

south-east corner of Georgian Bay, John Potter would construct *Indian Maid* for them on the Spanish River north of Manitoulin Island, where the vessel was launched in November 1868. *Indian Maid* was intended to trade between their mill on the Spanish River and other ports on Lake Huron.<sup>56</sup> A newspaper account of Georgian Bay shipbuilding published in the summer of 1869 featured the four Wyatt and Smith hulls and mentioned that *Indian Maid* had also been constructed “especially for the ocean trade,” a statement somewhat at odds with the reported length of only ninety feet.<sup>57</sup> The waters around the North Channel being particularly challenging for sailing vessels, Wyatt acquired the new tug *George Campbell* from the Northwoods at Chatham for some \$5,000.<sup>58</sup> By the end of 1871, Wyatt and Smith had sold the Spanish River mills to Chaffey and Freddingburn and probably the tug with them.<sup>59</sup>

Of Wyatt’s other investments at this stage in his career, there is little evidence. He attended the annual meetings of Canada Life, but this may have been little more than support for his brother-in-law’s legacy with the firm.<sup>60</sup> More intriguing is his routine appearance at the annual general meeting of Toronto’s Northern Railway. He never served as an officer of the firm, but occasionally took on the role of scrutineer or offered a motion, always in support of the current management.<sup>61</sup> That Wyatt had an interest in the northern part of the province was evident from the places where his ships were built, where some of them were deployed, and where for a time he and Smith undertook the lumber trade. Much of that trade would pass through Collingwood, down the rail line to the Toronto waterfront.

Wyatt was strategically active in various social settings in the city. He was an officer in the local Masons and served as steward in the lodge led by the Northern Railway’s F.W. Cumberland.<sup>62</sup> As such, he also participated in a number of the Masonic balls of that period.<sup>63</sup> During the tour of the Prince of Wales in 1860, he organized excursions of *Bowmanville* and the *Peerless* to greet the royal party and escort them to Montreal, Toronto, and later to events in Hamilton and Queenston.<sup>64</sup> He also served with dozens of other leading

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<sup>56</sup> *Globe*, 7 November 1868. Note that the partnership of A. M. and John Smith had ended in 1865. See also *DCB*, XI: 835-37.

<sup>57</sup> *Daily News*, 27 July 1869.

<sup>58</sup> *Globe*, 14 April 1869. There is other evidence that they renamed the tug *Wenonah*.

<sup>59</sup> *Globe*, 21 November 1871.

<sup>60</sup> *Globe*, 29 October 1857, 8 October 1862, 30 October 1862, 1 November 1862.

<sup>61</sup> *Globe*, 17 February 1859, 9 February 1860, 12 February 1863, 15 February 1866, 11 February 1869, 10 February 1870, 15 February 1872.

<sup>62</sup> *Globe*, 10 September 1857.

<sup>63</sup> *Globe*, 20 January 1859, 4 January 1861.

<sup>64</sup> *Globe*, 16 August 1860, 5 September 1860, 6 September 1860, 15 September 1860