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- Harrington Bowling Club
- Jim & Marie (Foodstop)
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DISTRIBUTION AREA: 1200

- Cooperbrook Post Office 100
 - Lansdowne Post Office 50
 - Moorland Corner Store 25
 - Moorland Post Office 50
 - Harrington Post Office 50
- Home deliveries for the Harrington area sorry not Crowdy Head. Please pick up from Harrington Post Office

How Was It Named?

- Comboyne a female aborigine - aboriginal
- Cooperbrook the elbow - aboriginal
- Croki probably from "Groki" the toadfish - aboriginal
- Dawson River named after Robert Dawson, explorer of the Manning, and manager of the Australian Agricultural Company
- Dumaresq Island after Henry Dumaresque, treasurer of the Australian Agricultural Company
- Ghinni Ghinni mud crabs (doubling the word meant there were lots of them)
- Harrington after the Earl of Harrington by John Oxley, 1818
- Jones Island possibly named after Richard Jones, a politician. Originally called Korogait Island.
- Killawarra scrub - aboriginal
- Kimbriki water reed - aboriginal
- Manning River named after Sir William Manning, Deputy-Governor (surveyor for that company) in 1826 - originally "Manning's River", the apostrophe was soon dropped.
- Mitchells Island after Major Thomas Mitchell, explorer and deputy Surveyor-General
- Moto from "Mooto" meaning "black snake" - aboriginal
- Nabiac wild fig tree - aboriginal
- Oxley Island after John Oxley, explored the entrance to the Manning, 1818 - later Surveyor -General of N.S.W.
- Streets of Taree (sub-divided and named by Henry Flett)
 - Victoria after Queen Victoria
 - Albert after Prince Albert (husband of Queen Victoria)
 - Wynter after William Wynter, first settler on the Manning
 - Pulteney a suburb of Wick in the county of Caithness, Scotland, (near John O'Groats) where Henry Flett came from
 - Manning after Manning River
 - Macquarie after Governor Macquarie (Governor of N.S.W.)
- Taree from "tarreebit" meaning "wild fig fruit" - aboriginal
- Tinonee from "Tinobe" meaning "big shark" (the Biripi totem)
- Wallamba from "Wollumba" meaning "flying fox" - aboriginal
- Wingham named after a town in Kent, England, by John Gorman, the surveyor who laid out the town. there is also a Wingham in Canada "wingan" does mean "place where bats drink" in aboriginal but does not seem to be the origin of Wingham

Taken from <http://www.manninghistorical.org/P&E3.htm>

John Oxley crossed and named Harrington and Farquhar Inlets in 1818 during a journey along the beaches from the Hastings River to Port Stephens, but he was not aware that a large river flowed through them to the sea. The Manning River was first sighted by Surveyor Henry Dangar in 1825 and again in 1826 during the exploration of part of the country between the upper Hunter River and Port Stephens on behalf of the Australian

Agricultural Company. The river was recorded on his survey map by its Aboriginal name "Boolumbahtee". Later in 1826 the river was named "Mannings River" by Robert Dawson, the first manager of the Australian Agricultural Company in honour of Sir William Manning, the Deputy Governor of the Company

First land was leasehold. Later land was brought at Government Auctions held at either Port Macquarie or Dungog. Following the Convict Colony in NSW, any settlement by freed convicts became a contentious issue. To overcome the perceived stigma of the first fleters, a Presbyterian Minister in Scotland urged members of his flock to consider settling in Australia to give a more upstanding Presbyterian farming community predominance. To this end assisted passages were given to enable those interested to set up colonies in the new arable land. The gamble taken by these early settlers was followed by many hardships and deprivations, which they endured to make enough to ensure a

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A service to the community by the Harrington/Crowdy Head Chamber of Commerce, Industry & Tourism and the Harrington Bowling Club

start in setting up their homesteads.

Hardships

- * Some of the hardships encountered were: the complete isolation from the outside world,
- * lack of medical assistance, midwives were affectionately known as 'rabbit catchers',
- * shortage of fresh water which when found had to be carried long distances,
- * cattle grazing on unfenced areas,
- * land clearing was carried out by hand.

The mode of transport was restrictive as the river is known to have strong currents particularly on high tides and stormy windy weather.

Affluence did not come easily to the early settlers of this island where the daily struggle was to keep alive.

Farms

A typical farmholding could be seen in the following example, (information supplied by Dr. Bill Birrell): The following advertisement of a farm for sale (Manning River News, August 1871) gives an indication of the stock and farm equipment owned by some of the settlers during 1860's and 1870's, but not all farmers were as well established as John MacLean who had taken up land on Oxley Island in 1852.

Area 37.5 acres .33 acres cultivated
 Stock on farm....2 draught horses, 1 mare, 1 colt
A number of horses, a number of cows,
(Prime milkers), heifers, steers, pigs.
Implements Iron and wooden ploughs -
double and single barrows, cart and
trace harness, horse cart, barrow,
2 boats. House, barn yard, piggeries.

Early Families

MacLean - John, together with his family migrated to Australia from Scotland, arriving, in Sydney 10th May, 1839.

Excerpt from the *Manning River Observer* reprinted in the *Wingham Chronicle*

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"At the Crown Land Sale, held at Dungog on June 16, 1852, Mr John MacLean, 'Drimnin', Clarencetown, purchased for his three sons, Robert, Hector and Archibald MacLean, three blocks of brush-land each containing 109, 68 and 61 acres on Oxley Island, fronting the South Channel, Manning River. These they each named, 'Torwood', 'Copabelia' and 'Fermdale' respectively. The three MacLean brothers were the first permanent European settlers on Alley Island. In the year 1852, Messrs. Robert and Hector MacLean spent a short period on the Turon and Victorian gold diggings."

Schmitzer - Migrated from Germany with Grape Vines. Settled first at Raymond Terrace then moved to Oxley Island in 1858 and with his wife started a vineyard. The family continue to operate a farm today.

It was a member of the Schmitzer family who built the Court House and Police Station in Taree which are well recognised buildings. This branch of the family then moved to Grafton to build some of the brick buildings there.

(Continued on page 3)

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TELLEVERYBODY

WHAT YOU DO AND WHERE YOU DO IT.

(Continued from page 2)

Allan - George, Helen and William migrated from Scotland with their second son Alexander being born on the ship *Walmer Castle* outside Sydney Heads. George worked for a while for the Poulson Family before bringing his wife and two sons to live on Oxley Island.

William was a Director of the Manning River Co-op from 1899 till he died in 1907.

Churches

The Oxley Island Cemetery dates from 1878 with the first recorded grave being that of a 1 year old child in 1884.

The current Interdenominational (Union) Church was built on land which was dedicated for Church use on 23rd June 1879, being approximately 68 years old, it was built by locals including William Ryan. It is the last remaining Church on Oxley Island

The first Catholic Church was built in 1892 half way up Ferry Road going east from Oxley Island Road in the Nature Reserve. This was burnt down when bushfires raged on the hill, the services were held in the present Oxley Island Literary Institute Hall until a block of ground was given to the Catholic Church in 1953 by Mr Frank Evans, to build a Church on the corner of Ferry Road and Oxley Island Road. In 1977-78 the Church was sold and moved to Tinonee where it is now brick veneered and used as a Uniting Church.

Church of England - St Barnabas - was built in 1922 by voluntary labour from the island, bricks were hand made on the island in the hollow below the school. Cannon Phillips had a strong influence in design, being a replica of the Grimsby English Church, the tower is slightly smaller due to the foundations. The Cannon and his wife are buried in the cemetery adjacent to the church. It has since been closed and sold and is now used as a residence.

Early Life Depended on the River

The houses were built close to the river as the river system was a vital link with the outside world in communication, services and travel.

Passenger and cargo travel in earlier times was by steamship between Sydney and Croki.

Excerpt from Frank Lee, former pupil Oxley Island School and taken from the yearbook of 1862.

A pilot ship regularly tested the river, and ensured dredges from Newcastle maintained a safe depth for the many craft that called at local wharves. Cargo consisted of vegetables, hides, pigs, calves, timber, as well as passengers. Ships of up to 600 tons could be berthed at the old wharf at Lee's where two beacons on the farm marked the channel. William Lee was the North Coast Shipping Company agent. Some of the ships that called at this wharf were:

Melinga 600 tons diesel built in Glasgow

Uki 400 tons coal burner.

Maianbar 500 tons coal burner, later wrecked in Newcastle harbour.

Urana 600 tons coal burner, wrecked at Old Bar, 1937.

Other wharves called at were Croki, Ghinni, Cundletown, Tinonee and Wingham. Small boats went into the shallow places and brought the cargo to points where the larger boats loaded it.

written by Gloria Collier and Joan O'Hara 1997

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Shipping on the Manning

In the winter of 1816 two schooners, the Edwin and the Jane, sailed from Sydney for the Hawkesbury River. They were caught in a storm and driven north to Cape Hawke where the Edwin was disabled and forced ashore. The Jane disappeared.

John Oxley (1785 - 1828)

John Oxley was born in England and sailed to Australia as a surveyor with the Royal Navy in 1801. He was appointed Surveyor-General of New South Wales in 1812



John Oxley Crosses The Manning

In October 1818 Lt. John Oxley, a retired British Naval officer and Surveyor General of New South Wales, travelled south along the coast from Port Macquarie, which he had discovered and named. According to his log, the party camped for the night fourteen miles [about 22.5 km] south of the Camden Haven River.

On the beach adjacent to their campsite they found a small boat half buried in the sand. Oxley identified the boat as having belonged to the *Jane*, lost with all hands two years before.

The next day Oxley and his party continued south. A short way from the half buried boat they discovered a hut which had been built using axe and saw. Four miles [about 6.5 km] further on, they reached 'a very extensive inlet' which Oxley described as being nearly a mile wide. With their horses exhausted and unable to effect a crossing of the barrier which Oxley named Harrington Lake, Oxley sent a party back to recover the *Jane's* lifeboat. After an arduous 20 odd miles [about 32 km] round trip the boat was brought to the camp site at Harrington, repaired, and with newly made oars used to ferry the whole party, including the horses, across to the northern spit of Mitchell's Island.

Four miles further south the party found another inlet, now known as Old Bar, which Oxley named Farquhar's Lake. They were able to cross the mouth of the inlet at low tide without unloading the horses - an early indication of some of the problems that would be met by shipping at one or other of the river's mouths.

Having crossed the bar they continued along the beach. About a mile from the entrance, just north of the present village of Old Bar, they came upon the wreck of a vessel. They had found the *Jane*.

While these events were a low key start to the maritime history of what was to become the Manning River, they nevertheless set the scene for a kaleidoscope of activity ranging from ship building, through cargo and passenger handling, traders boats, recreation, triumph and tragedy. The river was for a century to come to be one of the important foci in the lives of the whole of the valley's population.

Many years were to pass after Oxley's visit before the next chapter of the saga of the Manning would be written.

(Continued on page 6)

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