LOCATION AND PROPERTY NAME

address: 3177 Stonebridge Way

Glenmorrie Stone Bridge
Lake Oswego, Clackamas County

Optional Information
assoc addresses: (former addresses, intersections, etc.)
location descr: Bridge on Poplar Way where Stonebridge Way intersects. (This section of Poplar Way has been vacated)

PROPERTY CHARACTERISTICS

resource type: structure
elig. evaluation: eligible/significant
primary constr date: 1892 (c.)
secondary date: (c.)
(height (# stories):
)

primary orig use: Road Related (vehicular)
secondary orig use:
primary style: 
secondary style: 
primary siding: Field Stone
secondary siding:
plan type:

comments/notes: Exterior Alterations or Additions, Approximate Date: Poplar Way was vacated, 1964

GROUPINGS / ASSOCIATIONS

survey project name or other grouping name: Historic Survey and Inventory 2009-2010

SHPO INFO FOR THIS PROPERTY

NR date listed:
ILS survey date: 6/28/2010
RLS survey date: 6/28/2010
Gen File date:

106 Project(s)
The Glenmorrie Stone Bridge, built circa 1892 is significant as an example of one of the last remaining stone transportation structures that originally defined the character of P. F. Morey's estate and later the Glenmorrie neighborhood.

Parker F. Morey, Scottish engineer and founder of Portland General Electric Company, purchased property near Sucker (Oswego) Lake in the late 1880s to create a "riverside estate" for his family between Portland and Oregon City, the locations where his business interests were mainly focused. Morey had control of the hydroelectric generation rights at the Oregon City Falls and through his company, which preceded Portland General Electric, built the first electric transmission line between the two cities in 1892. Morey added subsequent acreage to his Oswego property, purchasing land on the Donation Land Claims of Felix Collard, Jesse Bullock, and Gabriel Walling, until his country retreat that he called "Camp Morey" totaled 640 acres. P. F. Morey later coined "Glenmorrie" as the name for this estate. This land included a small cove with a gently sloping sand beach along the Willamette River on which river steamers often landed, a location that has since been referred to as Morey's Landing. The Morey family frequently held parties at the estate for up to eighty guests at a time, transporting Portland guests via steamboat to and from their Oswego property.

Morey imported plants and trees from all over the world for his property. He hired John Gower, a renowned English gardener who had been working at Stanford University to supervise the planning and building of Morey's landscaped estate. Gower worked with Morey for several years at the estate. Gower had a regular staff of gardeners and farm workers and "often oversaw crews of laborers who worked on the estate's winding roads and stone work," both of which are character-defining features of Morey's original estate and the later platted Glenmorrie Park neighborhood. Morey was closely involved in the plant choices for the various gardens and orchards, particularly the apple orchards, at the estate.

Gower acquired a horse-drawn scraper in 1892 and with laborers, many of them Chinese, used this to cut wide trenches for roads. The trenches were then partially filled with slag, a byproduct of the iron-making process from the Oregon Iron and Steel Company furnace in Oswego. Morey had hundreds of cubic yards of gravel delivered to his landing to top-dress the roadbed before rolling the road to create a flat firm surface. The stone bridge was built using dry-laid stone for the structure and then finished using this process. The construction date for the bridge was 1892 or slightly later, after Gower had the scraper in his possession.

Poplar Way was the southern-most road on Morey's property, named after the Lombardy Poplars Gower ordered from France and planted along the road. The Glenmorrie Stone Bridge was constructed to span an unnamed stream along Poplar Way. Canyon Drive was likely constructed at the same time to connect with Poplar Way just beyond the west end of the bridge, as this road shares a lower retaining wall with the basalt base of the bridge. During the construction of Poplar Way, the ravine was more steeply-sided near the bridge's location, so stone walls were constructed along the southern side to prevent landslides and hold the roadbed in place. These retaining walls remain intact.

A 1966 account of the Glenmorrie Park neighborhood development, by John C. Kuhns, then President of the Glenmorrie Cooperative Association, indicates that travel to Glenmorrie was most popular by boat. The Moreys and their visitors would arrive "from a boat landing, near the lower end of Poplar Lane, [then follow] a tree-bordered road followed a small creek, then across a stone bridge up past the barns northerly and over another..."
The subject stone bridge is that same that Kuhns acknowledges, with Poplar Lane being the tree-bordered road to the south.

P.F. Morey retired from Portland General Electric in 1902 for health reasons and then lived at his Glenmorrie estate until his death in July 1904. His widow, Clara and son, Fred P. Morey, secured a deal with the Western Improvement Company to survey, subdivide, and plat the property in 1910 under the name, “Glenmorrie Company,” which F. P. Morey managed. The properties were platted on large lots to sell to buyers looking to build residences that highlighted upscale suburban lifestyles. Unfortunately, the Glenmorrie subdivision did not develop at the rate F. P. Morey anticipated and for several years, the apple orchard on the property provided a steadier income than property sales. According to deed records, Clara Morey maintained property interest in Glenmorrie, owning and selling more than thirty lots until the middle of the 20th century. In 1977, the Glenmorrie Park community incorporated with Lake Oswego to gain sewer access, as septic systems had rampantly been failing in the previously unincorporated Clackamas County community.

The bridge is one of the few remaining stone elements of Gower’s original English estate design, which along with the winding roads, stream corridors, older trees, and the large informal layout of parcels, defines the character of P.F. Morey’s estate and the Glenmorrie neighborhood. The high integrity and significance of this resource makes it eligible for Local Landmark listing. The resource is also likely eligible for National Register listing under Criterion C for Transportation as the only intact stone bridge in Lake Oswego and for Landscape Architecture as a rare Oregon resource associated with John Gower’s landscape design.

**RESEARCH INFORMATION**

(Check all of the basic sources consulted and cite specific important sources)

- Title Records
- Census Records
- Obituaries
- Biographical Sources
- City Directories
- Newspapers
- Building Permits
- Property Tax Records
- SHPO Files
- State Archives
- Interviews
- State Library
- Historic Photographs
- Local Histories
- Local Libraries: Lake Oswego Public Library
- University Libraries: Other Repository: Multnomah County Public Library
- Historical Society:
- Other Repository:

Bibliography:

- “Beautiful Land Bought,” Morning Oregonian, July 17, 1910, 8.
- City of Lake Oswego. “City Council Study Session Minutes,” May 9, 2000.
- Clackamas County Board of County Commissioners, “Order No. 12022, In the matter of the vacation of S. Stonebridge Way (Canyon Drive) and Poplar Avenue, located in Section 11 and 14, T. 25S., R. 1E., W.M.,” (County Clerk, Book 647 page 789), October 7, 1964.