

Paisley Steamship Company, Cleveland, but there is absolutely no concrete evidence that the Paisley Steamship Company ever owned the vessel. In 1919, CICOA was owned by the Waukau Transit Co. Inc., of Chicago, which was "a postwar firm acting as a holding company for lake vessels no longer needed for the war effort" (per John Greenwood). Another firm doing the same thing was the Edward P. Farley Co. Inc., also of Chicago, and it is possible that Waukau and Farley may have been connected in some manner, even though they gave different street addresses in Chicago.

On June 21, 1920, the Glen Transportation Company Limited was incorporated in Canada. It was a joint venture of the Playfair and Mathews shipping interests, and the great Canadian shipping entrepreneur James Playfair, of Midland, was president of the new firm, while A. E. ("Ernie") Mathews, of Toronto, was general manager. The Mathews Steamship Company Limited acted as manager of the Glen Transportation vessels, which were painted in Mathews colours despite having Playfair-type names. (It is necessary not to confuse the Glen Transportation Company with the other firms comprising the Playfair "organization" and in which Mathews was NOT interested.)

The first Glen Transportation vessel was F. P. JONES, and there are conflicting reports as to whether it was from Waukau Transit or the Farley firm that she was acquired. The second was CICOA, reportedly acquired in October of 1919 but not "brought back to the lakes" (although we still think she never left) until 1920. The "Paisley Steamship" reference comes, we believe, from the fact that James A. Paisley, who was very much involved with the Valley Camp Coal Company interests and was a great ally of James Playfair, was involved in "facilitating" the transfer of both the JONES and CICOA to Glen Transportation.

In any event, CICOA, regardless of when she actually "returned" to the lakes or rather to lake service, was placed on the Canadian registry in 1920 under official number 150231. Registered at Midland, Ontario, her dimensions were shown as 241.0 x 41.0 x 16.3, 1676 Gross and 999 Net Tons. Although she did run for at least several seasons as CICOA under her new ownership, it was only natural that, even though her ownership was a joint venture of Playfair and Mathews, the ship be given a Playfair-style "Glen" name. Accordingly, she became (c) GLENVEGAN, named for an area in the northwestern highlands of Scotland. However, although some sources have indicated that she did not take the new name until 1923, she did appear in the (December 31) 1922 Dominion List of Shipping as GLENVEGAN. (The 1922 American Bureau of Shipping Great Lakes register still showed her as CICOA, although registered at Midland and owned by Glen Transportation.)

When she was running for Glen Transportation, CICOA/GLENVEGAN was mostly in Mathews colours. Her hull was black, her forecastle head bulwark was white as were her forward cabins and an enlarged coal bunker that had been built forward of her smokestack. The stack was black with the two usual silver bands that virtually all Mathews ships carried over the years. She did not, however, wear the usual Mathews Steamship logo on her bows, as neither did the other three ships (GLENCADAM, GLENCLOVA and GLENAFTON) in the Glen Transportation fleet. The steamer's foremast was painted buff, while the mainmast was black.

It is interesting to note that, late in 1921, it was announced that James Playfair had arranged to acquire six more of the former Wolvin canallers which had been serving in the coal trade in France since World War One, when the entire remaining fleet of nine steamers (without, of course, the SHARPLES) had gone overseas. Two had been lost en route to Europe, and one came back to the lakes as BRIGNOGAN for the Hall fleet. The six that Playfair bought in France were placed under the ownership of Glen Steamships Limited, Midland, and after coming to Canada late in 1921 and early in 1922, they ran as GLENARM, GLENDOCHART, GLENDOWAN, GLENEALY, GLENFARN and GLENGARNOCK. All of the Wolvin canallers that came to Canadian operation in the 1920s (GLENVEGAN included) were given new enclosed upper pilothouses, which had five windows across their face, two windows and a door on each side, and a sunvisor over the windows.

In any event, GLENVEGAN carried on under Glen Transportation ownership until Playfair and Mathews had a parting of the ways. The company was wound up on February 12, 1925 (although the corporate charter was not surrendered until January 27, 1930). While GLENCLOVA was acquired by the George Hall Coal & Shipping Company, and then later by Canada Steamship Lines, the ownership of GLENVEGAN, GLENCADAM and GLENAFTON was transferred to the Mathews Steamship Company Limited, Toronto. Thereupon, they received the Mathews logo on their bows and they were given the names WIARTON (for the town on Ontario's Bruce Peninsula), ARLINGTON and LAMBTON, respectively, re-registered at Toronto, where the Mathews operations were based.