

Seven-yard capacity ready-mix vehicles load concrete at a bulk plant, shown in this picture, at a location north of Phoenix along the Interstate 5 freeway. (Knackstedt photo)



Equipment on rails, which serve as forms for concrete along the Freeway route, smooth and level concrete poured from large ready-mix vehicles. (Knackstedt photo)

Concrete Highway Without Joints Under Construction in Valley

A concrete highway without joints is being built for the first time in Oregon on a stretch of Interstate 5 Freeway from Medford to Ashland.

This type of construction, which is referred to as continuous strip concrete paving, is a departure from the state's practice of installing joints every 66 feet on concrete Interstate Freeways. The 9.45-mile Medford-Ashland link will be

the longest single stretch of continuous strip concrete in the country, according to Cement Industry of Oregon.

Paving of the \$2.5 million project is now underway by Fred H. Slate company and E. C. Hall company, Portland.

Cross joints are eliminated by use of heavier reinforcing steel, which binds the concrete and causes tiny cracks at more frequent intervals. To the motorist, these cracks are unnoticeable and virtually invisible.

Because the concrete is paved at a width of 24 feet, the joint between lanes will be sawed. The only other joints will be installed at the bridges.

New methods of construction employed on other concrete sections of Oregon's interstate system have also resulted in a

humpless surface. The "bump-bump" which many motorists associate with concrete is a result of the slab-type of construction used for the older concrete highways, most of which were built prior to WW II.

Another "first" distinguishes the Medford-Ashland project. A ready-mix type of operation is being utilized, rather than mixing the cement in batch machines at the paving site—

a procedure followed in all previous concrete paving on Oregon's interstate highway.

According to the contractor, this system is resulting in a faster paving operation due to elimination of mixing equipment from the train of concrete machinery. Seven ready-mix trucks work in a continuous cycle to maintain a steady flow of concrete on the highway.

Features

Sports

MEDFORD MAIL TRIBUNE

SECTION B MEDFORD, OREGON, SUNDAY, OCTOBER 21, 1962 PAGES 1 to 8

White Russians Leave China

(Editor's note: Relations between Russia and Communist China are strained. Russian technicians have been withdrawn from China. Russia's consulates in Red China are being closed. And now, the so-called White Russians, refugees from the Bolshevik Revolution of 1917, are being encouraged to leave China, the only home most of them have ever known. In the following dispatch, Arthur J. Dommen, UPI Hong Kong bureau manager, reports on his talks to some of the new wave of refugees.)

BY ARTHUR J. DOMMEN
United Press International

Hong Kong—Four adults and a small boy stood at the Communist Chinese checkpoint as the immigration inspector studies the scrap of paper they handed him.

It was printed in Russian and was their lifeline to the outside world. These were "White Russians," part of a steady flow of aliens who have been asked to leave China, the only home most of them have ever known.

Russian consulates are being closed in Communist China and the White Russians, China's only sizeable non-Asiatic minority, have been issued exit permits and told to start traveling toward the Hong Kong or Macao border.

Couple Looks Uncomfortable

The young couple in their heavy jackets looked uncomfortable in the hot sun as they peered across the ridge at the British police waiting on the other side. The elderly man and woman looked down at the ground. The boy was quiet.

These five persons had traveled by train together for the past 10 days over hundreds of miles. Now they were going to board one more train, which would take them the last 25 miles to Kowloon station and the start of new lives for all of them.

Valenchin Ivanovitch Starnovsky, 24, his wife, Anna, and their son, Ruffin, had never been out of China before. And Anna's aging parents had been only small children when they were taken to their adopted land by Czarists fleeing from the Bolshevik Revolution.

Fairly Productive Tract

The family had worked a fairly productive tract of land near Hailar, a major city of the Communist Chinese province of Inner Mongolia. Hailar, a northern agricultural center, corresponds geographically and economically to Bismarck, N.D., in the United States.

The Starnovskys said they were happy to be leaving China. But no one was smiling.

Another White Russian farmer en route from Inner Mongolia to New Zealand told a typical story. He declined to give his family name, but said his first name was Constantin.

He said his parents arrived in China in 1918, crossing the Argun river out of Russia.

"They were poor but could take as much virgin land as they wanted," he said.

Constantin's family had a 55-acre farm in the so-called

Three River district about 200 miles east of Hailar. He said they lived well, better than many other Russians who settled farther south in Harbin, before the Bolshevik Revolution, at the time the trans-Siberian railroad was built.

By 1945, many of the White Russian farmers in the



White Russian emigrants aboard a ship in Hong Kong that will take them to new homes in other lands after a lifetime in China as farmers, artisans and shopowners. In the wake of recent coolness between Communist China and USSR, White Russians, refugees from the 1917 Revolution, are being encouraged to leave their homes in China. (UPI)

Three Rivers area were considered wealthy. The Japanese had left them alone during their occupation of the region. After the war, the Red Chinese army confiscated an occasional cow or horse, Constantin said, but they were not seriously molested at first.

Then the Red Chinese insisted the Russian farmers get together and organize their own commune. The Russians refused. The government then started taking away their cattle, Constantin said. One cow and one horse was the maximum allowed for each nine persons.

Constantin applied for a visa to move to Australia in 1954, but it was granted only a few weeks ago. He was forced to sell all his possession to the state.

"A cow which could be bought for 5,000 yuan (\$2,100) sold for 500 yuan, and I got 1,000 yuan (\$420) for a horse which was worth 15,000 yuan," Constantin said.

Money to Buy Tickets

He said he sold his log house for 250 yuan and then had just enough money to buy train tickets for his whole family to Hong Kong at 120 yuan each.

"My family is exactly where it was at the time of the Bolshevik Revolution," Constantin said. "We have no money, and no home, and we are moving to a new land to start life again."

Other White Russian families crowded around as Constantin told his story. Many were descendants of families which fled the aftermath of the Russian revolution but who went farther south along the route of the Siberian railway, to Harbin, Dairen and even Shanghai, before settling down. Many farmed the rich rolling hills of Manchuria, while others became artisans—carpenters, blacksmiths and mechanics.

When the Communists took over mainland China from the Nationalist government, the White Russians had been left alone, living as an unpersecuted minority. But as the Communists began collectivizing everything, the White Russians began to find themselves more and more on the outside. They were too prosperous.

Has Given Exit Permits

Now the Communist Chinese government has given exit permits to any White Russians who want to leave China, and apparently a great many of them do.

A resettlement agency in Hong Kong is attempting to find new homes for these "misfits of the 20th Century."

Today there still are an estimated 2,700 White Russians left in China, but the number is dwindling rapidly. Of these, about 1,400 are believed to be in Manchuria and the rest in Sinkiang province.

The exodus of White Russians in recent weeks has enabled the Chinese to tell the Russians to close all three consulates in East China, including those at Harbin, Dairen and Shanghai.

Task of Commissioner

The process of finding sponsors for families like the Starnovskys, of obtaining immigration visas and exit permits with all the paperwork involved, sometimes over as long as five or six years, has been the quietly executed task of the United Nations High Commissioner for Refugees, headquartered in Geneva.

His representative in Hong Kong has watched the passage of approximately 18,000 White Russians through Hong Kong since 1951, when UNHCR took over from the old International Refugee Organization (IRO).

Hong Kong offers no more than a stopping-off place for a few days or weeks. From this transit point, the largest single group has gone to Australia, about 8,000 in all. Then comes Brazil, and others have found homes in the United States, France, Canada, Israel, Venezuela, Chile and Denmark.

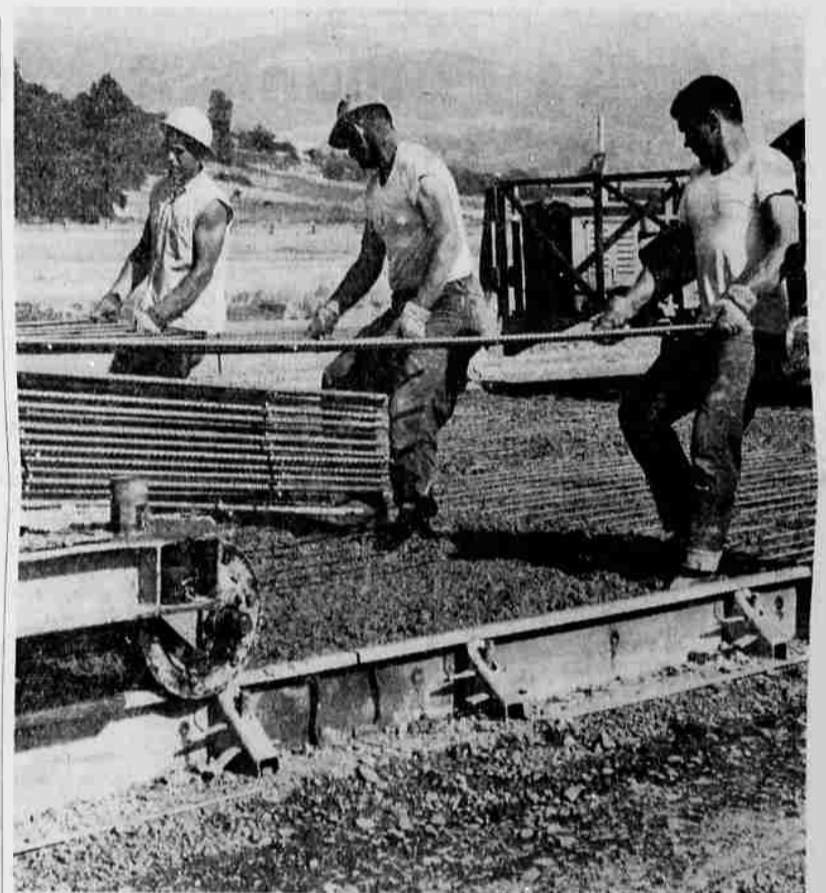
Bureaucratic Mix-Ups

In the bureaucratic mix-ups which resulted from the ill-fated Chinese commune experiment, it could hardly have pleased the Chinese to have several thousand Russians—and Russian capitalists at that, farmers, shop owners, bakers, artisans—in their midst living a sort of privileged life apart from, but visible to, the "masses" much loved by Chairman Mao.

Observers believe the presence of Soviet consulates on Chinese soil must have been a major irritant in Sino-Soviet relations. The consulates were manned by large staffs—all Russian.

Undoubtedly, Russian curiosity about the state of China's technological progress, especially in the nuclear research, has matched the curiosity of the West. And the consulates have played an important role in the gathering of this intelligence.

So Valenchin Ivanovitch Starnovsky and hundreds of others like him have indirectly benefited from the strained relations between Moscow and Peking. Many who had been waiting for years suddenly found exit permits thrust upon them. They were told to leave as soon as they could, and they did.



Heavier reinforcing steel is being placed in concrete to bind the pavement. It creates hairline cracks, virtually unnoticeable and invisible to the motorist. The only joints in the concrete between Medford and Ashland will be between lanes and at bridges.



Laying a strip of concrete highway in the Phoenix area shown in this picture Freeway construction crews continued their northward progress recently.



This picture was brought to Hong Kong by a White Russian farmer who lived near Tinha, Inner Mongolia before leaving Red China via Hong Kong to settle in Australia. The farmer declined to give the family name, but said his first name was Constantin. The picture shows Constantin by the horse and his wife and three children on the sleigh. He said his family is in the same position it was at the time of the 1917 Revolution, "moving to a new land to start life again." (UPI)