

Fort Worth Sit-Down Won Airport Fight, Mayor Rodgers Says

He'll Resume Battle in Washington Over Recommendation of Arlington

Fort Worth has won a sit-down strike so far on the proposed mid-way airport, Mayor Woodall Rodgers said Thursday as he called on L. C. Elliott, Civil Aeronautics Administration district manager, to take the responsibility of working out a solution equitable and satisfactory to Dallas.

Elliott, who has offices in Fort Worth, telegraphed a recommendation to Washington Thursday that Arlington serve as sole sponsor for the superairport near Euless, Tarrant County. This, if approved, would end efforts to have Dallas, Fort Worth and Arlington sponsor the project and would put it back to the position it occupied several months ago.

Plainly bitter over the latest developments in the situation, Rodgers said he was unable to understand Elliott's position. He said he would spend the next two days trying to work the matter out satisfactorily and would go to Washington Sunday, where he would resume the fight, if necessary. In the meantime, however, he said Elliott should assume his responsibility of ending the argument.

Mayor Rodgers will attend meetings of the United States Conference of Mayors on defense problems at Washington, Monday through Wednesday.

Provision Added.

When Dallas Councilmen approved the sponsoring resolution Wednesday a provision was added that the administration building was to be located on the north side of the field facing Highway 183. Fort Worth interests are demanding that the building be located on the west side facing their city and backing toward Dallas, and the latest CAA proposal recommended that location.

"All our negotiations were on the basis of the building being on this highway," Mayor Rodgers said, "and we never heard of anything else until forty-eight hours ago. Elliott and air line officials have admitted that the administration building location was changed because they thought that was the only way they could get the consent of Amon G. Carter.

"We do not recognize that we have to appease Mr. Carter and we are not selling the people of Dallas down the river to do so," Mayor Rodgers said.

Elliott has denied that the CAA originally recommended a building site facing Highway 183, formerly Highway 15. He said no sites had been recommended but that three sites, north, west and south, had been suggested as a location on the proposed field.

Mayor Rodgers said the building location as demanded by Fort Worth might be to the great disadvantage of Dallas.

"There is no provision for any-

one to build a road connecting the administration building with Highway 183," Rodgers pointed out. "This is in Tarrant County. Air line officials have said they would not build the connection, Tarrant County officials might not do so and we certainly could not because it is outside Dallas County."

Rodgers also charged that Fort Worth interests have practically choked the matter down the throats of city officials there.

Director of Airlines?

"We have been willing to confer on the project and still are willing to do so," he said, "but from the experience of the last few months I don't see how it could be beneficial. Every time we meet they hand us something already worked

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Dallas to Get Break in Cold After Week

Cloudy Skies Due With Temperatures In Upper Thirties

Relief from the bitter cold that Dallasites have suffered ever since 1942 began a week ago Thursday was seen in the official forecast of Aubrey L. Haynie, assistant weatherman at Love Field, when he predicted cloudy skies Friday and a maximum temperature in the middle thirties.

It will be the third time since Jan. 1 that the mercury has climbed above the freezing point, Haynie said. A low of 11.5 degrees was recorded at the bureau Thursday morning for the second coldest night since January, 1940.

Snow and ice that formed during the early stages of the blast last week melted slightly Thursday as the temperature climbed to 30 degrees. Friday morning is expected to bring a low near 20 degrees about daybreak, Haynie said. Thereafter, although Haynie declined to comment, indications are that the cold wave will slacken to winter weather normal to Dallas.

The cold spell has been the third longest on record at the bureau, Haynie said, and only two days short of the longest. January, 1940, produced the longest cold spell with ten days, included a low of 6 degrees on the eighteenth. In January, 1930, the second longest occurred with a 3 below zero temperature on the eighteenth, the lowest temperature ever recorded by the Dallas Weather Bureau.

Airport

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out. The Dallas City Council has not had a chance to negotiate with the Fort Worth council. The matter has not been in their hands and we have not been permitted to negotiate with them, and this often has been difficult and embarrassing to us. The fact that the party attempting to direct the matter is also a director of one of the air lines involved has made it difficult almost to the point of making negotiations impossible at times."

Rodgers said he would not deal in personalities on this last statement when asked if he referred to the fact that Carter is said to be a director of American Airlines. Under the proposal American Airlines and Braniff Airways will purchase the site for the field and have a big part in the development and operations.

Insult to Dallas.

Construction of the project along lines favored by Fort Worth with the building backing toward Dallas would be considered a personal insult to the people of Dallas, Mayor Rodgers said. "I don't believe, in fairness and reason, in justice and good sportsmanship, it can be done."

A Fort Worth Star-Telegram story Thursday headed "Dallas Kills Joint Airport Possibility" was branded as an untrue representation of the situation by Mayor Rodgers.

"We take no responsibility for killing the tricity project but are for it in a way that will not insult Dallas," he added. "I could say more about this but I don't want to get personal."

A \$490,000 fund already has been earmarked by the CAA for developing the field, to be used now for defense purposes and for commercial operations after the war. Predictions have been made that the field would develop into a \$5,000,000 project before completion.