
Jessie COLLEY (c. 1899-)

Jessie COLLEY, daughter of Lucy COLLEY (-), was born circa 1899 in Wincanton, Somerset.¹

At the time of the 1901 Census, Jessie was living at Towns End, Castle Cary in Wincanton - 1, living with mother Lucy (26, single, loom minder in hair factory)²

Jessie appeared in the census on 2 April 1911 at Frenze Lane in Diss, Norfolk - 11, scholar, a Dr. Barnardos Home child, boarding in the household of Edward Reeve (55, gardener) and his wife Agnes (59), their children Harry (25, gardener) and Edith 19), and Mary TREVITHICK (7, scholar, a Dr. Barnardos Home child)³

She emigrated from London to Quebec, Canada on 29 June 1911 , onboard the Allan Line steamship, the Sicilian, recorded on Dr. Barnardos Party List Sheet 1, along with many other children. On 7 November 1911 there was a possible placement at a Barnardo's Home in Peterborough, Ontario.

There are no other references to Jessie after she left for Canada in 1911 which can be confidently attributed to her. However there is a record of a Jessie Colley in the Canada, Home Children Immigration Records Index, showing an event dated 7 November 1911, noting the place Peterborough, Ontario. There was a Barnardo's receiving home there called Hazelbrae (or Hazel Brae) on Conger's Hill. This provided temporary accommodation for girls from Barnardo's Homes in Britain. Maybe Jessie was here at some point.

Notes:

S/S Sicilian (S/S Bruton), Allan Line

The Sicilian was a steamship built by Workman, Clark and Co. Ltd. in Belfast for the Allan Line. She was 430 feet long and had a beam of 52 feet, with a registered tonnage of 6,224 tons. It was originally built with a triple expansion engine, one funnel, two masts, a single screw and a speed of 13 knots. There were berths for 50 first class, 150 second class, and 400 third class passengers.

Following her launch on August 25, 1899, she was first used as a troop ship for the Boer War; her first sailing carrying passengers was February, 1901, from Liverpool to Portland Maine.

In 1906, she had a refit to change her passenger accommodations to provide berths

for 280 class passengers and 900 third class passengers. In 1908, she had a second refit to increase her tonnage to 7,328 tons.

In 1917, the Sicilian and the rest of the Allan Line came under the ownership of the Canadian Pacific Line. She was laid up in 1922 but in 1923 she was converted to carry freight and was renamed S/S Bruton. She was scrapped in 1925 in Italy.

The Hazelbrae Barnardo Home

It officially began receiving children on 22 July 1883. This home was donated to Barnardo's by George A Cox. In 1912 the home was re-named "The Margret Cox Home" for girls (in honour of the wife of the original benefactor George A. Cox). The home closed in 1922 and by 1939 was completely torn down. Today a Heritage plaque recognizing the home stands on the grounds of the former Hazelbrae home. It was thought that from 1887 to 1889, the home was 'most unsatisfactory' run. It was said the staff engaged in 'unsatisfactory conduct', and that the girls were not adequately supervised, and it was in effect closed for that period.

Sources

1. *CR Birth*. 1899 Q4 Wincanton Somerset Vol 5C Page 395. Cit. Date: Q4 1899.
2. *1901 Census*. RG13 Piece 2303 Folio 75 Page 5 Schedule 38. Cit. Date: 31 March 1901.
3. *1911 Census*. RG14 PN11443 RD230 SD2 ED1 SN162. Cit. Date: 2 April 1911.