

CANAWLERS AT REST

CHAUNCY CARTER

b. March 23, 1796
d. December 4, 1864

By Carolyn I. Schmidt
With help from Thomas E. Castaldi

Chauncy (Chauncey) Carter was born March 23, 1796, in what was then the parish of Canaan, now the town of New Canaan, Fairfield Co., Connecticut. He was the eldest son of Ebenezer and Rhoda Carter. He was from a family who had lived in America for several generations. They were as follows:

1. Samuel Carter came from London, England, to Boston, Massachusetts, at the age of twelve years. He was married in 1690, and was living in Deerfield, Mass., with his family when the town was taken and burned by the Native Americans on February 29, 1704. They captured his family and headed to Canada. His wife and two children were slain on the way. After the remaining children were in Canada, one of the sons, Ebenezer, was stolen from the natives by merchants trading between Albany and Montreal. He was returned to his father. The following year (1705) Samuel and Ebenezer moved and settled in Norwalk, Connecticut.

2. Ebenezer Carter married after moving to Norwalk, and in 1731 moved to the parish of Canaan, then a part of Norwalk, where he reared a large family. In 1733 he received a commission as captain from Joseph Talcott, then acting governor of the Colony of Connecticut during the reign of George II. His oldest (?) son, John, was an active patriot during the Revolutionary War, and received a commission as captain from Jonathan Trumbull, then captain-general and commander-in-chief of Connecticut. His youngest son was also named Ebenezer.

3. Ebenezer Carter, the younger, settled near his father Ebenezer, living in the first framed house built in the town. There his large family of children were born and reared. Chauncy was the oldest. This old home-

stead still remained and was occupied in 1978. The actual date of its erection is not known, but in 1838 it was the residence of the first minister of the first church of the parish.

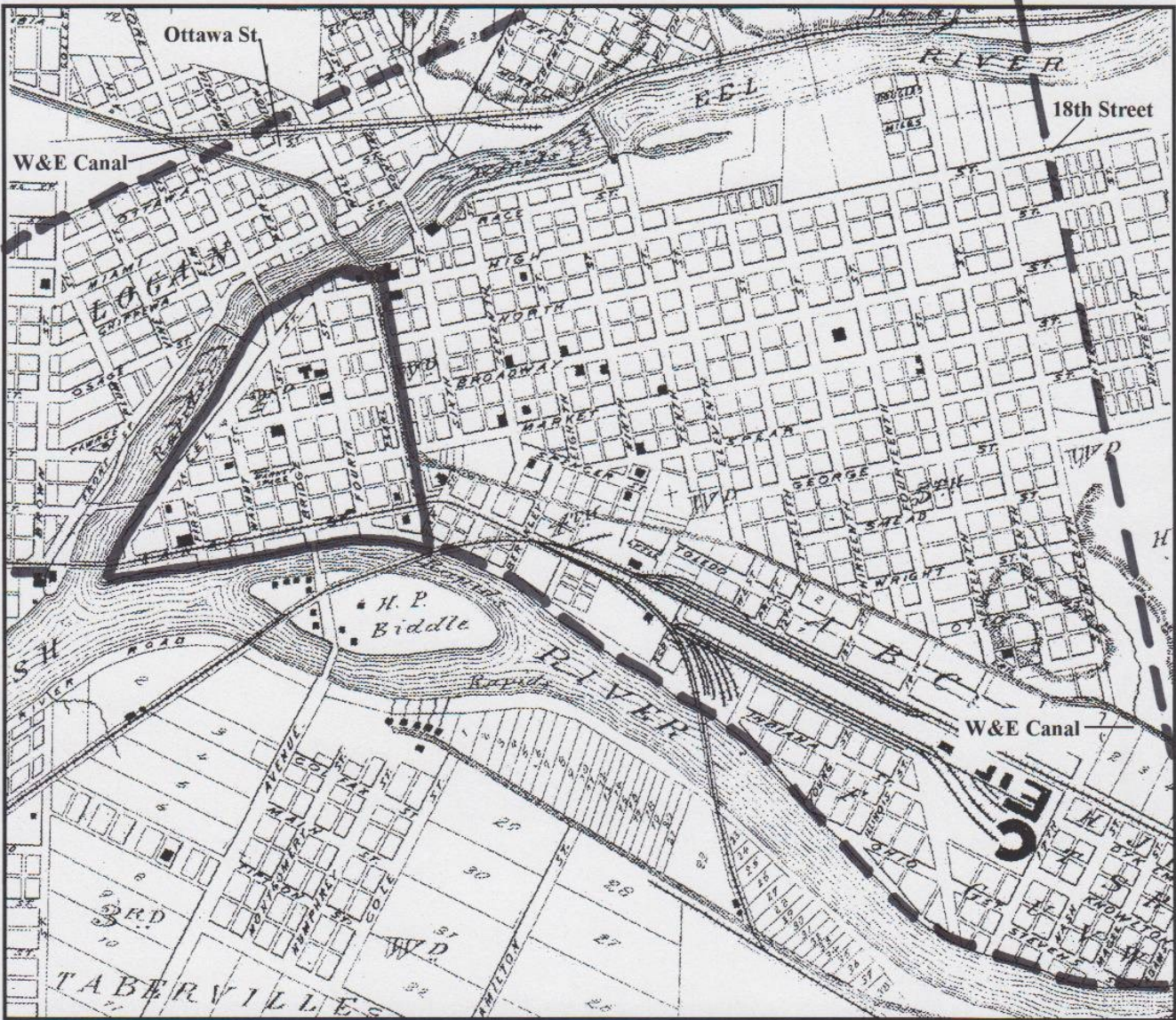
Chauncy Carter received his early education at the public schools. At the age of twenty-one, he left his paternal home and went to Walkill in Orange County, New York. There he taught school. He then pursued the same occupation at Harrisburg, Pennsylvania. He left Harrisburg and moved to Corydon, Indiana, the capital of the state at that time, and "for a time gave his attention to commercial pursuits."

While in Corydon, Carter met General John Tipton, who from then on was his staunch and confidential friend. Tipton was from Fort Wayne, Indiana, which at that time was the central point for Native American trade in northern Indiana. He prepared the way for Carter to move to Fort Wayne. In less than two years Carter moved and began what was to become a lucrative business.

General Tipton, the Indian Agent, thought about moving the agency from Fort Wayne to the spot where the Wabash and Eel rivers joined. This would be deeper into Indian country and according to Tipton away from the "numerous grog shops and the traders who sold his wards whiskey, encouraged them to run up debts which must later be deducted from annuities, and constantly cheated them in the sale of goods." It has also been suggested that Tipton was interested in the George Cicott reserve at the junction of the Wabash and Eel rivers and another nearby Richardville reserve. If this happened, this would likely be a good place to establish a trading business. The agency moved in the spring of 1828 to what would later become Logansport.

Shortly after settling in Fort Wayne, the United States Government appointed Carter the surveyor of the Indian land grants along the margin of the Wabash River. He worked at this off and on until treaties, which opened a great deal of land in the vicinity of what was to become Cass County, were signed with the Potawatomi and Miami in October 1826. Hugh B. McKeen, Carter, and Tipton became interested in the reserve. Carter managed to secure the chief interest in the section of land that had been earlier granted to George Cicott for \$1000.

According to Tom Castaldi, author of *Cicott's Mill on the Upper Wabash*, George Cicott was born in Detroit, Michigan, on March 23, 1796, to French Canadians John Baptist Cicotte and Angela Poupard. He was the youngest of seventeen children. Two of his brothers, Zachariah and Francis, became prominent citizens of the Wabash region. George Cicott earned favor among the



Approximation of Chancy Carter's original land purchase and plat of Logansport on a portion of it
Map from 1876 Atlas of Indiana by Baskin & Forster

Potawatomi people over his brother Zachariah who was seen assisting General William Harrison at the Battle of Tippecanoe. Zachariah had married the daughter of Potawatomi chief Perig and because of his relationship with Harrison they refused to elect him as one of their chiefs, instead giving the honor to younger brother George. Having lived with the Indians, George had married *Meshawketoquay*, a Potawatomi Indian chief's daughter, and maintained a trading business with the natives. In the 1826 treaty George Cicott, recognized as a Potawatomi chief, received land grants one of which was a section of land at the Falls of Eel River. It is this section that Chauncy Carter was deeded from Cicott for \$1,000 on January 17, 1829.

The section of land was shaped like a right-angled triangle, which started at the west bank at the mouth of the Eel River adjoining the Barron Reserve, followed the Eel River northeast with a strip on the north side of the Eel whose width followed, roughly, today's Ottawa Street to a point across the Eel from the east end of Riverside Park; then traveling southeast to the Eighteenth Street bridge and then following the north bank of the Wabash west to the mouth of the Eel River. After obtaining the tract Carter promptly divided it among McKeen, Tipton, and himself taking for himself the portion of land west of where the canal would be built that extended to the junction of the Wabash and Eel Rivers and selling Hugh B. McKeen the portion that was north and west of the Eel River and John Tipton

that which was east of his tract between the rivers from what was to become Fifth to Eighteenth Street. Fifth Street was later called Canal Landing because the canal turned north there and crossed Eel River over an aqueduct of which the stone abutments still remain in 2006. This newly obtained land occupied most of Carter's time.

On April 10, 1828, Carter surveyed and laid out the original plat of Logansport. Note that this was before he had actually been deeded the land. It was five squares long and four squares high. It had 111 full lots and some fractions with the standard lot being five by ten rods in size. Alleys, which paralleled the base of Canal Street (later called Melbourne Avenue), were sixteen and a half feet wide and those at right angles were ten feet wide. The streets were all sixty-six feet wide except for Broadway, which was eighty-two and a half feet wide. The lots occupying the corner of a square were to be sold for \$75 and the rest for \$50. Many were sold on the condition that the purchaser erect a house not less than 18' x 20' feet and one story high in a prescribed period of time. The town was officially recorded in Carroll County, Indiana, on September 8, 1828.

In the 1878 *Cass County History* Helm writes: "The survey had just been completed and it only remained to give to the new plat a name, which would be at once significant and attractive. The employees, the proprietor [Carter] and others immediately or remotely interested, with a few lookers on, who were present, began anxiously to cogitate upon the question having assembled under one of those big elm trees which is those days bordered the shores of the Wabash, in the vicinity of the 'Point,' for that purpose. Gen. Tipton, who entertained a reverence for the classic significance of Roman and Greek etymologies, suggested the use of a Latin compound which would be a synonym for "The Mouth of Eel," ["L'Anguille"] of historic fame or otherwise, commemorative of the location. Another submitted an Indian name by which the locality had before been known. Meanwhile, numerous propositions had been made and canvassed. Then, Mr. McKeen, who had formerly resided on the Maumee River, in the vicinity of which Capt. Logan a Shawnee chief, lost his life while attesting his fidelity to the whites, in the month of November 1812, proposed that the memory of this Indian hero be perpetuated in the name of the new town. Col. Duret agreed with the idea, and thought the addition of *port* to the chief's name would be appropriate and euphonious. Others thought similarly, except that one proposed that *town* should be so appended, and another that *ville* was the proper word to follow. Each had its advocates, so there was no agreement.

"In this emergency, someone said, 'Let's shoot

for it —four best out of seven wins.' This was unani- mously assented to, and a black spot made with moist- ened powder on a distant tree was the target improv- ised for the occasion. The shooting commenced, and, in a brief period, when the prescribed number of shots had been fired, the umpire announced: 'Col. Duret has won' - hence the name - Logansport."

Tom Castaldi notes that in the above quotation Capt. Logan was incorrectly given the title of chief. He was a warrior. His Indian name was *Spemica Lawba* sometimes translated as "High Horn," the son of a Shawnee woman. He was rescued by General Benjamin Logan during his raid on a Shawnee town in Ohio. The General was impressed with the bravery of the young native and adopted him as his own son giving him the name James Logan. Later, during the siege of Fort Wayne, the Indian agent at Piqua, Ohio, entrusted twenty-five women and children to Logan's care in a daring escape from Fort Wayne to relative safety at Pi- qua. Logan became a scout and spy for the Americans during the War of 1812. On a fateful mission against the British, Logan was fatally wounded. He is buried in Defiance, Ohio, with a stone that states that he was born in 1788 and died in 1812. Historian Will Ball, how- ever, wrote that Logan could have been born as early as 1776.

Chauncy Carter's map of Logansport was pub- lished in the newspaper in 1828. He also published a long notice about the town at the time. This notice was later reprinted in the *ROCHESTER UNION SPY* on Friday, August 27, 1869:

"The Indianapolis Journal of Tuesday week, con- tains an interesting reminiscence of old times, gathered from a package of papers published in the years 1823 and 6 and 8. From the latter, an Indianapolis Journal of June 5 ... CHAUNCY CARTER publishes a long notice that he has purchased land and laid off town lots at the mouth of Eel river, on the Wabash, and will sell lots low to actual settlers -none others need apply.

"It is believed that the Wabash Canal will meet steamboat navigation at this place, and the Michigan road will in all probability cross the Wabash here. There can be no doubt this town is upon the canal line. A saw and grist mill will soon be put in operation. The town is not situated in any organized county, but its commer- cial, manufacturing and agricultural advantages, if equaled, are surpassed by none in the state. Gentlemen wishing to settle here can see a plan of the town by ap- plying to Mr. CHAMBERLAIN, inn-keeper, near the place, or at the tavern of Major VIGUS, in Indianapolis, or of Judge HOOD at Fort Wayne." This was the beginning of LOGANSPORT

Then the sale of lots began and the sound of the woodman's ax could be heard, trees were felled, lots cleared and buildings erected. Two lots in Logansport were utilized by Carter. He built a single story log house for his residence on Lot #33 on the southeast corner of Second and Market streets. Later on Lot #50 at the corner of Third and Market streets he built another log house for his and his partners' Indian trading establishment, Carter, Walker & Company [also listed as Walker, Carter & Company in some sources].

On May 8, 1828, Carter married Mary Holman (d. Nov. 2, 1880 Logansport). She was the daughter of Joseph and Lydia Holman, formerly of Wayne County, Indiana. Joseph Holman was the man who with William N. Hood of Fort Wayne laid out Miamisport on land purchased from Chief Richardville. Later when word that the canal was coming, Hood separated with Holman and plated the city of Peru. Hood sold a third interest to Richard Britton and another third to Jesse Williams in hopes that Williams' proposed feeder and dam would be located east of the newly laid out town.

Joseph Holman was born in Kentucky on October 1, 1788 and settled in what became Wayne County, Indiana, in the first years of the nineteenth century. From 1823 to 1829 he was receiver of public moneys at the Fort Wayne Land Office. He was actively engaged in business enterprises that included merchant, tanner and meat packer. He married Lydia Overman.

Chauncy and Mary Carter had six children, Rhoda (Joseph) Culbertson; Eliza, George, William and Edwin, who all died in childhood; and Emma (Fred W.) Munson. Later, when the 1850 census was taken, Chauncy Carter was listed as residing in Eel #1 Township, Logansport, Indiana. He was 53 years old at the time, was born in Connecticut and was a canal superintendent. His wife Mary was born in Indiana and was 38 years old. They had two children, Edwin age 8 (d. Sept. 15, 1851 at age 9) and Emma age 3, both born in Indiana. Apparently Rhoda was married or lived elsewhere.

In the summer of 1828 George B. Walker; Chancy Carter; Joseph Holman, father-in-law of Carter; and Anthony Davis started the first mercantile firm in Logansport. It was called Carter, Walker & Company. It was located in a log building on the northwest corner of Third and Market.

Carter was one of the original members of Tipton Lodge, No. 33, of Logan Chapter, No. 2, of the Order of Free and Accepted Masons, which was organized on Monday, August 25, 1828. He was on the Committee of Arrangements for the dedication of the Masonic Hall. He became a devoted member and was one of its first officers with the title of S. W. He also was a mem-

ber of Logansport Council, No. 11. In all of the branches of the order he was honored with the highest official positions such as Worshipful Master, and was also a member of several grand bodies of the State.

In the fall of 1828, with General Tipton, John B. Duret and others, Carter was instrumental in establishing the Eel River Seminary. Tipton was the president. Carter donated Lot #55 on the northeast corner of Fourth and Market on which a one story, 20' x 40' brick school house was constructed for \$300. It was finished and opened the first week of March 1829 and was Cass County's first school. Tuition was \$3 and \$4 per term and the teacher's salary \$100 per quarter. It was also used for public worship, Sunday schools, prayer meetings, courts and miscellaneous public assemblies.

Also that year Carter, Walker & Company was doing so well that they opened branches in Attica, Fountain County, under George B. Walker and in Fort Wayne, Allen County, under Holman and Davis. Carter remained at the principal branch in Logansport.

When seeking legislation to organize Cass County in December of 1828, Henry Ristine of Montgomery County, Erasmus Powell of Shelby, William M. Purdy of Sullivan, Harris Tyner of Marion, and Samuel McGeorge of Tippecanoe County were appointed to select the county seat. The organization of Cass County became effective on April 13, 1829.

The year 1829 was another busy year for Chauncy as he donned several hats. Shortly thereafter he was appointed postmaster, to follow Hugh B. McKeen, its first postmaster. He also was the county surveyor from 1829-1830. At the election of county officers in April of that year Chauncy Carter was chosen a member of the first board of county commissioners for a three year term (1829-1831). He represented the first district. He became the leading member.

When the actual selection of the county seat was made in August of 1829 only Ristine, Powell and Tyner arrived at Washington Hall, which was Gillis McBran's tavern located at the southwest corner of Market and Third in Logansport. Carter offered to give free lots if they would choose Logansport as the county seat. The three took Carter up on his offer and selected Logansport as the seat of justice for Cass County.

On August 12, 1829, Carter donated the 18 lots to Cass County that he had promised. A note was drawn for Gillis McBean, the agent for Cass County, by Carter for \$530 that was payable on September 20, 1829. Carter paid off the note. These were Lots #23, 61, 63, 64, 82, 83, 85, 90, 91, 99, 100, 102, 103, 104, 105, 106, 107, and 108. Most of these lots were

in the vicinity of the present courthouse. Immediately the county set sales prices on these lots as follows: \$65 for Lots # 61,64,85,106; \$75 for Lots # 82, 90, 99, 102, 104, 105, 107; \$100 for Lots # 83, 100. To purchase a lot one-fourth of the price was due at the date of sale with the balance paid in three equal installments at six, twelve and eighteen months.

Following a crisis, which came upon the trade of Walker, Carter & Company, crippling it, the general firm was ended in 1832. However, Carter still operated his Logansport branch in a building at about 216 Market Street under his own name for a few years longer.

When Carter's term of office as a member of the first board of county commissioners was completed, he was elected judge of the probate court and entered upon the discharge of its duties at the November term, 1832. He held this office two years.

After the death of Francis Lafontaine, the first probate court of Cass county appointed Carter and Hiram Todd appraisers of Lafontaine's personal property.

In 1834 Chauncy Carter was elected to the Indiana State House of Representatives. That year a treaty was made with the Native Americans for additional land along the Wabash & Erie Canal route. Later the Hon. John A. Graham wrote in the *Peru Forester* about the canal lands and the role Carter played:

"The treaty of 1834, was not ratified by Gen. Jackson, on account of the numerous individual reservations; but in 1837, the bargain was struck by Martin Van Buren. This brought many lands within the canal land limits. Chauncy Carter commenced the surveys in 1838.

"Early in the spring of 1840, under the direction of J. L. Williams, the Canal Commissioner, these lands were rated and booked, preparatory to the public sale in the fall of 1840.

"John M. Wilt, Clerk of the Land Office at Fort Wayne was engaged in selecting and rating the land in the spring of 1840, and in the summer the safe and other office property was removed to Peru. The building occupied the Wilson row, northeast corner of Second and Miami streets [Peru].

"The individual reservations referred to interrupted the canal grant of every alternative five miles, on either side. In lieu of this loss the state was allowed to select from any unsold government land the equivalent in quantity of what she was deprived of by these reservations. These selections were made in 1844 and a public sale of them took place in the Fall of the same year,

at the office, south side of Second street, third lot from Miami."

When the water was let into the canal around the late fall of 1838 the boats came into Logansport as far as Berkley street. By 1840 they ran through the city westward to Georgetown and Lockport then on to Lafayette.

Upon the death of General Tipton, in April, 1839, Carter was appointed one of his administrators. He continued in that position until 1850 when he resigned the trust.

In 1842 Carter was once again a Representative at the Indiana State House. In the early days of Cass County's history Carter frequently held the office of county surveyor. He served again in that position from 1844-1845. He also served as the city engineer.

On September 29, 1846, Carter, as surveyor, platted the ground by direction of the city council for the oldest cemetery in Cass County. It is situated between Ninth, Tenth, Erie Avenue and Spear streets. General Tipton donated the ground in 1828 when it was covered and surrounded by forest trees. He, however, never executed a deed and his administrator represented by Carter as commissioner appointed by the court, conveyed three and fifty-two one hundredths acres of land to the city of Logansport as a grave yard and burial ground. The ground was appraised at \$45.00 and the city paid that amount February 16, 1846.

Sometime in 1847 Carter became the superintendent of a division of the Wabash & Erie Canal, which he held until 1860-61. This was after a huge uproar occurred in 1844 in which the canal superintendents were called ignorant, "locofoco" superintendents saying they were committing gross fraud by neglect of their official duty. Bad floods had caused great damage and breaks in the canal rendering it inoperative for several months. The superintendents were said to have been late in getting it repaired. Carter was probably seen to be above those who had previously held these positions.

In 1849 the Board of Trustees of the Wabash & Erie Canal consisting of Charles Butler, of New York, and Thomas H. Blake and Austin M. Puett of Indiana, met on August 9 and replaced the system of canal superintendence by a more simple and efficient one. On August 9, 1849, the *Miami County Sentinel* reprinted the following from the *Terre Haute Journal*:

"Ordered —That for the purpose of a more efficient supervision, the navigable portion of the canal be divided into convenient districts of 30 to 50 miles in length, on each of which there shall be placed a Super-

intendent to continue in office during the pleasure of the board, except as hereinafter authorized, whose duty it shall be to devote his entire time to the care and management of the canal under the instructions and supervision of the chief Engineer; and such Superintendent shall reside, in all cases at some suitable point on that line of the canal.

"...That the Superintendent, be appointed by the Board, and that in filling those stations, preference shall be given to persons having had actual management of canals; provided such experience can be found combined with sufficient energy of character and with habits of economy in the performance of canal work; said Superintendents each to give bond to the board, to be approved by the Resident Trustee or the Chief Engineer, in the sum of two thousand dollars, for the faithful performance of his duties and the accounting for all monies coming into his hands, and also to take an oath of office:

"That for the purpose of superintendence the canal be divided into Districts, as follows, to wit: District No. 1, to extend from the State line to Huntington —including the St. Joseph Feeder, distance 50 miles — District No. 2, from Huntington to Peru, distance 34 miles — District No. 3, from Peru to the lower end of the Slackwater near Delphi, distance 40 miles — District No. 4, from the Slackwater to the South bank of Flint creek including Wea feeder, distance 32 miles — District No. 5, from Flint creek to Lodi, including the Shawnee feeder, a distance 39 miles.

"That the Salary of Superintendents be \$750 per annum.

"That the office of General Superintendent and Sub superintendent of the canal as heretofore established, be, and the same is hereby abolished —provided, however, that the present Superintendents shall continue in office until notified by the chief Engineer, that Superintendents under these regulations have been appointed.

"That the Chief Engineer from time to time furnish such record books and abstracts to the Superintendents, and give such instructions to them as he may deem necessary to show their various expenditures separately, to produce uniformity in the accounts, and make their duties easily intelligible, and to combine efficiency with economy, previously consulting with the Resident Trustees when they may conflict with any existing regulation for disbursements or otherwise and in all cases giving the resident Trustees due notice of the same; and be it further ordered that it shall be the duty of the Chief Engineer on his passing up and down the line, to examine into the manner in which the Superin-

tendents keep their books, papers and accounts, and to see whether in all things they have complied with his instructions.

"That in vacation, the said Superintendents, for disobedience of orders, negligence of duty, inefficiency, waste or extravagance or other misconduct in office, be subject to suspension by the State and Resident Trustees; a special report of the same to be made to the Board at their next subsequent meeting, and that in case of any vacancy in vacation, the same shall be filled by the appointment of the Chief Engineer until the Board meet."

The following persons were appointed. First district, Ochmig Bird, 2nd District, Stearns Fisher; 3rd district, Chauncy Carter; 4th district, A. J. Morley; 5th district, John McMannomy.

Thus Carter was the Superintendent of the 3rd district of the Wabash and Erie Canal. His salary for superintendent at that time was \$750 per year.

Bridges were built over the canal at Fifth and Market, Fifth and Broadway, Berkley Street, Ninth Street and Twelfth Street in Logansport. They either turned or were raised and lowered to let the boats pass in the canal. The "Mills Lock," Lock # 25, was located near the old Obenchain-Boyer establishment. Aqueduct #5 crossed the Eel River on stone abutments and piers. It had an open-trunk superstructure that was 200 feet long and had five 40 feet spans.

In 1845 on January 11 Carter was once again made the postmaster.

Carter was in court at least two times other than as judge. On October 19, 1850, the following case was tried in Cass Circuit Court: "D. Hart Booth vs. Edward Johnson & Matilda, his wife, Thomas Youngblood & Mahala, his wife, Thomas Archer, Susan McElheny, Isiah Archer & Chauncy Carter, In Chancery W2 Stuart Sol." Later he was a juror in Petit Court on April 21, 1860, with Daniel Bowser, Andrew Whisman, R. Dulzell, Leonard Simons, P. C. Sizer, J. Abbott, J. W. Fuller, Ephriam Lowman, Allen Crisler, Elihu Plummer, and Robert McCandles.

In 1857 Carter was the city civil engineer for Logansport. He usually had some sort of a public service job.

The *Indiana State Gazette* of 1860-61 contains several references to Carter. It lists him as a dealer in hardware, iron, nails, glass, paints, leather and rubber belting, Fairbanks platform scales, etc. and shows his place of business on Fourth Street between Broadway

and Market in Logansport. It also lists Carter & Rogers as dealers in groceries and provisions located on the corner of Broadway & Sixth in Logansport. Although the first notation has Carter, C. with the C. being Chauncy, the later only says Carter so we can't be sure it was Chauncy who was in business with Rogers.

In 1861, three days after the Governor's proclamation arrived concerning sending troops to support the National Government at the start of the Civil War, a union meeting was held in the court house in Logansport. Carter presided over a meeting. "He advocated enforcement of laws and unequivocal support of the head of Government in his efforts to see that the laws of the country are faithfully executed, to the end that the birth-right transmitted by our fore-fathers be preserved intact." Others agreed with him.

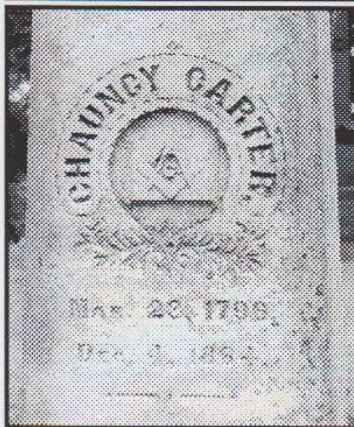
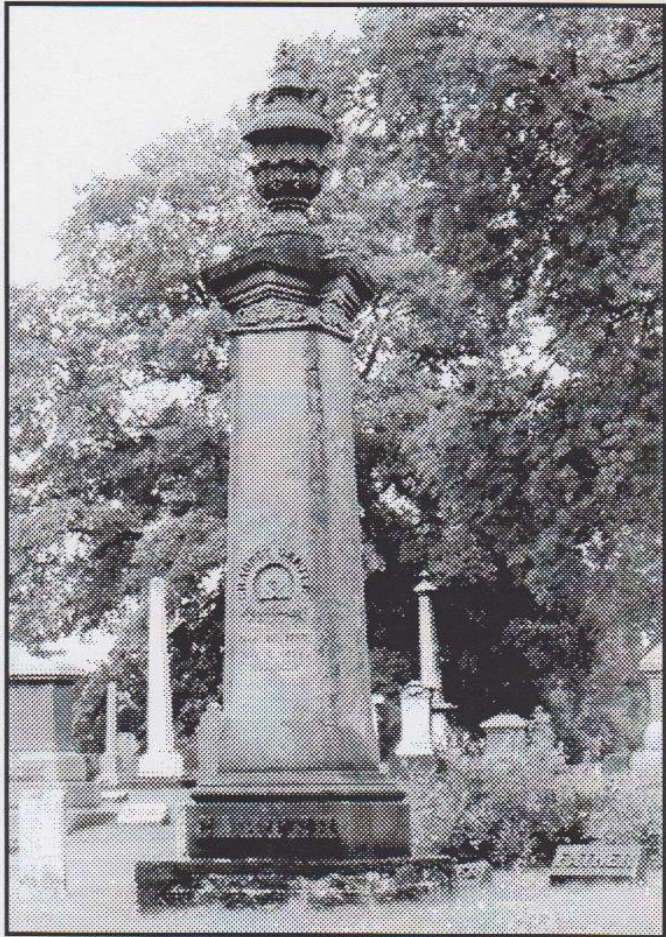
On Friday evening, April 19, 1861, the common council of the city of Logansport met in a special session, and decided to ask for an appropriation of \$1,000 for the support of families of those volunteering as soldiers in the service of the United States, and appointed a committee of Thomas H. Wilson, Chauncy Carter and D. D. Pratt to disburse it if it was approved. The following day the Board of County Commissioners met and decided the appropriation could be made from the County Treasury if needed. After D. D. Pratt presented a Preamble and list of Resolutions, they were adopted. Eventually only two of the companies enlisted in Cass County actually served.

At the October election in 1862 Carter was chosen treasurer of the county. The *Cass County History* says: "He began his duties of that position on September 7, 1863. While fulfilling the duties of this office, he conducted himself as he had in all his other positions, bringing to bear his strict integrity of character and extensive acquaintance with the management of financial affairs." Unfortunately Carter died before his term as treasurer was over.

Chauncy Carter died on December 4, 1864. He was described by Francis J. Hand in *Historical Diary: Cass County and Logansport, Indiana* as follows:

"He (Carter) was probably one of the most skilled workmen in this jurisdiction. As a citizen, his private character was in all respects above reproach, while his whole life, in one position of trust or another, was devoted to the public weal. He was a man of decided convictions, with the courage and ability to maintain them - one of those sturdy pioneers who, in the course of a long and useful life, leave their mark upon the times and the communities wherein they dwell."

The *Biographical & Genealogical History of Cass, Miami, Howard & Tipton Counties, Indiana* says Carter's

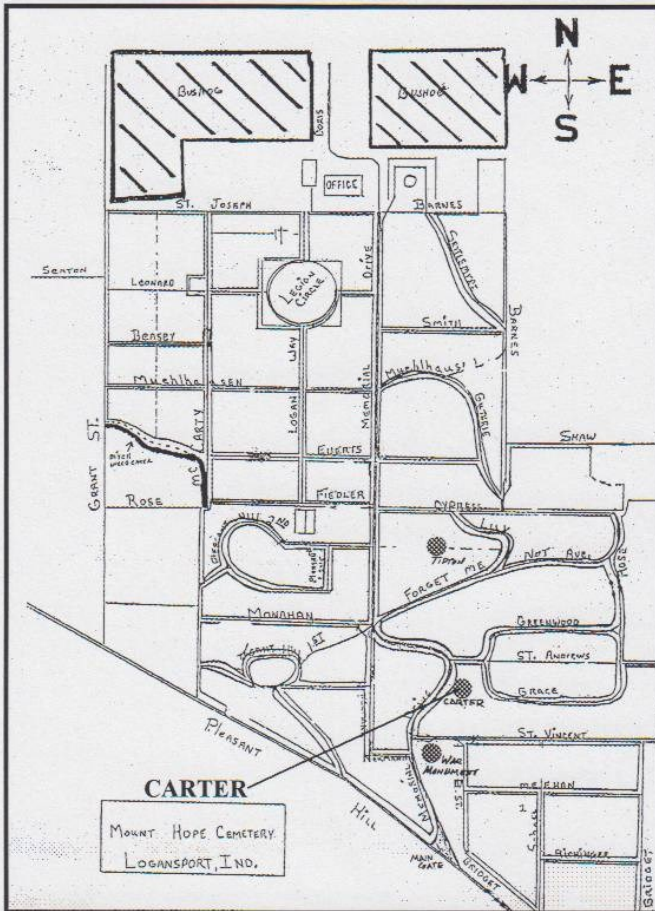


Chauncy Carter
 Mar. 23, 1796
 Dec. 4, 1864
 Mary Holman
 Wife of Chauncey Carter
 Feb. 3, 1812
 Nov. 2, 1880
 (Note spellings of his name)
 Photos and map: Tom Castaldi

life was summed up by a friend who knew him well:

"Mr. Carter was devoted to the public weal, and in whatever high position of trust or honor he happened to be, his first and only thought was how he might benefit his fellow men."

Carter was well liked. When Logansport purchased its first steam fire engine on February 3, 1870, it



Chanucy Carter is buried just beyond the 1887 Soldiers & Sailors Monument (the 1st such monument in Indiana) on Memorial Drive in Mt. Hope Cemetery in Logansport, Indiana. Also shown is the grave of General John Tipton. Map courtesy of Tom Castaldi

was named "Chauncy Carter." That same year on November 16 Lot 209 in Ninth Street Cemetery purchased by Carter on October 1, 1846, was sold to the city. Later Eliza Boyes was buried there and four other graves are unmarked.

Chauncy Carter lies at rest in Mt. Hope Cemetery in Logansport. To reach his stone as you come into Logansport on Indiana Highway 25 from the north at Memorial Hospital turn right or to the west on Fulton Street, pass the hospital grounds on the left and go to Clifton Ave. Turn left or south on Clifton and go past the back of the cemetery to Hanna Street. Turn right or to the west on Hanna and go one short block to Pleasant Hill. Turn to the right on Pleasant Hill and follow it to the entrance of Mount Hope Cemetery. Follow memorial Drive past the Soldiers & Sailors Monument and look for his marker on the your right.

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