



• Homes Were Erected in Quantities Before Any Were Sold.



• Andrea Avenue in the Autumn of 1912.

The BIRTH of a CITY

● TORRANCE . . . on Review

Article dictated by city founder in August, 1916. Los Angeles real estate too expensive at \$100,000 an acre.

Union Tool Company's need for room caused city. 3530 acres purchased from Dominguez heirs for \$1,530,000, about \$430 per acre average.

Frederick Law Olmsted, H. H. Sinclair engaged to design, manage.

Pacific Electric, Llewellyn Iron Works brought to new town.

Panic of 1913 halted progress; later impeded by early days of war.

Complete city ready before lots offered for sale.

Founder predicted "good health, good morals, and industrial welfare and prosperity" for citizens, and profits for founders.

EDITOR'S NOTE.—When Torrance was being built, little thought was given to recording its history. Doing things, not telling about them, was the order of the day.

Now, 25 years later, it becomes apparent how much has been lost through failure to record events of the early days. The founder himself died 15 years ago, and who could tell a better story of the underlying reason for and development of the conception of the "modern industrial city" than Jared Sidney Torrance, himself?

It is with a great deal of pleasure, therefore, that The Herald is privileged to publish for the first time the following article written in August, 1916, from personal dictation by Mr. Torrance. The manuscript was loaned by Mrs. Dorothy Jamieson, Torrance librarian, who is a niece of the founder of the city.

By **JARED SIDNEY TORRANCE**
(Dictated in August, 1916)

THE RAPID rise in the value of Los Angeles real estate between 1900 and 1910 was the direct cause of the inception of the undertaking to build a new industrial center

to which subsequently the name of Torrance was given, near the harbor of San Pedro,

The Union Tool Company, one of the subsidiary corporations controlled by the Union Oil Company, needed additional area for expansion. The plant in Los Angeles had grown from a small beginning until it covered several acres.

To obtain additional adjoining area the enormous price of \$2.50 per square foot, or over \$100,000 per acre, was asked!

This was prohibitive. The idea was suggested that the company seek a new location, and build an entirely new plant, introducing every labor-saving device possible and the most efficient machinery and equipment obtainable. The then-existing plant was obsolete, inconvenient and inefficient, having been built up piece-meal upon opposite sides of San Mateo street.

Land Purchased

I OPENED negotiations with the attorney for the Dominguez family, which owned a large tract of land between Los Angeles and San Pedro. This resulted in the purchase of about 2800 acres of land from the Dominguez Estate Company for the sum of \$980,000; and shortly afterwards of an additional 730 acres from one of the Dominguez heirs for about \$550,000.

The Dominguez Land Com-

pany was incorporated with a capital of \$500,000, and I was made its president. Later the Dominguez Land Corporation was organized and I was made its president, also. The latter corporation had a capital stock of \$2,000,000 and it issued bonds for \$1,500,000, the proceeds of the sale of which practically paid for the land. This latter corporation became the operating company.

The Union Tool Company took an interest in the enterprise, purchased 25 acres of land, and constructed its present magnificent plant at a cost of over \$800,000.

The entire tract was supplied with water by the Dominguez Water Company, formed to supply domestic and irrigation water for nearly 20,000 acres of land. Its 33-inch water main crosses our lands to a large, substantial reservoir near our northwestern corner.

Olmsted Engaged

WE EMPLOYED the noted landscape architect, Frederick Law Olmsted, of Boston, Mass., to lay out the townsite. The company employed H. H. Sinclair, formerly engineer of the Edison Company, as its general manager.

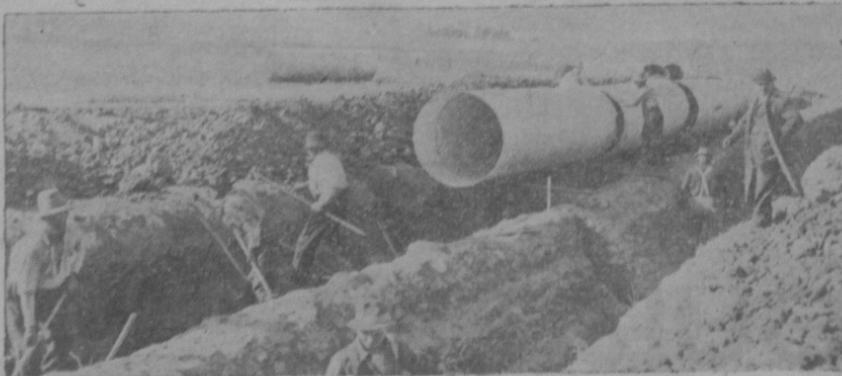
After protracted negotiations a deal was closed with the Pacific Electric Railway to build its railroad through the townsite and to serve the industrial interests which might locate there. The contract with them also provided that within three years, before July, 1915, they would remove their general construction and repair shops from Los Angeles and locate the same on 125 acres of our land to be given without further consideration. Their plant was to have been completed and in operation by July 1, 1915.

Llewellyn Iron Works

NEXT in order of importance, a contract was made with the Llewellyn Iron Works of Los Angeles, which provided that they were to acquire a 15 percent interest in the stock of



• The First Railroad Spur Brought Carloads of Materials.



• Laying of Pipelines Was First Work in New City.



• Torrance in 1911! Looking South in General Line of Cabrillo Avenue from About Present Location of Pacific Electric Station.