

James Cartwright

Pioneer of 1852

compiled by Stephenie Flora
oregonpioneers.com

James Cartwright

- b. 17 Aug 1820 Montgomery County, Alabama
- d. 24 Apr 1891 Marcola, Lane County, Oregon
- buried [Marcola Cemetery](#), Marcola, Lane County, Oregon
- m. 17 Jul 1841 Washington County, Arkansas

Mary Jane Ingram

- b. 17 Apr 1827 Bledsoe County, Tennessee
- d. 19 Dec 1901 Klickitat County, Washington
- buried [Marcola Cemetery](#), Marcola, Lane County, Oregon
- d/o James Wilson Ingram Sr and Nancy.

1870: Harrisburg, Linn County, Oregon, August 24, 1870; James Cartwright, 50, works on farm, \$0 \$500, Ala; Mary J., 43, keeping house, TN; Charlotte Cooper, 11, at school, OR; Minnie L. Cooper, 10, at school, OR

1880: Mohawk, Lane County, Oregon, June 10, 1880; James Cartwright, 60, farmer, Ala Ala Ire; Mary J., 53, wife, keeping house, TN NC NC; Minnie L. Cooper, 19, g-dau, at home, OR Ark MO [note: second granddaughter, Lottie Cooper Waugh living next door with husband, Thomas Waugh and daughter, Bertha]

1900: Mohawk, Lane County, Oregon, June 2 & 4, 1900; Thomas J. Waugh, head, Dec 1854, 45, m22 yrs, WV OH VA, farmer; Charlotte, wife, Oct 1858, 41, m-22yrs, 3-3, OR MO Ark; Leonard J., son, Jun 1881, 18, s, OR WV OR, teamster; Edna J., dau, Mar 1887, 13, s, OR WV OR, at school; Mary J. Cartwright, mother in law [sic-grandmother], Apr 1827, 73, wid, TN NC NC

A Pioneer Gone.

James Cartwright, one of the honored pioneers of Oregon, died at his home in Mohawk precinct, Friday noon, April 24, of consumption, aged 70 years, 8 months and 7 days. James Cartwright was one of the band of pioneers that bore the hardships and privations incident to the founding of a new commonwealth.

He was born in Montgomery county, Alabama, June 17, 1820. Residing there until the year 1835, then removing to Arkansas. There in 1841 he was married to Mary J. Ingram, July 17, 1841. They had but one child, Mrs. Elizabeth Cooper, who was drowned on the Brother Jonathan July 30, 1865. Mr. Cartwright and wife, in company with many others started for Oregon in the year 1852, arriving at Oregon City in October of the same year; living at different points in Oregon until the year 1870; moving to Mohawk in that year where he resided to the time of his death. Mr. Cartwright was an upright, honorable citizen, respected by all who knew him. In 1841 he professed faith in Christ and united with the Baptist church. He leaves an aged widow and brother, two sisters and two granddaughters, Mrs. T. J. Waugh and Mrs. G. A. Drury and many other relatives and friends to mourn his loss. His kindly presence will be missed from our midst and many will keep a tender spot in their hearts for the memory of James Cartwright. Con.

[The Eugene City Guard, Eugene, Oregon May 2, 1891 p.5]

Died.

At Bickleton, Washington, Dec 19, 1901, Mrs Mary Jane Cartwright, after a short illness. The immediate cause of death was cancer of the liver. She was about 95 years of age.

Mary Jane Ingraham was born in Tennessee in 1806. In early girlhood her parents moved to Arkansas where she was married to James Cartwright in 1842. There was but one issue of this marriage, Mrs Elizabeth Cooper, who, with her husband and child, was drowned on the Brother Jonathan in 1865.

Mrs Cartwright crossed the plains with her husband in 1865, settling in Oregon City, where they lived a few years. Removed to Linn county where they resided till 1870, when they came to the Mohawk valley, this county. Mr Cartwright died in 1891, but she continued to reside at the old homestead until last February, when she went to Bickleton to reside with her granddaughter. She leaves two granddaughters, Mrs T J Waugh, of Bickleton, and Mrs G A Drury, of Coburg. The remains were brought here Saturday and the interment took place today in the Maroola cemetery, where the aged woman was laid beside her husband.

Child of James Cartwright and Mary Ingram

1. Elizabeth Cartwright

b. 1843 Arkansas

d. 30 Jul 1865 Crescent City, Del Norte County, California
died in shipwreck of Brother Jonathan

- m. 09 Feb 1857 Linn County, Oregon
Philemon Cooper
- b. 08 Mar 1834 Saline County, Missouri
- d. 30 Jul 1865 Crescent City, Del Norte County, California
died in shipwreck of Brother Jonathan
s/o William Benjamin Cooper and Susan Higgins

Children:

- i. Charlotte Cooper
- b. 06 Oct 1858 Harrisburg, Linn County, Oregon
- d. 06 Nov 1928 Bend, Deschutes County, Oregon
- m. Thomas Jefferson Waugh (1858-1928)
buried [Marcola Cemetery](#), Marcola, Lane County, Oregon

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- ii. Minnie Luetta Cooper
- b. 18 Jun 1860 Harrisburg, Linn County, Oregon
- d. 29 Jun 1946 Eugene, Lane County, Oregon
buried [Coburg IOOF Cemetery](#), Coburg, Lane County, Oregon

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iii. Infant Daughter Cooper

b. 1865

d. 30 Jul 1865 Crescent City, Del Norte California, California

drowned with parents in sinking of steamer Brother Jonathan of coast of California

ANOTHER GREAT DISASTER.; Wreck of the Steamship Brother Jonathan. She is Lost on the Voyage from San Francisco to Oregon. She Strikes on a Sunken Rock and Sinks in an Hour. Reported Loss of Nearly One Hundred and Fifty Lives. ONLY SIXTEEN PERSONS KNOWN TO BE SAVED. PASSENGERS. CREW OF THE "BROTHER JONATHAN." BRIEF NOTICES OF SOME OF THE PASSENGERS.

New York Times, New York, NY, August 26, 1865

The interruption of telegraphic communication with the Pacific coast during the last few weeks may account for the fact that we have not received any intimation of the fearful calamity recorded below. These particulars we find in the San Francisco Steamer Bulletin of Aug. 3. That paper says:

"The brief telegram in the morning papers, announcing the wreck of the steamer Brother Jonathan, and the loss of nearly all on board, cast a gloom over the community and created the most intense anxiety among those of our citizens having relations or friends on board. The meagre and unsatisfactory character of the dispatch, while it increased the public anxiety, at the same time, from its entire lack of details, afforded grounds for hope that the general fact may have been exaggerated, and that the loss of life will not turn out to be so great as reported. Unless there was a very heavy sea at the scene of disaster, it seems hardly possible that only 16 persons out of 162 passengers and crew, should have been saved -- especially as the wreck is reported to have occurred at 2 o'clock in the afternoon, and the passengers had an hour in which to save themselves after being notified of the danger. It is also remarkable that a courier should have been dispatched from Camp Lincoln to Jacksonville, whence the dispatch was sent to Col. DRUM, stating that sixteen passengers only were saved, and at the same time omitting to mention any of their names.

The Brother Jonathan was provided with three large surf-boats and three of FRANCIS' patent life-boats, so that it is not improbable that more of the passengers have been saved than we know of now. The coast in the vicinity of the accident is exceedingly rocky, and the feat of landing in a boat a dangerous one at any time. It is not unlikely that one or more boats from the steamer might have put off from the shore with the hope of reaching Crescent City, which is only about ten miles distant, in which case we should not have received tidings from them as soon as from the others who landed in the vicinity of the wreck.

Jacksonville is but sixty miles from the scene of the wreck, and the public will probably have to wait till another courier is dispatched from Cape Lincoln before they will learn any further particulars. We have been unable, up to the time of going to press, to get any additional telegrams from Jacksonville relating to the calamity. The official dispatch to Col. DRUM, on which the morning telegram was based, arrived late last evening, and is as follows:

CAMP LINCOLN, VIA JACKSONVILLE, Oregon, July 31, 1865. -- Received at San Francisco, Aug. 1, 1865, at 10 P.M.

To Col. R.C. Drum:

At 3 P.M. yesterday, the steamer Brother Jonathan struck a sunken rock, and sunk in less than an hour, with all on board, except 16 persons, who escaped in a small boat, the only survivors of the ill-fated ship. No trace of the vessel is left. I was out last night on the beach with 14 men; shall keep a party out on the beach. Gen. WRIGHT, family and staff are supposed to be lost. Full particulars by mail.

THOMAS BUCKLEY,

Captain Sixth Infantry, C.V., Commanding.

As will be seen by the above telegram the disaster occurred on Sunday afternoon.

Camp Lincoln is situated about six miles from Crescent City, and four miles from the coast, where the wreck occurred.

The Brother Jonathan left San Francisco on Friday morning last, at 10 o'clock, bound for Portland, Oregon, and thence to Victoria, Vancouver's Island. She is one of the California Steam Navigation Company's regular steamers, plying between these points, and was built, or rebuilt, in this city two years since. She was considered a staunch boat. Her crew, including officers, consisted of 54 men. The number of passengers on board, including children, was 109; at least this is the number registered at the company's office in this city, but it usually happens that several passengers go on board at the last moment, and their names are not registered at the office. The following is a complete list of the passengers and crew so far as known:

Brig.-Gen. Wright, U.S.A., and wife, Lieut. E.D. Waite, U.S.A., Miss Mary Berry, S. Meyer, David McHardle, A.L. Styles and wife, Wm. Logan and servant, James Nisbet, James E. Trites, M. Crawford, T. Dawson, Miss Mary Place, Mrs. Stackpole, infant and child, J. Weil, Mrs.

Annie Craig, Mrs. Lee and infant, Gov. A.C. Henry, L.G. Tuttle, B.H. Stone, wife and infant, Capt. Chaddock, U.S.R.S., Mrs. John C. Keenan and 7 ladies, S.N. Luckey, wife and child, Miss Forbes, A.A. Stone, wife and infant, Charles H. Belden, Albert Micklet, Geo. Wedekind, Jos. Berton, Thomas Moyle and wife, Robert M. Frazer, John R. Craig, William Billiniski, J.S. Binn, Mrs. Woodlock, Conrad Adams, Frederick A. Pound, Gilman Clindman, James Lynch, G. Carrell, Moses Bertier, P. Leffer, A. Ingraham, M.D., U.S.A., James R. Richards, Miss E.P. Snow, James Connell, J.G. Gay and wife, Miss N. Shirser, M.L. Hefron, George W. Pollock, Charles C. Northrop, J.C. Hunsacker, Mrs. N.C. Brooks, Miss Hemsley, Wm. Logan and wife, D. Crandall, Victor Smith, Mrs. C. Fountain, daughter and child, D.C. Bowell wife and 4 children, Mrs. J. Stanford, Mrs. Jane Church, (colored,) Mrs. Wendell and child, (colored,) J.S. Geddes, B. Mathewson, Mrs. Luckey and 2 children, Maj. E.W. Eddy, U.S.A., Jos. Orselli, H. Defirnie, S.B. Morgan, Geo. W. Annie, J. B. Strong, S.P. Craig, Mary A. Tweedle, Patrick Dwyer, John Adams, two Indians, R.S. Manly, Henry Abrams, Thomas Gullan, C. Bisner, and Wells, Fargo & Co.'s Express Messenger. [+Philemon Cooper, wife and child]

S.J. DeWolfe, Commander; W.A.H. Allen, 1st officer; J.D. Campbell, 2d officer; James Patterson, 3d officer; John S. Benton, purser; Albert Dyer, freight clerk; Elijah Mott, chief engineer; G. White, 1st assistant engineer; J. Francis, 2d assistant engineer; Wm. Anderson, oiler; Patrick Lynn, fireman; A. Collenburg, fireman; Frederick Malers, fireman; Arthur Harvey, fireman; William Lowery, fireman; John Gorman, coal-passer; John Hilton, coal-passer; John Clinton, coal-passer; James Perkins, seaman; Jacob Yates, seaman; Joseph L. Gomez, seaman; Henry Walker, seaman; J. Thompson, fireman; G. Frederick, seaman; A. Gonzels, seaman; William Penn, seaman; L. Domingo, seaman; J. Silva, seaman; William Foster, seaman; Frederick S. Douglas, seaman; James Fowler, seaman; D. Deas, 2d pantryman; Thomas Tierney, porter; Henry Miner, baker; Edward Shields, waiter; Charles Rice, waiter; Manuel Herrlia, waiter; C.F. Laurend, watchman; Richard Daulton, steward; H.G. Brown, 2d steward; John Miller, pantryman; Chas. Laws, cook; James Laws, 2d cook; Henry Lee, 3d cook; C. Stevenson, stewardess; John T. Hutton, cabin boy; Armand Lee, cabin boy; Edward Franklin, cabin boy; Lewis Johnson, cabin boy; John E. Poster, cabin boy; Mateo Salinas, cabin boy; David Farrell, cabin boy; Stephen Moran, cabin boy; John W. Welch, cabin boy.

The Brother Jonathan carried a valuable cargo, on which there were insurances in San Francisco offices as follows:

California Insurance Company.....	\$20,000
California Lloyds.....	13,690
Merchants' Mutual.....	10,000
Bigelow Bros.....	2,600
Falkner, Bell & Co.....	2,300
Total.....	\$48,490

Probably two-thirds of the cargo was uninsured.