

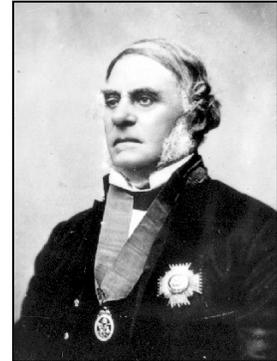
Early Trail Building in the New Colony of British Columbia — John Hall's Building of the Coquitlam River and Port Moody Trails

Researched and written by Ralph Drew, Belcarra, BC, June 2010; updated Dec 2012 and Dec 2013.

A recent “find” of colonial correspondence in the British Columbia Archives tells a story about the construction of the Coquitlam River and Port Moody Trails between 1862 and 1864 by pioneer settler John Hall. (In 1870 Hall pre-empted 160 acres of Crown Land on Indian Arm and became Belcarra's first European settler.) The correspondence involves a veritable “who's who” of people in the administration in the young ‘Colony of British Columbia’. This historic account serves to highlight one of the many challenges faced by our pioneers during the period of colonial settlement in British Columbia.

Sir James Douglas

When the Fraser River Gold Rush began in the spring of 1858, there were only about 250 to 300 Europeans living in the Fraser Valley. The gold rush brought on the order of 30,000 miners flocking to the area in the quest for riches, many of whom came north from the California gold fields. As a result, the British Colonial office declared a new Crown colony on the mainland called ‘British Columbia’ and appointed Sir James Douglas as the first Governor. ⁽¹⁾ The colony was first proclaimed at Fort Langley on 19th November, 1858, but in early 1859 the capital was moved to the planned settlement called ‘New Westminster’, strategically located on the northern banks of the Fraser River.



Sir James Douglas
(BCA A-01229)

Colonel Moody

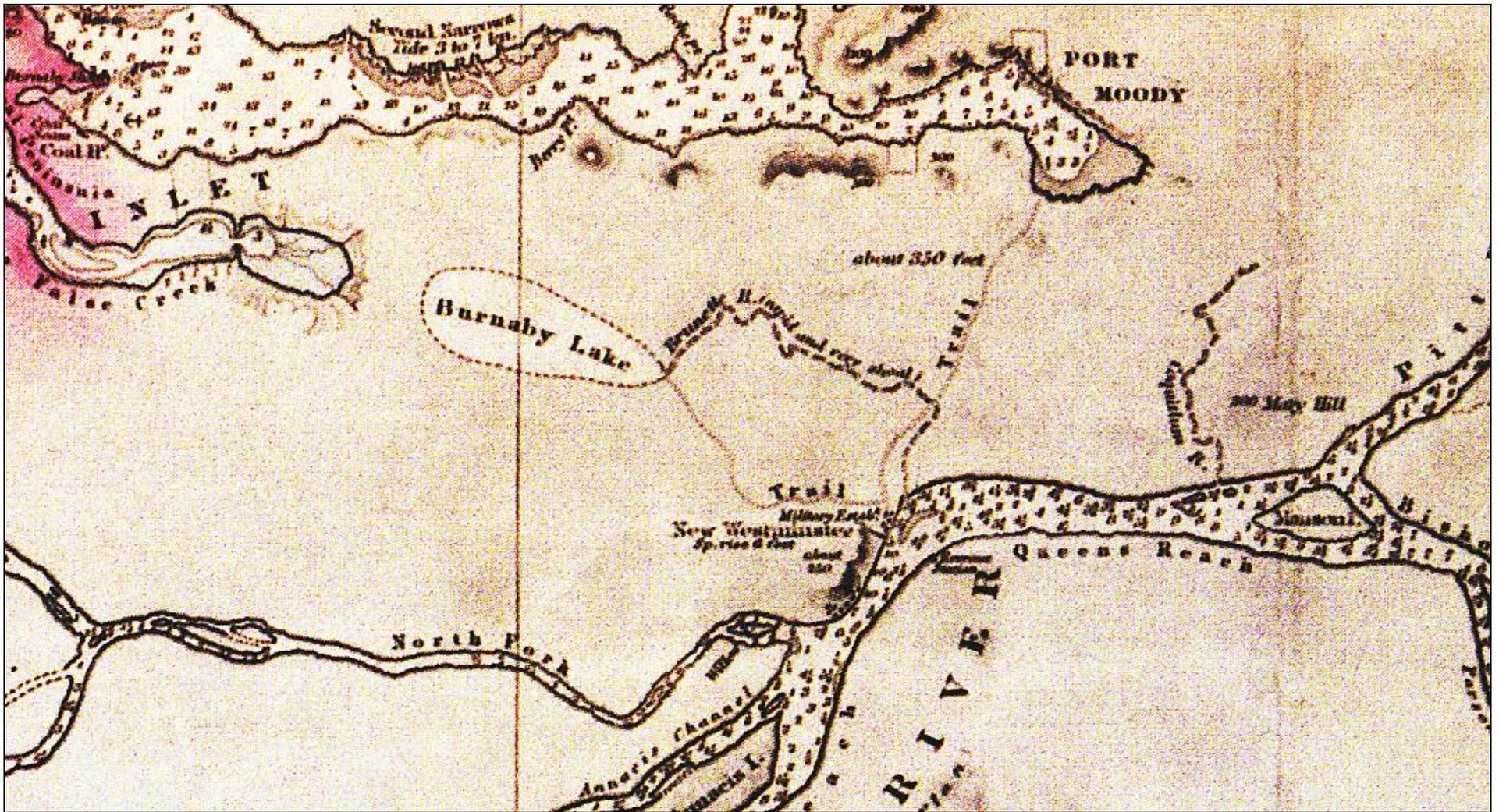
Colonel Richard Clement Moody, RE, is the most important figure in the Lower Mainland's early history. ⁽²⁾ He selected the routes for the first roads, the sites for the first military reserves, and the location of the first city. Moody was alarmed by Fort Langley's strategically poor location on the south side of the Fraser River, with its “back” to the Americans. Calling on the advice of his officers he picked a more suitable site a little farther to the west and on the north bank. Called ‘Queensborough’ at first, in tribute to Queen Victoria, it would become ‘New Westminster’, the capital of the new ‘Colony of British Columbia’.



Col. R. C. Moody
(BCA A-01722)

North Road

Colonel Moody worried that an invading American army could blockade the Fraser River and cut-off supplies to New Westminster. To prevent this, Colonel Moody had a military trail built in early 1859 from the Royal Engineers' Camp (Sapperton) at New Westminster, extending northward to ice-free Burrard Inlet. A British Admiralty Chart (No. 1922), drawn by Captain George Henry Richard's in 1859, shows a trail from the Royal Engineers' Camp to the head of Burrard Inlet. This very early route antedated the ‘North Road’, but was soon superseded by it and fell quickly into disuse. ⁽³⁾ In 1859 Moody also had a pack trail built through the forest from New Westminster “due north” to Burrard Inlet ⁽⁴⁾ — the first “road” built in the new Colony of British Columbia. (This trail also served as a north-south ‘base line’ survey from which subsequent land surveys were referenced by the Royal Engineers.) In 1861 the pack trail was upgraded to a wagon road and renamed ‘North Road’. Today, North Road is the boundary between Burnaby and Coquitlam.



Source: Derek Hayes, *Historical Atlas of Vancouver*, 2005, Map 53, page 31.

Portion of Captain George Richard's 1859 chart showing New Westminster and the military trail to Port Moody (Note that North Road between New Westminster and Burrard Inlet is not shown as it was not yet constructed.)



British Columbia Archives (BCA B-03616)

New Westminster, *circa* 1859 — Note the corduroy road in the foreground.



British Columbia Archives (BCA A-01670)

New Westminster, 1861.

John Hall



John Hall (1819–1889) was born around 1819 ⁽⁵⁾ in Lisburn, County Antrim, Northern Ireland, ⁽¹⁸⁾ and was in New Westminster during the time of Colonel R. C. Moody. John Hall's older brother, Valentine Hall, was also one of the early pioneers of British Columbia. The brothers emigrated to Canada West (Ontario) with their parents while youths, and when that part of Canada was still a comparative wilderness. The gold discoveries on the Fraser River induced the brothers to emigrate to the new Colony of British Columbia in 1859. ⁽⁶⁾



Valentine Hall (1817–1866), a resident of Oxford County (Ontario) for many years, was elected to the first Council for the town of Woodstock in 1851. ⁽⁷⁾ Valentine was also the Clerk for Oxford County from 1858 to 1859 ⁽⁸⁾ prior to leaving for the Fraser River Gold Rush in 1859. When the City of New Westminster incorporated on the 17th July 1860, Valentine Hall became New Westminster's first City Clerk and Postmaster. 'Hall Street' in New Westminster, which appeared from 1859 to 1863, was named after Valentine Hall. ⁽⁹⁾ Although a resident of New Westminster for only six years before his death in 1866, Valentine was closely identified with all the political, social and benevolent reforms and movements of the time. His rare abilities as a Notary Public established for himself a large business, and his name was identified with the rise and progress of more than one public institution in New Westminster. ⁽⁶⁾

In the early 1860s, John Hall did a considerable amount of work for the newly incorporated City of New Westminster such as clearing and repairing the dirt roads. ⁽¹⁰⁾ John Hall also did a lot of exploring for Colonel Moody ⁽¹¹⁾ ⁽¹²⁾ and others ⁽¹³⁾ and was also prominent in 1860 and later years in staking lands in the vicinity of the Coquitlam River and Pitt River trail from the Royal Engineers camp in New Westminster, and in the vicinity of False Creek. ⁽¹⁴⁾⁽¹⁵⁾ These Hall held under the preemption regulations until the survey was made, and then abandoned them to be sold at auction or private sale to other persons for whom he was said to have been holding the claims. ⁽¹⁴⁾ Hall is recorded as having pre-empted 160 acres outside of New Westminster in 1863, for which he received a Crown Grant on 16th July 1866. He is also recorded ⁽¹¹⁾ as having pre-empted District Lot 195 (162 acres) on the trail from New Westminster to False Creek, which included Trout Lake from which the water supply for 'Stamp's Mill' (later 'Hastings Mill') "was brought in by means of a flume some 3 miles in length" ⁽¹⁶⁾, and also in part, was the water supply of the people living on the Granville Townsite. ⁽¹¹⁾ Another property for which John Hall had an unrecorded claim, but which his brother Valentine Hall did have a claim, was District Lot 200A on the south side of False Creek at Main Street. ⁽¹⁴⁾⁽¹⁵⁾

In early 1870, a little over a year before the *Colony of British Columbia* joined Canadian Confederation, John Hall applied for pre-emption of District Lot 229, a plot of wilderness beauty lying north of Burrard Inlet on the east side of the North Arm (Indian Arm), and on September 22nd, 1870, the application was registered. ⁽¹⁷⁾ Hall built a cottage, planted a garden and an orchard on a piece of land partially cleared in earlier times by aboriginals. John Hall took to wife (common-law) a Squamish woman named Chial-Hote (Chial-Hate) from the nearby reservation (I.R. #3) on the north shore of Burrard Inlet. They had three daughters, born about 1873 (Agathe), 1877 (Mary Jane) and 1879 (Edith Josephine). ⁽¹⁸⁾ On September 4th, 1882, title to District Lot 229 was registered in Hall's name. As a consequence, John Hall became Belcarra's first European settler; his

property included the present-day Belcarra picnic grounds, the Turtlehead and Whiskey Cove areas, and more than half of the Belcarra Peninsula.

Pitt River Road

Very shortly after the new Colony of British Columbia was created, people began to settle on the fertile agricultural lands adjacent to the new town of New Westminster which included establishment of a dairy farm on the Pitt River. However, there were no trails or roads, and in a letter to the editor ⁽¹⁹⁾, pioneer homesteader Stephen Hastings Atkins, J.P., promoted the importance of road access to the development of the Quoquitlam [*sic.* Coquitlam] Valley and the Pitt River Meadows:

“I take the liberty of adding my suggestions to yours, expressed in a late issue, on the necessity of taking time by the forelock on the part of the working farmer, in respect to the Quoquitlam [*sic.*] Valley and the Pitt River Meadows. The [proposed] road is to traverse high and dry land, and consequently be used at all seasons. Of 20,000 acres, which runs in communication with the road at both sides of the Quoquitlam [River] I cannot say too much. All is light timbered, and grows no more pine than is necessary for farm purposes. No summer or winter freshets to interfere with cultivation; the land good and suited to every crop; remarkably grassy and of the best quality — very unlike the hill regions in that sense. Connecting roads can be made along both banks of the [Coquitlam] river at a trifling expense, the banks being high and dry and the timber as nothing; the land stumped this season is covered with grass the next. The aspect of the Valley lies open to the south, and the mountains in the back ground. This [proposed] road will bring the Pitt River Meadows into direct communication with the town, and enable the settlers to hold upland and lowland contiguous. If this district does not tempt a settler, there is nothing in British Columbia to do it.” – S.H. Atkins, *British Columbian*, April 6th, 1861.

The new colony’s “second road” from the Burrard Inlet North Road to the mouth of the Pitt River was clearly contemplated by Colonel Moody as early as June 1860 (see map below), and was apparently promised by Governor Douglas in early 1861, ⁽²⁰⁾ but by late August of that year there were complaints regarding the delay in construction. ⁽²⁰⁾ Finally, in early October 1861 a call for tenders was published ⁽²¹⁾ by Capt. Henry Reynolds Luard, RE, of the Lands and Works Department ⁽²²⁾, and by the middle of November 1861 contracts were awarded:



Capt. H.R. Luard, RE

“Considerable credit is due the Government for the promptitude with which this road has been put under contract. It passes through some of the finest agricultural land in this district, and will accommodate quite a number of settlers. Only one-fifth the contract price is payable in money, the remaining four-fifths to be in land [*sic.*]. The following is a list of the successful tenders: **Section 1st, Hodgkinson, Hall and Fulton, £397.** Section 2nd, William Ross, £1680. Section 3rd, William Clarkson, £1000.” – *British Columbian*, November 14th, 1861.

As indicated above, John Hall and two partners were awarded a contract to construct the first section of the Pitt River Road “from the starting point [on the Burrard Inlet North Road], along the present cutting between Suburban Blocks Nos. I and II, to within 20 yards of the ‘Brunette’ River.” ⁽²¹⁾ However, correspondence dated 19th December 1861 from Capt. H.R. Luard to the Attorney General, H.P.P. Crease, ⁽²³⁾ indicates that one of the partners (Alexander Fulton) was “selling-out and going to California”, and a letter dated 21st December 1861 from Hall and Fulton to Colonel Moody ⁽²³⁾ appointed one of the partners (George Hodgkinson) to receive payments for work done and give receipts on behalf of the partnership. In April 1862 a notice ⁽²⁴⁾ published by Capt. H.R. Luard shows that the contract for the 1st section of road had been forfeited prior to completion, and new tenders to complete the work were invited.

It was not until June 1862 that the Pitt River Road was completed, but one has to remember that the term “road” was relative to the standard of the day:

“The fact that these roads were built did not mean that they were a safe or certain means of communication. Actually, they were not ‘roads’ in the modern sense of the word. In many cases they were merely paths cleared through the forests by felling trees and making a crude attempt to level the ground. Such roads were often rendered impassable either by heavy rains which turned the roadway to mud or by falling trees caused by forest fires or high winds. Other roads were of corduroy construction — cedar logs either covered with earth and gravel or more usually left exposed.” – Margaret McDonald ⁽²⁵⁾

Pitt River Road ⁽²⁶⁾

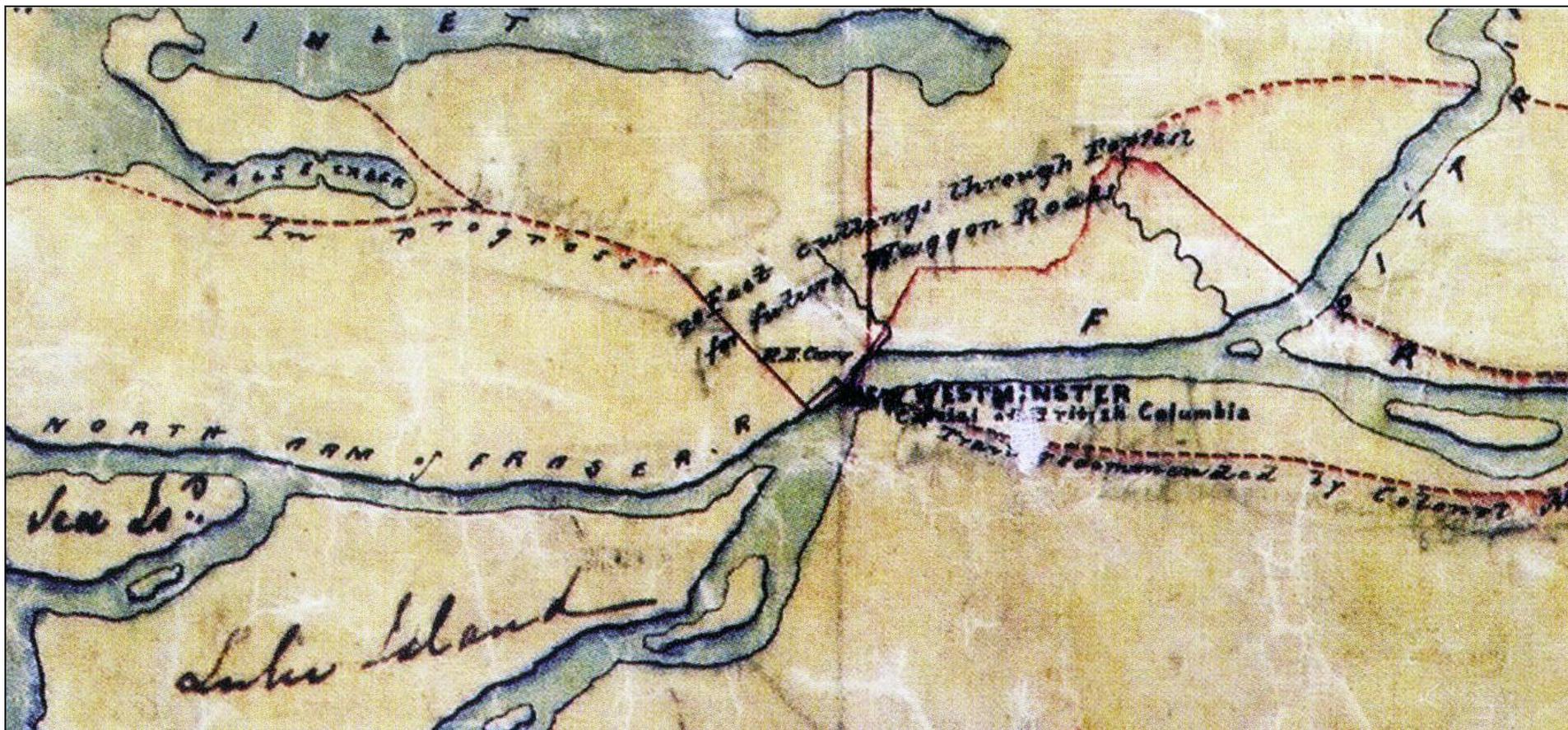
British Columbian, Saturday, June 21st, 1862.

“It is with pleasure that we chronicle a new era in our local road-making. We have more than once taken occasion to call attention to the very indifferent state in which roads in this country have been passed. We recently walked over what is known as the ‘Pitt River Road’, commencing at the Royal Engineer Camp [located at ‘Sapperton’] and terminating at the confluence of the Pitt River, in all some 8 to 9 miles in length. It crosses two considerable streams, the Brunette and Coquitlam rivers, and intersects much excellent agricultural land, some very pretty sites for residences, and a few patches of open grass land. We predict that the land on the line of this road will be speedily settled, and in the course of a few years the country residences of wealthy farmers and retired officers and gentlemen will everywhere rear their heads. From almost the entire line of road a fine view can be obtained, and every farm will possess from one to a dozen of murmuring brooks, with quite a variety of interesting and picturesque scenery.”



British Columbia Archives (BCA E-02199)

New Westminster, circa 1865 — Roads were only dirt wagon trails.



Source: Derek Hayes, *Historical Atlas of Vancouver*, 2005, Map 63, page 34.

Portion of Colonel Richard Moody's 1860 map showing New Westminster with North Road and Pitt River Road (Although shown as a 'solid line' in this June 1860 map, Pitt River Road was not completed until June 1862.)



Source: Derek Hayes, *Historical Atlas of Vancouver*, 2005, Map 64, page 35.

Portion of an 1865 map showing Pitt River Road and the 'Waggon Road' to the Hastings Townsite on Burrard Inlet.

Coquitlam River Trail

Travel by canoe along the rivers, coast and mainland inlets (such as Burrard Inlet) had been the primary means of travel by local aboriginals for millennia. This was also the case for the fur traders who came to the region in the early 19th-century. In 1808 Simon Fraser completed his journey down the Fraser River to its mouth, and in 1827 the Hudson Bay Company erected the first trading post at Fort Langley. For several decades the Fraser Valley was the domain of the fur trading company, including trading for furs with local aboriginals around Burrard Inlet. The Hudson Bay Company had a trading post at Roche Point, ⁽²⁶⁾ being the juncture of Burrard Inlet and its North Arm (Indian Arm), and also used Burrard Inlet to transport supplies to the eastern end of the inlet (now 'Port Moody') for overland cartage by trail to the Fraser River and ultimately Fort Langley:

“According to Monk and Stewart, the local ‘historians’, the Hudson Bay Company used to bring supplies into Burrard Inlet, unload them at Port Moody, and carry them from there to Fort Langley. The authors claim that a trail existed between Port Moody and the Fraser River and that a small trading post existed in Coquitlam, in the vicinity of Austin and Munday roads...” – Dorothea Norton ⁽²⁸⁾

The pack trail used by the Hudson Bay Company at the eastern end of Burrard Inlet was most likely an existing trail used by local aboriginals. Similarly, given the archaeological evidence around Coquitlam Lake, there also had to be an aboriginal trail that went up the Coquitlam River Valley to access the Coquitlam watershed. However, as European settlers began to homestead in the area, the need for better trails and wagon roads became a necessity for the growth and development of the new colony.

Shortly after completion of the Pitt River Road, John Hall wrote to Colonel R.C. Moody on 17th September 1862 with a proposal to construct a new ten-foot-wide mule trail north from the Pitt River Road along the Coquitlam River (see Appendix 'A'):

“I propose to construct a mule trail on the Coquitlam River starting at a point within half a mile of the first bridge [at the Pitt River Road] in the following manner — trail to be ten feet wide cleared of all logs and brush, said logs and brush to be rolled or carried off the ten feet, small stumps to be grubbed-out and removed, say three miles at \$300, three hundred dollars per mile, payments to be in Land Scrip [emphasis added], or to burn all logs, stumps and brush for the sum of \$400 per mile, said road to be allowed to deviate, to avoid large timber, say on a space of 66 feet [one surveyor’s chain].” – John Hall ⁽²⁹⁾

Land Scrip

The new 'Colony of British Columbia' did not have much money at its disposal, so it became common practice to pay for land clearing, road construction, and other public works with promissory notes to acquire Crown Land, which subsequently could be either homesteaded or sold to another person for cash money. In response to a letter from Capt. H.R. Luard dated 16th August 1861, Colonel R.C. Moody replied: “You are [to] accept Scrip precisely as cash — valuing it [at] 10.4 per acre, or 4 Shillings 2 Pence, according with the nature of the Scrip that was issued...”

Colonel Moody immediately wrote to Governor Douglas conveying John Hall’s proposal:

“An opening in that direction would afford access and, I doubt not, occupation and agricultural settlement in that fine district, it having the reputation of being the best land in the whole neighbourhood of New Westminster.”

“...and it may be considered a ‘preparation’ for a road, necessitating a second contract to grade, ditch, bridge and corduroy, &c. I am disposed to consider this will obtain a better road eventually, and will be carried-out most satisfactorily between the government and contracting party, and hence request your permission to try it on this occasion.”
– Colonel R.C. Moody ⁽²⁹⁾

Colonel Moody followed-up with a second letter to Governor Douglas on the same date attesting to the *bona fides* of the proponents for the new trail:

"I have the honour to inform you that Mssrs. Dickenson [*sic*. Robert Dickinson], [John] Brough and [John] Hall [are] *bona fide* settlers in the Coquitlam [River Valley], the two former having made extensive clearing & cultivation & erected buildings, and Mr. Dickenson having stock therein, are most anxious to clear a moderate description of roadway to their farms from the existing Pitt River Road and to be paid for such service by Land Scrip — which scrip they would again offer in payment for their land."

"I venture to recommend the above to your Excellency's favourable consideration and that I be empowered to conclude the transaction with them." – Colonel R.C. Moody ⁽³⁰⁾

Permission from Governor Douglas must have been granted in the fall of 1862, for the work was undertaken and in correspondence to Colonel Moody dated 20th August 1863 Hall proposed both an upgrade and extension to the Coquitlam River Trail:

"I am requested by the settlers on the Coquitlam [River] to beg your assistance for the extension of the trail up the Coquitlam [River] and across to the inlet [Port Moody] through a valley of splendid land at present inaccessible to actual settlement."

"There are many of our friends coming down wishing to settle near their old neighbours, and I am sure the wish would be mutual. It would require about six miles of trail, and about four miles of the old trail made passable for wagons." [emphasis added]

"As several of the present settlers have produce to carry to market this autumn, I appeal to you with more confidence, as last spring Governor Douglas give me a half promise of assistance in a few months. [emphasis added] Indeed, the growth of the settlement depends upon it at the present time." – John Hall ⁽³¹⁾

The above letter does not mention the need for a bridge over the Coquitlam River, and from an unfinished BC Lands & Works Department map prepared around 1865, ⁽³²⁾ Hall's trail is shown adjacent to the Coquitlam River on the west side — see map below. The above letter is also the first reference to a proposed trail connecting the Coquitlam River Trail with the eastern end of Burrard Inlet. Although there may have been a 'pack trail' through the same area, the proposal was most likely for an up-grade to a 'mule-trail' — a standard lower than a 'wagon trail' but greater than a 'pack-trail'. In a follow-up letter to Colonel Moody of the same date, Hall provided clarification:

"With your permission, my intention with regard to the location of the trail would be to carry the present trail to the lake [Coquitlam Lake] on the head of the Coquitlam [River], and then start about 3 miles from the Pitt River Road and go straight to Port Moody. The 4 miles of wagon road would cover all the bad ground to either places. I will now leave it all in your hands..." – John Hall ⁽³¹⁾

Permission to undertake the additional work was not forthcoming, which caused Hall to send a follow-up letter to Colonel Moody dated 29th September 1863:

"I beg to propose to continue the trail up the Coquitlam [River] a distance of three miles, more or less, in the following manner... The cutting to be 12 feet wide, all logs and brush to be carefully removed from the cutting. Where necessary level 3 feet wide and make bridges on running streams, say six feet wide; any soft places lay-down timber so that horses can pass in safety. I propose to perform said work for the sum of \$350, three hundred and fifty dollars, per mile."

"Also, from a point about three miles from the P.R. [Pitt River] Road in a westerly direction to Port Moody I would make the cutting 12 feet wide, and all stumps below 18 inches to be cut-off smooth and even with the ground, all logs and brush to be carefully removed from the said cutting. I propose to perform said work for the sum of \$250, two hundred and fifty dollars, per mile." – John Hall ⁽³³⁾

There was a good reason why Hall had difficulty obtaining a response from Colonel Moody. In the summer of 1863 orders were given for the disbanding of the Royal Engineers' Columbia Detachment, originally totalling 165 REs, and Colonel Moody and his officers, together with some 15 men, were to return to England in October 1863. (30) Each of the men was entitled to a free grant of 150 acres of land in the colony, and the remaining 130 members of the corps settled in the new colony and took-up their various occupations as civilians. The advertising columns of the *British Columbian* newspaper for November and December 1863 shows them as gardeners, masons, carpenters, tailors, hotel keepers, tanner, grocers, blacksmiths, architects, and surveyors — in fact, in every walk and vocation in life. This gave to the colony the advantage of men well trained in their trades and professions as a basis upon which to build the industrial life of the community. (1)



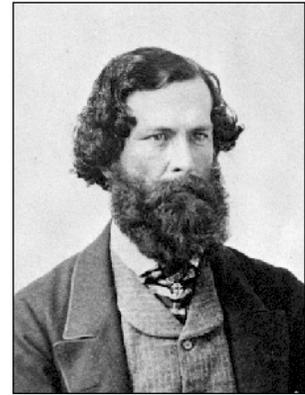
Source: Drawn By Ralph Drew, June 2010.

Relief map of Port Moody, Coquitlam and Port Coquitlam showing the locations of Pitt River Road, the Coquitlam River and Port Moody trails built by John Hall.

Persevering with his proposal, Hall sent a letter dated 21st October 1863 to the Colonial Secretary, W.A.G. Young, seeking his assistance in obtaining permission from Governor Douglas to extend the Coquitlam River Trail to Port Moody:

“Early in October I submitted a tender, by the direction of His Excellency, The Governor [Sir James Douglas], to the Chief Commissioner of Lands & Works [Colonel R.C. Moody], for cutting an extension trail along the Coquitlam [River], and from its termination to Port Moody on Burrard Inlet, and as I have received no reply thereto, I beg leave humbly to solicit from His Excellency, The Governor, the favor of his making known his views to the Chief Commissioner in relation to the above mentioned trails.”

– John Hall ⁽³⁵⁾



W.A.G. Young

(BCA A-07029)

Again, Hall must have been successful with his proposal as correspondence dated 26th January 1864 from Hall to Governor Douglas indicates:

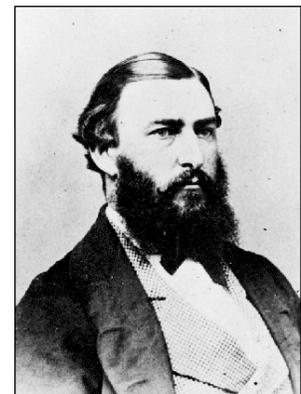
“I have finished the three miles of trail up the Coquitlam River and find it will require about two miles more to reach the lake or the head of the rapids. My object for wishing to continue that distance would be, as far up as I have travelled, there is nothing in the way to prevent a continuous waggon [*sic.*] road on this side of the river to some point in the upper country.”

“Next, if the trail is completed to the head of the rapids it will give parties an opportunity to prospect a large tract of country at present unexplored. Indeed, the Indians have shown me several pieces of good-looking quartz that they picked-up while hunting in the mountains at the head of the Coquitlam [River].” – John Hall ⁽³⁶⁾

Governor Douglas referred Hall’s proposal to the Lands and Works Department for further information as to the estimated cost, and the advisability of authorizing the construction of an additional two miles of “road”, and it appears that the work was authorized. However, in the spring of 1864 Governor Douglas was in the process of setting-up a legislative council and stepping-down as Governor of the Colony of British Columbia. As a consequence, this transition made it difficult for Hall to get paid for his work due to personnel changes in the colonial administration.

On 2nd February 1864 John Hall wrote to the new Acting Chief Commissioner of Lands and Works, Chartres Brew, to request payment from the Colonial Government:

“I beg to lay before you the following proposal in regard to the three miles of trail up the Coquitlam [River], now finished and ready for inspection. [emphasis added] If you would grant me the [Land] Scrip coming on said three miles, I will give you proper security that the work is done. If such should meet your approval it would be unnecessary for anyone to go out to inspect until [*sic.*] the trail was completed to the head of the rapids, then it could be measured and inspected at the same time.” – John Hall ⁽³⁷⁾



Chartres Brew

(BCA A-01127)

Chartres Brew wrote to the Acting Colonial Secretary, Charles Good, on the 19th February 1864 recommending payment of Hall’s application for Land Scrip:

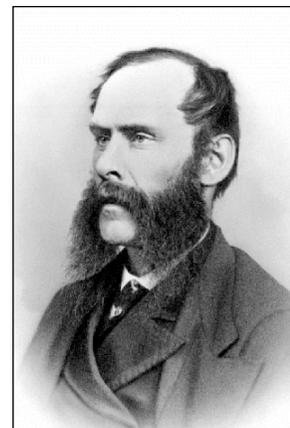
“I have the honor to submit for the consideration of His Excellency, The Governor [James Douglas], the enclosed copy of an application from Mr. John Hall with reference to the balance of Scrip being advanced to him for the 3 miles of trail up the Coquitlam Valley.”

“As this Department is scarcely in a position to have the trail at present inspected and measured, and it would not be just to keep the man out of his [Land] Scrip, after his work had been done, I think the favor he asks may be granted to him on his giving a bond binding himself to execute any works which in inspection may be required to render the trail complete according to the specification.” – Chartres Brew ⁽³⁸⁾

A note penned on Brew's letter by Governor Douglas indicated "this measurement approved", and Charles Good then communicated the Governor's approval in correspondence dated 1st March 1864 to Chartres Brew:

"With reference to your letter of the 19th *ultimo* covering an application from Mr. John Hall for the balance of [Land] Scrip due to him on the construction of the Coquitlam Lake Trail to be paid before the trail is inspected, I am directed by The Governor [Sir James Douglas] to convey to you his approval of such [Land] Scrip being paid on Mr. Hall binding himself to execute any works which may be required by the Lands and Works Department to render the trail complete according to specification. The trail now completed,

and that on which Mr. Hall is now engaged, can then be measured and inspected on the completion of the latter as suggested by Mr. Hall." – Charles Good ⁽³⁹⁾



Charles Good
(BCA G-00246)

There were still unfinished details, however, and John Hall followed-up with a letter to Chartres Brew on 9th April 1864:

"I beg to inform you that my contracts on the Coquitlam [River] and trail to Port Moody are finished and ready for inspection. Also, by order of His Excellency, The Governor [Sir James Douglas], repairs to the ammount [*sic.*] of one hundred dollars upon the six miles of trail I made last year and year before [are ready to inspect]." – John Hall ⁽³⁸⁾

Inspection of the trail work and repairs did not occur, and again John Hall wrote to Chartres Brew on 3rd May 1864:

"I beg to inform you that my contracts at the Coquitlam [River] and across to Port Moody are completed and waiting the convenience of the Government to inspect them. Also, repairs upon the first five miles of trail from the Pitt River Road for which I have no contract, but a verbal order from His Excellency, Sir James Douglas, who said he would mention it to Governor Seymour upon his arrival, my charge is one hundred dollars cash or one hundred and sixty acres of Land Scrip. An early inspection would oblige."
– John Hall ⁽⁴¹⁾

While waiting for the inspection and payment for the work already completed, Hall wrote to the new Surveyor General and Chief Commissioner of Lands and Works, Joseph Trutch, with new proposals on 18th June 1864, including connecting the Port Moody Trail with North Road at Burrard Inlet:

"I propose to clear all the fallen timber off 13½ miles of trail that I made up the Coquitlam [River] and across to Port Moody. Also, connect the Port Moody Trail with the North Road for the sum of \$500, five hundred dollars, in cash." – John Hall ⁽⁴²⁾

Hall must have received permission to clear the fallen timber, since on 2nd July 1864 Hall sent a brief note to the new Colonial Secretary, Arthur N. Birch:

"I beg respectfully to inform you that I have repaired 5 miles of the trail up the Coquitlam [River] so that it is now passable."
– John Hall ⁽⁴³⁾



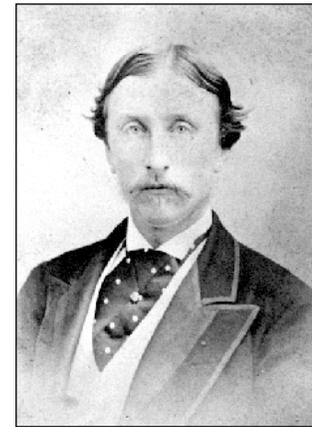
Sir Joseph Trutch
(BCA A-01004)

Both Colonel Moody and Governor Douglas were now gone from the administration, and the rapid changing of senior personnel in the Colonial Government had become a problem for Hall who wrote to the new Acting Surveyor General, Captain Holmes, R.A. [Royal Artillery], on 3rd September 1864:

“I respectfully beg leave to call your attention to some extra work performed by me on the trail from the Pitt River Road to the Coquitlam Lake.”

“In March last, His Excellency, Governor Douglas, directed me to level some of the inequalities, and otherwise to make the trail which I had cut passable for a horse, as he was desirous of visiting the lake, and that he would speak to His Excellency, Governor Seymour, about it when he arrived in the Colony. I agreed to perform the work for \$100 and informed Mr. [Chartres] Brew, at that time in charge of Public Works, of the Governor’s directions.”

“Since I finished the work, I have addressed two communications to the Department of Works, and the claim still remains unsettled. Therefore, I respectfully request that you will inquire into this claim, and order the money to be paid to me.” – John Hall ⁽⁴⁴⁾



Arthur N. Birch
(BCA E-03952)

A number of notes penned on the letter indicate that the new administrative personnel were not aware of the previous undertakings and commitments. Chartres Brew claimed to have no memory of the matter, but one note was supportive:

“There is little doubt that this [work] was authorized by Sir James Douglas. Hall reported his orders at the Land Office, and on the completion of the work sent in his claim which ... was accurate to his letters.” — C.S. ⁽⁴⁴⁾

On 4th October 1864 Hall made one last attempt to obtain permission from Captain G.W. Holmes, who was now also Acting Chief Commissioner of Lands and Works, to connect the Port Moody Trail with the North Road at Burrard Inlet:

“I beg leave respectfully to offer to connect the Port Moody trail with the North Road a supposed distance of two miles; and clear the fallen timber from the other three miles for the sum of \$500. Unless it is connected with the North Road, the portion already made is completely useless. The men who took [land] claims are almost inclined to abandon them, unless the Government will assist them in making roads.” – John Hall ⁽⁴⁵⁾

Hall’s proposal was referred to the Colonial Secretary, Arthur N. Birch, who referred it to the Surveyor General, Joseph Trutch, for consideration. Trutch indicated that “the proposal seems a desirable one to accept, but we had better wait until the tenders for the Douglas Street Road are opened”. It is not known if John Hall’s proposal to extend the Port Moody Trail to the North Road at Burrard Inlet ever received approval. It seems unlikely, however, given that boats were used to communicate between the North Road and Port Moody until Clarke’s Road was completed in December 1883 ⁽³⁾ which was 20 years after Hall first proposed a trail connecting Port Moody with the North Road.

An interesting side-note was the state of the ‘North Road’ after 1869 as related by John Murray, son of Lance Corporal John Murray, RE, to Major J.S. Matthews in July 1934:

“After the capital of B.C. was moved to Victoria in 1869, the ‘North Road’ deteriorated into nothing more than a trail for Indians; a track you could not get a horse over, because all the bridges put-up by the Royal Engineers on the North Road had been burned-out. [Note: a great bush fire ran through this area about 1865.] There was no way in which a horse could be got to the Burrard Inlet end of the North Road until 1881. During Governor Seymour’s residence on the Mainland [1864–1869], he kept the North Road open for the purpose of conveying the mails when the Fraser River was frozen-over; he made the North Road into a sleigh road, but after he left [in 1869], it went wild again, so that when we [John’s father, Lance Corporal John Murray, RE, and the survey party] came on the scow [to Port Moody] in March 1882, soon after it was known that Port Moody was to be the terminus of the C.P.R. [railway], there was no direct trail that I ever heard of from Sapperton to the present site of Port Moody.” – John Murray ⁽⁴⁶⁾

The colonial correspondence file related to the Coquitlam River and Port Moody Trails ends with a letter dated 21st October 1864 from John Hall to Captain G.W. Holmes, Acting Chief Commissioner of Lands and Works and Surveyor General, wherein he recaps the history of the projects and seeks payment from the Government:

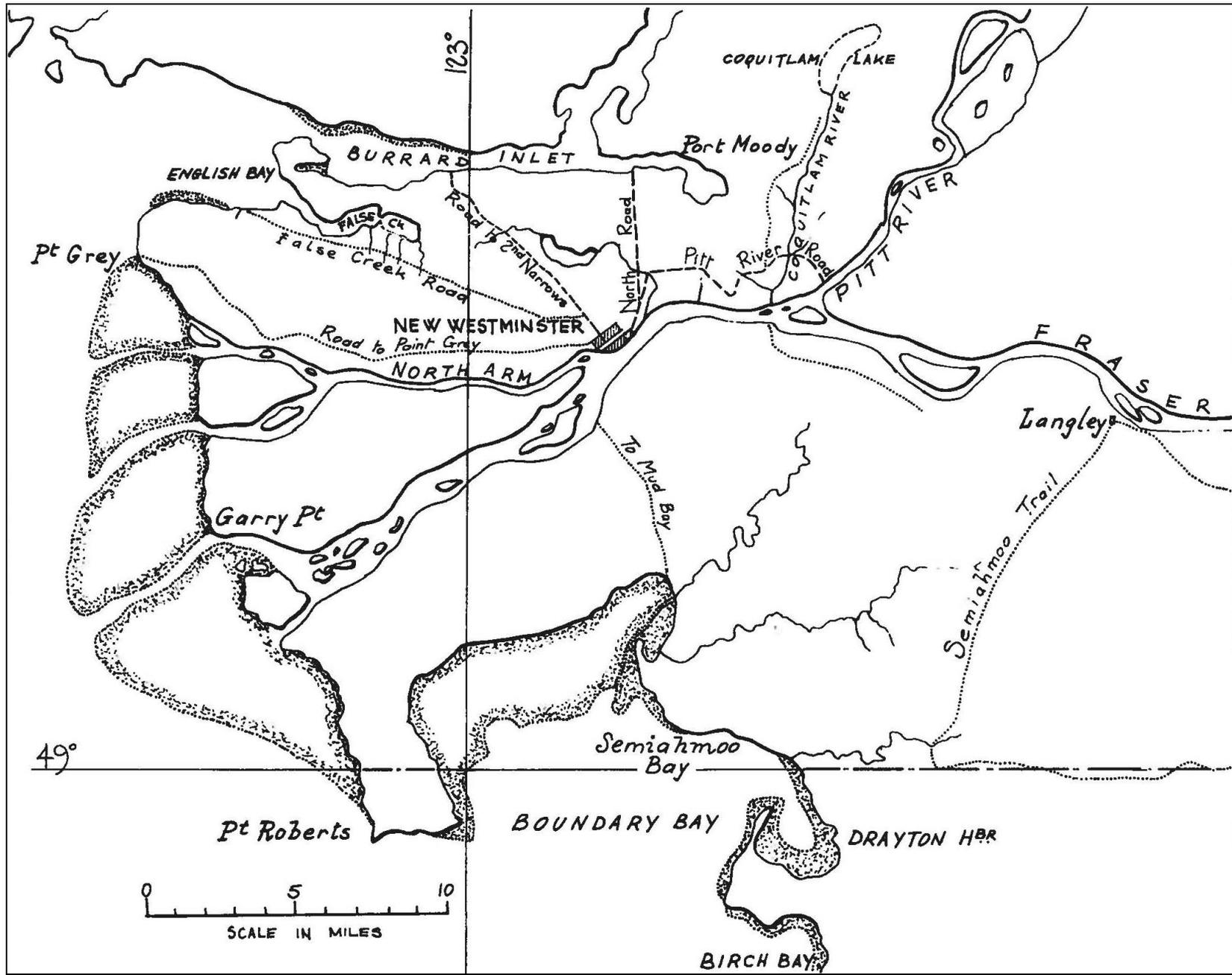
“In reference to a claim I hold against the Government for repairs on the first six miles of the Coquitlam [River] Trail, I beg leave respectfully to again restate the facts regarding it. In the beginning of March last, Sir James Douglas expressed a desire to ride up the Coquitlam Trail. I told him the first six miles wanted some repairs before he could ride over it. He then asked me what amount it would take to make it passable. I offered to make it so he could ride over it for one hundred dollars. He then told me to go in and make the repairs, and he would mention the matter to His Excellency, Governor Seymour. I told Mr. [Chartres] Brew and Mssrs. [Alfred Richard] Howse [1827–1906] and Lomax [*sic.* Thomas Lomax] what the Governor had ordered. I then turned on all my hands, and done the work reprised.”

“In the beginning of April my contracts were all finished and ready for inspection. I gave Judge [Chartres] Brew a letter to that effect, and requested payment for that particular work, ordered by Sir James Douglas, who was still residing in town. I considered I had done all that was necessary, by first doing the work, and then asking for payment, when all parties were present who were connected with it. Six months have passed over since I paid the men that done that work, and if the Government would take it into consideration that money in this colony would is worth from two to three percent per month to a rich man. I am confident they would not delay in paying a working man for his labour.”

“I beg most respectfully to request that you will enquire into this matter so that I may obtain payment, and I think both Mssrs. [Alfred Richard] Howse [1827–1906] and Lomax [*sic.* Thomas Lomax] remember the whole transaction, although it may have escaped Mr. [Chartres] Brew’s memory.” – John Hall ⁽⁴⁷⁾

Several notes penned on the letter indicate that the administrative personnel were reluctant to fulfill Governor Douglas’ commitments. However, the Surveyor General, Joseph Trutch, appears to have decided the matter with a penned note dated 26th November 1864:

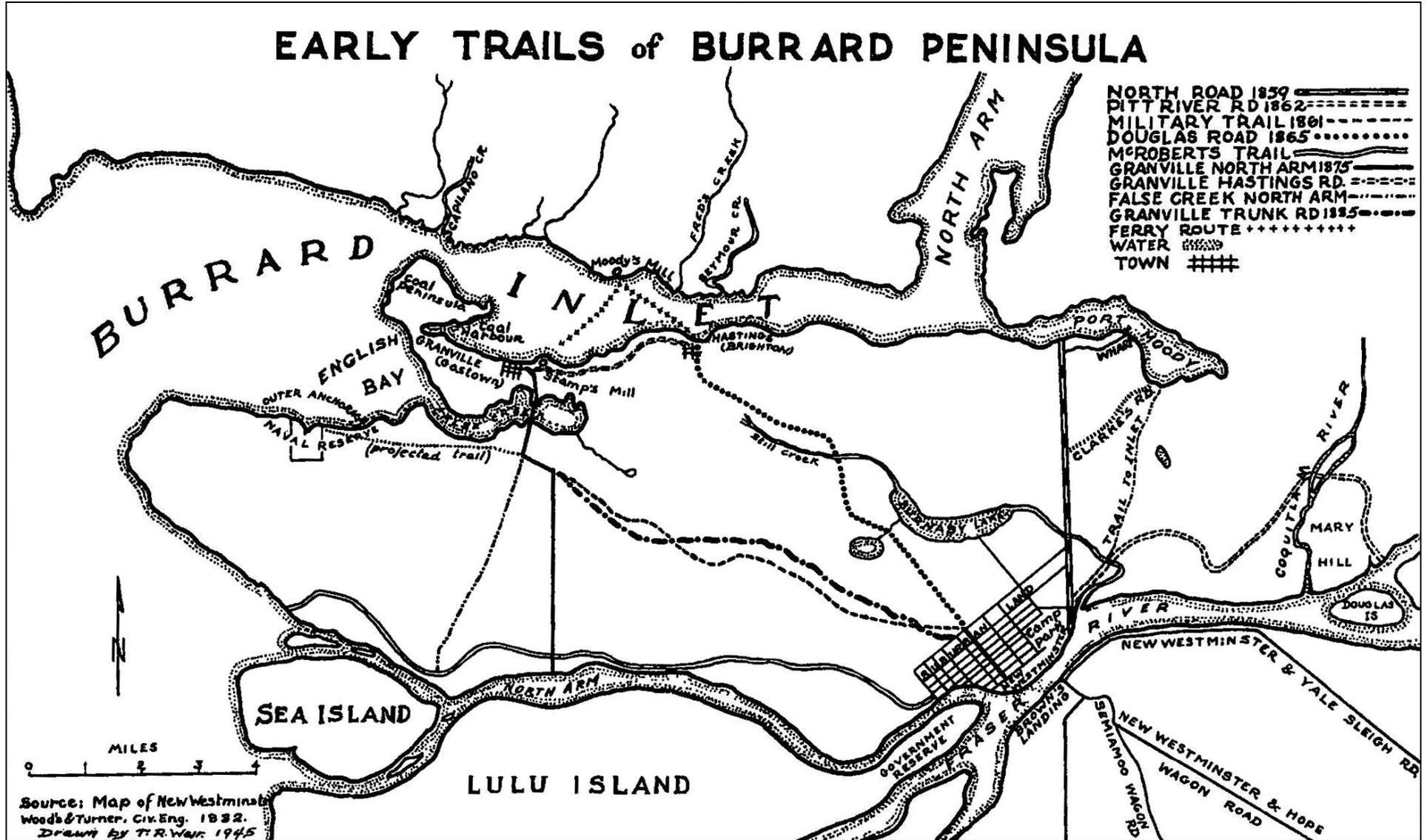
“I think his [John Hall’s] whole amount claimed should be paid.” – J.T. [Joseph Trutch] ⁽⁴⁷⁾



Source: R.C. Harris, "Trails Radiating from New Westminster, c1865", BC Historical News, Vol.15, No.4, Summer, 1982, pages 14-18.

BC Lands & Works Map, circa 1865 — Sheet 2, Unfinished — By J.B. Launders ex Royal Engineers.

EARLY TRAILS of BURRARD PENINSULA



Source: Thomas R. Weir, "Early Trails of Burrard Peninsula", BC Historical Quarterly, Vol. 9, No. 4, October, 1945, pages 273-275.

Early Trails of Burrard Peninsula — Based on the 'Map of New Westminster' by Woods & Turner, 1882.

References:

- (1) F.W. Howay, "*The Work of the Royal Engineers in British Columbia: 1858–1863*", An address delivered before the *Art Historical and Scientific Association of Vancouver* on 9th February 1909, Printed by Richard Wolfenden, Victoria, 1910.
- (2) Chuck Davis, "The History of Metropolitan Vancouver", Harbour Publishing, 2009.
- (3) Thomas R. Weir, 1945, "Early Trails of Burrard Peninsula", *BC Historical Quarterly*, Vol. 9, No. 4, October, 1945, pages 273–275.
- (4) W.N. Draper, 1945, "Some Early Roads and Trails in New Westminister District", *BC Historical Quarterly*, Vol. 9, No. 1, January, 1945, pages 25–35.
- (5) Judge H.P.P. Crease, "bench book" notes recorded during John Hall's murder trial, 1882, British Columbia Archives.
- (6) "Death of an Old Pioneer", *British Columbian*, March 21st, 1866.
- (7) *City of Woodstock* website: <http://www.city.woodstock.on.ca/index.php>
- (8) *County of Oxford* website: <http://www.ocl.net/archives/clerks.html>
- (9) *City of New Westminister* website:
<http://www.nwheritage.org/heritagesite/history/content/streets/hm.htm>
- (10) "Letting Public Contracts By Private Bargain!", *British Columbian*, May 21st, 1862.
- (11) Laing, F.W., 1939, "Colonial Pre-Emptions", Victoria, B.C., page 17.
- (12) J. S. Matthews, 1936, *Early Vancouver Volumes*, City of Vancouver Archives, Add. MSS 54, Vol. 5, pages 138-139.
- (13) John Hall, "Report to the New Westminister Exploring Association", *The British Columbian*, September 3rd, 1864, page 3.
- (14) Laing, F.W., 1939, "Pioneer Land Settlement on the North Shore of Burrard Inlet", Victoria, B.C., page 7.
- (15) Laing, F.W., 1939, "Colonial Farm Settlers on the Mainland of British Columbia, 1858–1871", Victoria, B.C., pages 3, 13, 17, and 27.
- (16) F.W. Howay, "Early Settlement on Burrard Inlet", *BC Historical Quarterly*, April 1937, page 105.
- (17) F.W. Laing, 1939, "Colonial Pre-Emption", Victoria, page 17.
- (18) Jeremy Matson (John Hall's great-great-grandson), personal communication, December 2013.
- (19) S.H. Atkins, "Letter to the Editor", *British Columbian*, April 6th, 1861.
- (20) "Pitt River Road – Promised", *British Columbian*, August 22nd, 1861.
- (21) "Pitt River Road – Tender Notice", *British Columbian*, October 3rd, 1861.
- (22) "Pitt River Road – Contracts Awarded", *British Columbian*, November 14th, 1861.
- (23) BC Archives, Colonial Correspondence, GR-1372, File: F696/1; Letter from Capt. H.R. Luard to H.P.P. Crease, 19-Dec-1861; Letter from John Hall and Alexander Fulton to Colonel R.C. Moody, 21-Dec-1861.
- (24) "Public Notice – Contract Forfeiture", *British Columbian*, April 30th, 1862.

- (25) Margaret Lillooet McDonald, 1947, "*New Westminster 1859–1871*", Master's Thesis, University of British Columbia, Vancouver, BC.
- (26) "Pitt River Road", *British Columbian*, Saturday, June 21st, 1862.
- (27) T.P.O. Menzies, Curator of the *Vancouver Museum*, conversion with Chief George [Sla-holt] on 28th June 1934 at the No. 4 Indian Reserve [*Inlailawatash*], Indian River (City of Vancouver Archives). The Party consisted of Mrs. R. Monroe St. John (President of the *Vancouver Museum*), Mr. T.P.O. Menzies, and two Captains Cates (brothers) of North Vancouver, BC.
- (28) D.M. (Dorothea) Norton, 1978, "*Early History of Port Moody*", Hancock House Publishers, Surrey, BC, pages 24–27.
- (29) BC Archives, Colonial Correspondence, GR-1372, File: F932/41; Letter from John Hall to Col. R.C. Moody, 17-Sep-1862; Letter from Col. R.C. Moody to Governor James Douglas, 17-Sep-1862.
- (30) *ibid.*, File: F932/42; Letter from Col. R.C. Moody to Governor James Douglas, 17-Sep-1862.
- (31) *ibid.*, Two letters from John Hall to Col. R.C. Moody, 20-Aug-1863.
- (32) R.C. Harris, "*Trails Radiating from New Westminster, c. 1865*", BC Historical News, Vol.15, No.4, Summer, 1982, pages 14–18.
- (33) BC Archives, Colonial Correspondence, GR-1372, File: F932/41; Letter from John Hall to Col. R.C. Moody, 29-Sep-1863.
- (34) F.W. Howay and E.O.S. Scholefield, "British Columbia, from the Earliest to the Present", The S.J. Clarke Publishing Company, Vancouver, Vol.4, 1914, p. 109.
- (35) BC Archives, Colonial Correspondence, GR-1372, File: F696/1; Letter from John Hall to W.A.G. Young, 21-Oct-1863.
- (36) *ibid.*, Letter from John Hall to Governor James Douglas, 26-Jan-1864.
- (37) *ibid.*, Letter from John Hall to Chartres Brew, 02-Feb-1864.
- (38) *ibid.*, Letter from Chartres Brew to Charles Good, 19-Feb-1864.
- (39) *ibid.*, File: F650/116; Letter from Charles Good to Chartres Brew, 01-Mar-1864.
- (40) *ibid.*, Letter from John Hall to Chartres Brew, 09-Apr-1864.
- (41) *ibid.*, Letter from John Hall to Chartres Brew, 03-May-1864.
- (42) *ibid.*, Letter from John Hall to Joseph Trutch, 18-Jun-1864.
- (43) *ibid.*, Letter from John Hall to Arthur N. Birch, 02-Jul-1864.
- (44) *ibid.*, Letter from John Hall to Captain Holmes, R.A. [Royal Artillery], 03-Sep-1864.
- (45) *ibid.*, Letter from John Hall to Captain Holmes, R.A. [Royal Artillery], 04-Oct-1864.
- (46) Major J.S. Matthews, *Early Vancouver*, Vol. 3, 1935, City of Vancouver Archives, Conversation with John Murray of Port Moody, July 12th, 1934.
- (47) BC Archives, Colonial Correspondence, GR-1372, File: F696/1, Letter from John Hall to Captain Holmes, R.A. [Royal Artillery], 21-Oct-1864.

Appendix 'A'

Transcribed Correspondence Re Construction of the Coquitlam River Trail

New Westminster, BC
September 17th, 1862.

To: Colonel Moody, Chief Commissioner of Lands and Works

Sir,

I propose to construct a mule trail on the Coquitlam River starting at a point within half a mile of the first bridge in the following manner — trail to be ten feet wide cleared of all logs and brush, said logs and brush to be rolled or carried off the ten feet, small stumps to be grubbed-out and removed, say three miles at \$300, three hundred dollars per mile, payments to be in Land Scrip, or to burn all logs, stumps and brush for the sum of \$400 per mile, said road to be allowed to deviate, to avoid large timber, say on a space of 66 feet [length of one surveyor's chain].

I am Sir,
Your obedient servant,
John Hall

Administrative note written on the letter:

Recommended for possible consideration on the understanding payment of 250 dollars (not 300) per mile, and the work to be completed by 30th October 1862. — R.C.M. [Colonel R.C. Moody]

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F932/41.



Col. R.C. Moody
(BCA A-01722)

New Westminster, BC
September 17th, 1862.

To: His Excellency, The Governor [Sir James Douglas]

Sir,

I have the honour to submit a proposal just received (letter enclosed) from Mr. John Hall, offering a roadway branching off northwards from near the Coquitlam bridge on the Pitt River Road — length to be 3 miles.

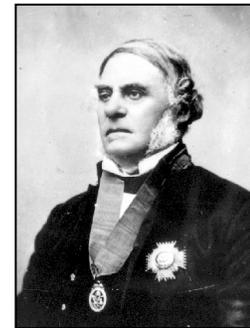
An opening in that direction would afford access and I doubt not occupation and agricultural settlement in that fine district, it having the reputation of being the best land in the whole neighbourhood of New Westminster.

Your Excellency will observe there is some difference in this offer to the plans hitherto adopted — the brush and timber are to be cut-down and grubbed-out and surface (of course) covered-in again — and it may be considered a "preparation" for a road, necessitating a second contract to grade, ditch, bridge and corduroy, &c. I am disposed to consider this will obtain a better road eventually, and will be carried-out most satisfactorily between the government and contracting party, and hence request your permission to try it on this occasion.

As to the price asked, I do not recommend the 300 dollars being acceded to, but that I may close for 250 per mile paid all in Scrip, and that the work to be completed by the 30th October next.

I have the honour to be,
Your Excellency's most obedient and humble servant,
R.C. Moody

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F932/41.



Sir James Douglas
(BCA A-01229)

New Westminster, BC
September 17th, 1862.

To: His Excellency, The Governor [Sir James Douglas]

Sir,

I have the honour to inform you that Mssrs. Dickenson [Robert Dickinson (?)], [John] Brough and [John] Hall [are] *bona fide* settlers in the Coquitlam [River Valley], the two former having made extensive clearing & cultivation & erected buildings, and Mr. Dickenson having stock therein, are most anxious to clear a moderate description of roadway to their farms from the existing Pitt River Road and to be paid for such service by Land Scrip — which scrip they would again offer in payment for their land.

I venture to recommend the above to your Excellency's favourable consideration and that I be empowered to conclude the transaction with them. The road will probably be about 2½ miles in length.

I have the honour to be,
Your Excellency's most obedient and humble servant,

R.C. Moody

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F932/42.

New Westminster, BC
August 20th, 1863.

To: Colonel Moody, Chief Commissioner of Lands and Works

Sir,

I am requested by the settlers on the Coquitlam [River] to beg your assistance for the extension of the trail up the Coquitlam [River] and across to the inlet [Port Moody] through a valley of splendid land at present inaccessible to actual settlement.

There are many of our friends coming down wishing to settle near their old neighbours, and I am sure the wish would be mutual. It would require about six miles of trail, and about four miles of the old trail made passable for wagons.

As several of the present settlers have produce to carry to market this autumn, I appeal to you with more confidence as last spring Governor Douglas give me a half promise of assistance in a few months. Indeed, the growth of the settlement depends upon it at the present time.

I beg to remain
Your obedient servant,

John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
August 20th, 1863.

To: Colonel Moody, Chief Commissioner of Lands and Works

Sir,

With your permission, my intention with regard to the location of the trail would be to carry the present trail to the lake [Coquitlam Lake] on the head of the Coquitlam [River], and then start about 3 miles from the Pitt River Road and go straight to Port Moody. The 4 miles of wagon road would cover all the bad ground to either places. I will now leave it all in your hands, and beg to remain...

Your obedient servant,

John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
September 29th, 1863.

To: Colonel Moody, Chief Commissioner of Lands and Works

Sir,

I beg to propose to continue the trail up the Coquitlam [River] a distance of three miles, more or less, in the following manner...

The cutting to be 12 feet wide, all logs and brush to be carefully removed from the cutting. Where necessary level 3 feet wide and make bridges on running streams, say six feet wide; any soft places lay down timber so that horses can pass in safety.

I propose to perform said work for the sum of \$350, three hundred and fifty dollars, per mile.

Also, from a point about three miles from the P.R. [Pitt River] Road in a westerly direction to Port Moody I would make the cutting 12 feet wide, and all stumps below 18 inches to be cut-off smooth and even with the ground, all logs and brush to be carefully removed from the said cutting.

I propose to perform said work for the sum of \$250, two hundred and fifty dollars, per mile.

I remain most respectfully,
Your obedient servant,

John Hall

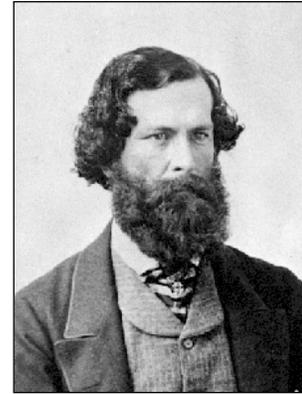
Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
October 21st, 1863.

To: W.A.G. Young, Esq.
[Colonial Secretary, Colony of British Columbia]

Sir,

Early in October I submitted a tender, by the direction of His Excellency, The Governor [Sir James Douglas], to the Chief Commissioner of Lands & Works [Colonel Moody], for cutting an extension trail along the Coquitlam [River], and from its termination to Port Moody on Burrard Inlet, and as I have received no reply thereto, I beg leave humbly to solicit from His Excellency, The Governor, the favor of his making known his views to the Chief Commissioner in relation to the above mentioned trails.



W.A.G. Young
(BCA A-07029)

I have the honour to be, Sir,
Your humble servant,

John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F696/1.

New Westminster, BC
January 26th, 1864.

To: [His Excellency, The Governor] Sir James Douglas, K.C.B.

Sir,

I have finished the three miles of trail up the Coquitlam River and find it will require about two miles more to reach the lake or the head of the rapids. My object for wishing to continue that distance would be, as far up as I have travelled, there is nothing in the way to prevent a continuous waggon [*sic.*] road on this side of the river to some point in the upper country.

Next, if the trail is completed to the head of the rapids it will give parties an opportunity to prospect a large tract of country at present unexplored. Indeed, the Indians have shown me several pieces of good looking quartz that they picked-up while hunting in the mountains at the head of the Coquitlam [River].

As it will require very little outlay, I hope you will allow me to continue that short distance at present.

Your obedient servant,

John Hall

Administrative notes written on the letter:

1. Referred to the Lands & Works Department for information as to the cost of this road per mile, and the advisability of authorizing the construction of 2 miles further as herein recommended —
By order of the Governor, signed Charles Good for the Col. Sec., 28 / Jan. / 64.
2. Mr. [Alfred Richard] Howse [1827–1906] to ascertain the cost to make the 2 miles of trail.
3. Mr. Hall will extend the trail 2 miles at the rate of \$350 in Land Scrip per mile.
4. Answered 2nd February 1864.

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
February 2nd, 1864.

To: C. [Chartres] Brew, Esq.
[Acting Chief Commissioner of Lands and Works]

Sir,

I beg to lay before you the following proposal in regard to the three miles of trail up the Coquitlam [River], now finished and ready for inspection. If you would grant me the [Land] Scrip coming on said three miles, I will give you proper security that the work is done. If such should meet your approval it would be unnecessary for anyone to go out to inspect until [*sic.*] the trail was completed to the head of the rapids, then it could be measured and inspected at the same time.

I beg to remain,
Your obedient servant,

John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.



Chartres Brew
(BCA A-01127)

Surveyor General's Dept.
New Westminster, BC
February 19th, 1864.

To: Charles Good, Esq., Acting as Colonial Secretary

Sir,

I have the honor to submit for the consideration of His Excellency, The Governor [Sir James Douglas], the enclosed copy of an application from Mr. John Hall with reference to the balance of [Land] Scrip being advanced to him for the 3 miles of trail up the Coquitlam Valley.

As this Department is scarcely in a position to have the trail at present inspected and measured, and it would not be just to keep the man out of his [Land] Scrip, after his work had been done, I think the favor he asks may be granted to him on his giving a bond binding himself to execute any works which in inspection may be required to render the trail complete according to the specification.

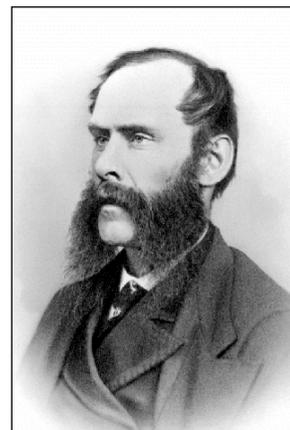
I have the honour to be,
Your most obedient servant,

C. [Chartres] Brew, In Charge [Lands and Works Department]

Administrative notes written on the letter:

1. This measurement approved. — J. Douglas [Sir James Douglas, Governor]
2. Replied to 1st March [1864].

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F938/9.



Charles Good
(BCA G-00246)

New Westminster, BC
March 1st, 1864.

To: C. [Chartres] Brew, Esq., In Charge, Lands and Works Department

Sir,

With reference to your letter of the 19th *ultimo* covering an application from Mr. John Hall for the balance of [Land] Scrip due to him on the construction of the Coquitlam Lake Trail to be paid before the trail is inspected, I am directed by The Governor [Sir James Douglas] to convey to you his approval of such [Land] Scrip being paid on Mr. Hall binding himself to execute any works which may be required by the Lands and Works Department to render the trail complete according to specification.

The trail now completed, and that on which Mr. Hall is now engaged, can then be measured and inspected on the completion of the latter as suggested by Mr. Hall.

I have the honor to be, Sir,
Your most obedient servant,

Charles Good
for the Colonial Secretary

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall, File: F650/116.

New Westminster, BC
April 9th, 1864.

To: C. [Chartres] Brew, Esq., In Charge of Lands and Works Department

Sir,

I beg to inform you that my contracts on the Coquitlam [River] and trail to Port Moody are finished and ready for inspection.

Also, by order of His Excellency, The Governor [Sir James Douglas], repairs to the ammount [sic.] of one hundred dollars upon the six miles of trail I made last year and year before [are ready to inspect].

I remain,
Your obedient servant,

John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
May 3rd, 1864.

To: C. [Chartres] Brew, Esq., J.P., In Charge of Lands and Works Department

Sir,

I beg to inform you that my contracts at the Coquitlam [River] and across to Port Moody are completed and waiting the convenience of the Government to inspect them.

Also, repairs upon the first five miles of trail from the Pitt River Road for which I have no contract, but a verbal order from His Excellency Sir James Douglas, who said he would mention it to Governor Seymour upon his arrival, my charge is one hundred dollars cash or one hundred and sixty acres of Land Scrip. An early inspection would oblige.

Your obedient servant,

John Hall

P.S. I will go along with any one you may send if informed as to time of departure. — John Hall

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
June 18th, 1864.

To: The Surveyor General & Chief Commissioner of Lands & Works
[Sir Joseph Trutch]

Sir,

I propose to clear all the fallen timber off 13½ miles of trail that I made up the Coquitlam [River] and across to Port Moody. Also, connect the Port Moody Trail with the North Road for the sum of \$500, five hundred dollars, in cash.

I beg to remain,
Your obedient servant,

John Hall

Administrative note written on the letter:

Postponed for accession of Surveyor General, by order of A. [Arthur] N. Birch, Colonial Secretary.

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.



Sir Joseph Trutch
(BCA A-01004)

New Westminster, BC
July 2nd, 1864.

To: The Honourable Colonial Secretary [Arthur N. Birch]

Sir,

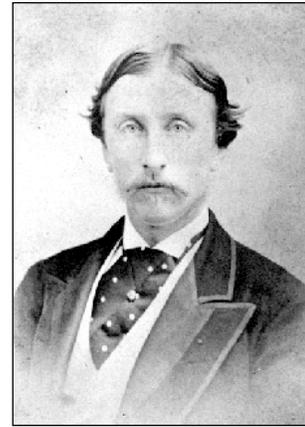
I beg respectfully to inform you that I have repaired 5 miles of the trail up the Coquitlam [River] so that it is now passable.

I am, Sir,
Your humble obedient servant,
John Hall

Administrative note written on the letter:

The Colonial Secretary will inspect this road personally.
— A.R.H. [Corporal Alfred Richard Howse, RE, 1827–1906]

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.



Arthur N. Birch
(BCA E-03952)

New Westminster, BC
September 3rd, 1864.

To: Captain [G.W.] Holmes, R.A. [Royal Artillery], Acting Surveyor General

Sir,

I respectfully beg leave to call your attention to some extra work performed by me on the trail from the Pitt River Road to the Coquitlam Lake.

In March last, His Excellency, Governor Douglas, directed me to level some of the inequalities, and otherwise to make the trail which I had cut passable for a horse, as he was desirous of visiting the lake, and that he would speak to His Excellency, Governor Seymour, about it when he arrived in the Colony. I agreed to perform the work for \$100 and informed Mr. [Chartres] Brew, at that time in charge of Public Works, of the Governor's directions.

Since I finished the work, I have addressed two communications to the Department of Works, and the claim still remains unsettled. Therefore, I respectfully request that you will inquire into this claim, and order the money to be paid to me.

I have the honor to be, Sir,
Your most obedient servant,

John Hall

Administrative notes written on the letter:

1. As there are no records in this office respecting this trail, and as Mr. Brew was in charge of the department at the time, will he have the goodness to give some information on the subject.
— G.W.H. [G.W. Holmes], Lands & Works, 11 / Oct / 1864.
2. I have no recollection whatever of this matter. — C. [Chartres] Brew, 12 / Oct. / 64.
3. There is little doubt that this was authorized by Sir James Douglas. Hall reported his orders at the Land Office, and on the completion of the work sent in his claim which occurred _____ was accurate to his letters — which is accurate. — C.S. [?]
4. If this extra allowance was distinctly promised by the late governor it would be paid, but I cannot think that the work done by Mr. Hall on the Coquitlam [River] trail is of the character to entitle him any extra compensation. — A. [Arthur] N. Birch [Colonial Secretary]
5. Mr. [Alfred Richard] Howse, if you happen to see Mr. Hall, we'd like to speak to him. — A.N.B.

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
October 4th, 1864.

To: Captain [G.W.] Holmes, Chief Commissioner of Lands and Works

Sir,

I beg leave respectfully to offer to connect the Port Moody trail with the North Road a supposed distance of two miles; and clear the fallen timber from the other three miles for the sum of \$500. Unless it is connected with the North Road, the portion already made is completely useless. The men who took [land] claims are almost inclined to abandon them, unless the Government will assist them in making roads.

I have the honor to be, Sir,
Your obedient servant,

John Hall

Administrative notes written on the letter:

1. Referred to the Colonial Secretary [Arthur N. Birch]. — G.W.H. [G.W. Holmes], 6 / Oct / 64.
2. Referred for the consideration of the Surveyor General [Sir Joseph Trutch].
3. The proposal seems a desirable one to accept, but we had better wait until the tenders for the Douglas Street Road are opened. — J.T. [Sir Joseph Trutch, Surveyor General], 6 / Oct / 64.

Source: British Columbia Archives, GR-1372, Colonial Correspondence - John Hall.

New Westminster, BC
October 21st, 1864.

To: Captain [G.W.] Holmes, R.A. [Royal Artillery],
Acting Chief Commissioner of Lands and Works & Surveyor General

Sir,

In reference to a claim I hold against the Government for repairs on the first six miles of the Coquitlam [River] Trail, I beg leave respectfully to again restate the facts regarding it. In the beginning of March last, Sir James Douglas expressed a desire to ride up the Coquitlam Trail. I told him the first six miles wanted some repairs before he could ride over it. He then asked me what amount it would take to make it passable. I offered to make it so he could ride over it for one hundred dollars. He then told me to go in and make the repairs, and he would mention the matter to His Excellency, Governor Seymour. I told Mr. [Chartres] Brew and Mssrs. [Alfred Richard] Howse [1827–1906] and Lomay [*sic.* Thomas Lomax] what the Governor had ordered. I then turned on all my hands, and done the work reprised.

In the beginning of April my contracts were all finished and ready for inspection. I gave Judge [Chartres] Brew a letter to that effect, and requested payment for that particular work, ordered by Sir James Douglas, who was still residing in town.

I considered I had done all that was necessary, by first doing the work, and then asking for payment, when all parties were present who were connected with it. Six months have passed over since I paid the men that done that work, and if the Government would take it into consideration that money in this colony would is worth from two to three percent per month to a rich man. I am confident they would not delay in paying a working man for his labour.

I beg most respectfully to request that you will enquire into this matter so that I may obtain payment, and I think both Mssrs. [Alfred Richard] Howse and Lomay [*sic.* Thomas Lomax] remember the whole transaction, although it may have escaped Mr. [Chartres] Brew's memory.

I am, Sir,
Your humble obedient servant,

John Hall

Administrative notes written on the letter:

1. He [John Hall] is very hard up. How would it do if [we] compromised and give him half his claim, i.e. \$50? All work done by Mr. Hall is anything but satisfactory. I presume the "promised" \$100 must be paid. Without your approval, no food! Suggestion?
— A.N.B. [Arthur N. Birch, Colonial Secretary], 25 / Nov / 64.
2. Mr. Hall informed both Mr. [Thomas] Lomax and myself of the Governor's order as stated herein.
— A.R. Howse [Corporal Alfred Richard Howse, RE, Lands & Works], 26 / 11 / 64.
3. There appears _____ no understanding on the part of Mr. Hall that the trail should be a good one. Was Sir J. [James] Douglas able to ride over it? I think his [John Hall's] whole amount claimed should be paid. — J.T. [Sir Joseph Trutch, Surveyor General], 26 / Nov / 64.

Source: Colonial Correspondence - John Hall, British Columbia Archives, GR-1372.