

C. ELPHICKE's boilers were built in 1900 by the American Ship Building Company; no other source supports this allegation.)

Each boiler had two furnaces, and thus each ship's boiler installation provided 180 square feet of grate surface, and 6,606 square feet of heating surface. The engines and boilers placed in WILLIAM L. BROWN and MARY C. ELPHICKE would serve the two ships well, never having to be replaced in over 60 years of operation. Although steam engines frequently lasted that long, most ships whose careers spanned so many years received new boilers in the latter years of their lifetime.

The two new Elphicke steamers were quite handsome. Each had a straight stem and well-proportioned counter stern, and the hull had a pleasing but not excessive sheer. The forecastle was half-topgallant, with a closed rail for about half the length of its head, while the quarterdeck was flush with the spar deck. There was an open post-and-wire rail down either side of the spar deck, and a closed steel taffrail around the quarterdeck. A stockless anchor was carried on either side of the stem, just above the loaded waterline; the anchors were suspended from hawseholes, with no stowage pockets provided. As built, each steamer had a large rubrail placed along each side at about the level of the anchors at its foreward end, to protect the hull plating when docking or canalling. Another shorter rubrail was carried lower on each side.

The pilothouse was placed directly on the forecastle head, as was the custom of the day, and was located in front of a broad texas cabin which contained the master's quarters and office. However, the front of the pilothouse was not rounded "turret-style" as on most steel-hulled lake steamers of the period. Instead, it was squarish, with four large windows across its front and a window and door in each side. The ship normally was navigated from an open bridge atop the monkey's island, accessed via companionways on each side up to the bridge wings formed by the texas roof, and another set of steps up to the back of the open bridge. Shelter for the navigation officers was provided by a closed rail around the monkey's island, a canvas weathercloth raised above the rail when needed, and a canvas awning hoisted overhead to provide shade from the sun. The tall pole foremast, well raked, rose out of the texas immediately abaft the pilothouse. Accommodation for the mates and the rest of the deck crew was provided down inside the forecastle.

The after cabin was the typical large, roughly rectangular structure which contained the boilerhouse in its forward end. There were few openings in this part of the cabin, but numerous windows and doors farther aft in the crew spaces. Many freighters of this era had no enclosure around the coal bunker hatch set into the boat deck atop the boilerhouse, but the BROWN and the ELPHICKE each had a closed bulwark around the bunker hatch, improving the appearance of the boilerhouse.

The smokestack, tall and fairly heavy, rose from the boilerhouse, with the tall pole mainmast close abaft it; both were well raked to match the foremast. Several large ventilator cowls were situated around the base of the funnel to draw fresh air down to the boiler and engine rooms. There were small overhangs of the boat deck on either side, on which were placed the lifeboats, which were worked by radial davits.

WILLIAM L. BROWN and MARY C. ELPHICKE were painted in fairly plain livery; their hulls were black, forecastles and cabins white, and stacks were all black. There was nothing about the steamers to indicate that they were operated for some time for the Canada Atlantic Transit Company, a lake service connected with the Canada Atlantic Railway, which ran eastward from Georgian Bay. The railway had been formed with high hopes of becoming a national connector line, but it never really lived up to the hopes of its developers. Canada Atlantic had quite a fleet of its own at one time, but in the early years, the fleet was managed by the Elphicke interests.