

Criticism by Dallas' Mayor Rodgers in Tri-Cities Airport Plan Answered

The following is the copy of a telegram sent Saturday by Amon Carter to Mayor Woodall Rodgers of Dallas:

Louisville, Ky., Jan. 10,
His Honor, the Mayor of Dallas,
Hon. Woodall Rodgers,
Dear Sir:

We note from the newspaper stories that you seem to be somewhat upset and disturbed about the tri-cities airport and have given vent to some fantastic statements frankly not in keeping with the facts. I am sorry you have worked yourself into a frenzy just because Fort Worth has the temerity to merely ask for a square deal or an even break regarding the location of the new airport.

Of course I now realize it was a bold thing for Fort Worth to do without first asking your consent. Some of us in Fort Worth are just plain country folks and while we may still eat with our knife we have felt somewhat encouraged because we have learned to do it with skill. The Civil Aeronautics Authority originated the joint airport idea and according to my understanding neither Fort Worth nor Dallas made any effort to promote the plan.

Meanwhile the CAA evidently felt it was a matter of necessity in connection with national defense and proceeded to negotiate with the city of Arlington to sponsor the project and Arlington readily accepted the responsibility, whereupon the city of Dallas got hot and bothered immediately and asked Fort Worth for a joint meeting and even went so far as to compliment our city by holding the meeting in Fort Worth. As I understand, you appointed Mr. Fred Florence as chairman of a municipal committee to work for the joint sponsorship of all three cities. Mr. Carrington, president of the Dallas Chamber of Commerce, acted for that organization.

Project Was Discussed.

So the meeting was held and the project was discussed pro and con. The Fort Worth committee stated at the outset that we had a pretty fair airport handy and convenient for our own use which had cost our city over a million and a half dollars and naturally we hesitated to promote the idea of moving the airport farther away from Fort Worth but at the same time if the Government felt it was a move to help national defense we were glad to join in on the plan providing the location of the airport and administration building was at a point perfectly fair to our city. Both sides presented their views in a final discussion and if I recall correctly there was no hard feeling. Both Messrs. Florence and Carrington and yourself as the Mayor of Dallas readily agreed that all your city wanted or expected was an even break.

As I recall, Mr. Florence said he did not care where the administration building was located on the airport so long as it gave both cities a fair deal. Everything was pleasant, no hard feelings were displayed and we had a lot of friendly bantering. I stated to you and your committee at the time that Dallas had a fine bunch of people individually but as a whole we did not trust you, as my past 36 years of relationship between the two cities had taught us that while you were willing for a 50-50 deal we had always found that to mean in the final analysis one horse and one rabbit and unfortunately we in Fort Worth had always gotten the rabbit and of late you had even been skinning the rabbit for us.

While it was all in fun we felt it was a fact.

Hearing in Washington

Following this meeting a hearing was held in Washington at which time you, Mr. Florence and Mr. Carrington with others, were there to represent Dallas while I joined Mayor McCrory and Mr. Holden of the Fort Worth Chamber of Commerce on behalf of our city. The meeting was held on a perfectly friendly basis. Colonel Clay of the CAA presided and both sides presented their claims which were to the effect that all we wanted was a fair shake. We from Fort Worth finally asked Colonel Clay to come down for a joint meeting of all three cities.

This meeting was held in Fort Worth where the entire setup was discussed for practically the entire day. The airlines officials were called in later to present their views. The meeting was temporarily adjourned by Colonel Clay and a committee representing all parties concerned was given a chance to iron out our difficulties.

Fort Worth asked Colonel Clay for time to present another site, as the location of the original site would place the airport about a mile nearer to Dallas than Fort Worth. This frankly we did not like and the Fort Worth committee presented a new site a mile west of the original site. This would necessitate changing the highway entirely and moving one or two pipelines. Colonel Clay asked Mr. Elliott, local representative of the CAA, to make a new survey for the purpose of trying to be fair to both cities.

New Survey Made.

The airlines officials claimed the new site would cost them \$50,000 to \$75,000 more to make the change as they had already bought or optioned about 400 acres of land on the original site. My argument to the airlines officials was that even if it did cost more money it was worth the price to try and satisfy both Fort Worth and Dallas. Mr. Elliott, following Colonel Clay's instructions, proceeded to make another survey including the new site proposed by Fort Worth. This was done in the interest of harmony.

As a result two sets of plans were prepared—one on the new site proposed by Fort Worth and one on the original site. We told Mr. Elliott that all we wanted was an even break so that Dallas could not say in the future that Fort Worth citizens had to come to Dallas to board

a plane. When the new plans were shown to Fort Worth we readily agreed that while we preferred the new site, meanwhile in the interest of harmony we would accept the original site with the administration buildings as shown on the plans to be located on the west side which makes the location practically an even distance from the leading hotels in Fort Worth and Dallas. If Fort Worth had asked the site be fifty-fifty between Fort Worth and Dallas courthouses it would have given Fort Worth a slight advantage. This we did not do. Instead we chose a site making the distance to be fifty-fifty between the hotels of both cities.

Not True to Facts.

Your interview in the newspapers quotes you as saying Fort Worth had won a sit-down strike. Frankly, Mayor, you must have had to stretch your conscience a wee bit to grab on to a statement of this kind which in no way as I recall represents the true facts, although it may be that Fort Worth in the past has been docile enough to sit down or sit by and let Dallas (without opposition) discriminate against our city; it is true that Dallas being numerically the larger city has made a vigorous fight to maintain their own (confessed superiority). We in Fort Worth have not complained and at the same time we in a modest way have tried to uphold our own advantages as best we could.

It has been a good healthy competition which I feel has been advantageous to both sides.

Frankly, we have a wholesome respect for Dallas and its citizenship for the fighting spirit you have always displayed and we hope to maintain as friendly a relationship as possible without mitigating against our own interest.

Of course, Mayor, I realize it may be presumptuous for us country folks to raise our hand so to speak in any way against the ambitions of your fair city. Frankly, Mayor, just between you and me don't you feel that Dallas has kinder had the attitude that everything found on the Fairground belongs to you? On the other hand did it ever occur to you that perhaps we may have a Fairground—maybe not as big but just as wholesome? Fort Worth has never questioned Dallas' honesty but I might tell you a story that in a way illustrated the point.

"Keeping 'Em Honest."

A white man came by a colored boy guarding his chicken coop with a shotgun. He asked the colored boy what he was doing guarding his chicken coop with a gun and further asked him if he trusted his neighbors or questioned their honesty. The colored boy said, "yassuh? ah trust um an' ah thinks they is honest." The white man then said, "if you do then why are you guarding the chicken coop with a shotgun?" The colored boy replied, "boss, I's keepin' 'um honest."

Mayor, you further state in your interview in the papers that Fort Worth interests are demanding that the administration building be located on the west side facing their city and backing toward Dallas and the latest CAA proposal recommended that location. This is not the case. Fort Worth merely asked a fair deal on the distance between the two cities, as stated hereinbefore. In this connection you failed to mention to your own citizenship that the airport site itself is still a mile closer to Dallas than Fort Worth, so why worry about the back door feature? It may not be as important as you think.

I recall on one occasion in Fort Worth when we had a dinner to visiting newspapermen in connection with our Southwestern Fat Stock Show I happened to preside and called on one of your distinguished citizens (and you have many). The gentleman made a fine talk (you boys always talk much better than we do) and concluded by saying that Fort Worth ought to feel very much gratified at the fact that we were in Dallas' back yard. In thanking the speaker for honoring our city with his company we admitted that might be true regarding Fort Worth being in Dallas' back yard but after all it was a matter of viewpoint and at the same time told the speaker (with all due respect to East Texas) if Dallas ever got a front yard like her back yard she would have a whale of a city.

No Discussion on Building.

You further state in your interview that all of your discussions were on the basis of the buildings being on the north side of the airport. While I would not be so presumptuous as to question your word, I don't recall at any time specific discussion as to where the administration buildings would be located. The thing we discussed most was that they should be located at a point that would give Fort Worth an absolutely square deal with Dallas. You further state in your interview that the building location was changed because they thought that was the only way they could get the consent of Amon Carter and that you did not recognize that Dallas had to appease Mr. Carter, and further that you were not selling the people of Dallas down the river to do so.

Now, Mayor, friend to friend, don't you think this was rather a bold, fantastic statement? Diverging from your newspaper interview for a moment, I understand that you asked Mr. Elliott of the Civil Aeronautics Authority if he was a man or a mouse and who was Amon Carter and what influence did he have, and further that I was not going to tell Dallas how it was going to run its business. Referring to the former, your statement to Mr. Elliott was unfair and hardly in keeping with the dignity of the Mayor of Dallas.

Mr. Elliott acted merely as the official representative of the CAA endeavoring to solve the problem. He has at no time made or been asked to make any effort to appease me or my ideas. So I think, Mayor, that you are really due him an

apology. Referring to the latter, I have never tried to help run Dallas' business. I think from a business standpoint it is in very capable hands. Furthermore I have never claimed any influence and while I probably should appreciate the statement as a compliment, inasmuch as it had no place in the controversy under the circumstances I feel it was merely an effort on your part to try and place the burden of the airport controversy solely on me. You further stated you would not deal in personalities.

Mayor, you remind me somewhat of the man who stated that he never talked about his neighbors or said an unkind word about them but the so and so next door to him had to move.

Reflection on Officials.

You further stated in your interview that Fort Worth interests (although you fail to mention the interests, I believe it is self evident you referred to me) had practically choked the matter down the throats of the city officials there. This statement I resent, as it is a reflection on the city officials of Fort Worth of whom I am very proud and have every confidence in their integrity and good judgment.

You further state that the Dallas City Council has not had a chance to negotiate with the Fort Worth Council and that the matter has not been in their hands and that you had not been permitted to negotiate with them and that feature had been difficult and embarrassing to you; and the fact that the party attempting to direct the matter is also a director of one of the airlines has made it difficult almost to a point of making negotiations impossible at times.

Frankly, Mayor, I take exception to this statement as it has not been borne out by facts. Although I am a director in American Airlines and have been since its organization, this has in no way interfered with the friendly negotiations we have had with all parties concerned in connection with this project.

To be perfectly frank, I told the officials of American Airlines that I felt my allegiance in the matter was due to the City of Fort Worth first and above all and that if my attitude in the matter was an embarrassment to the airlines I would cheerfully ask them to drop me from the board, as I had no desire to be a member of a board and then oppose its actions. So your reference to my connection with the airline is sort of below the belt. To my certain knowledge the American Airlines has in no way evidenced any desire to favor Fort Worth in this controversy. I am saying this in a sense of fairness to them since you saw fit to drag their names into the controversy.

Always Ready to Meet.

There has never been a time when you could not negotiate or discuss this matter with the Fort Worth City Council. The Fort Worth Council at all times has had its Mayor and City Manager together with its attorney present for the various meetings which have been held. This we considered to be the usual custom as a matter of facilitating the negotiations, as no matter what the official committee decided, their action had to be approved by the City Council and we know of no occasion for any embarrassment caused you by the method in which it was handled.

As to your statement that erecting the buildings on the location desired by the CAA would be a personal insult to the people of Dallas, I presume you, as its Mayor, has a perfect right to make the statement although I question its accuracy. It is certainly no more of an insult to Dallas than it would have been to Fort Worth if the administration building was located from a half mile to a mile nearer Dallas, while the present location is an equitable distribution so far as distance is concerned.

You further state there is no provision for anyone to build a road connecting the administration building with Highway 183. You may rest assured that the building of this highway will be carried through and it will be just as good a highway as you are accustomed to using.

Fort Worth Glad to Join.

You further state you don't believe in fairness and reason, in justice and good sportsmanship that the location as indicated by the Civil Aeronautics Authority can prevail. You also refer to an article in The Fort Worth Star-Telegram headed "Dallas kills joint airport possibility" and branded it as an untrue accusation. The sum and substance of the article was to the effect that Fort Worth had approved through a resolution of its City Council the plans as submitted by the CAA and was glad to join Arlington and Dallas as a co-sponsor.

Dallas on the contrary approved the sponsorship plan provided the administration building was located where it would be an advantage to your city and as this attitude and action on your part did eliminate the joint sponsorship then we consider the statement in The Star-Telegram as correct.

Fort Worth is glad to go along with Arlington and Dallas on the sponsorship. If Dallas declines to do so we feel sure Fort Worth will be glad to join Arlington on the sponsorship. If the CAA on the other hand decides to go ahead with Arlington as the sole sponsor, I am sure that will be satisfactory to Fort Worth.

Keeping Record Straight.

In conclusion, I trust you will pardon my taking up so much of

your valuable time, but as a matter of keeping the record straight I am sending this telegram to you from Louisville where I happen to be visiting my son who is stationed at Fort Knox and inasmuch as you saw fit to drag me into this matter personally, I am sending a copy of this telegram to the Dallas newspapers and, with your permission I hope, a copy to the Fort Worth newspapers, as I have every confidence in these newspapers in their desire to present the public with the true facts.

I have no desire to evade any responsibility I may have in connection with the affair no matter how small it may be. From press notices I see where you are to be in Washington to resume the battle. Incidentally I hope to be in Washington and will be glad to discuss this matter on its merits with you personally or before the Civil Aeronautics Authority or in Griffith Stadium, to your hearts content and on a friendly basis if you see fit to do so, and feel the Mayor of Fort Worth, its City Council as well as its entire citizenship has no desire to be a dog in the manger. All we would like to do is to present the facts and let the chips fall where they may.

There is an old saying that preaching is never out till singing's over. So to you, Mayor Rodgers, I send my sweet scented compliments, with the hope that after due consideration and further reflection you will find that Fort Worth's attitude is still to try and work with you if possible but only on the basis of a fair shake. With best wishes, sincerely,
Amon Carter.

Big Bend Lectures Set for This Week

Mrs. Louis J. Wardlaw, a director of the Texas Big Bend Park Association, will deliver her initial 1942 lectures on the State's first national park at Greenville on Tuesday and Marlin on Friday. She will speak before the Garden Clubs in each of the cities.

Mrs. Wardlaw has traveled at her own expense to every section of Texas to speak on the Big Bend National Park in the last two years. She regards the park as Texas' No. 1 project.

Harry Connelly, executive secretary of the association, will exhibit color motion pictures of the many scenic attractions in the Big Bend National Park incident to Mrs. Wardlaw's talks before the Greenville and Marlin Garden Clubs.

General Curry Will Be in Texas for CAP Tour

DALLAS, Jan. 10 (AP).—Maj. Gen. John F. Curry, United States Army Air Corps, will arrive here Wednesday for a tour of inspection of Civil Air Patrol units in Texas. D. Harold Byrd, Texas Wing commander, said Saturday.

General Curry is national commander of the CAP, an organization set up under the Office of Civilian Defense, to enlist the Nation's 180,000 private pilots into a voluntary corps to perform routine ferry, patrol and searching operations in order to relieve army and navy fliers for more important military duty.

With General Curry will be his aid, Maj. Reed Landis.

Mrs. Cain Will Speak at Denver Avenue P.-T. A.

The Parent-Teacher Association pre-school group of Denver Avenue Elementary School will meet Thursday at 10 a. m. at the home of Mrs. James Davis, 3811 Tulsa Way. Mrs. Virginia N. Cain will speak on "Beginnings of Sex Education," and luncheon will be served at noon.

Promoted to Corporal

BROWNWOOD, Jan. 10.—Promotion of Pvt. Elting V. Porterfield of Fort Worth to the grade of corporal in the 111th Medical Regiment was announced Saturday by Maj. Burke Brewster, regimental commander.

Sickness and Accidents Pays \$25.00

Hospitalization Feature Includes Full Year's Protection

Newark, N. J.—The North American Accident Insurance Company is pleased to announce that their new Premier Double Duty \$12.00 Accident and Sickness Policy can now be secured with a down payment of only \$2.50—balance in monthly payments. This limited policy covers both sickness and accidents. The cost of the policy is only \$12.00 per year for men and women between the ages of 16 and 69. The older folks from 69 to 75 inclusive can secure this protection at an annual premium of \$15.00—also in monthly payments if desired. No medical examination is required.

The policy pays \$1,000 cash for death by any accident, also for loss of hands, feet or sight of both eyes. The policy also pays \$25.00 weekly benefit for stated accidents and sickness. Doctor's bills, hospitalization clause and other liberal features help in time of need. They are all clearly shown in the policy.

This is a simple and understandable policy, without complicated or misleading clauses. You know exactly what every word means—and every word means exactly what it says. Thousands of men and women have already taken advantage of this inexpensive insurance protection—thousands more will

Asthma Agony

Don't rely on smokes, sprays and injections if you suffer from terrible recurring, choking, gasping, wheezing spells of Asthma. Thousands of sufferers have found that the first dose of Mendoac usually palliates Asthma spasms and loosens thick strangling mucus thus promoting freer breathing and more restful sleep. Get Mendoac in tasteless tablets from druggists, only 60c (guarantee). Money back unless fully satisfied.

Dallas Challenges All to Bond Race

Dares Any Similar City in Nation To Excel in Per Capita Purchases

Dallas challenged any comparably sized city in the nation Saturday to best it during 1942 in per capita sale of defense bonds and stamps.

W. A. Thomas, Collector of Internal Revenue and chairman of the county's defense bond and stamp sale committee, accepted the county's \$36,658,500 quota for the year and added:

"During the first week of war, our post office showed the second largest increase of sales in the nation—503 per cent. We'll take on anyone on a per capita basis for 1942—Houston, Fort Worth, San Antonio or anyone else."

To sell \$36,000,000 of bonds in 1942 Dallas must more than double the rate of sales from June 30 to Dec. 31, 1941. In this six-month period, citizens bought about \$7,250,000 of bonds.

Dallas also must nearly keep up the pace set in December, when \$3,250,000 of the securities were purchased, many buyers investing savings which had taken years to accumulate.

\$92 Per capita.

Thirty-six million dollars represents \$92 for every man, woman and child in the county. It is nearly double the average set for the near 6,500,000 Texans who have been asked to buy only \$316,849,417 all told. But Thomas thinks it can be done.

Major points of attack will be through businesses, which will be asked to put in salary allotment plans, through schools, civic clubs, women's organizations and selling institutions, such as banks.

He wrote Nathan Adams, president of the Dallas Clearing House Association Saturday, asking that the departments set up to sell bonds and stamps at the banks' expense

be stabilized, kept intact for the next year.

Prior to the outbreak of war, Thomas' volunteer corps of insurance men were asking concerns to install salary allotment plans for the buying of bonds. Saturday he said they would perhaps not demand, but would make it clear patriotism demanded this opportunity to be given to employees.

This should mean, he said, 100 per cent co-operation from employers.

Good Reasons for Buying.

As for civic organizations, Lions Club members voted Friday to buy \$131,850 of bonds and there are a lot of other clubs. An intensive campaign is planned among women's organizations, but it has not yet shaped up.

There probably will be numerous large purchases from unlooked-for sources. Acting City Manager V. R. Smitham said Saturday he would recommend to the City Council the investment of \$53,500 of surplus funds from inactive accounts in the bonds.

There have been skeptics who scoff at the necessity of buying defense bonds at this time, Thomas said, because they see every government bond issue oversubscribed, know the government has as much borrowing power as it can use.

"That proves only," he said, "that the money from these defense bonds is not needed for immediate financing problems, but it is certainly needed in the long run."

"I see four most excellent reasons for buying defense bonds."

"First, they provide an orderly, monthly source of revenue vitally necessary to the government's war effort."

"Second, they use idle money which otherwise would be spent for consumer goods, and they consequently aid in the control of inflation."

"Third, they provide every buyer with a cushion of savings to tide over the depression which follows every war."

"Fourth, they give every buyer a financial stake in the future of his country, an investment which cannot but make him a better citizen."

Life Underwriters to Meet.
Dallas life underwriters will meet at 9 a. m. Tuesday in the Dallas Power & Light Auditorium to gear their bond sale program to a war tempo, Campbell Green, chairman of the defense bond committee, announced Saturday.

A city-wide effort to encourage installation of the salary deduction plan will be started, he said. Thomas will be principal speaker. Also to address the meeting are R. M. White, defense bond chairman for the Texas Association of Life Underwriters, and John P. Costello, president of the Dallas association.

Airport

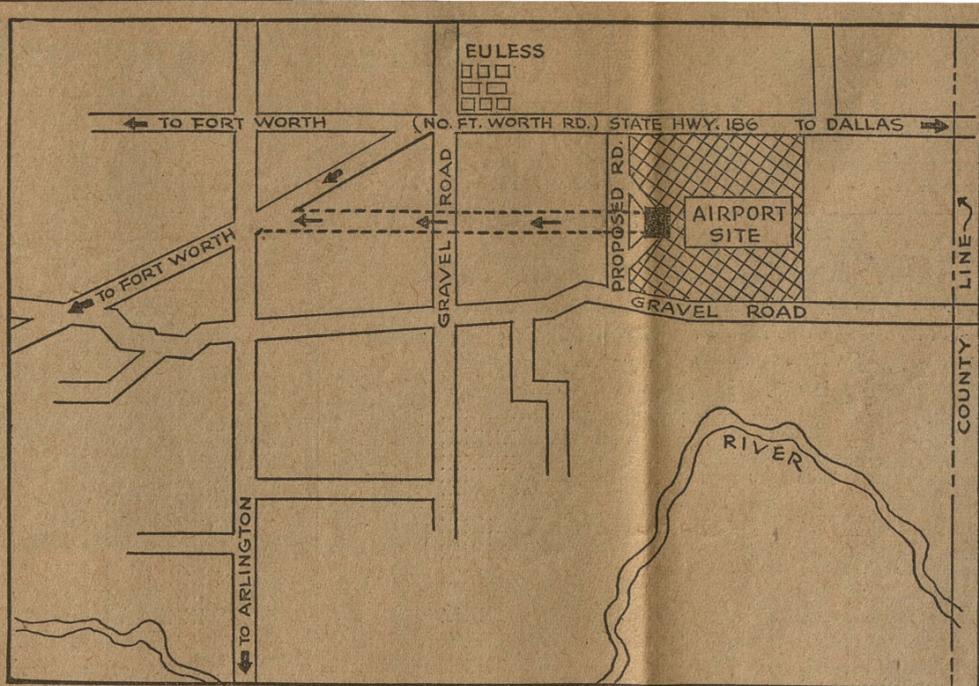
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I stated to you and your committee at the time that Dallas had a fine bunch of people individually but as a whole we did not trust you, as my past thirty-six years of relationship between the two cities had taught us that while you were willing for a fifty-fifty deal we have always found that to mean in the final analysis one horse and one rabbit and unfortunately we in Fort Worth had always gotten the rabbit and of late you had even been skinning the rabbit for us. While it was all in fun, still, we felt it was a fact.

All Wanted Fair Shake.

Following this meeting a hearing was held in Washington at which time you, Mr. Florence and Mr. Carrington with others were there to represent Dallas while I joined Mayor McCrary and Mr. Holden of the Fort Worth Chamber of Commerce on behalf of our city. The meeting was held on a perfectly friendly basis. Colonel Clay of the CAA presided and both sides presented their claims which were to the effect that all we wanted was a fair shake. We from Fort Worth finally asked Colonel Clay to come down for a joint meeting of all three cities. This meeting was held in Fort Worth where the entire set up was discussed for practically the entire day. The airlines officials were called in later to present their views. The meeting was temporarily adjourned by Colonel Clay and a committee representing all parties concerned was given a chance to iron out our difficulties. Fort Worth asked Colonel Clay for time to present another site as the location of the original site would place the airport about a mile nearer Dallas than Fort Worth. This frankly we did not like and the Fort Worth committee presented a new site a mile west of the original site. This would necessitate changing the highway entirely and move one or two pipe lines. Colonel Clay asked Mr. Elliott, local representative of the CAA, to make a new survey for the purpose of trying to be fair to both cities. The airlines officials claimed the new site would cost them \$50,000 to \$75,000 more to make the change as they had already bought or optioned about 400 acres of land on the original site. My argument to the airlines officials was that even if it did cost more money it was worth the price to try and satisfy both Fort Worth and Dallas. Mr. Elliott fol-



—News Staff Map.

HERE'S THE LAYOUT—This map illustrates Mayor Woodall Rodgers' contention Dallas would be humiliated and at the mercy of Tarrant County if Fort Worth wins its choice for an administration building side on the midway airport. No definite provisions have been made for opening a connection southward from Highway 183 to the building site, and unless it is provided Dallas patrons would have to go from two and one half to four miles out of the way to reach it. It would mean detours by way of Euless, one mile west of the airport, south one half mile and then back east one mile, a total of two and one half miles. Since the road south from Euless is a gravel, county thoroughfare, traffic might have to proceed west to the intersection of Highway 183 and the Fort Worth-airport boulevard, a four-mile detour. By way of Arlington, the only other adequate route from Dallas, a twenty-seven and one-half mile trip would be necessary compared to 18.17 miles from Fort Worth. The present site is 18.27 miles from Dallas, but possible detours would place it as much as 22.27 miles away. Mayor Rodgers insists on locating the building facing State Highway 183, so it will be equally accessible to the two cities.

lowing Colonel Clay's instructions proceeded to make another survey including the new site proposed by Fort Worth. This was done in the interest of harmony. As a result two sets of plans were prepared—one on the new site proposed by Fort Worth and one on the original site.

Just Wanted Even Break.

We told Mr. Elliott that all we wanted was an even break so that Dallas could not say in the future that Fort Worth citizens had to come to Dallas to board a plane. When the new plans were shown to Fort Worth we readily agreed that while we preferred the new site, meanwhile in the interest of harmony we would accept the original site with the administration buildings as shown on the plans to be located on the west side which makes the location practically an even distance from the leading hotels in Fort Worth and Dallas. If Fort Worth had asked the site be fifty-fifty between Fort Worth and Dallas courthouses it would have given Fort Worth a slight advantage. This we did not do. Instead we chose a site making the distance to be fifty-fifty between the hotels of both cities.

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Good, Healthy Competition.

It has been a good, healthy competition which I feel has been advantageous to both sides. Frankly, we have a wholesome respect for Dallas and its citizens for the fighting spirit you have always displayed and we hope to maintain as friendly relationship as possible without mitigating against our own interest. Of course, Mayor, I realize it may be presumptuous for us country folks to raise our hand, so to speak, in any way against the ambitions of your fair city, Frankly, Mayor, just between you and me, don't you feel that Dallas has kinder had the attitude that everything found on the fair ground belongs to you? On the other hand, did it ever occur to you that perhaps we may have a fair ground—maybe not as big, but just as wholesome? Fort Worth has never questioned Dallas' honesty but I might tell you a story that in a way illustrates the point.

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You further state in your interview that all of your discussions were on the basis of the buildings being on the north side of the airport. While it would not be so presumptuous as to question your word, I don't recall at any time specific discussion as to where the administration buildings would be located.

Absolutely Square Deal.

The thing we discussed most was that they should be located at a point that would give Fort Worth an absolutely square deal with Dallas. You further state in your interview that the building location was changed because they thought that was the only way they could get the consent of Amon Carter and that you did not recognize that Dallas had to appease Mr. Carter, and further that you were not selling the people of Dallas down the river to do so. Now, Mayor, friend to friend, don't you think this was rather a bold, fantastic statement? Diverting from your newspaper interview for a moment, I understand that you asked Mr. Elliott of the Civil Aeronautics Authority if he was a man or a mouse and what influence did he have, and further that I was not going to tell Dallas how it was going to run its business. Referring to the former, your statement to Mr. Elliott was unfair and hardly in keeping with the dignity of the Mayor of Dallas. Mr. Elliott acted merely as the official representative of the CAA endeavoring to solve the problem. He has at no time made or been asked to make any effort to appease me or my ideas. So I think, Mayor, that you are really due him an apology. Referring to the latter, I have never tried to help run Dallas' business. I think from a business standpoint it is in very capable hands. Furthermore I have never claimed any influence and while I probably should appreciate the statement as a compliment, inasmuch as it had no place in the controversy under the circumstances I feel it was merely an effort on your part to try and place the burden of the airport controversy solely on me.

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Reflection on Officials.

You further stated in your interview that Fort Worth interests (although you fail to mention the interests I believe it is self-evident you referred to me) had practically choked the matter down the throats of the city officials there. This statement I resent as it is a reflection on the city officials of Fort Worth of whom I am very proud and have every confidence in their integrity and good judgment. You further state that the Dallas City Council has not had a chance to negotiate with the Fort Worth Council and that the matter has not been in their hands and that you had not been permitted to negotiate with them and that feature had been difficult and embarrassing to you; and the fact that the party attempting to direct the matter is also a director of one of the air lines has made it difficult almost to a point of making negotiations impossible at times.

Frankly, Mayor, I take exception to this statement as it has not been borne out by facts. Although I am a director in American Airlines and have been since its organization, this has in no way interfered with the friendly negotiations we have had with all parties concerned in connection with this project. To be perfectly frank I told the officials of American Airlines that I felt my allegiance was due to the city of Fort Worth first and above all and that if my attitude in the matter was an embarrassment to the air lines I would cheerfully ask them to drop me from the board as I had no desire to be a member of a board and then oppose its actions. So your reference to my connection with the air line is kinder below the belt. To my certain knowledge the American Airlines has in no way evidenced any desire to favor Fort Worth in this controversy. I am saying this in a sense of fairness to them since you saw fit to drag their names into the controversy.

Council Always Available.

There has never been a time when you could not negotiate or discuss this matter with the Fort Worth City Council. The Fort

Worth Council at all times have had its Mayor and City Manager together with its attorney to be present for the various meetings which have been held. This we considered to be the usual custom as a matter of facilitating the negotiations as no matter what the official committee decided their action had to be approved by the City Council and we know of no occasion for any embarrassment caused you by the method in which it was handled. As to your statement that erecting the building on the location desired by the CAA would be a personal insult to the people of Dallas, I presume you as its Mayor has a perfect right to make the statement although I question its accuracy. It is certainly no more of an insult to Dallas than it would have been to Fort Worth if the administration building was located from a half mile to a mile nearer Dallas, while the present location is an equitable distribution so far as distance is concerned. You further state there is no provision for anyone to build a road connecting the administration building with highway 183. You may rest assured that the building of this highway will be carried through and it will be just as good a highway as you are accustomed to using.

You further state you don't believe in fairness and reason, in justice and good sportsmanship that the location as indicated by the Civil Aeronautics Authority can prevail. You also refer to an article in the Fort Worth Star-Telegram headed, "Dallas Kills Joint Airport Possibility," and branded it as an untrue accusation. The sum and substance of the article was to the effect that Fort Worth had approved through a resolution of its City Council the plans as submitted by the CAA and was glad to join Arlington and Dallas as a cosponsor. Dallas, on the contrary, approved the sponsorship plan provided the administration building was located where it would be an advantage to your city and as this attitude and action on your part did eliminate the joint sponsorship, then we consider the statement in the Star-Telegram as correct. Fort Worth is glad to go along with Arlington and Dallas on the sponsorship. If Dallas declined to do so we felt sure Fort Worth will be glad to join Arlington on the sponsorship. If the CAA on the other hand decides to go ahead with Arlington as the sole sponsor I am sure that will be satisfactory to Fort Worth.

In conclusion, I trust you will pardon my taking up so much of your valuable time, but as a matter of keeping the record straight I am sending this telegram to you from Louisville where I happen to be visiting my son who is stationed at Fort Knox, and inasmuch as you saw fit to drag me into this matter personally, I am sending a copy of this telegram to the Dallas newspapers and, with your permission I hope, a copy to the Fort Worth newspapers, as I have every confidence in these newspapers in their desire to present the public with the true facts. I have no desire to evade any responsibility I may have in connection with the affair, no matter how small it may be. From press notices I see where you are to be in Washington to resume the battle. Incidentally, I hope to be in Washington and will be glad to discuss this matter on its merits with you personally or before the Civil Aeronautics Authority or in Griffith Stadium, to your heart's content and on a friendly basis if you see fit to do so, and feel the Mayor of Fort Worth, its city council, as well as its entire citizenship, has no desire to be a dog in the manger. All we would like to do is to present the facts and let the chips fall where they may.

There is an old saying that preaching is never out till singing's over. So to you, Mayor Rodgers, I send my sweet scented compliments, with the hope that after due consideration and further reflection you will find that Fort Worth's attitude is to still try and work with you if possible, but only on the basis of a fair shake. With best wishes, sincerely, Amon Carter.

Rutland Will Deliver

Address on Black-Outs

An address on black-outs will be given by C. J. Rutland, chairman of the black-out division of the civilian defense council at a meeting of the Dallas Woman's Club at their clubhouse, Rawlins and Hood, at 8 p. m. Tuesday.

The meeting will be the first of a series to include talks on fire prevention, knowledge of gas and bombs, welfare and health work during emergencies, housing evacuees and many other subjects.

Army

CONTINUED FROM FIRST PAGE.

it to an old-timer with a blue and yellow overseas cap on his head. After a moment, the old-timer bawls out my name and I answer.

He sits me down in front of a gray-haired man working at one of several rough tables in front of the room. This guy asks me if I have had any of several diseases, some of them quite shocking to think about. I have a wire in my elbow which I want to tell him about, but he looks as if he might call the MP's if you say "Yes" to any question, so naturally the answer is "No."

Looking Gift Horse in Mouth.

The physical starts with the dentist.

I approach the dentist with some interest. I have just got word from my dentist that I need extensive chunks repaired in the snacking department. It will cost \$80. As I walk up to the dental examiner, he looks me over.

"Grit your teeth," he orders.

I snarl for him.

"Teeth in fine shape," he says.

This hair-trigger method of looking you over has me at a loss for a minute, but I undress and walk across the cold concrete floor to a line of other naked men, big and little, slim and fat, and just plain sagging. This is not a lovely sight. In fact, I might say, I have seen better examples of the body beautiful in some of my worst nightmares. As the line trails along, I reach the doctor.

Look What Football Missed.

"How do you feel?" he says. I tell him that I feel fine and he grabs a biceps. "A little underweight, I see."

Then he says, "Cough."

He recoils slightly from my breath.

"Been on a party, I see." I have to admit I have.

I suddenly discover that I have been examined.

They tell me later that I am physically fit as a fiddle. When I went to the examining room, I didn't feel good from the party. I thought my eyes were bad and my arms stiff. I thought my teeth needed patching. But now I feel just like Charles Atlas.

I lost my noble feeling at being one of the self-sacrificing few, but I gained the glow of health.

The only thing that worries me is why Matty Bell, Dana Bible and the other Southwestern coaches slipped up and let as much good athletic material as my draft board medical reports say I am get away from them.

I'll bet they are chewing their fingernails.

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