

~~To His Honor Mayor Wood all Pages
of Dallas a~~

I hope we Arlington people will be pardoned if we ~~disappoint~~ enjoy a certain amount of confusion with respect to the current argument between Fort Worth and Dallas as to which of the two cities ^{or should donate} owns the principal interest in the Arlington municipal airport. We realize that being a small city, placed midway between two such civic gladiators only 30 miles apart, we are bound to be trampled upon at times when the order goes out in either the ^{one} ~~one~~ camp or the other to start knocking 'em down and dragging 'em out. But--and somebody please correct us if we are wrong--the bone of contention in the present instance could not belong to either the one or the other, because it is ^{Arlington's} ~~ours, to have and to hold,~~ by virtue of the unquestioned authority of the Government of the United States.

Uncle Sam has said that it is Arlington's airport he is building, and Arlington's name is in the space on the contract provided for carrying the name of the municipal sponsor. Of course we expect to let both Dallas and Fort Worth use our airport when and if it becomes the single ~~main~~ North Texas stopping place on one-hop transcontinental airline schedules, but we do not believe that this gives either Dallas or Fort Worth the right to step in and take over the whole business. Such procedures ^{is} ~~are~~ impolite, to say

the least.

Thus far, in the current flare-up, we note that all the fire and brimstone is being ignited in the urban purlieus to the Eastward of us, with most of ^{it} apparently emanating from the vitrolic stocks of Dallas' supercharged Mayor, Woodall Rodgers.

But we suppose that ~~something must have~~ something must have ignited the flare, although we do not entirely rule out the possibility of spontaneous combustion. It seems to be another case of Mayor Rodgers, aided and abetted by the Dallas News,

setting out to nail ~~Ammon~~ Amon Carter's battle-scarred hide to the ~~main~~ door of the replica of the cabin of John Neeley Bryan

Be there I may

which passes for the Dallas Alamo. But, for present and future

reference when the boys get worked up, we desire to call the

attention of both Dallas and Fort Worth to a few basic aspects

of the new airport now well along toward completion just north of

Arlington.

as state above

In the first place, it is, now and forever, ~~unhinged~~

Arlington's airport. It doesn't belong to Dallas and it doesn't

belong to Fort Worth. ~~it owes its existence~~

The charter of its existence consists entirely of a contract

made and entered into between the airlines and the City of Arlington,
~~and approved by the CAA and the Airlines~~
 with the CAA standing by as the representative of the United States

government. If anything were needed to emphasize the fact that

Dallas and Fort Worth are not "in" on the deal, it is found in the

circumstance that the CAA endeavored for long months to get the

two cities together to agree on a joint sponsorship. When all

efforts along this line failed, even after an earlier arrangement

with Arlington had been held up to allow the big cities an opportunity

to back in, the project was finally put in motion with Arlington

standing alone as sponsor.

This being the case, it would seem that at this

late date the pained cry that one or the other of the big towns

is being discriminated against in favor of the other ~~is~~ is *just a*
trifle
 at least untimely.

As we get *it* from diligent perusal of the daily

report in the Dallas News of Mayor Rodgers' 13-month-late

~~discovery~~ discovery of the facts of life, Dallas is "insulted" by

circumstance
 the fact that the ticket office of the new airport is to be located

on the West side of the landing field, this ~~in Dallas' view~~ making

No money before the fact
at least of the fact
stayed to all

it less convenient to Dallas patrons than if the location were on the North side of the field. We cannot avoid again calling attention to the fact that, after all, it is our airport, and ~~to~~ ^{we} question the unselfishness of the Dallas mayor in demanding that we place ~~the~~ the airport structures as far away from Arlington as possible in order to satisfy Dallas' whimsical notions of civic justice.

We note also that Dallas' mayor says that it is not a matter of which side the ticket office ~~is~~ is placed upon, but ~~mainly~~ ~~mainly~~ ~~mainly~~ ~~mainly~~ altogether a matter of whether Dallas is to get a square deal. This view of the matter obviously must have some connection with the ~~respective~~ distances between ~~the~~ the airport and Dallas and Fort Worth respectively. If the airport ticket office, as located on the west side and thereby accessible to ~~the~~ Arlington, the official "owner" of the airport, is not farther away from Dallas than it is from Fort Worth, the Dallas point about a "square deal" would seem to be blown up. [As a matter of cold fact, which the Dallas mayor could easily verify, the ~~actual~~ distance, any way you travel, is ^{shorter} smaller from Dallas than from Fort Worth.] We understand that Mayor Rodgers and his retinue flew over the port site lately and

decided from the air that the whole set-up was anti-Dallas. May we suggest that Mayor Rodgers come down to earth and take a closer look with his feet on the ground.

So far as Arlington was concerned, the whole matter was closed ~~in~~ more than a year ago when our contract with the airlines and the CAA was signed, *approving the Terminal Site and Plans* We held the door open for Dallas and Fort

Worth to join with us; ~~and~~ Fort Worth was willing but Dallas' Mayor Rodgers would have none of it. We do not see how Mayor Rodgers can

That happens There
now regard anything ~~we do with~~ with our airport as any of his mayoral business.