store were located became known as Hayden's Ferry, and that name was given to a Post Office established there on April 25, 1872, with John J. Hill as the Postmaster. Mrs. Sallie Hayden became Postmaster on December 19, 1876. On May 5, 1879, the name of the Post Office was changed to Tempe because the area it served was irrigated from the Tempe Canal. Mr. Hayden said that he approved of the change since the shorter name would save ink for letter writers.

While the flour mill was under construction he established a ferry across the Salt River. From near the north-western base of the Butte a cable was suspended across the channel and a ferry boat made of heavy lumber was built which could accommodate a wagon and a team of horses.

Rollers on the cable were attached by ropes to the boat, and by lowering its rear end, the current would take it across the river. The ferry was not used except when high water interfered with fording the river.

On several occasions floods washed out the supports for the cable on the north side of the river and the ferry boat was carried downstream. In no instance did it float more than a few miles before landing on a sandbar. In that event Mr. Hayden would send teams of horses to haul the boat upstream where it was again attached to the reestablished cable and made available for operation. What could happen is illustrated by items printed in the Phoenix *Arizona Gazette* and *Herald* in 1884:

February 8 — "Hayden's ferry boat, which we referred to a few weeks since as being securely moored at its proper landing is off on another picnic. The current a few days since released it from months of inactivity, and is now on an exploring expedition down the Salt River. Any information concerning its whereabouts will doubtless be gratefully received by old friends in Tempe."

February 12 — "C. T. Hayden has had a small boat constructed for his ferry, and footmen and those traveling on horseback can now be crossed — in the latter case only by swimming their animals."

February 14 — "The river is still very deep here. Judge Hayden found his ferry boat about a mile below here, had it hauled back, and is now doing a large business transferring passengers and freight."

Laying the tracks of the Maricopa and Phoenix (now Southern Pacific) Railroad along the western line of Mr. Hayden's property, and the completion of its bridge across the Salt River on July 15, 1887, brought to an end the need for the service rendered by Hayden's Ferry during the previous sixteen years.