



MEMORIAL UNIVERSITY OF NEWFOUNDLAND

St. John's, Newfoundland, Canada

Department of History
Maritime History Group

Telex: 016-4101
Tel. (709) 737-8428

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May 27, 1983

Mr. Ernest C. Reid,
1425 Ghent Ave.,
Burlington, Ontario,
L7S 1X5

Dear Mr. Reid,

Thank you for your letter regarding the Reid family of Heart's Delight.

I think we have had some success with the object of your search as stated in your letter. We have searched all of our Reid (Read, Reed) name files and found only one family who used the christian name 'Stephen.' This was John and Mary Reed of Dawlish, Devon, who in 1788, had their young son Stephen baptised. Her family name was Philips (or Phillips as it was sometimes spelt then). She and John Reed had previously had been married in Dawlish in 1778.

Stephen's baptismal date would suggest he was old enough to have married your great great grandmother Elizabeth. Our records indicate he was a mariner-fisherman.

(1816) 14th May - 14 June (1817) Stephen of Dawlish on the "Mayflower," owned by James Cook, a Newfoundland Ship

(1817) 25th Feb. - 31st Dec., Stephen of Dawlish again on the "Mayflower."

(1818) 5th May - 20th Oct., Stephen of Dawlish on "Reward," owned by William Turner.

Stephen Reid seems to have settled into the Trinity Bay fishery after that time, as your records indicate, a resident of Heart's Delight.

Our Sooley records indicate a high degree of probability that Elizabeth (your great great grandmother) was a Sooley, the daughter of Thomas and Sarah Sooley of Trinity, T.B. Thomas and Sarah were married about 1770 and had at least three sons, John born 1772, William born 1780, and Jasper, born 1782, All were baptised in 1793. Jasper was an unusual christian name here. Stephen and Elizabeth Reid probably named their son after her brother. We have no birth record for Elizabeth. Elizabeth's mother, Sarah, was probably a Pinhorn. Both families were present at Trinity in

the late 18th, early 19th centuries. Benjamin Pinhorn was head of a family at Trinity as early as 1753. He had three wives, all of them died. The third, Elizabeth, was buried 7th Nov., 1782. He had three known sons; John, Joseph, and Benjamin, Jr. Joseph owned two houses in Trinity and also leased a fishing room from a Thomas Street. Joseph was appointed constable of Trinity for a year (1786). The Pinhorns were relatives of Sarah Sooley through her mother's side.

There were Reads from a number of Devon communities; Dartmouth, Topsham, Marychurch, Brixham, Teignmouth, Ashcombe, Staverton and Coffinswell. Others came from Dorset; Lytchet Minster, Wimborne, Poole, and Sturminster Newton, as well as Hampshire. The Sooleys were fewer in number, but they were nonetheless firmly established in Trinity Bay. There were some Sooleys from Devon (Dartmouth area) and a suggestion of an Anglo-Irish connection. Our records indicate the Pinhorns came primarily from Dorset.

The origins of the other Reads you have provided from the 1800-01 census are as follows:

James Read (Hant's Hr.): He was most likely from Dorset, or possibly Ringwood, Hampshire.

Moses Read (Green Hr.): Most probably from Devon but we are unable to determine a particular community. He had relatives in Bareneed, Conception Bay. Not likely a family connection with Stephen Reid.

~~Thomas Read (Trinity): from Poole, Dorset. By the 1790's he was Trinity agent for Benjamin Lester, a prominent Poole- Newfoundland merchant.~~

William Read (Old Perlican): Our records indicate a William and Joan Reed in Old Perlican with a son John (1813). There was also (another) William Read in New Perlican, married with one daughter, no boats. He was the owner/occupier of a house there.

I am enclosing an invoice to cover the following charges-

4 hours of research at \$15.00 per hour	= 60.00
Amount received	= 50.00
Balance owing	= \$10.00

We hope this information will be helpful to you in your research.

Yours sincerely,

Keith Matthews,
Chairman,
MARITIME HISTORY

KK/vk

REID FAMILY

OF the many who have entered into the business and social life of Newfoundland, whose names are worthy of being enshrined in the public mind, for their services to the country, none are more deserving of such honour and gratitude than the gentlemen who to-day are the principals of the Reid Newfoundland Company, and with whom must be associated the names of a revered and respected father, the late Sir Robert G. Reid, and worthy brother, the late Sir Wm. D. Reid. The author alludes to the brothers now with us, Mr. Harry Duff Reid and Mr. Robert Gillespie Reid. These gentlemen are respectively President



LATE SIR ROBERT G. REID

and Vice-President of the Reid Newfoundland Coy., whose offices and business interests centre in the handsome building on Duckworth St., St. John's, erected by the Company in 1923, and which is an ornament to that portion of the city.

The advent to this Dominion of the late Sir Robert G. Reid was one of the most momentous events, possibly, in its history; for it inaugurated a progressive era, a distinct advance in the status of the country, and, as the result of his scientific and constructive genius, ended the insularity of former years, and brought Newfoundland into closer touch with the Motherland, the other great Dominions of the Empire, and the powerful Republic of the Western Hemisphere; and

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largely contributed to the well-being of the country. The building of the trans-insular railway line in Newfoundland was a paramount feature in this gentleman's activities, and in itself marked the commencement of a new and far-reaching industrial epoch, from which and mainly as the result of which, can be seen emerging other and ever-increasing sources of labour-giving and wealth-producing enterprises, and the country at present but dimly realizes the immense future possibilities. The brothers Reid to whom reference is made above, are in the country to continue, enlarge upon, and thoroughly develop, the great ideas entertained by their lamented father. The history of the Reid Nfld. Coy., founded some 25 years ago, has been in a measure,



LATE SIR W. D. REID



H. D. REID, ESQ.

closely identified with the history of Newfoundland in its commerce and industries, which, despite occasional, unforeseen and mostly inevitable set-backs, have been progressive and expansive, and give promise of continuity in these directions. Generally speaking, harshness bordering on cruelty, and the utter absence of humaneness, are rightly or wrongly, regarded as being attributes of great corporations, but the directly opposite has always, happily, been the most prominent feature in the lives of the gentlemen, who have in the past comprised, or who at present comprise, the Reid Nfld. Coy. No patriotic movement, no worthy religious or social cause, but they have contributed to with princely generosity; nor have the cry of the wretched, the unfortunate or distressed, ever been heard but to be most liberally answered by

them. No employee or ever allowed (with his devices might have been these gentlemen will never these assertions, we know have served under these stances, have had to sever would gladly serve them

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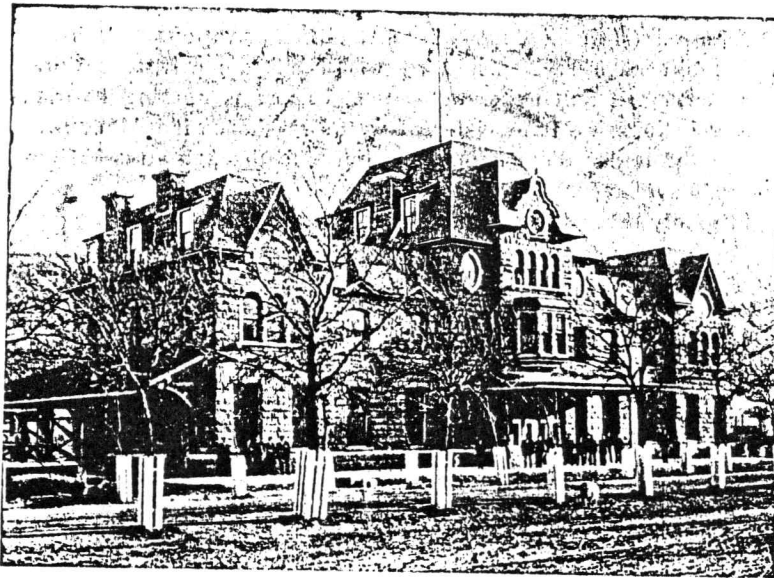
them. No employee or official, no matter what his delinquency, was ever allowed (with his dependants) to suffer privation, though his services might have been dispensed with; and the private charities of these gentlemen will never be known. There is nothing fictitious in these assertions, we know whereof we affirm, hence it is, that few who have served under these gentlemen, but who through stress of circumstances, have had to sever the relationship, but, if it were possible, would gladly serve them again. Such eulogies are not sought by these



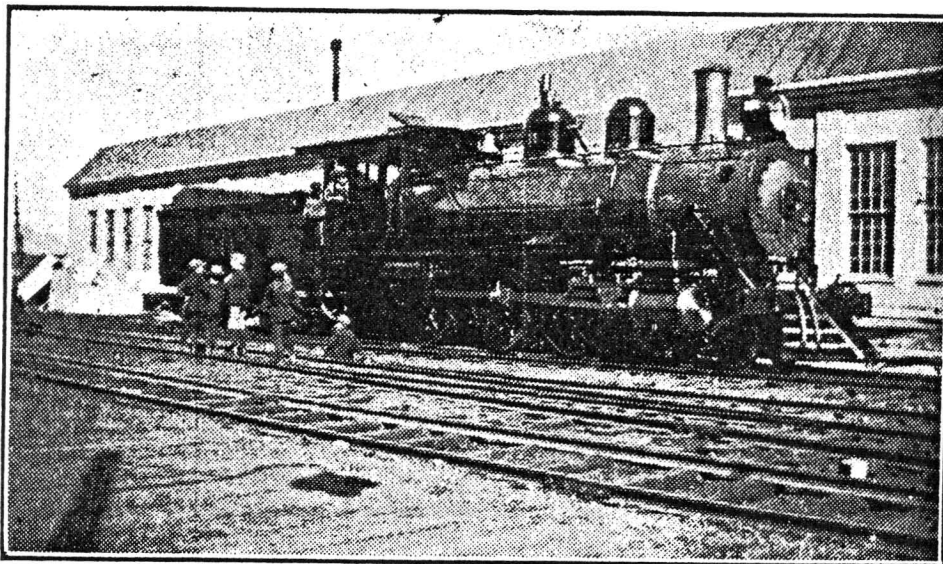
LIEUT. BRUCE, SON OF LATE SIR W. D. REID
 (Killed in Action, July 1, 1916)

gentlemen, nay, more, we are aware, are abhorrent; but their truth is a justification for their publication, and a vindication of gentlemen who sometimes have been misunderstood, and not infrequently maligned, in an especial manner by political opponents. Mr. R. G. Reid has had a career in most respects corresponding with that of his brother, Mr. Harry D. Reid, the President of the Company, and the limitations of space in this short and more or less perfunctory work, admit but of a reference to the life work of the latter.

Mr. H. D. Reid was born at New South Wales, Australia, on



RAILWAY STATION, ST. JOHN'S, N.F.



FIRST ENGINE BUILT IN NEWFOUNDLAND

January 29th, 1869, and was sent to his parents to Canada in 1873, and had spent three years with his father and assisted in the building of the Canadian Dominion, in which Mr. Reid, also figured. His firm was founded, first the Hall's Bay road across country to St. John's, completed in 1897. The Reid Newfoundland and from its inception Mr. Reid was in its direction. He became Vice-President after the death of his father, which he had been Director, Secretary and was elected President of the Association which he still fills with his influence in social and society circles in St. John's in all sporting and athletic events. He was a member of the Society of Newfoundland and Labrador in Great Britain and Canada.

HON. JOHN J. MURPHY

HON. JOHN JAMES MURPHY, a Modernizer of Telephone in Newfoundland. His grandfather, John James Murphy, came from Catalina in the early part of the century, to Snelgrove, of English parentage, who had an extensive fishery business. He died about seventy years ago.

His son, Captain James Murphy, was appointed as agent at Catalina by the old and well known firm of Reid & Co. at Harbor Grace, Nfld. He was a seaman, a vessel, the brig "Medora," frigate, a privateer, a killer in both sail and steam, and a U.S.S. "Mastiff."

Hon. John J. Murphy went to school in the brig "Medora" from Catalina. He went to school at Harbor Grace, then to St. John's, thence to T. Ridley & Co. at Catalina for one year and then to Reid & Co.'s large premises (which he entered at the age of nineteen years). As agent, he sold the premises, and carried on his business at Gambo, Bonaville



January 29th, 1869, and was educated in Ontario. He came with his parents to Canada in 1873, and arrived in Newfoundland in 1890. He had spent three years with his father, farming in Northern Minnesota, and assisted in the building of railways in Cape Breton and other parts of the Canadian Dominion, in which his brother, the late Sir W. D. Reid, also figured. His firm began and brought to a finish in Newfoundland, first the Hall's Bay line of railway and then the extension of the road across country to Port aux Basques, the whole being completed in 1897. The Reid Newfoundland Company was formed in 1901 and from its inception Mr. Reid took an active and prominent part in its direction. He became Vice-President and Treasurer of the Company after the death of his father, Sir R. G. Reid, and previous to this he had been Director, Secretary and Assistant General Manager. He was elected President of the Company on December 20th, 1917, a position which he still fills with tact and ability. Mr. Reid is prominent in social and society circles in Newfoundland and takes a deep interest in all sporting and athletic events. He is President of the St. Andrew's Society of Newfoundland and is a member of various important Clubs in Great Britain and Canada.