

# **George Black — Early Pioneer Settler on the Coquitlam River**

Researched and written by Ralph Drew, Belcarra, BC, December 2018.

The 'Colony of British Columbia' was proclaimed at Fort Langley on November 19<sup>th</sup>, 1858. In early 1859, Colonel Richard Clement Moody, RE, selected the site for the capital of the colony on the north side of the Fraser River where the river branches. The Royal Engineers established their camp at 'Sapperton' and proceeded to layout the future townsite of 'Queensborough' (later 'New Westminster'). On July 17<sup>th</sup>, 1860, 'New Westminster' incorporated to become the first municipality in Western Canada.

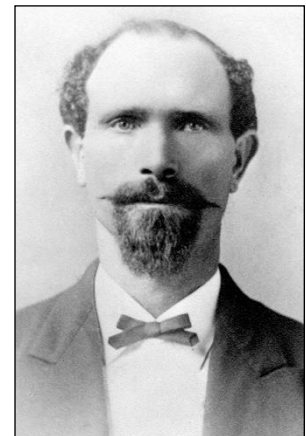
During the winter of 1858–59, the Fraser River froze over for several months and Colonel Moody realized his position when neither supply boat nor gun-boat could come to his aid in case of an attack. As a consequence, Colonel Moody built a "road" to Burrard Inlet in the summer of 1859 as a military expediency, in order that ships might be accessible via salt water. The "road" was initially just a pack trail that was built due north from 'Sapperton' in a straight line to Burrard Inlet. In 1861, the pack trail was upgraded to a wagon road — known today as 'North Road'. <sup>(1)</sup> The 'Pitt River Road' from New Westminster to 'Pitt River Meadows' was completed in June 1862. <sup>(2)</sup>

In the summer of 1859, <sup>(3)(4)</sup> the first European family to settle in the Coquitlam area arrived on the schooner 'Rob Roy' on the west side of the Pitt River to the area known as 'Pitt River Meadows' (today 'Port Coquitlam') — Alexander McLean (1809–1889), his wife (Jane), and their two small boys: Alexander (1851–1932) and Donald (1856–1930). <sup>(5)</sup> The McLean family cleared the land, built a log home, and raised milk cows on their 160-acre property (District Lot 231, Group 1, NWD) which McLean pre-empted in 1860. <sup>(6)</sup> In the spring of 1860, Governor James Douglas made a brief stop at the McLean dairy farm and left this description of the area:

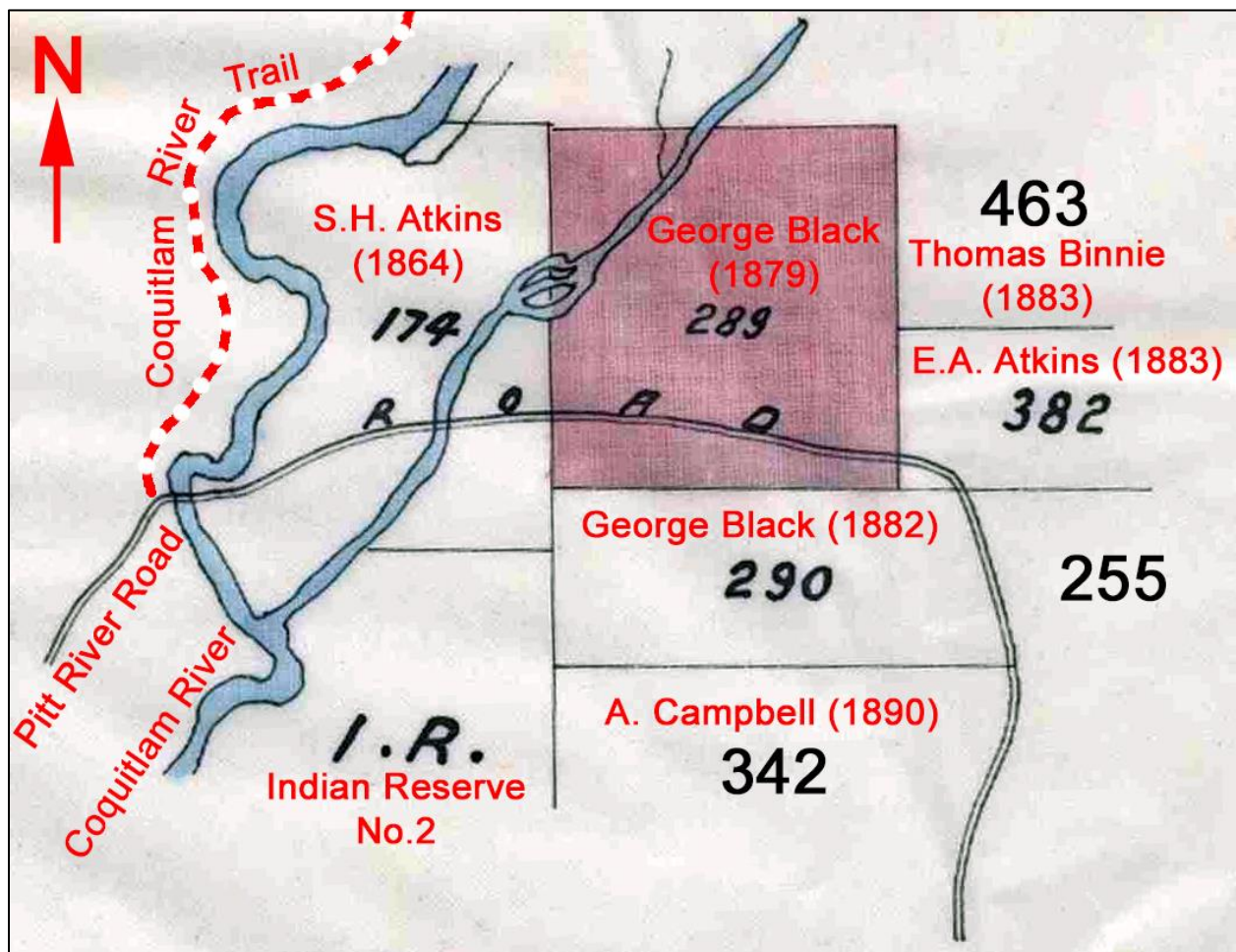
"The banks of the Pitt River are exceedingly beautiful; extensive meadows sweep gracefully from the very edge of the river towards the distant line of forest and mountain. The rich alluvial soil produces a thick growth of grass, interspersed with Michaelmas daisy, the wild rose, and scattered groups of willows." — Governor James Douglas <sup>(7)</sup>

In January 1860, <sup>(8)(9)</sup> Stephen Hastings Atkins (1793–1870) pre-empted 160 acres that included the south end of the island on the east side of the main channel of the Coquitlam River immediately adjacent to the future Coquitlam Indian Reserve No. 2 (District Lot 174, Group 1, NWD). In February 1860, S. H. Atkins and his three sons sailed up the Coquitlam River in a boat they had built themselves, landed and built a house. <sup>(10)</sup>

In addition to the McLean and Atkins families, the only other (known) European settler living in the area of the Coquitlam River in 1864 was George Black (1831–1896), a "gentleman gambler" who may have earned his "gambler" title because of horse racing. <sup>(11)</sup> George Black pre-empted DL 289 (167 acres) located on 'Pitt River Road' on the east side of the Coquitlam River (south of the future CPR railway right-of-way) and also pre-empted DL 290 (97 acres) immediately south of DL 289.



**George Black**  
(CVA Port P736)



Source: Crown Grant Map for District Lot 289.

Map annotated by Ralph Drew.

**1882 map showing Crown Grants to S.H. Atkins (1864), E.A. Atkins (1883), George Black (1879 & 1882), Thomas Binnie (1883), and A. Campbell (1890)**  
**— Note: The year each Crown Grant was registered is shown in brackets.**

District Lot 289 appears to be a consolidation of two pre-emptions recorded by George Black and Philip Parsons (Pre-emption Record 332, dated April 17<sup>th</sup>, 1862) which both fell into the possession of George Black. The land was referred to as being Black's in the pre-emption record of Stephen Hastings Atkins (DL 174), dated April 26<sup>th</sup>, 1864.<sup>(12)</sup> District Lot 174, originally pre-empted by Stephen Atkins in 1860, was subsequently purchased from the Crown by George Black in 1879. District Lot 289 (Crown Grant #2105) was registered to Black on July 30<sup>th</sup>, 1879. District Lot 290 (Crown Grant #2414) was also purchased from the Crown in 1879 and registered to Black on April 1<sup>st</sup>, 1882.

George Black was born in Aberdeen, Scotland, in 1831<sup>(13)</sup> and emigrated to California where he had spent some years working as an engineer supervising the construction of roads, canals and other civil works.<sup>(14)(15)(16)</sup>

On arriving in the new 'Colony of British Columbia' in 1859, George Black went to the Cariboo during the gold rush where he spent several years, afterwards living in New Westminster,<sup>(14)</sup> but he appears to also have been back in California as he sent a letter from San Francisco dated May 16<sup>th</sup>, 1865, to Joseph Trutch, Chief Commissioner of Lands and Works, offering his services to the 'Colony of British Columbia' as an engineer:

"I was for years engaged on the rails and other works in Scotland and 3½ years as assistant engineer on a division of the 'Oxford and Worcester Railway'." – George Black <sup>(16)</sup>

In a pre-emption record dated November 4<sup>th</sup>, 1867, George Black is recorded as making application for DL 412 (160 acres) "on the north bank of the Fraser River, the upper stake being opposite the head of 'Lone Tree Island', the claim running down stream 33 chains and back 49." <sup>(12)</sup> In a letter dated at New Westminster on October 30<sup>th</sup>, 1867, sent to Joseph Trutch, Chief Commissioner of Lands and Works, George Black applied for a five-year grazing lease under the 'Land Ordinance Act' of 1865:

"...on the islands of the Frazer River [*sic.*] (in the New Westminster District) immediately below the island commonly known as 'Lone Tree Island' and which is situated about twelve miles above Langley ['Matsqui Island'] ... I propose to remove a number of my cattle to that locality". – George Black <sup>(16)</sup>

These latter events tell us that in 1867 George Black was living in British Columbia, raising cattle, and most likely ranching along the Coquitlam River on Pitt River Road. Black's application for a grazing lease was approved; however, in a letter dated November 18<sup>th</sup>, 1868, Black relinquished his grazing lease stating that the rent was too high. <sup>(16)</sup>

In a letter dated August 14<sup>th</sup>, 1869, sent to Joseph Trutch, Chief Commissioner of Lands and Works, George Black made application to purchase Lot 26 in the 'Hastings Townsite'. The lot was situated on Burrard Inlet and had a creek. In the letter Black stated "I was absent at the time the lots were put up at Public Auction" (on July 10<sup>th</sup>, 1869) and also stated that "I want the lot for the purpose of carrying-on the business of a butcher". <sup>(16)</sup>

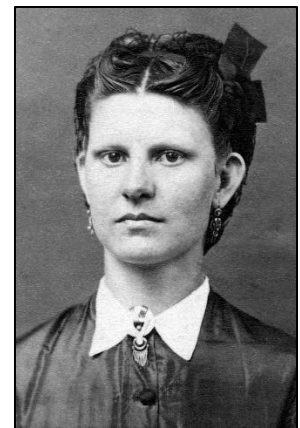
In a letter dated May 5<sup>th</sup>, 1870, sent to Joseph Trutch, Chief Commissioner of Lands and Works, George Black and seven other land owners on Pitt River Road wrote regarding "the necessity of some repairs being made to the bridge on the road".

On March 10<sup>th</sup>, 1870, the 'Granville Townsite', which had been surveyed in February of that year, was officially approved and named by the colonial government. The townsite was named after the colonial secretary at the time, Granville George Leveson-Gower — Earl Granville (1815–1891) — but the residents referred to it as 'Gastown' after 'Gassy Jack'. The borders of the townsite were Carrall, Cambie, Hastings and Water streets.

In 1871, George Black (1831–1896) married Juanita Minard (1852–1923), daughter of Stephen Minard, at 'Umpqua Valley', Oregon. <sup>(14)</sup> George and Juanita had two daughters: Maud (1870–1883) and May (b.1872).

In 1872, George Black settled at 'Hastings' (Lot 26) where he began his butchering business. Although Black initially started his butchering business at 'Hastings', he subsequently decided to move the business to 'Granville':

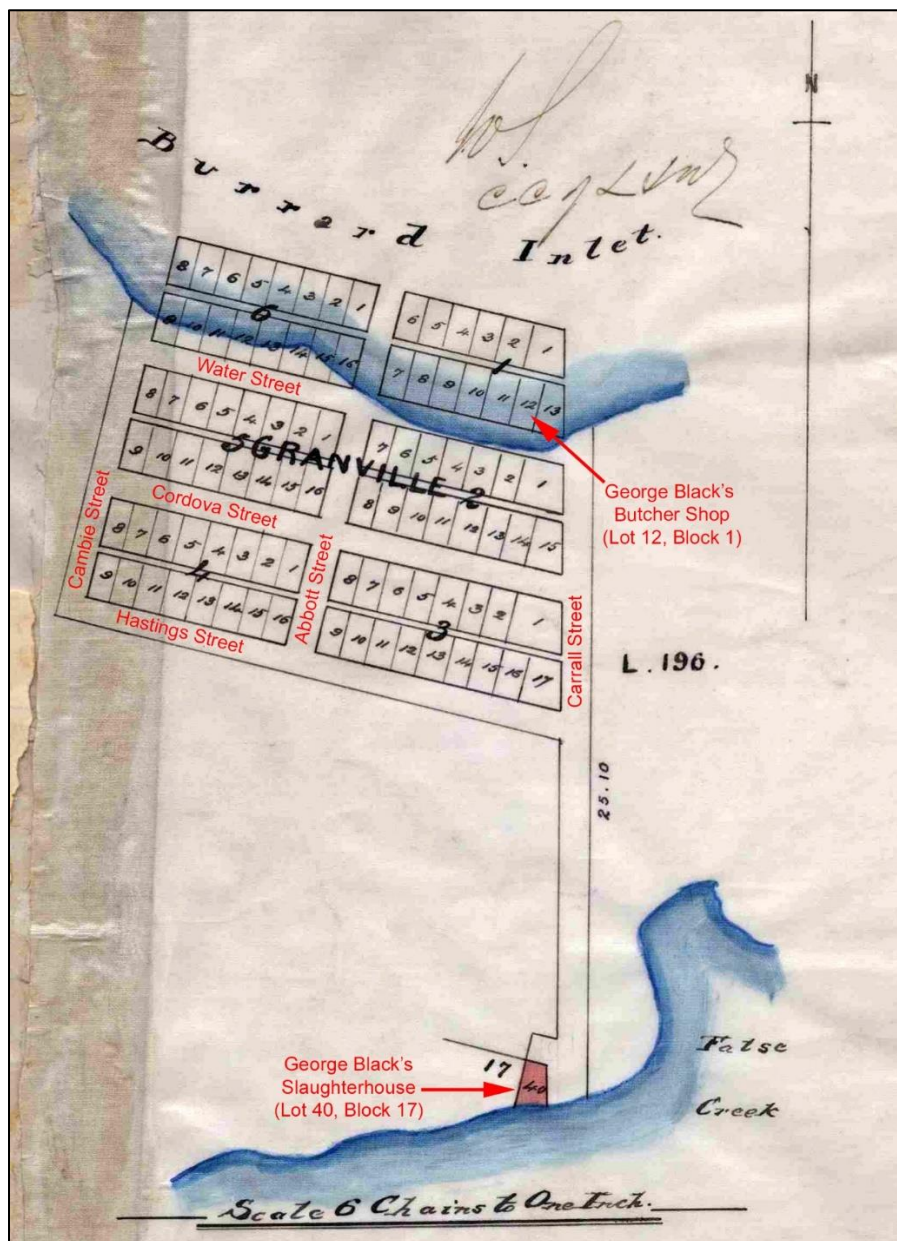
"George Black was killing his cattle at 'Hastings', then one day [1875] he said to me, 'I think we'll move it to 'Gastown', and he built his slaughter house on False Creek [Lot 40, Block 17] ... and for six months we packed the meat out on our backs to Westminster Road [today 'Main Street'], hauled it to his butcher shop on the shore of Water Street and took it by boat, twice a week, first to 'Hastings', then on to 'Moodyville' and the ships [in the harbour]". – Hugh Murray <sup>(15)</sup>



**Juanita Black**  
(CVA Port P118.1)

In 1875, George Black purchased a waterfront lot (Lot 12, Block 1, Plan 168) at 'Old Granville Townsite' (OGT), <sup>(13)</sup> and built a cottage and a slaughterhouse on False Creek (Grant #1246, Lot 40, Block 17). George Black supplied meat to 'Granville Townsite', 'Hastings Townsite', 'Moodyville Mill', 'Stamp's Mill', and ships at anchor in the harbour. The road from 'Hastings' to 'Gastown' was also mostly completed in 1875. <sup>(17)</sup>

"The stock [cattle, sheep, pigs] were slaughtered at the end of Carrall Street, the south end, on False Creek, not far from where the 'Royal City Planing Mills' were afterwards. George Black had two lots there, which he afterwards sold to the 'Royal City Planing Mills' [c.1886]. George Black and his men drove the cattle over from Westminster. We got our cattle and sheep and pigs from the upper country; they were brought down the Fraser [River] by boat to New Westminster, and driven over to 'Gastown' by way of the Douglas Road, at that time the only road open between Burrard Inlet and New Westminster. George Black and his men drove the cattle over from [New] Westminster." — Arthur Langley <sup>(18)</sup>



Source: Crown Grant map for Lot 40, Block 17, Old Granville Townsite.

**1886 map showing Lot 40, Block 17, in 'Old Granville Townsite' — George Black purchased Lot 40 for his slaughterhouse in 1875.**



Royal British Columbia Museum and Archives (RBCMA A-01009).

Photograph annotated by Ralph Drew.

### **‘Granville Townsite’ on Burrard Inlet (a.k.a. ‘Gastown’), 1884.**

Buildings along the north side of ‘Water Street’ in above photograph, as identified by Major J.S. Matthews *et al.*:<sup>(19)</sup>

1. **Sunnyside Hotel (Lot 13, Block 1, Plan 168).** Built *circa* 1875-6. Part on land, most on piles over water. J.R. McInnes, proprietor, 1882-5, who added to it 1883-4; balcony both ends; water from a well; no baths; tub, jug and basin. Sewerage into inlet; oil lamps. “Dancehall” for loggers, etc., in basement; supplies by small scow — oar propelled — or boat, from ‘Hastings Mill’ store, and hauled-up through trap door.
2. **Sunnyside or Griffith Float.** Built *circa* 1878 by Griffith, lessee, Sunnyside. Here the ‘S.S. Beaver’ and tugs discharged hay, barley, oats, coal oil, groceries for loggers, surveyors. Now ‘Union Steamship’ dock.
3. **Sunnyside Addition.** Erected after 1880. Various uses including (later) liquor warehouse. One of several additions to hotel.
4. **Beach.** Vacant. Constable Jonathan Miller’s police boat, and plank.
5. **George Black’s Cottage (Lot 12, Block 1, Plan 168).** Built *circa* 1875, part on land, most on piles. Platform with drying clothes, and toilet over water. Here the “Laird of Hastings” gave fashionable evening dances; not big, but select parties.
6. **George Black’s Butcher Shop.** Part on land, most on piles. Large platform, front and side, over beach; swing arm used as derrick for hauling up and lowering down meat for ships to butcher boat; also, by children, for fun, to swing “far over” water and back. “Jericho Charlie” paddled his big canoe beneath shop, meat lowered through trap door; stovepipe chimney. Pile cordwood. On this platform Black kept, on a chain, the notorious bear. John Murray, Jr.’s bedroom window in peak. Here Tug ‘Maggie’, first ship built on Burrard Inlet, launched 1873.

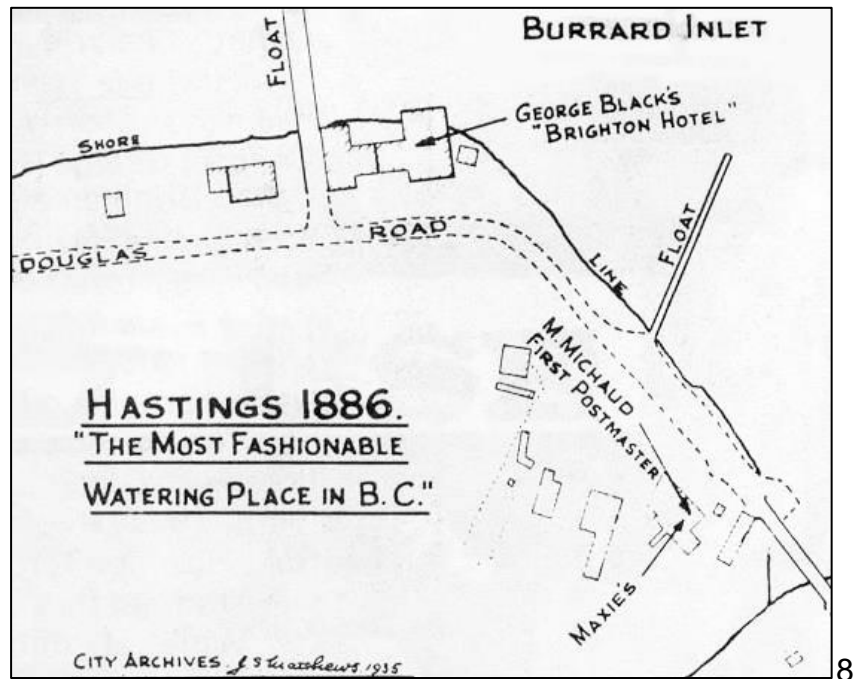




*Royal British Columbia Museum and Archives (RBCMA A-01780).*

*Photograph annotated by Ralph Drew.*

**‘Hastings Hotel’ (at left & inset) and ‘Douglas Road’ (center) in 1886 —  
Burrard Inlet’s first official post office was established at the ‘Hastings Hotel’ on July 2<sup>nd</sup>, 1869.**



Source: Major J. S. Matthews, *City of Vancouver Archives*, 1935.

### **‘Hastings Townsite’, 1886 — showing the location of George Black’s ‘Brighton Hotel’ and its adjacent dock.**

‘Hastings Townsite’ was a ‘Government Reserve’ established by Colonel Richard Clement Moody, RE, in 1863. The townsite was linked to the outside world by stagecoach along ‘Douglas Road’ to New Westminster, and by rowboat/ferry, to ‘Moodyville’ sawmill in North Vancouver and ‘Stamp’s Mill’ at ‘Granville’ (a.k.a. ‘Gastown’). The boundaries of the ‘Government Reserve’ were Boundary Road (east), Nanaimo Street (west), Burrard Inlet (north) and 29<sup>th</sup> Avenue (south).

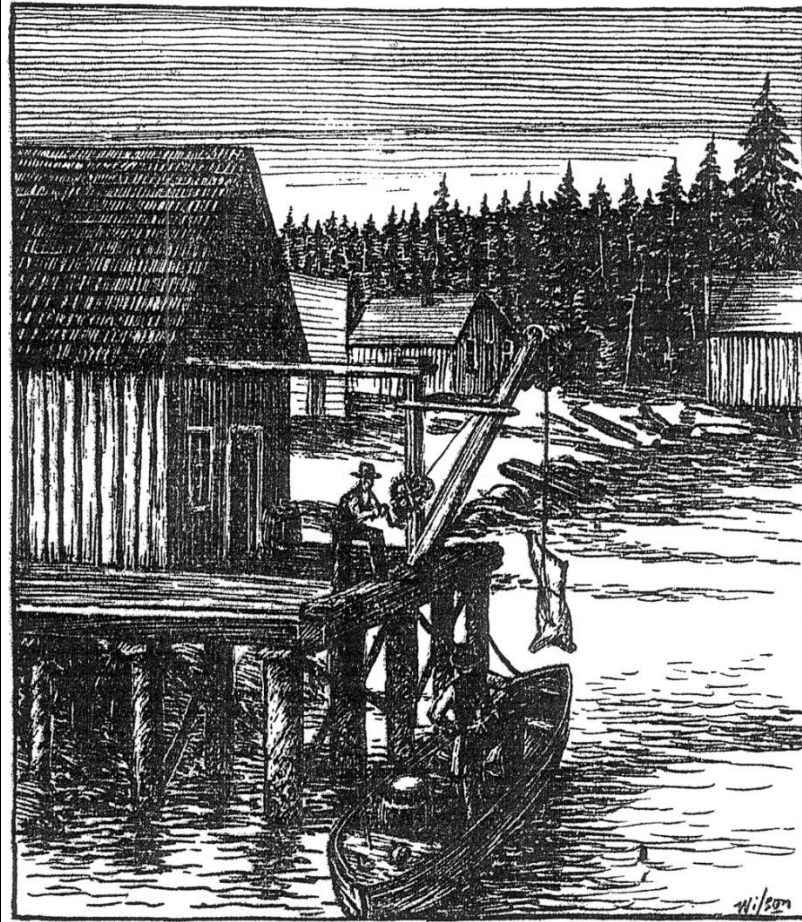
In 1865, ‘Douglas Road’ from New Westminster to Burrard Inlet was completed and Oliver Hocking built a house and bridge over the creek at the end of ‘Douglas Road’. <sup>(19)</sup> In 1868, Oliver Hocking and Fred Houston leased three acres and opened the single-level ‘Brighton Hotel’ with a substantial floating wharf on Burrard Inlet. <sup>(15)(19)</sup> Oliver Hocking was Deputy Collector of Customs at Burrard Inlet from 1866 to 1869, <sup>(20)</sup> which made it possible for ships to leave from the Burrard Inlet without having to go to New Westminster.

In March 1869, Hocking sold the first ‘Brighton Hotel’ to Maximilian Michaud (1840–1882) who changed the hotel’s name to the ‘Hastings Hotel’ and it became a popular summer resort for New Westminster residents, perhaps because Michaud advertised that he had “a good stock of liquor and cigars.” <sup>(21)</sup> The ‘Hastings Hotel’, located on Lot 2, served as the first customs, revenue, telegraph and post office on the inlet, and became known as “Road End” or “Hocking’s” or “Maxie’s” after the different hotel proprietors.

In 1872, George Black settled at ‘Hastings’ (Lots 25 & 26) where he began in his butchering business:

“George Black’s floating butcher shop used to come around; when you wanted butcher’s meat you went down to the beach and got it out of his boat; he had a boat all fixed-up with butcher’s block and everything. He had a slaughterhouse out in ‘Hastings’; afterwards he had one on False Creek, but long before that it was out at ‘Hastings’, and he used to go around the inlet, to Moodyville, Gastown, the sawmill, and to the ships.” – John Scales <sup>(21)</sup>

## The Floating Butcher Shop



George Black, the Gastown butcher, makes a moderate fortune supplying the ships that call at the Burrard Inlet mills with meat from his "floating butcher shop"—a rowboat in which a meat-cutting counter is installed. Here he is seen loading the boat from the crane which swings out over the water from the back of his Water Street store.

Source: 'The Romance of Vancouver' by Alan Morley, *Vancouver Sun*, May 13<sup>th</sup>, 1940.

### George Black and his floating Butcher Shop.

The name 'Brighton' was used colloquially prior to the name 'Hastings'. In February 1882, George Black revived and perpetuated the 'Brighton' name when he opened <sup>(22)</sup> the "fine and commodious" 'Brighton House' hotel located on Lots 19 and 20 (purchased from the government in about 1880) where 'New Brighton Park' is today. <sup>(23)(24)</sup> It was in 1882 that Black moved from 'Gastown' to his hotel at 'Hastings' where he lived in it. George Black was prominently identified with that celebrated hostelry for a number of years, and was later known as the 'Laird of Hastings'. <sup>(14)</sup>

"My wife and I came to 'Gastown' on 1<sup>st</sup> September 1882, to work in George Black's butcher shop which was over the water next door to the 'Sunnyside Hotel'. He had an ordinary row boat fitted-up, not with a butcher block, as some say, but with a meat cutting board; most of the meat had been cut up in the shop over the water on what is now Water Street. We took the meat to the 'Moodyville Mill' and the ships twice a week." – Arthur Langley <sup>(18)</sup>

“At this time, Black moved from ‘Gastown’ up to his hotel at ‘Hastings’, and lived in it and operated it. I had worked for Black, first in 1882, but left him, and returned from Salt Spring Island to work for him again on two occasions. I was at ‘Gastown’ working for him when he came to see me, and said, ‘You are married. I wish you would go up to ‘Hastings’ and take charge of the hotel; I can get a single man for the butcher shop in ‘Granville’. That was how I came to go up to ‘Hastings’. Black was away from the hotel quite a little, and I took charge in his absence, and stayed there from 1883 ... until after the first train [in 1887] ...”  
– Arthur Langley <sup>(18)</sup>

On June 16<sup>th</sup>, 1883, tragedy struck the Black family when their eldest daughter Maud Black drowned while attending her school picnic at George Black’s Ranch on the Coquitlam River. <sup>(25)(26)</sup> Some of the school girls went swimming in the river and two of them were carried beyond their depth. One of them was 13-year-old Maud who subsequently drowned. Maud was carried under by the current and was caught beneath a log in eight feet of water where she remained for an hour and a half before she could be recovered.

An advertisement in the ‘British Columbian’ dated February 15<sup>th</sup>, 1885, publicised that a cow and bull that had strayed to ‘George Black’s Ranch’. The advertisement was signed by “C.C. Cameron”, most likely the manager of the ranch.

In the latter 1880s, most likely 1886 or 1887 in anticipation of the C.P.R. railway line being extended to the ‘Granville Townsite’, George Black purchased lots 21 and 22 (\$200.00) immediately adjacent to the ‘Brighton Hotel’ and lots 10 to 13 (\$125.00) “exclusive of the Canadian Pacific Railway right-of-way” which went through the middle of the properties. Registered land titles for these purchases were granted to Black in 1889.

A newspaper article in the ‘British Columbian’ dated November 15<sup>th</sup>, 1887, promoted the suitability of ‘George Black’s Ranch’ on the Coquitlam River as being “the best place for the location of an experimental farm”. This commentary foreshadowed the subsequent creation in 1910 of ‘Colony Farm’, also located on the Coquitlam River, which became one of the most successful farms in British Columbia's history.

Another newspaper article in the ‘British Columbian’ dated August 21<sup>st</sup>, 1889, commented that: “The Telephone Company is about to construct a separate wire between Vancouver and New Westminster by way of George Black’s [Ranch] and the New Westminster Road.” [*sic*. ‘Pitt River Road’] This article indicates that the property was still owned by George Black in 1889.

George Black died on December 21<sup>st</sup>, 1896, at 65 years old. <sup>(14)</sup> He was described as a genial and popular man and an ardent Scotsman:

“George Black of ‘Hastings’ did wear kilts on many occasions; whenever he went to a party, or ball, he used to take his kilts with him. He was a splendid dancer, and he was always asked to don his kilts and dance. I cannot remember what tartan he wore, but he used to dance the sword dance. He was without swords, so he used to take two handkerchiefs and cross them. I saw him dancing many times, many places, wherever there was an entertainment, or singing; anything like that. Mr. Black wore white socks, and used to take his boots off and dance in his stocking feet — sword dance, of course — he danced beautifully. He was not very good looking, but he was an exceptionally fine figure, and well built; was tall, and when he danced, he looked as though he was on springs, he was so graceful; just perfect. When they had games or sports on the 24<sup>th</sup> May, or 1<sup>st</sup> July, he could jump so high it looked as though he was on springs.” – Alice Crakanthorp <sup>(27)</sup>

“On the western side of the Sunnyside [Hotel] was the residence of that fine old-timer, whom many Vancouverites will have a kindly remembrance of, George Black. No Scotch gathering of the early days could be complete without the presence of George, who in his younger days must have been a great athlete. When dressed-out in kilt and bonnet, he made a splendid appearance. He was an expert dancer of all Scotch reels and dances ... His factorum was a man named Robinson, who attended to the shop while George was away purchasing cattle or ‘chasing’ Scotch picnics or gatherings.” – Harold Ridley <sup>(28)</sup>

George Black’s social nature included hosting numerous balls and dances:

- Ball: “Opening free ball and supper at ‘Brighton House’, Burrard Inlet, this evening.” <sup>(29)</sup>
- Social Dance: “A social dance was given by George Black at the ‘Brighton House’, ‘Hastings’, last night.” <sup>(30)</sup>
- Ball: “Dancing began at 9 [p.m.] at the ball room of ‘Brighton House’, ‘Hastings’, of which Mr. George Black is the genial host.” <sup>(31)</sup>
- Ball: “The ball given by Mr. George Black of ‘Hastings’, last night, was one of the most enjoyable affairs ever held on the Inlet.” <sup>(32)</sup>

George Black was also an ardent sportsman who loved to race horses:

“Mr. Black had the first racehorses on Burrard Inlet; one was called ‘Sleepy Dan,’ and the other was ‘Bryan O’Lynn’. ‘Sleepy Dan’s’ eyelids drooped, looked as though he was going to sleep; horses do that. I think they both came together. They used to race at ‘Gastown’, and over at ‘New Westminster’; sometimes Mr. Black would ride, sometimes his stock riders, and Mrs. Black was a great horsewoman, too.” – Alice Crakanthorp <sup>(27)</sup>

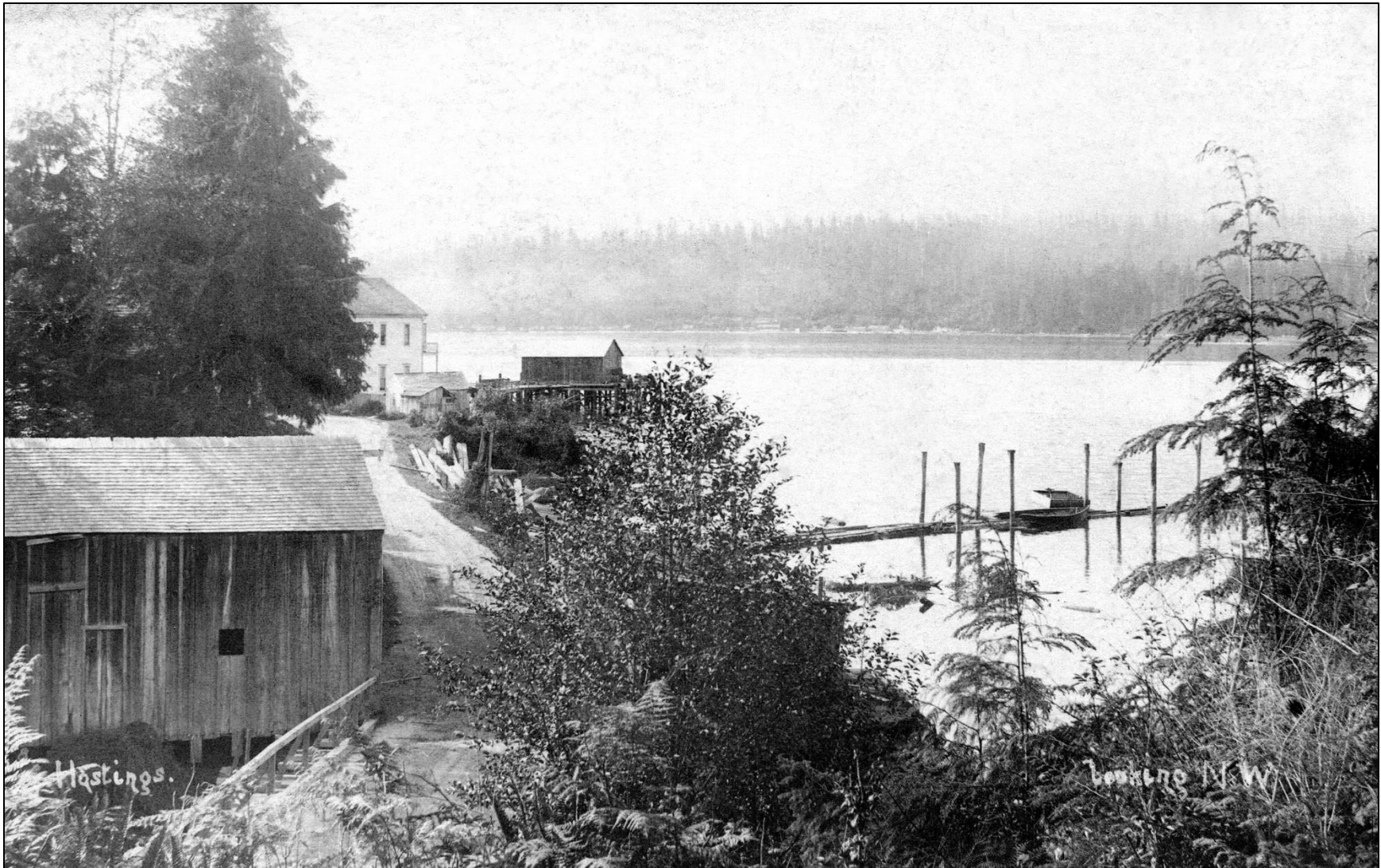
George Black’s property at ‘Hastings Townsite’ became a location for sports meets:

“The C.P.R. offices at ‘Hastings’, where I drew the bridge plans, was a two-storey house; no dances were held in it in my time. West of this house [west of ‘Brighton House’] was the recreation field. The C.P.R. used to run special trains on Saturday afternoons during 1887–1888 to the football matches held there.” – Paul Marmette <sup>(33)</sup>

Today, ‘Hastings Park’ is Vancouver’s second largest park (154 acres). The ‘Province of British Columbia’ granted the land to the ‘City of Vancouver’ in 1889 “for the use, recreation, and enjoyment of the public”. Horse racing began there in 1892, and still continues today. The ‘Vancouver Exhibition Association’ (VEA) was founded in 1907 and has operated an annual fair in Hastings Park since 1910.

George Black’s love of competitive sports also included a range of shooting activities:

- **Christmas Turkey Shoots:** “George Black, the genial ‘Laird O’ Hadtings’ announces that he will hold a grand turkey match on Saturday [December 22<sup>nd</sup>, 1888], commencing at 11 o’clock. One hundred birds will be shot for.” <sup>(34)</sup>
- **Target Shooting:** “Hastings Park – Grand Shooting Match will take place on Saturday, 23<sup>rd</sup> instant [November, 1889] at 12:00 p.m. Range, 100 yards, and battle for 100 prizes. Bus [stagecoach] will leave the corner of Carrall and Water Streets at 1:00 o’clock sharp. Further information at George Black’s, Vancouver.” <sup>(35)</sup>
- **Clay Pigeon Shooting:** “Mr. George Black, the ‘Laird of Hastings’, is making arrangements for a target and clay pigeon shooting match at ‘Hastings’ [Townsite] on New Year’s Day [January 1<sup>st</sup>, 1892].” <sup>(36)</sup>
- **Gun Club Competitions:** “The Burrard Gun Club’s first annual tournament, held at George Black’s, was a great success. Prizes to the value of \$200 were offered. The shooting was governed by Vancouver Gun Club rules. The first event was the club match, three prizes of \$30, \$20 and \$10 being given.” <sup>(37)</sup>



*City of Vancouver Archives (CVA Dist P42).*

**'Hastings Townsite' at the end of 'Douglas Road', 1886 — view looking northwest — note the 'Brighton Hotel' and dock (upper left) and the bridge over the creek (foreground).**



*City of Vancouver Archives (CVA Dist P13).*

**‘Brighton Hotel’ on Burrard Inlet in ‘Hastings Townsite’ at the end of Douglas Road, 1886  
— George Black (foreground) standing next to the horse — view looking northeast.**



Royal British Columbia Museum and Archives (RBCMA C-03829).

**George Black's 'Brighton Hotel' (center) and adjacent dock at 'Hastings Townsite', *circa* 1885.**



*City of Vancouver Archives (CVA Dist P17).*

**Swimming area on Burrard Inlet — view looking west from the ‘Brighton Hotel’ dock, 1884 — note the pile driver on the beach (center) and the numerous people swimming in the water.**



*City of Vancouver Archives (CVA LGN 552).*

**People assembled for a sport meet at George Black's property at 'Hastings Townsite', 1890 — note the top of the piledriver visible in the background (upper right of photo).**

## References:

- (1) "North Road – The Burrard Inlet Trail Company, 1859-1860", Blog: Opposite the City, March 6<sup>th</sup>, 2017, <https://oppositethecity.wordpress.com/>
- (2) "Pitt River Road – Construction Complete", The British Columbian, Saturday, June 21<sup>st</sup>, 1862.
- (3) "Pioneers Who Have Made Coquitlam", Coquitlam Star, Progress Edition, May 8<sup>th</sup>, 1912, p. 3 & 5.
- (4) Jeff Rudd, 2010, "When did the Pioneer McLean Family arrive in Port Coquitlam?", PoCo Heritage, Winter 2010, pages 3–7.
- (5) Chuck Davis, 2000, "Where the Rails Meet Rivers: The Story of Port Coquitlam", Harbour Publishing, Madera Park, BC, "The Settlers", pages 24–25.
- (6) "Alexander McLean – Oldest Living Pioneer", Major J. S. Matthews, "Early Vancouver, Vol. 2, 2011 Edition (Originally Published 1933).
- (7) Chuck Davis, 2000, "Where the Rails Meet Rivers: The Story of Port Coquitlam", Harbour Publishing, Madera Park, BC, page 30, quoting Governor Sir James Douglas.
- (8) Letter dated January 11<sup>th</sup>, 1860, from S. H. Atkins to Col. R. C. Moody, RE, Chief Commissioner of Lands and Works, Royal British Columbia Museum and Archives, Colonial Correspondence, Atkins, S.H., File GR1372.3.45b.
- (9) Letters dated April 26<sup>th</sup>, 1864, and November 12<sup>th</sup>, 1864, and sketch map from S. H. Atkins to Governor Frederick Seymour, Royal British Columbia Museum and Archives, Colonial Correspondence, Atkins, S.H. and R.H., File GR1372.3.46.
- (10) "Coquitlam Then and Now", Coquitlam Public Library, New Horizons For History Committee, City of Coquitlam, B.C.
- (11) Chuck Davis, 2000, "Where the Rails Meet Rivers: The Story of Port Coquitlam", Harbour Publishing, Madera Park, BC, "Where", page 31.
- (12) F.W. Laing, 1939, "Colonial Farm Settlers on the Mainland of British Columbia 1858–1871, with an Historical Sketch", Victoria, B.C. ([UBC Library, Special Collections, bcdocs-1.0370066](#)).
- (13) Constance Brissenden with additional research by Larry Loyie, "The History of Metropolitan Vancouver": [http://www.vancouverhistory.ca/whoswho\\_B.htm](http://www.vancouverhistory.ca/whoswho_B.htm)
- (14) "George Black Dead", Vancouver Daily World, Monday, December 21<sup>st</sup>, 1896, page 5.
- (15) Major J. S. Matthews, City of Vancouver Archives, "Conversation with Hugh Murray, December 31<sup>st</sup>, 1933", Early Vancouver, Vol. 3, 2011 Edition (Originally Published 1935).
- (16) Letters dated 16<sup>th</sup> May 1865, 30<sup>th</sup> October 1867, 18<sup>th</sup> November 1869, and 14<sup>th</sup> August 1869, from George Black to Joseph Trutch, Chief Commissioner of Lands and Works, Colonial Correspondence, 1865-1870, Royal British Columbia Museum and Archives, File GR1372.19.155b.
- (17) Major J. S. Matthews, City of Vancouver Archives, "Conversation with John Murray, July 12<sup>th</sup>, 1934", Early Vancouver, Vol. 3, 2011 Edition (Originally Published 1935).
- (18) Major J. S. Matthews, City of Vancouver Archives, "Conversation with Arthur Austin Langley, February 20<sup>th</sup>, 1936", Early Vancouver, Vol. 5, 2011 Edition (Originally Published 1945), page 7.
- (19) Royal British Columbia Museum and Archives, Colonial Correspondence, Oliver M. Hocking, File GR1372.70.771.
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- (30) "Social Dance", British Columbian, Sunday, August 27<sup>th</sup>, 1882.
- (31) "Ball At Brighton House", British Columbian, Saturday, November 27<sup>th</sup>, 1886.
- (32) "The Hastings Ball", British Columbian, Saturday, December 24<sup>th</sup>, 1887.
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- (35) "Hastings Park Grand Shooting Match", Vancouver Daily World, Saturday, November 23<sup>rd</sup>, 1889, page 1.
- (36) "Clay Pigeon Shooting", British Columbian, December 31<sup>st</sup>, 1891.
- (37) "The Day At Hastings", British Columbian, November 13<sup>th</sup>, 1892.