

have lived in Toronto.”¹³³ Some weeks later, the *Free Press* offered a rather weak apology, claiming that Wyatt had not been separated, and indeed had visited his home twice over the previous three years, written from time to time, and at least on one occasion sent money.¹³⁴ It was not a particularly convincing retraction.

This rather sad domestic tale adds some depth to the stress and perhaps desperation that Wyatt may have been under in the decade after his service as gunboat agent. In addition to whatever personal scandal being hinted at, the fact is that the international economy had taken a downturn in 1873 and one by one Wyatt’s ventures fell by the wayside, leaving him to re-invent himself as an immigration agent, author, and lecturer in the promotion of western Canada.

The detailed records that survive from Wyatt’s government work leave no question that he deserved a better legacy. It was a rare achievement to win and maintain the confidence of political leaders and the senior officers of the British Army and the Royal Navy. Wyatt must be given much of the credit for the nearly seamless cooperation in a combined undertaking fraught with potential discord between the two British services, and between the British and Canadian governments, which disagreed fundamentally about responsibilities for the defence of the Great Lakes. The records show that Wyatt won such influence through his deep knowledge of shipping and other waterfront industries, and his diligence and clear headedness as an administrator, not least with ship owners ready to drive a hard bargain by whatever means necessary.

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¹³³ *Montreal Gazette*, 13 January 1883.

¹³⁴ *Manitoba Free Press*, 23 January 1883.