

on the Nottawasaga River, near Georgian Bay.³² Later, with A.M. Smith, he purchased the incomplete hull and in the spring of 1861 arranged to have John Potter of Oakville complete *Queen of the North* as a brigantine.³³ This was one of the largest sailing vessels owned and sailing out of the port of Toronto, the size being constrained by the dimensions of the second Welland Canal.³⁴ After spending two seasons in the Chicago grain trade, in 1863 the vessel was dispatched to the Atlantic with a cargo for Halifax,³⁵ and in 1864 and 1865 ventured as far south as Havana, Cuba.³⁶ After the Civil War the vessel seems to have again operated on the Lakes, carrying coal, among other cargoes, to Toronto, before Smith and Wyatt sold it around 1869.³⁷

In going to sea, the *Queen of the North* followed in the wake of the *Snow Bird*, a small American brigantine built in Baltimore, MD as *Baltimore*. Wyatt purchased the vessel in November 1861 for \$6,000, although the paperwork was not filed in Quebec until 14 June 1862. Six weeks later he sold 42 of the 64 shares in *Snow Bird*, to A. M. and John Smith.³⁸ Earlier, in April, the vessel was reported arriving in New York from Sicily with a cargo of oranges and lemons, and was going to take another cargo of coal oil from there to Liverpool.³⁹ *Snow Bird* took another cargo of petroleum products to London that summer, before coming to Toronto with “Wallsend” coal for Wyatt’s coal dock.⁴⁰ Wyatt and the Smiths passed the vessel on to Abraham Farewell of Oshawa and W. D. Mathews of Toronto that October for \$7000.⁴¹

With *Queen of the North* at sea and *Snow Bird* sold, Wyatt and the Smiths took delivery of another John Potter hull, the barque *Silver Cloud*, built on the banks of the Severn River, also on Georgian Bay, in May 1863.⁴² After a trip

³² *Globe*, 11 February 1859.

³³ *Northern Advance* (Barrie), 15 May 1861 quoting *Globe*. C. H. J. Snider, “Queen of the North: Schooner Days VII” *Toronto Evening Telegram*, 14 March 1931.

³⁴ *Globe*, 31 January 1862.

³⁵ *Globe*, 29 April 1863, 11 Dec 1863

³⁶ *Daily News* (Kingston), 5 November 1864; *Globe*, 8 December 1864, 12 August 1865.

³⁷ *Globe*, 5 December 1866.

³⁸ The original sale for \$6,000 was reported in the American press without naming the purchaser. *The Commercial Bulletin* (Boston), 9 November 1861, RG 42, vol. 267, p. 198, LAC, available at https://heritage.canadiana.ca/view/oocihm.lac_reel_c2065/211?r=0&s=5.

³⁹ *Globe*, 29 April 1862. As the Brig *Baltimore* (Br), Captain Cocker, it was reported in the *Journal of Commerce, Jr.* (New York), 6 December 1861 (for Gibraltar), 28 April 1862 (from Messina, February 12), 7 May 1862 (for Elizabethport).

⁴⁰ *Globe*, 13 October 1862.

⁴¹ *Globe*, 23 October 1862 which reported Farewell and Mathews were also shipping petroleum from Hamilton direct to London and le Havre. The vessel probably remained at sea because Farewell and Mathews sold it to Paoli Randall of Windsor, NS for \$10,000 on 29 May 1863, and in July it was reported as arriving in Havana. (*New York Daily Herald*, 28 July 1863).

⁴² *Northern Advance*, 27 May 1863.