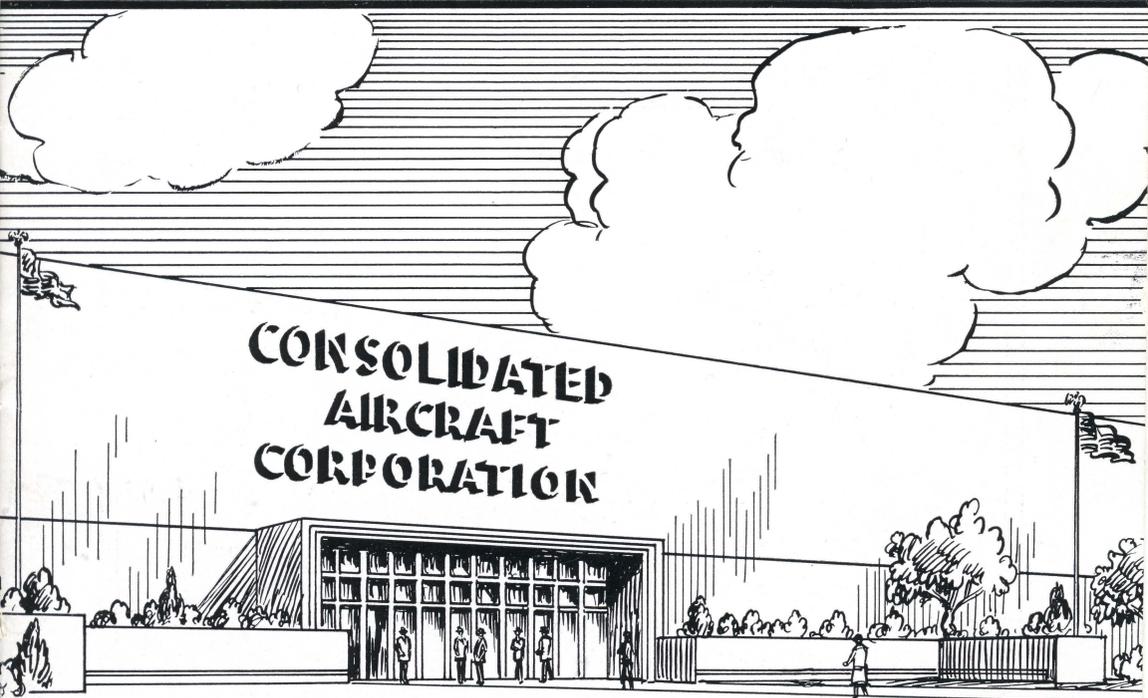


THIS MONTH

IN FORT WORTH

MARCH, 1941

VOL. 15, NO. 3



\$10,000,000 Bomber Plant Assured For Fort Worth

OFFICIAL PUBLICATION

FORT WORTH CHAMBER OF COMMERCE

THIS MONTH

IN FORT WORTH

Official Publication

Fort Worth Chamber of Commerce

Roscoe Ady, for so many years editor of our Chamber of Commerce magazine, had just written the copy for this issue when he was stricken in his office on March 10th. Through the hours of suffering which followed, until he finally found relief and passed quietly away on the evening of March 12th, those of us who had worked so closely with him carried on with saddened hearts.

Roscoe was first of all a gentleman. He was a scholar, so familiar with Chamber of Commerce work that he was recognized as an authority in this field. He was never satisfied with anything short of excellence in his work. If there are mistakes in this issue of the magazine, it is because he wasn't here to read proof meticulously and smooth out every phrase. He knew how to express himself in writing. Those of us at the Chamber of Commerce who have other jobs to do are not so adept in this line. Perhaps we will have to let it go by saying that he will be deeply missed by those of us who worked with him and loved him.

The Staff.

MEMBERSHIP AND BUDGET CAMPAIGN

By WILLIAM HOLDEN

For seven long months, prior to January 1st, the staff of the Chamber of Commerce, in cooperation with interested citizens who are members of the Chamber, worked day and night to secure for Fort Worth at least one of the great National Defense projects. That our efforts were appreciated is evidenced by the fact that both City and County voters endorsed, by tremendous majorities, bond issues necessary in order that we might carry out certain pledges made to the War Department and to Consolidated Aircraft Corporation, that were essential to secure the bomber plant project.

The bomber plant, together with the adjoining industrial airport, will mean more to the growth and progress of Fort Worth than any other project ever secured. The assembly plant will cost a minimum of \$10,000,000; will provide from 10,000 to 20,000 jobs, with a payroll of \$500,000 per week; will necessitate the erection of approximately 10,000 additional domiciles, and will increase Fort Worth's population by 50,000 people.

Entirely aside from the Consolidated project, the Chamber of Commerce had a most successful year in 1940. New and expanded business concerns invested \$5,739,000 in new capital in Fort Worth; provided 1,898 new jobs, and increased the city's industrial payroll by \$2,762,000. Convention visitors spent \$4,200,000 in the city. Due to the activity of our Traffic Department, over a period of years, the sum of \$1,000,000 annually is saved the Fort Worth shippers. Largely through our activities, 700 miles of important State Highways leading into Fort Worth were im-

proved. The Chamber of Commerce cooperated in the establishment of Hicks Field, which has a present personnel of approximately 700 men.

Business conditions in Fort Worth are approaching a ten-year-peak. Real estate transactions are double what they were a year ago. Retail sales are up from 25 to 30 per cent. Automobile sales show even a greater gain. Fort Worth never faced a brighter future.

The general Membership and Budget Campaign of the Chamber of Commerce for 1941 will be launched the week of March 31st. During that week we will carry on our drive for new members, and we believe that every responsible business and professional man, and every considerable property owner in Fort Worth, who is not now a member, should join. Through the Chamber of Commerce, which is the clearing house and central agency of the business, professional and property-owning interests of Fort Worth, our citizens can best do their part in the future upbuilding of the city.

Economical operation of our organization makes it possible for us to carry on successfully with a comparatively small increase in our budget—probably not more than \$12,000 to \$13,000 additional. But we need manpower as well as additional finances. Plans for the campaign are being prepared by a committee, of which Melvin Miller is chairman. A special committee will start work immediately on securing increases from present members, and in contacting prospective, large new subscribers.

Fort Worth is going forward to still greater achievements during 1941. We need the support of every loyal citizen.

"Go Ahead" Signal Given On Bomber Plant and Airport

Voters of Fort Worth and Tarrant County flashed the green "Go Ahead" signal on the vast bomber assembly plant and industrial airport project at elections held March 4th. By vote of approximately 13 to 1 they approved the item for the purchase of necessary land, development of the industrial airport and further improvements at Meacham Field. Every issue presented by the City and County carried with tremendous majority, even those remotely connected with the project having a favorable vote of 4 to 1.

The last lingering doubt in regard to immediate construction of the projects was removed by this action. Immediately following announcement of the result, the Chamber of Commerce called together its committees which are working on the project, and these committees have been busy constantly ever since. One of the most pressing problems is that dealing with the provision of a railroad spur, and the sub-committee on railroads held a conference with officials of the various roads on March 6th which lasted throughout most of the day.

H. H. Morse, who is in charge of securing title to the 1450 acres of land needed for the assembly plant and airport, started work immediately on the negotiations with land owners. Army engineers, under the direction of Major Gordon Textor, who will have supervision of the construction of the plant and improvement of the airport, expected to establish a field office on the site within the next few days. The Austin Company, general contractors for the plant, have reserved 28 rooms at the Worth Hotel for their officials and supervisors.

Both City and County officials took immediate steps to hasten construc-

tion of access roads leading to the plant, with the result that work will start at once on the cut-off connecting U. S. Highway No. 80 with North Main Street, a principal route to serve the bomber plant. Widening and improving of the Roaring Springs Road, formerly known as Westover Hills Road, and of Grants Lane, leading into the plant site, probably will be under way by the time this publication reaches its readers. Construction will start at once on the extension of West Lancaster Avenue, which will be another important access road leading to the plant.

Approval of the proposed bond issues was especially gratifying to the officials and staff of the Chamber of Commerce. Since last May they have negotiated with Consolidated Aircraft Corporation for the location of the bomber assembly plant here. Immediately thereafter, in cooperation with City and County officials, they devised the plan for construction of the great industrial airport on adjoining property, with the thought in mind that it would prove a strong inducement to any manufacturer or assembler of planes.

Buildings To Be Big

It is somewhat difficult, even for those who have gone through all the negotiations for bringing the Consolidated bomber assembly plant to Fort Worth, to realize the magnitude of the plant. The principal assembly building will be 4,000 feet long, 320 feet wide and 50 feet high. This means that in length it would extend from Weatherford Street to within approximately one block of Lancaster Avenue. In width it would reach from the east side of Main Street to a point almost entirely across Houston Street. The height of 50 feet is more than the average height of a

four-story building.

The field display building, which will serve as a hangar for finished planes, will be 850 feet by 200 feet in dimension. This building will be longer than the Texas and Pacific Terminal Warehouse and two and one-half times as wide.

The finishing shop will be 300 feet by 120 feet in dimension; the administration building 700 feet by 60 feet in dimension, and the guard house and employment office 100 feet by 50 feet.

The tract of land which is being purchased for the plant contains approximately 600 acres.

The industrial airport adjoining the plant site will be the largest and most modern in the country, covering approximately 850 acres, which is three times the size of the Municipal Airport. It will have runways up to 7-300 feet in length, twice the length of the longest runway at Municipal Airport today. These runways will be connected with a ramp into Lake Worth, which is a perfect water-base for flying boats which Consolidated Aircraft Corporation expects to build here in the future. The company's plans also call for the servicing here of flying boats which have been sold, and will be sold, to the government and to trans-oceanic airlines.

Flying Fortresses

Consolidated's V-24 army bomber, which will be assembled here, is one of the fastest and most powerful airplanes in the world. It is powered by four 1200 horsepower motors; designed to carry four tons of explosives and a crew of ten men. It has a 110 ft. wing span; is capable of a speed well over 300 miles per hour, and has a range of 3,000 miles. It is a high-winged monoplane, and has no "blind spots" from which it could be safely approached by an enemy fighter.

These planes cost about \$350,000 each. Original plans called for the assembly of from 50 to 75 per month in the plant here, but present indications are that this number may be stepped up materially.

Permanent Plant

Officials of the War Department, the Navy Department, the National Defense Commission, and of Consolidated Aircraft Corporation have all indicated unmistakably that the Consolidated assembly plant at Fort Worth will be a permanent one, and will be extensively used after the present emergency. Still further evidence of this fact was furnished by Major Gordon Textor, of the army engineers, who will be in charge of construction, and who, on his recent visit to Fort Worth, stated that plans for the plant call for the heaviest and most permanent type of construction.

From the beginning of our negotiations with them last May, Consolidated officials stated that they were anxious to be located on the Lake Worth site because of the available water base, and that, after their present contract for providing army bombers is completed, they expect to undertake the manufacture here of flying boats for the army and the navy, for other countries, and for trans-oceanic airlines.

Consolidated is the principal contractor for navy planes at this time,

Defense projects in the Fort Worth area now under construction, or on which construction is about to start, will cost a total of \$61,000,000. A list of the principal projects includes the following:

Consolidated Bomber Assembly Plant and Airport, Fort Worth	\$11,000,000
Texas Aviation School, Hicks	400,000
North American Bomber Assembly Plant, Grand Prairie	7,000,000
Naval Reserve Base, Grand Prairie	2,000,000
Army Technical School, Wichita Falls	6,000,000
Army Replacement Center—Camy Wolters, Mineral Wells	11,450,000
Camp Bowie, Brownwood	14,100,000
Camp Barkeley, Abilene	7,050,000
Air Corps Training Field, San Angelo	2,000,000
	\$61,000,000

and naval officials stressed the fact that the company could manufacture flying boats here if the plant at San Diego was for any reason put out of commission.

Consolidated has already built a large number of seaplanes for the navy, and for trans-oceanic airlines, and it is part of their plan to service these and other seaplanes they build at the Fort Worth plant. They pointed out that Lake Worth was large enough to provide adequate runways for the very largest type of flying boats built now, or likely to be built in the future, and that Eagle Mountain Lake could provide still longer runways if they should be needed, and also provide ample storage for surplus seaplanes. Both navy and Consolidated officials demanded, and received from us, assurances that a ramp could be built from the industrial airport into the waters of Lake Worth, thus providing facilities for launching flying boats.

Publicity Campaign Helped Bond Issues

The publicity campaign, waged in behalf of the bond issues, was well organized and effective. Local newspapers covered editorially, and from a news angle, every pertinent fact that had a possible bearing upon the issues themselves, the plant, and what it would mean to the community. The campaign was under the direction of a sub-committee of the general Citizens Bond Issue Campaign Committee. Don E. Weaver, Editor of the Fort Worth Press, was chairman of the sub-committee, and associated with him were James M. North, Jr., Editor of the Fort Worth Star Telegram, and C. W. Woodman, Editor of the Union Banner. Harry Connelly, publicity writer, and Roscoe Ady, manager of the Publicity Department of the Chamber of Commerce, cooperated with the sub-committee.

The Publicity Department of the Chamber prepared material which

was used by speakers in addressing 44 meetings of civic groups, luncheon clubs, labor organizations and other groups. It also prepared and distributed 45,000 folders, which were handed out at the meetings of the civic groups, circulated among employees in large business establishments, and given a wide distribution throughout the county outside the city. It provided material for a special issue of the Union Banner, 13,500 copies of which were distributed; arranged for distribution of trailers, carrying essential facts, in 13 local movie theatres, and provided all available material to local newspapers; also, answered hundreds of inquiries in regard to the bond issue.

Under the direction of Mr. Connelly, who wrote the scripts, 8 radio broadcasts over KGKO and KFJZ were delivered, and numerous spot announcements made.

British Pilots To Train Here

In order that they may be familiarized with the operation of Consolidated Aircraft's giant four-motored bombers, British pilots and plane crews will be brought to Fort Worth for instruction. Consolidated Aircraft Corporation has applied for, and received, permission of the City Manager to use facilities of the Municipal Airport for this purpose.

British Ferry Crews, who will deliver the bombers, will come to Fort Worth to receive several hours of ground and flight training in order that they may become familiar with the big planes.

Whether the British pilots and crews will take delivery of the planes here, or whether Consolidated's crews will fly them to some delivery point on British soil, has not been made known. It is the general belief that the British crews will take-over here and continue the flight to the Atlantic seaboard, with one or two Consolidated men accompanying them.

Favorable weather conditions here,

which will permit the British to get acquainted with the bombers in a shorter length of time; the availability of an excellent airport, and the desire to take some of the work of delivery off of Consolidated's Ferry Crews, all contributed to the decision to bring the British pilots and crews to Fort Worth. Whether the plan will extend to the twin-engined seaplane bombers, which have been stopping at Fort Worth's seaplane base on Lake Worth, has not been disclosed.

Business Here Is At 10-Year Peak

Although actual construction has not yet started on the \$10,000,000 bomber plant, business in Fort Worth is at a ten-year-peak.

Retail sales by independent stores here in January, 1941, showed an increase of 28 per cent over January, 1940, the largest increase shown by any principal city in the State. The Federal Reserve monthly news bulletin reports all retail sales in Fort Worth for January as having increased by 25 per cent over January, 1940. This, also, was the largest gain reported for any principal city.

One large Fort Worth department store reported an increase in January of 26 per cent over January, 1940, and an increase of more than 30 per cent in February over February, 1940. This store, in one day, cashed approximately \$200,000 in checks, about 25 per cent of which were government pay checks issued to soldiers, and weekly pay checks issued by contractors at army cantonments near Fort Worth.

Camps Bowie, at Brownwood, Wolters, at Mineral Wells, and Barkeley, at Abilene, were greatly expanded after construction got underway. The original estimated cost of the three camps was \$19,281,155, and the latest estimate of cost is \$32,610,682. At least 5,000 Fort Worth building mechanics and laborers were employed on these jobs.

Automobile sales in Tarrant County

in January showed an increase of 56 per cent over January a year ago, and commercial car sales an increase of 73.1 per cent.

Real estate transactions in Fort Worth in January were more than 100 per cent over those in January, 1940. Postal receipts for January and February showed an increase of \$21,571 over the corresponding months of 1940, and in February reached a ten-year-high.

Industrial employment in Fort Worth in January showed an increase of 11.1 per cent over January, 1940, and industrial payrolls showed an increase of 12.3 per cent. The average increase in employment throughout the state was 3.8 per cent and the average increase in payrolls 7.5 per cent. Bank debits in January showed an increase of 13 per cent over January, 1940.

J. B. Patterson, Division Superintendent of the Southwestern Bell Telephone Co. here, has announced that more than \$800,000 will be expended in Fort Worth by the company during 1941 in additions and improvements of the telephone system.

Story On Fort Worth Sent To London

A message from the Editor of "Factory Manager" in London, transmitted by RCA trans-oceanic radio and Western Union, requesting an article on Fort Worth, and illustrations to be published along with it, was received by the Chamber of Commerce on February 25th. A story, stressing all important phases of activity here, but particularly the defense activities in Fort Worth and the Fort Worth trade territory, was prepared. Photographs of the packing houses, one of the large flour mills, a street scene in the downtown business district, a scene at Botanic Garden, a Consolidated seaplane bomber at the municipal seaplane base at Lake Worth and a land bomber at the Municipal Airport were forwarded by airmail via Lisbon.



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INDUSTRIAL NOTES

OIL FIELD EQUIPMENT

K. S. Richards, who for several years has maintained a sales office in Fort Worth, has removed his general headquarters and shops from Oklahoma City to a new location at 840 West Vickery. Mr. Richards not only builds oil field equipment for American trade but has shipped rigs to oil fields all over the world. He has been in the oil field equipment business for 23 years. Previous to coming to Fort Worth Mr. Richards maintained shops in Oklahoma City for 12 years.

LEDDY BOOT SHOP

Frank Leddy, recently of San Angelo, has opened a custom boot shop at 2455 North Main. Mr. Leddy expects to employ 10 to 15 boot and saddle makers in his establishment.

HEMSCO CORPORATION

J. D. Little, C. D. Little, Abe Greines and others have organized the Hemsco Corporation, which will manufacture liquid solder. The plant will be located in the 1400 block on North Main Street.

OUTDOOR DISPLAYS

Cecil Chenoweth, recently of Dallas, is the owner and manager of American Outdoor Displays, which organization will manufacture steel highway signs and erect and maintain bulletin boards. The company is located at 716 Tenth Avenue.

BRAME MFG. COMPANY

Ray L. Cardwell is manager of the Brame Manufacturing Company recently located at 3605 East Lancaster. This company will manufacture porcelain drainboards.

NEON SIGNS

The Buddy Thompson Neon Sign Company recently opened for business at 2927 West 7th Street. This company manufactures neon signs.

CONVENTIONS

From a convention standpoint Fort Worth had one of the most successful months in its history during February, and with the addition of the Southwestern Exposition and Fat Stock Show, March should break all previous records of out-of-town visitors. During March Fort Worth will entertain 18 conventions of various sizes with from 150 to 600 in attendance at each. The stock show is expected to attract 350,000.

Few citizens stop to realize the value of conventions to the city, and also that conventions constitute about the third largest business in the United States today. In most towns the size of Fort Worth and up to

cities as large as New York, Chicago, and Cleveland, the estimated expenditure per day of the convention delegate runs from \$10.00 to \$30.00. Fort Worth estimates our average convention delegate spends around \$10.00 per day. This department is continually striving to keep Fort Worth in the front in the Southwest as a convention city.

During the past month Fort Worth secured the North Texas State Teachers Association Convention which will be held April 18 and 19, 1941; the Texas Title Association October, 1941, and the Southwest Building Owners and Managers Conference for January, 1942.

A list of the conventions to be held during April and May follows:

April

Name of Association or Event	Date	Estimated Attendance
Southwestern Photographers Assn.....	1-2-3-4-5	200
Texas Professional Photographers Assn.....	1-2-3-4-5	300
National Selective Morticians-Regional Directors.....	4-5	50
Nazarene Convention	8	200
Texas Investment Bankers Association	7-8-9	250
Texas Dairy Show	9-10	2,000
Associated Master Plumbers of Texas	13-14-15-16	300
North Texas Teachers Association.....	18-19	500
C. I. O. State Council.....	19-20	75
Grand Commandery Knights Templar.....	20-23	500
7th District Optimist International.....	25-26	175

May

Texas Society of Medical Technologists.....	9-11	250
Texas Orthopedic Society	12-13	30
State Medical Association	12-15	1,000
State Heart Association	12-15	150
Associated Retail Credit Men of Texas.....	18-20	800
Southwest Petroleum Credit Group.....	18-20	150
Colonial Dames	21	150
Southwestern Shoe Travelers Association.....	25-26-27	500
Texas-Oklahoma Shoe Retailers Association.....	25-26-27	500

If you contemplate attending an out-of-town convention, why not consider inviting its delegates to Fort Worth for their next meeting? Call us for assistance, phone 3-2491.

Fat Stock Show Thrills Crowds

Cloudy skies and a cold wind were ignored by tens of thousands of Fort Worth citizens and visitors who witnessed the opening parade of the Southwestern Exposition and Fat Stock Show on the afternoon of Friday, March 7th. The parade was the greatest in the forty-five-year-history of the Show. It was loudly cheered throughout the line of march. There were more mounted riders than had ever assembled before for a Stock Show, and sixteen bands from various parts of the State participated. Edward J. Flynn, chairman of the Democratic National Committee, rode at the head of the parade.

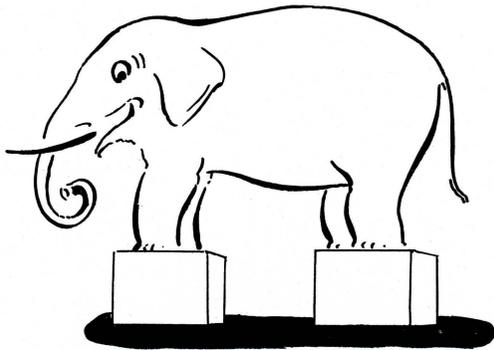
Despite the inclement weather, a large crowd witnessed the opening performance. In addition to Flynn, guests of honor included General Miguel Henriquez Guzman, of Monterrey, personal representative of President Avila Camacho of Mexico,

and a large group of other Mexican officials.

The opening rodeo was full of thrills. One bull-rider after another tumbled to the tanbark as they came out of the chute mounted on fire-eating Brahmas. That was no reflection on the riders—they were as good a group as ever appeared here—but the bulls were wilder and wickeder than ever before. Bronc-riders fared little better, the snappy weather having pepped-up the broncs to a point where mounting one of them meant trouble ahead.

The Show has expended more than \$100,000 in improvements at its plant this year. These include a new swine building, a new entrance-ticket structure, additional space for horses, and a remodeled Coliseum.

Highlights of the Show, besides the Rodeo and Horse Show, include the Merchants-Manufacturers Exhibit, the



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carnival, the \$60,000 Livestock Show, and the glittering Silver Spur, nite spot deluxe. Daily programs include livestock judging in the morning, with the Rodeo-Horse Show each day at 2:00 P. M. and 8:00 P. M.

Guests at the opening Rodeo performance, including Chairman Flynn, the guest-of-honor, pronounced it the greatest Rodeo performance they had ever seen.

Spring Auto Show

Approximately 65,000 persons viewed a wonderful display of automobiles, trucks, station wagons and trailers at the Star Telegram Spring Automobile Show held in the Will Rogers Memorial Coliseum early in March. The Coliseum had been beautifully decorated for the occasion, the high rafters being concealed behind a brilliant yellow canopy, ruffled in red. More than 100 passenger cars, in a bewildering variety of colors, were on exhibition. The horse barns in the rear of the Coliseum were also called into use, and here trucks, station wagons, trailers, and other commercial vehicles were shown.

Agricultural Notes

The Agriculture and Livestock Department recently sponsored a demonstration of a new terracing machine just placed on the market in North Texas. This machine facilitates and very greatly reduces the cost of building farm terraces. Arrangement for the manufacture of the terracer in Texas was made by the Agriculture and Livestock Department. Patents are held by members of the faculty of Iowa State College at Ames, Iowa.

The Agriculture and Livestock Department is cooperating, as in former years, with the Southwestern Exposition and Fat Stock Show to secure representative attendance at the 4-H Club baby beef auction which will take place at 9:00 a. m. on Friday, March 14. Letters inviting participation in this event have been sent to 228 previous buyers and to 192 prospects.

Invitation Tours Boost Stock Show

Practically every phase of Fort Worth business was represented by the 330 men who participated in invitation tours for the Southwestern Exposition and Fat Stock Show, that were conducted under the leadership of the Trade Extension Department of the Chamber of Commerce. Six trips were made, reaching approximately 125 communities, from Amarillo on the north, Lubbock on the west, Longview on the east, to Belton on the south. Cooperating with the Chamber in conducting the trips were the Junior Chamber of Commerce, Fort Worth Lions Club, Sales Managers Club, Optimist Club, East Fort Worth Lions Club, Riverside Lions Club, Fort Worth Kiwanis Club and North Fort Worth Kiwanis Club.

Trippers distributed 25,000 windshield stickers, a like number of folders, and 1,000 automobile bumper cards, carrying information in regard to the Fat Stock Show and Rodeo. Every place they went they were met with an enthusiastic and eager response, which indicated a maximum of interest in this year's Stock Show.

"Outstanding Citizen"

Ed Landreth, one of the leading independent oil operators of the country, and a tireless civic worker, has been selected by the Exchange Club to receive its seventeenth annual Distinguished Service Award as "Fort Worth's Outstanding Citizen for 1940." The award will be formally presented at the Annual Golden Deeds Banquet March 29th in the Fort Worth Club.

Mr. Landreth came to Fort Worth in 1928 and established the offices of the Landreth Production Company here. Ever since that date he has played an outstanding part in every movement for the betterment and up-building of Fort Worth.

Fort Worth Concerns Awarded Millions In Defense Contracts

Although, for reasons of policy, many Fort Worth concerns which have secured defense contracts refuse to divulge the amount of these contracts, the total will run well over \$10,000,000. This is exclusive of architectural and engineering work being done by Fort Worth firms.

In the latter classification, Wyatt C. Hedrick, Inc., of Fort Worth, had the engineering contract on the Fort Bliss building project, on which \$10,000,000 has been expended and approximately \$5,000,000 more is to be

expended. The concern also has been awarded a contract for architectural work on the new naval bases to be located at Trinidad and British Guinea.

Freese and Nichols of Fort Worth had the engineering contract on Camp Hulen at Palacios, total cost of which was estimated at \$6,462,000, and on Camp Barkeley at Abilene, which cost more than \$7,000,000.

Following is a list of Fort Worth concerns which have secured defense contracts:

American Cooperage Co.	metal drums	\$ 2,000
Anderson Iron Works	ornamental steel	40,000
Ashe Electric Co.	distribution system and wiring	300,000
Dickson Jenkins Mfg. Co.	clothing	80,790
General Engineering Corp.	plumbing, heating and cold storage	1,000,000
Hawk & Buck Co.	clothing	13,000
Jahns Supply Company	plumbing and heating fixtures	100,000
Light House for the Blind	pillow cases and mops	1,140
North Texas Iron & Steel Co.	metal products	210,000
Pet Milk Co.	evaporated milk	193,471
Peters Bros.	shoe repairing	70,950
Potts Wilson Brokerage Co.	dried beans	33,557
Quisle & Andrews	building contract	290,000
Shotts Electric Company	electrical distribution and wiring	700,000
Service Plumbing Company	plumbing equipment	67,606
Southern Asphalt & Petroleum Co.	asphalt	277,170
Taylor & Byrne	building contracts	4,663,000
Texas Sash & Door Co.	doors and windows	81,000
Texasteel Mfg. Co.	shell cases	1,195,000
Waples Platter Company	canned peas	71,742
Williamson Dickie Mfg. Co.	clothing	437,331

In addition to these, the following concerns have received contracts in undisclosed amounts:

American Asphalt Roof Corp.	roofing
Baker Machine & Plating Co.	termite shields
Chase Building Products Co.	concrete tile and precast lentils
Fort Worth Sand & Gravel Co.	sand and gravel
Fort Worth Structural Steel Co.	metal products
Gillam Soap Works	commercial soap (in excess of \$500,000)
H & S Shoe Company	(6 months contract for shoe reconditioning)
Magnolia Airco Gas Products Co.	welding machines and acetylene
Tyler & Simpson	canned goods and sugar (several carloads)

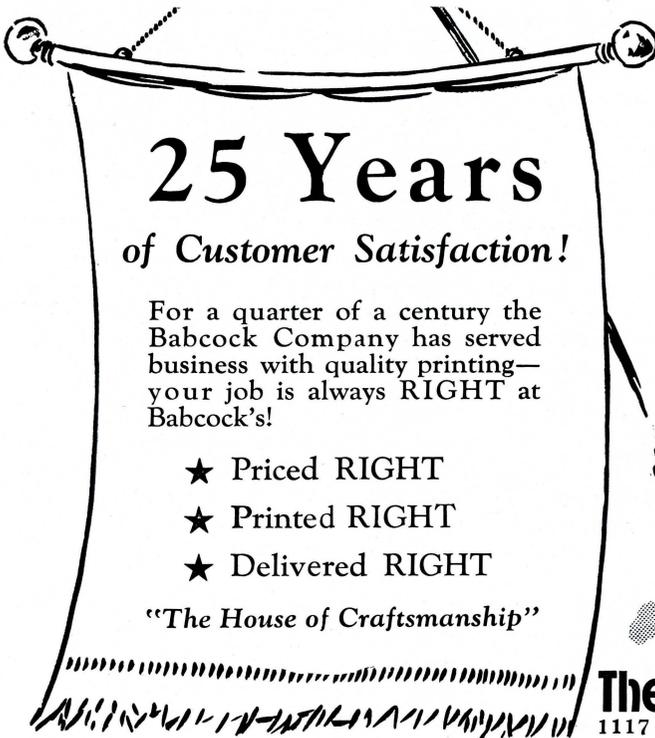
TRAFFIC BUREAU

The Southern Pacific Steamship Lines (Morgan Line) has announced that it has discontinued its steamship service between New York and New Orleans. This was made necessary by the transfer of the Steamship Dixie to the United States Navy, which left the Southern Pacific Steamship Lines with an insufficient number of ships to enable it to continue its New York-New Orleans service. The last sailing from New York to New Orleans was February 22nd, and the last sailing from New Orleans to New York was March 1st, 1940. No change in the present Morgan Line service between New York and Galveston-Houston, or between Baltimore and Galveston-Houston is contemplated by this company.

The United States Senate is now giving consideration to the so-called Freight Forwarder Bill, S-210, which is designed to regulate the freight for-

warders. It is proposed to amend the Interstate Commerce Act by making the freight forwarder section of the law Part IV of the Act. Under the Senate Bill S-210, freight forwarders would be regulated in much the same manner as are the railroads, truck lines and steamship lines under the present law. They would be required to file their tariffs and observe the exact rates named in those tariffs. They would be permitted to make through routes and joint rates with other freight forwarding companies, but not with railroads, truck lines, or steamship lines.

Under the proposed statute, the freight forwarders would be required to obtain a certificate of public convenience and necessity from the Interstate Commerce Commission authorizing their operations, except that forwarders engaged in forwarding operations on July 20, 1937, and continuously operated since that time would be granted a certificate au-



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thorizing their continued operation provided they file an application therefor with the Interstate Commerce Commission within 180 days after the law takes effect.

The proposed law authorizes the Commission to prescribe both maximum and minimum rates and provides that on and after January 1, 1942, it will be unlawful for any person who uses the services of a freight forwarding company to own or have any interest whatever in any such company.

The Interstate Commerce Commission is given authority to suspend the tariffs of freight forwarders and to hold hearings thereon to determine whether or not they violate the law.

Oil Information

A booklet published recently by the Texas Mid-Continent Oil and Gas Association contains so much information of interest and value concerning the oil business in Texas that the Oil and Gas Department has forwarded a copy to each member of the Chamber. Members desiring additional copies may secure them by calling the Oil and Gas Department.

Ben Stone Honored

Ben B. Stone, president of the Chamber of Commerce during 1940, was presented with a handsome desk set at the meeting of the Chamber's directors on February 25th. A gold plate, attached to the set, bears the following legend: "PRESENTED TO BEN B. STONE, PRESIDENT, FORT WORTH CHAMBER OF COMMERCE, 1940, BY HIS ASSOCIATE OFFICERS AND DIRECTORS IN GRATEFUL APPRECIATION OF WISE COUNSEL AND OUTSTANDING LEADERSHIP." R. E. Harding made the presentation address.

B. & L. Associations Show Rapid Growth

Increase in assets and loans of Fort Worth's building and loan associations during 1940 were greater

than those of the other three principal Texas cities combined, according to a statement by Lewis D. Fox, president of the Tarrant County Building and Loan Association and past president of the Texas Savings & Loan Association. From December 31, 1939 to December 31, 1940 the three Fort Worth associations showed aggregate increases in assets of \$1,591,213; increases in loans of \$1,434,737, and investments by shareholders of \$1,297,952.

Growth of Fort Worth's associations is attributed to more care in placing loans, and to the fact that the local associations refuse to carry dead assets on their books, according to S. H. Bever, president of Equitable Building & Loan Association. Fort Worth associations pay 4 per cent dividends, compared with 3 per cent paid by Houston companies and 3½ per cent by Dallas companies, and this results in many investors from those cities coming here for loans.

Hospital Facilities To Be Expanded

Two entire floors of Harris Memorial Methodist Hospital, which have never been completed, are to be finished and equipped at once, in order to meet the anticipated demand of the greatly increased population which will come with the erection of the Consolidated bomber assembly plant here, Dr. Charles H. Harris, director of the hospital, announced recently. Improvement plans have been approved by trustees of the hospital, and a committee, consisting of six trustees and eight members of the hospital executive board, has been named to arrange for financing.

William Fleming, President of the F. H. E. Oil Company, Fort Worth, has been appointed a member of the National Committee on Business and Welfare of the United States Chamber of Commerce.

Bombers for Britain



In a three-day period, around March 1st, nine Consolidated bombers, enroute to Britain, made stops at Fort Worth. Four of them were twin-motored seaplanes, which were serviced and remained overnight at the Fort Worth seaplane base on Lake Worth. The remaining five were giant four-motored land bombers of the type that will be built at Consolidated's new plant in Fort Worth. A crowd, estimated at 50,000 people, viewed the land bombers at the Municipal Airport. A total of twenty Consolidated bombers, built for the British, have stopped for servicing either at the Municipal Seaplane Base or the Municipal Airport.



THIS IS THE
MARCH NUMBER

of

**THIS
MONTH**

In Fort Worth



Official Publication of
The Fort Worth
Chamber of Commerce

*Mr. Amon G. Carter
Ft. Worth Club
306 St. 7th
City*