

The Lake Oswego Preservation Society is a 501 (c) (3) non-profit corporation founded in 2011.

Our mission is to support Lake Oswego's historic fabric through advocacy and education.

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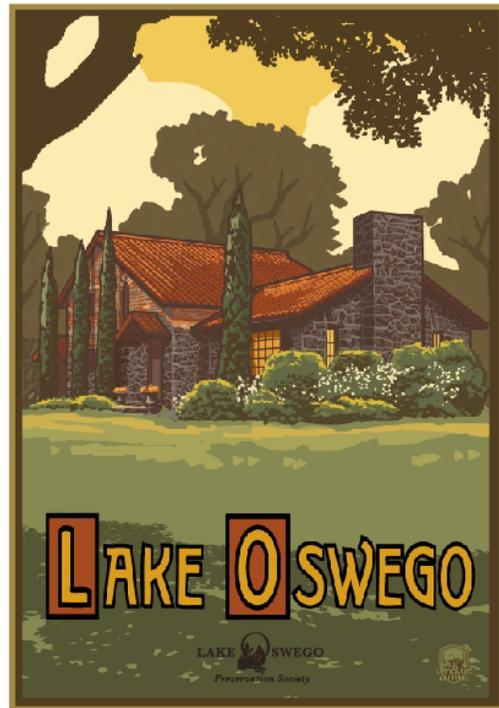
Preservation Society

The Society continues to combine history and art with our series of Lake Oswego posters designed by the renowned Pacific Northwest artist, Paul A. Lanquist. Our plan is to create one poster for each season; this year we have released the “Summer” poster featuring the

historic George Rogers House, which is on the National Register of Historic Places and it is a designated City of Lake Oswego Landmark. Noted architect Van Evera Bailey designed the house in 1929 and incorporated unique building materials such as fire brick and slag from the second iron furnace that once stood in the Foothills area.

George Rogers was a prominent local businessman who was elected twice to city council without ever campaigning. He was born on the Portuguese Island of Madeira as Manuel Jorge Rodrigues. Eventually four of his brothers followed George to Oregon. The Rogers brothers built key commercial buildings in the downtown core which originally housed their grocery business. Rogers was one, in a succession of citizens, who championed the cause of saving the first iron furnace from demolition. This is the stone structure that now stands, beautifully restored by the City, in the public park that bears his name.

Each 18” x 24” limited edition 12-color giclée print poster has been signed by the artist and they are \$25 each. Please see the “Shop” page of our website: www.lakeoswegopreservationsociety.org for ordering details.



“We see a future in our past.”

Quote of the Quarter: "The more history I learn, the more the world fills up with stories." Sarah Vowell

New Addition to the Collection

SOUTHERN PACIFIC RED ELECTRICS TO PORTLAND from Tualatin, Lake Grove and Oswego														
Stations	M.	*302	*306	*304	*308	*304	*308	*312	*316	*320	*324	*328	*332	*336
Lv TUALATIN.....	0		6.37	7:05		8.21		11.39						7.13
Galbraith.....	1.4													
Clark.....	2.0													
Bryant.....	3.05	12.01	6.43	7.35	8.36	9.37	10.40	11.43						
Lake Grove.....	3.32	12.03	6.44	7.36	8.37	9.38	10.41	11.44						
Goodin.....	3.4	12.04	6.45	7.37	8.38	9.39	10.42	11.45						
Lv OSWEGO.....	5.8	12.10	6.53	7.45	8.46	9.47	10.50	11.53						
Wilston.....	6.1	12.11	6.54	7.46	8.47	9.48	10.51	11.54						
Briarwood.....	6.6													
Rock Spur.....	6.8	12.13	6.56	7.48	8.49	9.50	10.53	11.56						
Elk Neck.....	7.4	12.15	6.58	7.50	8.51	9.52	10.55	11.58						
Riverwood.....	7.9													
Riverside.....	8.1	12.17	7.00	7.52	8.53	9.54	10.57	11.60						
Rowshoe.....	8.4	12.18	7.01	7.53	8.54	9.55	10.58	11.61						
Canastota.....	9.3	12.20	7.03	7.55	8.56	9.57	10.60	11.63						
Fulton.....	10.3	12.21	7.04	7.56	8.57	9.58	10.61	11.64						
Southern Portland.....	10.5													
Jones.....	10.7													
Zimmerman.....	11.1	12.24	7.07	7.59	8.60	9.61	10.64	11.67						
Mulbon.....	11.3	12.25	7.10	8.01	9.02	10.03	11.06	12.09						
Jefferson St. (Station).....	12.8	12.29	7.14	8.05	9.06	10.07	11.10	12.13						
Jefferson at Third.....	13.1	12.32	7.19	8.10	9.11	10.12	11.15	12.18						
4TH & STARK ST. (TAL. OTC.).....	13.3	12.34	7.23	8.14	9.15	10.16	11.19	12.22						
Ankeny Street.....	13.7													
Ar PORTLAND U.S. Sta.....	14.2	12.40	7.30	8.20	9.21	10.22	11.25	12.28						

SOUTHERN PACIFIC RED ELECTRICS FROM PORTLAND to Oswego, Lake Grove and Tualatin														
Stations	M.	*305	*309	*313	*317	*321	*325	*329	*333	*337	*341	*345	*349	*353
Lv PORTLAND, U.S. Sta.....	0		7.15	7.40	8.10	8.45	9.15	9.50	10.20	10.50	11.20	11.50	12.20	12.50
Ankeny Street.....	5	6.43												
4TH & STARK ST. (TAL. OTC.).....	6	6.49	7.20	7.45	8.15	8.50	9.20	9.50	10.20	10.50	11.20	11.50	12.20	12.50
Fourth and Jefferson.....	1.1	6.48	7.23	7.48	8.18	8.53	9.23	9.53	10.23	10.53	11.23	11.53	12.23	12.53
Lv Jefferson St. (Station).....	1.4	6.52	7.26	7.52	8.22	8.57	9.27	9.57	10.27	10.57	11.27	11.57	12.27	12.57
Mulbon.....	2.0	6.57	7.31	7.57	8.27	9.02	9.32	10.02	10.32	11.02	11.32	12.02	12.32	13.02
Zimmerman.....	2.9	6.58	7.30		8.25	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00
Jones.....	3.5													
Southern Portland.....	3.9	7.00	7.30		8.25	9.00	9.30	10.00	10.30	11.00	11.30	12.00	12.30	13.00
Fulton.....	4.3	7.03	7.33		8.28	9.03	9.33	10.03	10.33	11.03	11.33	12.03	12.33	13.03
Canastota.....	4.3	7.05	7.34		8.29	9.04	9.34	10.04	10.34	11.04	11.34	12.04	12.34	13.04
Rowshoe.....	4.3	7.07	7.36		8.30	9.05	9.35	10.05	10.35	11.05	11.35	12.05	12.35	13.05
Riverside.....	4.3	7.08	7.37		8.31	9.06	9.36	10.06	10.36	11.06	11.36	12.06	12.36	13.06
Riverwood.....	4.3	7.08	7.38		8.31	9.06	9.36	10.06	10.36	11.06	11.36	12.06	12.36	13.06
Elk Neck.....	4.3	7.10	7.39		8.32	9.07	9.37	10.07	10.37	11.07	11.37	12.07	12.37	13.07
Rock Spur.....	4.3	7.13	7.43		8.35	9.10	9.40	10.10	10.40	11.10	11.40	12.10	12.40	13.10
Briarwood.....	4.3													
Wilston.....	4.3	7.15	7.44		8.36	9.11	9.41	10.11	10.41	11.11	11.41	12.11	12.41	13.11
Lv OSWEGO.....	8.4	7.17	7.45	8.07	8.38	9.13	9.43	10.13	10.43	11.13	11.43	12.13	12.43	13.13
Goodin.....	10.8													
Lake Grove.....	11.0	7.20												
Bryant.....	11.7	7.24												
Clark.....	12.2	7.25												
Galbraith.....	13.8													
Ar TUALATIN.....	14.2		8.19											

The front and back of a 1926 Red Electric timetable.

Electric Trains for Christmas*

Just after Christmas, on January 17, 1914, interurban electric trains were set to run from Portland to Oswego and beyond. The shiny fire-engine-red steel cars were nicknamed the “Red Electric,” a name that stuck in spite of the fact that the “Webfoot Route” was selected as the winner in the Southern Pacific’s naming contest. As Nellie Kyle recalled in a 1982 *Lake Oswego Review* interview, “The Red Electrics were a beautiful sight when they first arrived that January [1914]. Before the electrics, noisy

steam trains spewed soot and cinders onto the ladies’ white starched lace bodices.” The Pullman-built cars had plush green upholstery and the interior was finished with mahogany trim. This transportation option brought a new mobility to Oregon’s population and facilitated development of previously remote areas such as Lake Grove. The fare for the thirty-minute trip between Portland and Lake Grove was ten cents. In fact the earliest use of the name “Lake Grove” appears to be a 1914 reference to the Red Electric station by that name. On the inaugural run through the Willamette Valley, Mary Goodall in

Oregon’s Iron Dream relates: “At one valley town onion growers gave each passenger a sample of their crop, the generosity brought tears to the eyes of the grateful passengers!” The Red Electric’s heyday lasted only fifteen years before the automobile supplanted it. The Oswego line was one of the last to be abandoned and all service was discontinued in 1929. This extensive mass-transit system has yet to be rivaled. * This article is excerpted from *Lake Oswego Vignettes* by Marylou Colver published in 2012 by The History Press of Charleston, South Carolina.

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Social Media:

If you use social media, please "Like" the Lake Oswego Preservation Society's facebook page



<https://www.facebook.com/pages/Lake-Oswego-Preservation-Society/231444816876091>

Advocacy Corner

Carman House

For the last two years, the Lake Oswego Preservation Society has spearheaded the effort to save the oldest house in Lake Oswego, the 1855 Carman House located at 3811 Carman Drive. In July 2013, we increased our efforts to spotlight the importance of this house to our community. We spent the last six months working with a land use attorney, testifying at hearings, giving press interviews, advertising posts on FaceBook, reaching out to other preservation organizations, and attempting to meet with the owners to discuss alternatives to demolition. After months of hearings, the Historic Resources Advisory Board voted to save the Carman House by retaining its landmark status. City Councilors unfortunately overturned this decision by a 4 to 3 vote. Councilors Gustafson, O'Neill, and Jordan voted to save the Carman House, but Mayor Studebaker along with Councilors Bowerman, Hughes, and Gudman voted to remove the protection of the home's Landmark status. This may mean that the oldest house in Lake Oswego, and one of the oldest in the Willamette Valley, will soon be demolished to make way for a new housing development.



The City Council majority voted to remove the landmark status from the oldest remaining house in Lake Oswego, the Carman House. If this vote is not overturned, the 1855 house will be demolished for a new housing development. Photo courtesy of the Lake Oswego Public Library.

The Society's legal fees have now reached nearly \$10,000 and we would need to raise another \$10,000 for an appeal to Oregon's Land Use Board of Appeals. We are extremely grateful to those who have supported our efforts by making a tax-deductible donation to the Carman House legal defense fund. We welcome additional contributions, large or small, to help save this irreplaceable link to our pioneer history. Please visit: <http://www.lakeoswegohistoryonline.com/lo/Donate.html>

Comprehensive Plan Updates

The Lake Oswego Preservation Society took the lead in restoring language to the comprehensive plan regarding historic resources protection. The council majority had voted on November 5 to eliminate the following:

- 1) "Promote maintenance and/or rehabilitation of older homes within residential areas."
- 2) "As an alternative to demolition, encourage preservation of historic structures through 'adaptive reuse' or, if feasible, by moving the structure to a different location where it can be preserved, if onsite preservation is not possible."

The Society took action by meeting with Councilor Bowerman, the one who made the motion to delete the language. We invited the Chair of the Historic Resources Advisory Board, Kasey Holwerda, and Stephen Dow Beckham, an Oswego Heritage Council board member, to the table. The representatives of the three organizations worked with Councilor Bowerman to craft replacement language that would be acceptable to the current council majority. We are hopeful that these efforts will come to fruition in the final comprehensive plan updates when they come before Council and that the alternative language will be approved.

Cement Bags!

The Lake Oswego Preservation Society has created a canvas tote “cement bag!” The red and blue logo it features is based on an actual canvas bag used by the Oregon Portland Cement Company at Oswego. The original cement bag is in the Society’s collection. A card accompanies each bag with information about this industrial operation that was part of our town’s history for over 70 years.

The cement plant was located where the Oswego Pointe apartments stand today. Construction began in 1909, but the first cement was not produced until 1916. “Portland” is a type of cement; it’s not named after Portland, Oregon. Cement production ceased in 1981, all other operations were discontinued in 1986, and the plant was demolished in 1987.

These cotton totes are a convenient size -- 12” x 15” x 3.5” -- with two shoulder-length straps. They are \$10 each and all proceeds go towards the Society’s mission of supporting Lake Oswego’s historic fabric through advocacy and education. Please see the “Shop” page of our website for ordering information:

www.lakeoswegopreservationsociety.org



Letter to the Editor

Oswego’s development in the 1920s and early 1930s gave our community a unique gift -- a collection of residential designs by many of the best architects working in Oregon. This circumstance was largely thanks to the vision of Paul C. Murphy of the Ladd Estate Company. Murphy packaged the recreational potential of Oswego’s natural features along with the appeal of high-end real estate and sold it with the slogan: “Live Where You Play.” Murphy’s successful marketing strategy attracted wealthy Portlanders who desired and could afford the best. As evidence, palatial architect-designed homes were rising on the shores of Oswego Lake even at the height of the Great Depression.

Today, in Portland and elsewhere, homes by well-known architects command a premium price. In Lake Oswego, by contrast, many works by noted architects – Van Evera Bailey, John Yeon, Charles W. Ertz, Roscoe Hemenway, Morris H. Whitehouse, Richard Sundeleaf, and more – have been demolished. The resulting debris has been transported to landfills without even pausing to salvage hand-hewn beams, wood carvings, leaded glass windows, or other hand-crafted materials that would be difficult or prohibitively expensive to duplicate today.

The City of Lake Oswego has meticulously restored and interpreted a remnant of our industrial heritage, the 1866 iron furnace. We’re rightly proud of this award-winning accomplishment, however our residential architecture remains largely under-appreciated. The “perfect storm” that created our impressive architectural legacy is now threatened by a tornado of destruction.

There are many persuasive arguments eloquently made by economists, documentary filmmakers, historians, sustainability experts, and others who passionately caution against discarding a unique and irreplaceable built heritage. If this goal isn’t a value held by our community, we’ll continue to sacrifice our architectural legacy to backhoes and developers. Is this a price we truly want to pay?

Note: This letter was published in the December 5, 2013 issue of the *Lake Oswego Review*.