

# FORT WORTH STAR-TELEGRAM

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## Keeping the Record Straight.

THE latest development in the Midway airport matter is that CAA's representative has sent to Washington his recommendation that the airport be developed under sole sponsorship of the city of Arlington.

Just before that development, the matter stood thus:

The Fort Worth City Council had adopted a resolution accepting the Euless proposal as presented by L. C. Elliott, CAA regional manager. The committee of the Fort Worth Chamber of Commerce had also accepted.

The committees representing the Dallas city council and the Dallas Chamber of Commerce, which had first contended for a change in the proposal respecting the site of the administration building at the airport, had also accepted the Elliott recommendation as a final basis for compromise.

The spirit of reasonableness thus exhibited by the Dallas committees is to be commended. It is the sort of stuff of which mutual progress is made.

Then, after all apparently was settled, the resolution adopted by the Dallas city council, under the insistence of Mayor Rodgers of that city, demanded that the site change be made as a condition of Dallas' acceptance.

The monkey-wrench thus thrown into the machinery at the last minute, after everybody else was ready to push the button and start working, produced Mr. Elliott's recommendation to Washington that the joint airport status be returned to that of the original tentative proposal for sponsorship by the city of Arlington alone.

The evidence is thus clear that failure of the latest effort of Dallas and Fort Worth representatives to get together on the airport proposition rests wholly upon Dallas' mayor who went over the heads of his own representatives and those of his city's chamber of commerce to negative at the last moment the agreement to which they had assented.

As to the point at issue, the Fort Worth committees had taken the position that the matter of location of airport structures was one to be left entirely to the CAA. To the layman, it appears perfectly logical that the main buildings should be set on either the East or the West side of a field which runs mainly north-and-south, for the very sufficient reason that in this country prevailing winds are north and south. Planes landing on a field whose terminal buildings are near the center of the runways have to taxi a much shorter distance, both after landing and before taking off. It does not seem likely that any airport would be built with buildings at either the north or south end in this region if the builders had any other choice. In the case of the Midway project, the choice existed, and, in pursuance of the theory that the field's facilities should be equidistant from Fort Worth and Dallas, the CAA plan called for setting the main structures on the west side of the field.

At the last moment, the resolution by Mayor Rodgers city council insisted upon having the structures on the north end of the field, thereby contradicting both the judgment of the CAA and the agreement of Dallas' own representatives at the various conferences. The responsibility for the current setback of the airport plans, therefore, rests squarely upon Dallas as a party to the negotiations and upon Mayor Rodgers as the dignity that refused to be appeased.

Fort Worth, through its municipal as well as civic representatives, stands fully ready to go ahead with the Midway airport, with deference to the judgment of the CAA as to how the field should be built and operated and in respect to all other operational matters, including the site of

structures. Failing Mayor Rodgers' agreement to allow Dallas to participate, Fort Worth is willing to co-operate with Arlington in the sponsorship of the project. Fort Worth is willing to get along with anybody when it is a matter of furthering the interests of this city. In the present instance, the fact of agreement by Dallas committee.

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## Anticipated Labor Shortage.

### THE National Industrial Conference

Board after a survey of the available labor force and of the number of unemployed reported last week that a labor shortage is certain in the future and may be imminent. The board held that unemployment had dropped almost to the point of an "irreducible minimum."

During 1941, the board reported, expanding armament production and military service had reduced the total number of jobless from 8,000,000 last January to 1,700,000 in October, including 500,000 seasonal farm workers who were temporarily idle. The board contended that practically all those listed as jobless from May to October represented the same number as those engaged in WPA, CCC and other emergency activities. It, therefore, offered the suggestion that those non-defense agencies be drastically curtailed and the available workers be trained and diverted to wartime tasks.

Since only about 15 per cent of the Nation's productive capacity has been devoted to armament, increased production and military service expansion force a problem of labor upon the attention of the country. Three means are suggested by the Industrial Conference Board: One is lengthening the work week beyond the present 40-hour limit. Another is the shift of qualified workers from non-defense to war production. A third is the utilization of retired workers, students of working age, and, possibly, housewives.

Even if the board may have exaggerated the labor supply problem, it has anticipated a condition which must certainly develop as soon as armament production and mobilization of a huge army are well under way. The registration of all male persons between the ages of 18 and 65 will be the starting point for solving a labor shortage. Also, many jobs for women and girls may be expected as a consequence of the war effort.

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## Control by Management.

MORE reasons for continued direction of war industries by existing management prevail than the mere fact that industrial managers are hired by and represent the owners or stockholders of factories. Practical concerns as well as principles must determine the control of industry.

Management in industry today is made up not only of experienced men with demonstrated ability of leadership and executive capacity but also of men who are technically trained. Such persons as Mr. Knudsen and Mr. Ford are specialists, skilled workers so to speak in the field of administration and direction of vast industrial empires. Experience, training and toil for years have been their preparation.

American industry never has failed on the production end of our economic system, which bogged down during the depression by reason of breakdown in distribution. The rearmament task for war is a production job. The substitution of a board composed of managerial, labor and Government representatives in place of a single head for a plant would be much like supplanting a general at the front with a committee of officers, non-coms and privates.

Labor and management must win the war through production, and they are partners in that joint undertaking. But the leadership must be of the practical type which insures production in war even beyond the scale of peacetime booms.

## Just Folks —Edgar A. Guest

### ABSENT.

The golfing parson comes no more.  
Winter has closed his locker door  
And left his faded sweater blue  
For the invading moths to chew.

Upon the starting tee the snow  
Covers the sleeping grass below  
And like an empty pulpit seems  
Silenced to all but hopes and dreams.

The rich who walk the middle aisle  
And on their poorer brothers smile,  
Passing the plate on Sabbath Day,  
To sunnier haunts have gone to play.

But here the parson and his poor  
The storms of Winter must endure,  
Stoke fires and shovel snow and wait  
And pray that Springtime won't be late.

Parson, remember us in prayer;  
Plead for His ever-loving care,  
That when from Winter earth is free  
We'll meet again upon the tee.