

Atom Town Faces Expansion

(Note: This is the first of two stories on Richland. The town the atom built, and what postwar life is like to the 16,000 population of this unique "village" of the Pacific Northwest, still going through its growing pains.)

By JAMES HUTCHESON
RICHLAND, Wash., July 22 (AP)—The town the atom built is looking forward to its first postwar expansion boom, but it expects to retain much of the individuality that makes it the unique "village" of the Pacific Northwest.

The General Electric company announcement this month of an expansion in the plutonium-producing Hanford Engineering Works also included plans for additions to this war-born community. Richland is home to most of the workers who produce the element which was vital for the bombs which hit Nagasaki and Hiroshima just two years ago.

In its need for more homes, schools and hospital facilities, Richland shares a common problem with other newly-grown industrial communities. Beyond that it is a community with a personality of its own.

These are some of this four-year-old atomic city's claims to distinction: It never has had a death in the potentially dangerous industrial plants in which the populace works, nor has there been any recorded injury from radioactivity.

It claims the nation's highest birth rate (despite the once ugly rumors about the effect the proximity of radioactive elements might have on family life.) There is no juvenile delinquency problem.

One Tavern
For the approximately 16,000 population there is a lone beer tavern, one automobile dealer, one general department store, four service stations, five grocery stores—and there isn't any hard liquor for sale either by the bottle or the glass. (There are state-operated liquor stores in nearby towns.)

There are no real estate taxes. There is no mayor or elected town council. There isn't so much as a police court or a lawyer in town.

The two-cell jail never has held a civilian prisoner.

There's no worry for householders about what color to paint their homes; it's all done for them—but without consultation on their own color tastes. The town administrators launched a city-wide program of painting every home and building in varied blending (there has been some ebbrow raising over how pea green slipped in under the guise of harmony).

For operating the town and seven atomic plants of the Hanford Engineering Works, General Electric company receives (in addition to all costs) a fee of \$1 from the government.

"Richland Days" at the end of the summer will be in celebration of the town's second full year of "public" existence.

It is a government-built and company operated community, but General Electric administrators say they are trying to keep it from assuming the appearance of a "company town."

Big Families
Officials explain the above average birth rate by the fact that primarily young people were drawn to the project; families were not broken up during the war and they were economically secure.

The absence of crime is attributed to the hand-picking of the citizenry. No one is admitted to residence unless he is employed on the project or in one of the community services.

A highly active junior chamber of commerce, which stepped into community affairs leadership in the wartime absence of any municipal authority, is credited with a big role in avoiding the juvenile problem which has plagued so many war industry cities.

The JCC converted a dormitory into a "teen-age club" which packs in the young folks, has a full-time paid director and is almost self-supporting from its own snack bar. The club project figured prominently in Richland's winning of the national junior chamber's second prize for a small town youth activities program.

The community is without real estate taxes because it is wholly on a government reservation and all buildings are part of the project.

Rents run from \$27.50 a month for a furnished, one-bedroom prefabricated residence to \$84 for the best type unfurnished. Rentals include everything from electricity to garbage collection.

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Women Run River Rapids



This boat, plunging down the swift rapids of the Salmon river in Idaho, carried Mrs. Majella Johnson of Spokane, Wash., and Mrs. Betty Butler of Missoula, Mont., (center), first women to run the rapids of the Salmon's middle fork. Sweeps fore and aft help guide the boat. —AP wirephoto

Cross-Country Auto Trip Enjoyed By 2 KF Women

Ellen Brown, Shasta View school teacher, and a friend, Rowena McDonald, are driving across the United States on vacation.

Miss Brown's parents, Mr. and Mrs. F. G. Brown of Fort Klamath, wrote of the pleasantly cool days and chilly nights they were having and Miss Brown answered from Alta Loma, Tex. of the contrast in weather there. A heavy thunder shower which had just passed, she wrote, was the first rain since leaving Oregon.

The women left Las Vegas at 4 a. m. to cross the desert before the heat of day, and looking forward to cool water and lots of shade

from wells; the water for lawn sprinkling is from the river.

New schools under the new expansion program will help to meet the squeeze of the heavy "new crop" of school age. C. E. Barnes, the company administration's executive for community activities, says that the number of children of kindergarten age the last year was close to 600, which is just about the four-year high school total.

The atomic energy commission has to worry about developing and controlling atomic energy, and also has such problems as approving school construction and deciding whether sectarian groups should be granted leases for construction of their own churches and schools.

Under wartime pressure public services were kept to a minimum. Town planners of the Du Pont company, which built and operated the Hanford Works and Richland during the war, decided what was needed in the way of business establishments to meet essential needs.

Another policy which has remained since the war is the assessment of most rentals on a percentage of gross business.

The problem of whether the town should be thrown wide open to "free enterprise," with businesses free to come in and do their own building, is something which awaits decision when the community gets over its growing pains.

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Packard Produces Its Millionth Car



Packard Motor Car Company has just produced its millionth automobile—a 1948 Super-Eight Convertible. As the car rolled off the assembly line, it was met by (left to right) George T. Christopher, president and general manager; Alvan Macauley, chairman of the board; and Ed Jones, oldest long-time employee, who helped build the first Packard (above) in 1899.

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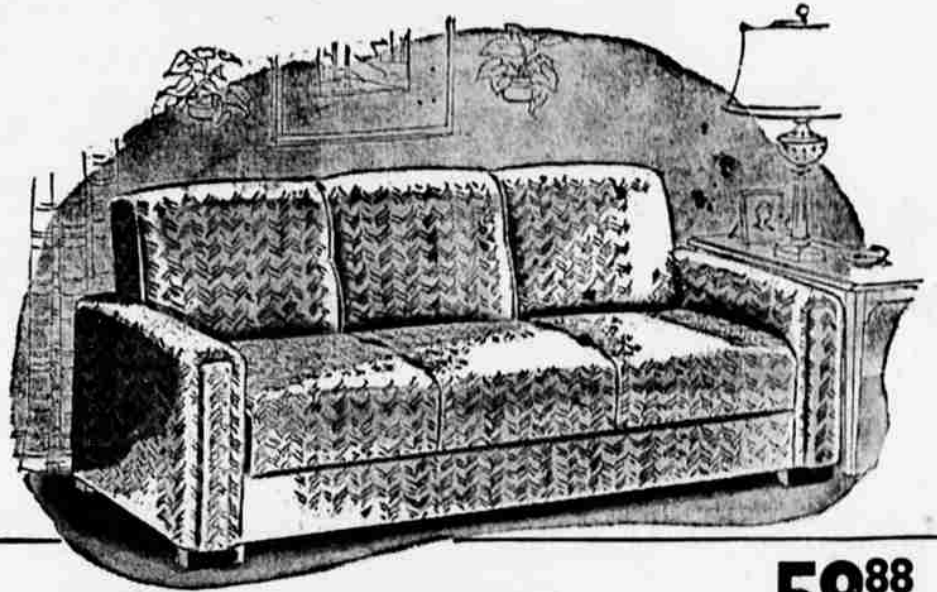
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