

ORIGIN OF THE IRWIN AND BARTLING FAMILIES IN QUEENS COUNTY, N.S.

(Information from Miss Janet Mullins, Liverpool, March 5, 1941)

Mrs. Mercy (Irwin) Ritchie and her unmarried sister Martha were children of the late George Irwin, the last male of that surname in Liverpool.

I called on Mrs. Ritchie for the family history:-

James Irwin, a book-keeper in London, England, while going to or from his office, was seized by a press gang and placed on board a man-of-war, and the first port at which they arrived was New York. He fought at Bunker Hill, White Plains, and in other engagements. At the close of the war he was given a grant of land at Shelburne N.S. In the old country he had been engaged to Kate Dwyer. Before leaving the U.S.A. he sent ~~for~~ for her to join him in New York, where they were married. This James Irwin was Mrs. Ritchie's great-grandfather. Kate Dwyer had a brother, a general in the British army in America.

James and his wife Kate came to Shelburne, where their children, William, George, James Jr., Elizabeth, Kate, Grace, and Mary, were born. From Shelburne the family moved to Liverpool, or rather to West Black Point, to a property adjoining Gull Islands that in after years was sold to a Hicks, an uncle of Brenton Smith.

Mr. Irwin became a sea captain sailing out of Liverpool. Mrs. Irwin was well educated and taught her children at home. Her husband died, and she took her children (except the oldest, William) to Halifax, where one of her brothers was living. Her son William was apprenticed to Nathan Randall, a well known shipbuilder of Liverpool. Her two other sons, George and James, when adults went from Halifax to New York. Elizabeth and Kate married in Halifax. Grace married a Mr. Langford.

Mary married Christopher Bartling, a young man in the tea business in Halifax.

Mary and Christopher both died of an epidemic of fever, leaving one son,

James C. Bartling.

One of the child's aunts took the child, but her husband was opposed to her wish to have him in the family, and a Miss McClearn went to Halifax, adopted the boy, and brought him up in <sup>Port</sup> Mouton. He became a captain and owner of a vessel at Port Mouton, moved to Liverpool, where he was known as Captain James C. Bartling, the father of Tom Bartling and grandfather of Jim.

(Note by THR:- John P. Martin's history of Dartmouth N.S. states that Christian Bartling, a Dane, was a settler at Dartmouth in 1750, and he died there in 1792. In 1807 a Christian Bartling (probably son of the above) drowned in Halifax harbour. His widow died at Dartmouth in 1838 at the age of 82. This Danish name is so unusual in Nova Scotia that I think the abovementioned "Christopher Bartling, a young man in the tea business at Halifax" was probably the Christian Bartling who was drowned at Halifax in 1807.)

After ~~leaving~~ learning the shipbuilding trade William Irwin went to sea and rose to be captain. He married first Jane Hunt, whose father lived near Shipyard Point. William lived on Union Street. The two children of this marriage were Joseph, who married Mary Harrington of Brooklyn, had a family of four, and moved to Wisconsin; and Mary who married Hugh Fraser Houston and moved to New Zealand.

William's second wife was the widow Mercy Chadsey, a sister of Colonel Joseph Freeman. Children of this marriage:- Jane who died at age of 36; Catherine who died aged 16; Hetty who married John Leightizer; and George, who married Annie Smith, daughter of Robert of Black Point. (This Robert Smith was a descendant of Stephen Hopkins of the Mayflower.) Captain William Irwin moved from Union Street to West Black Point, and after his death his son George, who married Annie Smith, moved to the Irwin farm. Their children were Mary, Sophia and Martha, who are dead, and Mercy (Mrs. Colin Ritchie) who celebrated her 87th birthday on Feb. 20, 1941. She had two children, Charles, (killed in the Great War in 1917) and Annie (Mrs. Roland Fraser) who died in 1927.

The Irwin tombstones are in the old town cemetery, Liverpool.

P.A.N.S. N<sup>o</sup> 4 shows that a James Irwin got a grant of 100 acres at "Shelburne Harbour E." in 1784. In 1786 he got a grant of 200 acres on the Shelburne - Annapolis road, which was merely a path in the forest. - J.H.R.