



THE GUNBOAT "PRINCE ALFRED" HAULED UP FOR REPAIRS AT GODERICH.—FROM A PHOTOGRAPH BY CAMERON.—SEE PAGE 195.

A major part of Wyatt's challenges involved the maintenance of the vessels in his care. Above the Welland Canal there were no formal ship repair facilities on the Canadian shore and taking a naval steamboat to an American yard was out of the question. Consequently *Prince Alfred* had to be hauled out onto temporary ways. (From *Canadian Illustrated News*, 30 March 1872, p. 197)

he kept a close watch over repairs to vessels, which he certified on behalf of the government, and hired and paid the navigating crews. Although the British government paid for coal, Wyatt appears to have made the arrangements for supply and delivery for both the Canadian and British vessels. McDougall relied on Wyatt to keep the financial accounts and trusted his judgement for the settlement of contested claims.<sup>95</sup>

Gunboat patrols on the Saint Lawrence and the lakes continued in the 1867

<sup>95</sup> See, for example, Wyatt to McDougall, 5 September 1866, McDougall minute, 15 September 1866, and McDougall to McCallum, 4 October 1866, RG9 1C8, vol. 9, file nos. 63 to 109, LAC. McDougall referred McCallum's claim for \$5209.55 for the employment of his steamer *W.T. Robb* as a gunboat for twenty days in June 1866 to Wyatt, and acted on Wyatt's advice to pay only \$4,000.00 on the basis of the rates paid at that time for other hired steamers.