

TIMELINES

The Quarterly Newsletter of Murwillumbah Historical Society Inc

October 2016; Vol 5, No 2



Welcome

Welcome to the October 2016 edition of *Timelines*. In this edition we continue our *Lest We Forget* series by Society President Tony Clark, with the subject this time being John Leo Fogarty of Doon Doon.

Many Murwillumbah residents will remember the subject of our next story, Fay Clarke [née Staunton], a horsewoman of exceptional ability, who has kindly provided *Timelines* with the story of her equestrian achievements.

Our series on historic local buildings story continues with the second installment of the history and architectural features of Hartmann's Store in south Murwillumbah, and the edition concludes with a review of the mystery photos which have intermittently appeared in previous editions of *Timelines*, with more information received from readers on the content of some of the photos.

Unfortunately, the next installment of the Harbison Family story has had to be held over to the next edition.

Max Willoughby, *Timelines* Editor

The contents of this edition are:

- *Lest We Forget* – John Leo Fogarty of Doon Doon
- Fay Staunton, equestrian
- *Historic Buildings* - Hartmann's store [Part 2]
- Mystery photos and objects
- Guided Town Walks
- Roll of Honour
- Museum Corner
- Society and Contact Information

Lest We Forget

To mark the centenary of World War One [1914-1918], each edition of *Timelines* until Oct 2018 will present a short article honouring the memory of our fallen. This edition focuses on John Leo Fogarty of Doon Doon.

John Leo Fogarty was born at Narioka, Victoria in c1894 to parents John and Margaret (nee Banko) Fogarty. He attended a convent school in Berrima NSW before he and his seven siblings, (4 boys and 3 girls), settled at Doon-Doon near Uki in about 1910, where the family ran a dairy farm.

John (also known as Leo) enlisted in Brisbane with the 2nd Light Horse Regiment, 14th Reinforcement, on 21 Jul 1915 at the age of 21, and stated his occupation as 'horse driver'. He was allocated Regimental No 2032¹ and the rank of Private. A farewell dinner and presentation was held for John by the Doon Doon community in late Jul 1915.

Unbelievably his older brother Michael, who enlisted in the same unit five months later in Cairns was allocated Regimental No 2033.

According to his service record, John stood 6ft 5in (195.5cm) and weighed 175lbs (79kg) with blue eyes, dark brown hair, with a fresh complexion. Both brothers embarked for Egypt with their unit from Brisbane Qld on board HMAT A62 *Wandilla* on 31 Jan 1916. While based at Serapeum Egypt, John and Michael were both transferred to the 4th Australian



WE WANT YOUR OLD PHOTOS!

If you have or come into possession of any old, family or historic photos please don't bin them; donate them instead! Please contact the Museum (02) 6670 2493, email trm@tweed.nsw.gov.au

Divisional Artillery on 16 Apr and taken on strength with the 11th Australian Field Artillery Brigade as Gunners. They were both posted to the 111th Australian (Howitzer) Battery on 21 Apr 1916.



L to R: Michael Fogarty, father John Fogarty and John Leo Fogarty [Ancestry.com]

John embarked from Alexandria to join the British Expeditionary Forces on 1 Jun 1916 and disembarked at Marseilles on 10 Jun 1916. For most of the remainder of 1916, John Fogarty was hospitalised, suffering from poor health including influenza and dental problems. He re-joined his unit from hospital on 14 Dec 1916 but was hospitalised again on 16 Jan 1917, suffering from an ulcer on his left leg. He re-joined his unit again on 25 May 1917.



Howitzer in action at Messines [Wikipedia]

On 16 Jun 1917, Gunner Fogarty was wounded at Messines, Belgium. His war record states that he died

from a gunshot wound to the head; however letters received by the family from his brother Michael and from John's commanding officer, Major P M Edwards, both talk of the injury being caused by a shell landing in his vicinity, lifting him into the air and causing a major injury to his leg.

He was moved to the 1st Australian Casualty Clearing Station where he died the same day at the age of 23. He was buried at Bailleul Communal Cemetery Extension France (Plot III, Row B, Grave No 247) on 17 Jun 1917. Gunner Fogarty's effects were returned to his father and consisted of 'a Fountain Pen, Pipe, Cigarette Holder, Purse containing Scapulars, Medallions, Rosary, Card Case, Safety Razor, Wallet, 5 Military Books, Book of Views, Pair Gloves and Semaphore Cards'.



Original field grave headstone of John Leo Fogarty at Bailleul Community Cemetery Extension [Ancestry.com]

John Leo Fogarty has been memorialised at the Australian War Memorial, Panel No 16 of the Roll of Honour and on the Murwillumbah and Uki Cenotaph's.

Michael Fogarty returned to Australia in March 1919.

References: Tweed Regional Museum
Australian War Memorial
National Archives of Australia
AIF Project

¹ The Australian army used a regimental numbering system until 1921. Under this system, each infantry battalion, light horse regiment and service corps issued numbers from its own series. Officers and nurses were not issued with a number. From 1921 all army personnel were issued with a unique army service number.

Fay Staunton, equestrian

People on the Tweed of a certain age will probably remember an striking young horsewoman, who was widely known and admired for her exceptionally fine seat on a horse, her soft hands in the way she treated her horse, and for her obvious prowess with horses. She loved riding, especially hunting, and rode many horses, mostly belonging to other people.

Mr Jack Campbell, whose horses she rode, is known to have said she was the best horsewoman or horseman he had ever seen.

Her name was Fay Staunton [now Fay Clarke] and she made an outstanding name for herself as a horsewoman on the Tweed, and for her later achievements in Sydney, Brisbane and many other venues, as she describes in her story.

I was born Fay Staunton on 10 Jan 1929 at Sunnyside Private Hospital Murwillumbah, the eldest child of Frank and Eileen Staunton of Urliup (Upper Bilambil). Four siblings followed; Patricia, Janice, Shirley and John, the youngest, who was born in Gympie in 1940. During the Depression years our family travelled around the country seeking work. Dad had various jobs including growing and cutting bananas, cutting timber and driving a car owned by his father, as an early taxi service.

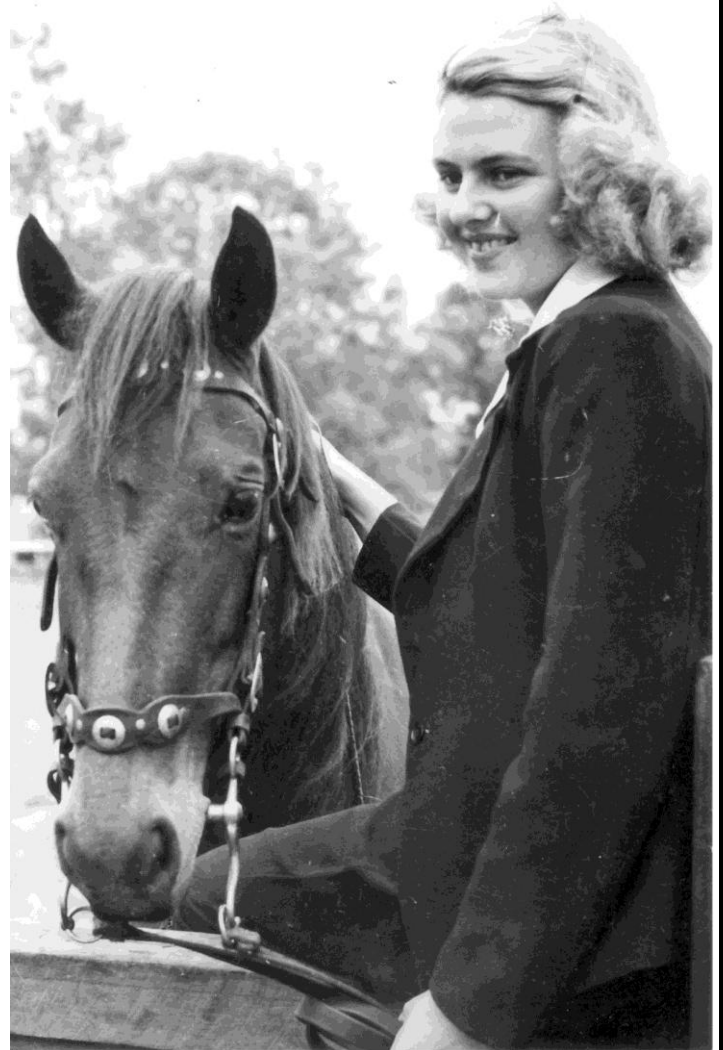
I spent most of my young years living with my paternal grandparents Bill and Sarah Staunton on their dairy farm at Urliup, riding my pony bareback around the hills. Dad and his brother Syl grew bananas on the farm as well. Horses were important on the farm and Rollo the draft horse was used for numerous tasks including taking the cream from the dairy to the farm gate for collection, hauling timber, ploughing and corn scuffling. I would ride Rollo so that he didn't eat the young corn!

My maternal grandparents Tom and Mary King (Pop and Mater to me) lived at Fingal. Mater was a Bambury whose family emigrated from Northern Ireland. Mater's parents owned and operated the cafe in Fingal for many years, while Mater taught sewing at the Fingal School and Pop had an oyster lease on the Tweed River near the Banora Point Bridge. The local aboriginal men would dive down to collect the oysters off the rocks for Pop. My sister Pat and I spent many happy times during school holidays visiting Mater and Pop, swimming or fishing with Pop in his little boat.

As did many children, I rode my pony to Urliup School, which was not far from the farm, until grade four when my grandparents moved to Spring St Murwillumbah where I attended Mount St Patrick School. I would leave school at 11am each Friday to catch the cream lorry out to the farm which was now being run by Uncle Syl Staunton and his wife

Monica (Mona). I would then catch the cream lorry back again on Monday morning in time for school. During the school holidays my grandmother would often take my cousin Marj and I to visit her sister Mrs Ada Leeson in Coraki. These were exciting times as there were three older Leeson boys and lots of horses on the farm.

I was given my first pony at age five, but sadly he was drowned in a flood. At six, I was given another pony which I named Ducky.



My wonderful Ducky, an all rounder [courtesy F Clarke]

we were visiting the Leeson family at Coraki in 1935 when, at six years old, I had my first ride in a show. I didn't have any riding clothes so I rode in my school uniform, little socks and soft slippers (very embarrassing). All the other competitors were much older but I managed to get third, earning my first ever yellow ribbon (I'm not sure if they awarded me that ribbon just to keep me happy, but perhaps I earned it). The lady who had won first prize that day became a close friend and many years later she showed me the results from that show in an old Casino newspaper.

For the next few years I rode Ducky around the farm. Unbeknown to my grandparents and the rest of my family, I would take her to the back of the farm and I made a hurdle out of sticks and branches. Ducky

and I went round and round over the hurdles until we were dizzy - so began my hunting career! When someone in the family found out what I was doing, the sticks were promptly removed but by now I was really game and Ducky was learning what to do. I knew where all the beaut logs were in the paddocks and we never missed an opportunity to continue our practice sessions.

In about 1938 when I was nine years old I started entering the local northern rivers shows (Murwillumbah, Mullumbimby, etc) riding Ducky.

During the war years there no shows but I competed at sports days around the Murwillumbah area. All the young people would ride to the sports day, some on their ponies and some on push bikes. They were happy, carefree days. I entered Ducky in flag and bending races and pony hacks. She won champion led-pony mare and champion harness pony one year. Ducky was not a hunter.

At Dunbible sports day, a Mr Richards asked me to ride his draught horse in the race and we won it - very exciting. It was the only racing draft horse I ever rode!

I left school in 1944 after completing year six at Mt St Patrick and I was fortunate to gain employment with Miss Tilly Campbell and her brother Jack at Tygalgah doing domestic and gardening duties. The household was very orderly and everything had a schedule: up at 5am every Monday to do the washing and then the ironing. Lunch was always served at 12 noon sharp except on Friday when it was at 11am because Mr Campbell attended the local cattle sale in Murwillumbah. Miss Campbell often entertained other ladies from the district and I served tea when she entertained.

However, when the domestic duties were completed I also helped out with outdoor farm work such as mustering cattle and riding horses, which was a real treat for me. There were very few trucks available to transport the cattle so they were either transported by rail or on foot. When cattle came to Murwillumbah from down south they were walked from the rail yards over the bridge and through the lower end of town to Tygalgah.

There was a small abattoir on Campbell's land and cattle were brought there for slaughter. Fat cattle were mustered and driven by moonlight, on the full moon, from out of town to Tygalgah to minimise heat stress to the animals. The property at Tygalgah was on the river and during the floods we had to move cattle to a property on the other side of Murwillumbah out of flood danger.

During my years with the Campbell's I was privileged to ride many fine horses owned by Mr Campbell. I was also fortunate to be allowed time off work to compete in the local and interstate shows.

In 1946 I had my first trip to the Brisbane show (Exhibition). Grandfather Staunton and I took the bus to Brisbane and stayed with an uncle of mine. The girls events were held on Saturday and Grandfather asked a travelling show man to lend me a horse to ride. I won 'girl rider' on that horse and then another man asked if I would ride his pony in the hunting events. All up, I won four events at that show - my first taste of the 'big time'.

The Woods family who were travelling the shows with a team of hunters came to the Murwillumbah show that year (1946) and asked if I could join their team the following year to ride their hunters with Colin and May Thompson. The plan was that I would join them in Toowoomba to get to know their horses before heading to the Royal Easter show in Sydney. However, a few weeks before the Toowoomba show I suffered a badly sprained ankle when a horse fell with me while working with cattle at Campbell's.

The first Sydney show after World War II was held in 1947 and it was my first time competing at such a competitive event. I arrived with a heavily strapped ankle and no experience on the Woods' horses. My results for the show were:

- first and second places in my first hunting event (I rode two horses);
- placed in the teams hunting events with the Woods' team (pairs and teams of four);
- second place in the Lady Rider over hurdles event against very experienced lady riders from Melbourne, Sydney and Adelaide; and
- first prize in the pony hack (a Mr Strahle from Armidale asked me to ride his pony).

I was thrilled to win the pony hack event as I was not really into hack events, as hunting was my favourite event.



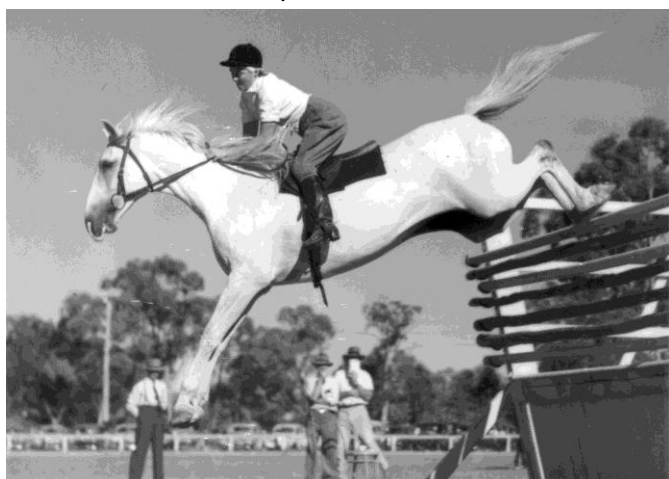
Ned Twohill and I riding in Hunting in Pairs, Murwillumbah Show
[courtesy F Clarke]

In Brisbane that same year I won Reserve Champion Hack on Danny, owned by Mr Campbell and shown by Mr Jimmy Walsh. Danny also carried me to victory in the Lady Rider classes, and I also

won championships at Murwillumbah and Northern Rivers shows on him. After Danny was sold, I also had the pleasure of riding Jock which Mr Campbell purchased.

In 1948 I commenced riding all major shows with the F & M Woods team, an association which continued until about 1953. We did the New England circuit, Darling Downs circuit, Toowoomba and Sydney Royal shows, and the Brisbane Exhibition. On the Darling Downs show circuit I once won a bare back Hunt at the Pittsworth show. Bare back Hunts were not often on the show programme.

I had my first ride in a high jump event on Grey Hawke at the Brisbane Exhibition, earning second prize. Pauline Weir, who was also competing in her first ever high jump event, cleared a 7 foot high fence on her horse to take first prize.



Stanthorpe Show 1950. Winning the high jump on Grey Hawk, owned by F & M Woods from Warra Qld [courtesy F Clarke]

My greatest thrill was winning the Ladies trotting event at the Brisbane show on Going Grey owned by Mr Les Noble from Murwillumbah and trained by Mr Jimmy Walsh. I'd had one previous ride on Going Grey on the Murwillumbah race course prior to competing in Brisbane.

In the early years of my riding career, the Walsh and McLeod families and Miss Campbell gave me such help and support for which I will always be grateful.

After almost six years working for Campbell's I left to spend the next twelve months caring for my widowed grandfather Bill Staunton, who had suffered a stroke some years earlier. Then I went to Coraki to help my great aunt (Mrs Ada Leeson) on the farm after her husband had passed away. While in Coraki, a job became available on the neighbouring dairy farm owned by Dougall and Anne McPherson who were milking approximately 40 cows. I stayed with Dougall and Anne until the big flood in Feb 1954. After that devastating flood I had no job and so decided to attend the Toowoomba show where I was offered a job by Mrs Bessie Stride from Barcoola station, near Injune Qld.

I went to Injune In 1954 to work and ride for Mrs Stride with her hunters, as the Woods team were no longer travelling. With Mrs Stride I competed in Melbourne, Sydney, Adelaide and Brisbane shows as well as on the regional circuit. In Melbourne, I won the Alice Laidlaw memorial trophy for Lady Rider over Hurdles and was placed second in the Open Lady Rider over Hurdles. I rode for Mrs Stride until I retired from competitive riding in 1955. The Brisbane show was my final competition before retiring.

In November 1955 I married John Clarke from Sligo, Ireland. We remained in the Injune area working on sheep stations until 1964 when we moved to Haigslea near Ipswich to take up dairy farming. During the early years of raising four children there was no horse riding but when my youngest child was old enough to sit on the horse in front of me, I began riding again. Sadly, I did not return to riding hunters, but to general stock work with my husband, such as mustering cattle, which I also love. I have continued riding into my eighties and the passion for horses and riding remains with me.

My family was always worried that I would be killed or crippled off the hunters and tried in vain to steer me away from the horses, but I did it my way.

Fay recently mentioned that at age 84 she got on a horse and to her surprise it 'pig rooted' but she proudly said that it didn't throw her off.'

Hartmann's general store

Murwillumbah Historic Building, Architectural Review No 10

This continuing series on the historic buildings of Murwillumbah is contributed by Society member Nick Gouliaev [B Arch]. Edited for publication by Max Willoughby. This is the second part of the 10th in the series, describing Hartmann's Building in Prospero Street.

In 1933 Hartmann had the original shop building extensively demolished, refurbished and structurally altered internally and externally; it was even classified in the Tweed Daily newspaper of 28 Jan 1933 as a new shop constructed for H E Hartmann in Prospero Street at a cost of £1,600 [\$3,200], or approximately \$520,000 today based on average weekly earnings. The building now had the appearance of being brand new, due to the major reconstruction and grand alterations.

The structure now consisted of a steel universal beam spanning the width of the shop front, supporting brick parapet above the awning and extending to the roof and above, so as to hide the roof from view. The exposed surfaces of the beam were lined with timber, and internally and externally sheeted. The beam was supported by square section steel posts located at each door jamb nearest to the central display window. New double skin brick partition walls were constructed at each side boundary as fire resistant barriers, protecting adjoining buildings from fire jumping from building to building. New brick parapet walls

extending to above roof level were built on top of the steel beam, with all surfaces finished with smooth cement render, painted. Decorative concrete horizontal mouldings were fixed into the cement rendered surface of the front parapet wall in the style of Art Deco.

Since the 1930's was the era of Art Deco architecture, H E Hartmann decided to improve his building façade with this latest style so as to impress all his customers and increase his already thriving business, which of course, it did. The street façade was now a very attractive Art Deco style, complete with parapet wall displaying a decorative rectangular advertising wall signature, surrounded by concrete Art Deco wall mouldings protruding from the wall surface, together with concrete letters and numbers inside the advertising rectangle cast into the wall surface. The wall or building signature proudly announced to the world the following:

‘EST^D HARTMANN’S 1910’

Above is a stepping parapet wall with ‘V’ shaped double key stone centrally placed in the width of the façade and protruding from the wall surface.

Below the building signature are horizontal decorative concrete mouldings which protrude from the flat wall surface, and extend the width of the building, terminated at each end by pseudo columns created by thickened cement render applied to the wall surfaces. Directly below is a series of three half round highlight windows, with small glazed window panels in the Georgian style, allowing daylight into the shop retail area below. Externally, these windows are surrounded by smooth cement rendered and painted decorative moulding surrounding, emphasizing the Art Deco style.



Three half round highlight windows on front facade [Photograph by Nick Gouliaev]

Internally, the shop floor area has a ceiling height of 5m, with the ceiling constructed and decorated in the Art Deco style, lined with plaster sheeting with decorative mouldings consisting of a series of ceiling grids, with four skylight wells, of which only two are now still open. The skylights are glazed with clear glass, providing excellent natural daylight to the

former retail shop area below, and now to the repurposed auto workshop. A plaster cornice in the highly decorative Art Deco style still exists today along the perimeters of the ceiling areas of what was the shop retail area and cashier areas.



Internal view of Hartmann's store looking towards the rear [courtesy G Smith, date unknown]

The cashier's office was 900mm above the retail floor area, with a storage area behind, and timber flooring in both areas. Directly behind this storage area was a 1.8m wide timber floor loading dock roofed with a timber framed structure supporting corrugated galvanized roof cladding and spanning the width of the building. Rear access for deliveries was via an earth ramp from Holston's Lane 1.2m below.

The shop front at street level consisted of three display windows, one at each end of the shop width and one in the middle of the shop front. Between these display windows were double door entries, hinged and clear glazed, with ceramic floor tiling at each door as a welcoming mat. The tiles were white with a pale blue-gray border, with ‘Hartmann’ in black tiles, the remnants of which are visible today as ‘artman’.



Remnants of ceramic floor tiling [Photograph by Max Willoughby]

The street awning which exists today was also constructed in 1933 as a metal framed structure hung on four metal support rods attached to the wall. The fascia is metal with a cover of smooth over-sheeting, probably thick sheets of asbestos with attached

decorative Art Deco style horizontal metal edge mouldings along the perimeter, with a special insignia fixed to the front of street fascia, a round disc with the letters 'HEH' on its surface and a cast concrete plate with the decorative signature of H E Hartmann.

The internal floors at street level and the raised floor at the rear of the retail area were all timber framed, the bearers and floor joists supported 450 mm above the ground level on isolated brick piers spaced 1200 mm apart. The original flooring was wide tongue and grooved hardwood floor boards, with timber steps connecting the retail area with the cashier's office and adjoining storage area and rear loading dock, which were 900mm higher than the retail area. The ground level below the floor of the original retail shop area was 450 mm below the street level, but the actual shop floor level was 70mm above footpath level. The entry to the actual shop doors had a slight concrete slab gradient ramp which still exists, although now modified to suit a driveway entry.

The entry ramp is only one of many modifications made to the shop front over the years by various trades people renting the building from the Hartmann family after they ceased operating their business in 1950's. They have included the removal of the centre display window and the two sets of glazed entry doors, and the installation of a chain operated roller door, for a wider and more convenient entry for deliveries of various goods to the renters occupying the premises.

The next issue will follow the fortunes of Hartmann's Building after the store stopped trading.

The Harbison Family

Space restrictions mean that we are unable to include the next, fourth part of this fascinating human story in this edition of Timelines. We apologise for the break, and the story will continue in the next edition.

Mystery photos and objects

We have frequently published *mystery photographs* in *Timelines* of locations, people or objects of which the Society and the Museum knew little or nothing, and asked readers to respond with any information which would help us add to the story behind the photograph and identify the photographer. Previous mystery photos have been:

Edition	Date	Description
V1, No 2	Oct 2012	marching soldiers and single soldier
V1, No 3	Jan 2013	red cross nurses
V1, No 4	Apr 2013	dray and horses [at station?]
V2, No 2	Oct 2013	girls in a flood
V2, No 3	Jan 2014	four ladies & child at cottage [1918?]
V2, No 4	Apr 2014	horse and cart
V3, No 1	Jul 2014	two mystery objects
V3, No 2	Oct 2014	two mystery objects
V3, No 3	Jan 2015	looks like horse dentist's tools
V3, No4	Apr 2015	falls on a creek
V4, No 1	Jul 2015	road & houses [TRM MUS2015.49.122]
V4, No 3	Jan 2016	brick [Martin M'bah]

We have had some responses and would like to pass these on to our more curious readers.



WW1 Duranbah Red Cross [Thanks to Margot Loder and Mary Lee Connery]



1956 flood outside Woolworths main store, Main St Murwillumbah. Thanks to Carol Stapleton (née Bishop), photograph by Doug Anthony. (MUS2013.20.6)

Please email the editor if you have or require more information about these photographs and the people pictured. We will provide further information on more of our previous mystery photographs in future editions.

Guided Town Walks

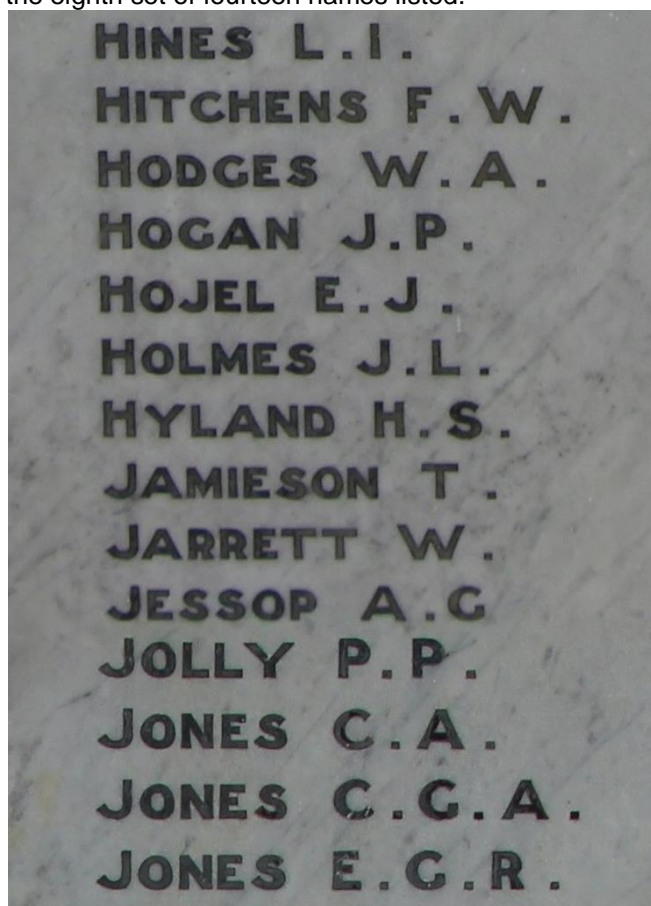
Don't forget our guided town centre historical walks, led by Society President Tony Clark, leave Tweed Regional Museum Murwillumbah (2 Queensland Rd, Murwillumbah) at 1pm on the first Saturday of every month.



It takes only an hour, covers a bit over 1km and is interesting, good exercise, and great value at just a gold coin donation to help the Society in its work. Please pass this notice around and tell your friends - see you there!

Roll of Honour

The Murwillumbah Cenotaph lists 218 local fallen from World War One. We will publish the names of a group of them in each Timelines until the October 2018 edition. Here is the eighth set of fourteen names listed.



Lest we forget.



Museum corner



Sorted! 150 Years of Tweed Mail; Opening 11 October
Sorted! commemorates 150 years of postal services in the Tweed Shire. It brings together object stories from various town and village post offices. Themes explored include the beginnings of postal services, their development over time, and the technologies and processes used to deliver communication services with the greatest speed and reliability possible. First establishing letter and parcel services, then evolving to administer telegraph and telephone services, town and village post offices had a vital role in fostering the social and economic life of communities.

Wollumben was the first post office established in the Tweed at the Bray family residence at Kynnumboon. The



Tweed Regional Museum collection includes the first official stamp (left) used at Wollumben.

Join our guided tour of the site of the original post office at Kynnumboon at 11:00am

on Saturday 15 October to mark International Archaeology Day. Bookings essential on (02) 6670 2493

ABOUT THE SOCIETY: Formed 16 March 1959, the Society's aim is to research, preserve and promote the rich and unique history of our town of Murwillumbah and its surrounds in the picturesque Tweed River Valley of far northern New South Wales. The Society operates out of our Research Centre in the Tweed Regional Museum's historic Murwillumbah facility. The Society is proudly supported by the Tweed Regional Museum, a community facility of Tweed Shire Council.

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ABOUT THE MUSEUM: The Tweed Regional Museum is a Tweed Shire Council community facility, established in 2004, with the signing of a Memorandum of Understanding between Tweed Shire Council and the Murwillumbah, Tweed Heads and Uki and South Arm Historical Societies. It is one museum that operates across three branch locations; Murwillumbah, Tweed Heads and Uki, and in association with these three local Historical Societies. The three locations connect the Tweed Shire from the coast to the mountains, providing a unique journey into the history, people and places of the majestic Tweed Valley.

For information about the Tweed Regional Museum please visit: <http://museum.tweed.nsw.gov.au/> or phone on (02) 6670 2493.