Dallas Asks Fair Deal, That's All, in Building Of Two-Cities Airport

Current Plans Make It Strictly Fort Worth's, Rodgers Declares

By Felix R. McKnight.

Never, in the myriad dealings which have clouded the now-famed story of the Midway Airport, has the City of Dallas asked for anything more than a fair break. It doesn't ask for more than Fort Worth. It doesn't hold up its decisive patronage advantage to ask that it be designated a Dallas airport.

It asks only that American Airlines, Braniff Airways, the Department of Commerce and the Civil Aeronautics Administration make the giant plot out near Euless, in Tarrant County, just what the name implies—a midway airport.

Contention of the City of Dallas, through its militant Mayor, J. Woodall Rodgers, is that current plans for the airport leave the gate wide open for future development to travel in only one direction, westward to Fort Worth.

Five months ago, on Sept. 16, 1942, Mayor Rodgers stated the case of Dallas in a letter to A. N. Kemp, president of The American Airlines. It read, in part:

"Furnishing over 80 per cent of airport patronage, it is virtually a Dallas port—yet not what must be designated so or discriminate in any way against our good friends in Fort Worth. It is inconceivable and shocks the conscience to think that under the circumstances it may be completely a Fort Worth port.

"It is so easy to make it a neutral port—a midway port, equally accessible to both cities, but discriminating against neither. I am confident that the tremendous majority of the good citizens of both cities would want it this way if their voice could be heard."

"It's Easy to Be Fair."

"It would be so easy and simple to settle the matter in a fair and just manner respecting the rights, interests and sensibilities of the people of both cities, to the end that this great section might join with pride in the promotion, use and enjoyment of a great airport that would serve us all alike and in keeping with the best interests of the companies involved."

Nothing has changed since then—except the urge upon the part of the Dallas citizenry to see that such a statement of feelings becomes reality.

The city is aroused. Midway Airport was a conversational topic throughout the city Sunday and Monday. The directors of the chamber of commerce unanimously passed a resolution recently to see this thing through. It pointed out:

Dallas Owned First Airport.

1. That Dallas was the first Texas city to establish, own and operate a municipal airport.
2. That Dallas, for many years, has favored the development of an airport conveniently located between Dallas and Fort Worth.
3. That the City Council, by a 9-to-0 vote, passed a resolution and tendered to the Civil Aeronautics Board its full co-operation and sponsorship with Fort Worth in the development of this project in a manner that would be nondiscriminatory to either city.
4. That the commercial airlines serving Dallas, together with the Civil Aeronautics Board, located and purchased a suitable tract of land approximately midway between Dallas and Fort Worth on State Highway 183—and that the CAA originally had recommended that the administration building be placed on the north side with direct access to Highway 183. The recommendation was based, said the resolution, upon the best aeronautic engineering, with the runway aligned so as to fit the program with the administration building being located on Highway 183-facing north and on the north side of the field.

Plans Arbitrarily Changed.

5. That, without the knowledge or consent of the citizens of Dallas, the plans have been changed and the proposed site of the administration building moved to the west side of the field—away from Highway 183 "so that Dallas will be placed at a disadvantage if the improvements are so constructed, when in truth and fact the citizenship of Dallas furnishes 85 per cent of the passenger and mail traffic carried by the airlines."

6. That the facilities of the airport should not be located where See AIRPORT on Page 10.
Horse Sense

Answers

1. Iron.
2. Alligator.
3. Aspen.
5. Rabbit.
6. The percheron and angus have no horns. The others have horns.


Forest Students Hear About Texas

The accomplishments of Texans in the past influence Texans of today, David S. Switzer, writer of Facts and Features for The Dallas News, told the students of Forest Avenue High School Monday at a program sponsored by the Texas History Club.

Expressing gratitude that the state educates its children in Texas history, Switzer said that in his travels over the state he always has one thought: “What happened on this ground I am walking on hundreds of years ago?” He then recalled that many geologists believe the origin of many African animals was in Texas.

Lieut. Jessie Anthony of the Women’s Army Auxiliary Corps presented a $25 War Bond to Mrs. Nels Hansen, who received it for her son, Kenneth Hansen, winner of first place in the recent WAAC poster contest and now a soldier at Sheppard Field. Iona Willeford received $1 in War Stamps for honorable mention.

Rationing

CONTINUOUS FROM FIRST PAGE.

such cases of injustice will have to wait until files are completed and all the documents of register are returned to the board. The registers contain a complete list of names and the number of stamps removed from each.

In most cases, however, Love expected, it will be shown that children's stamps for coffee were used and that a like number were deducted from adult members of the family, as prescribed by Washington. Registrars were thoroughly trained and many of the complaints are without foundation, he said.

The board expects to move to the new Horticulture Building quarters at Fair Park over the week end and to be ready for business there by Monday.

Airport

CONTINUOUS FROM FIRST PAGE.

public necessity and convenience will not be subserved.

7. That the chamber of commerce is solidly behind the City Council; that it demands that the administration building be erected on the north side; that the preponderance of patronage from Dallas makes it obvious that public necessity and convenience require that, to say the least, the citizenship of Dallas should not be discriminated against by making the use of the field more difficult to the greater number of users.

Finally, the chamber recommended the appointment of a committee to take such steps as necessary in Washington and with the interested airlines to eliminate threatened discrimination.

Dallas Unites in Demand.

The committee, announced by Mayor Rodgers Saturday, will start functioning immediately. Two or three sessions will be held before it takes the case of Dallas to Washington to be presented to the CAA and the Department of Commerce.

Definite reactions were reported to Mayor Rodgers Monday, indicating a general upsurge of interest on the part of a Dallas citizenry that, until now, has been sleeping.

“Now we are united,” said Mayor Rodgers. “The present Midway Airport setup definitely discriminates against the people of Dallas without reason or justification.

“Frankly, it attempts to make a Fort Worth airport out of it rather than a neutral airport.

“I repeat, Dallas wants nothing more than an equal break—and we will fight for it.”

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NEIMAN-MARCUS

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Our sheer, soft lisle stockings are surging forward to greater popularity by the day. Two new, fine quality arrivals in smart neutral colors:

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English lisle with openwork clocks, 1.95.

Hosiery Shop, First Floor
Midway Airport

Some of our Dallas civic leaders have suggested that the controversy over the location of the administration building and gateway to the Midway airport is not worth carrying on. They ask: What does it matter if Dallas people have to drive a mile farther? They do not begin to get the implications of the change in the plans for the airfield. The shifting of the gateway from the north side, where it was equally convenient to both cities, is only the beginning of what Mayor Woodall Rodgers has rightly characterized as a "progressive steal" of the airport in the interest of Fort Worth. The "Midway Airport" is being built in Tarrant County where Tarrant County interests have control of all development surrounding it, and plans are being made to build it toward Fort Worth with the great development of freight air commerce in the future.

This is not a situation to be laughed off as being too childish to squabble over, as some Dallas civic leaders have contended. It is an issue full of long-time meaning to the future of Dallas as an aviation center. These people ought to ask themselves why, if it is a meaningless issue, certain interests have gone to infinite pains to have the site of the entrance to the field shifted.

It is an issue that ought to be settled by a putting of all cards on the table. Why was the site of the gateway shifted without the Dallas City Council being informed? Indeed, why were negotiations suddenly called off without consulting the Dallas City Council, and the construction under the sponsorship of Arlington announced? The record will show that the Dallas City Council had done everything that it could do to work in harmony with Fort Worth and the air companies in establishing the airport, and without asking one iota of advantage for Dallas, although this city furnishes much more than half of the twin city air line patronage.

From an engineering standpoint, the north-side entrance is equally if not more feasible than the west-side gateway. There is no logical argument whatever for the change. The CAA has announced without reservation that the north-side entrance is acceptable to it—that the selection of the site is a matter for the air line companies. On good authority it is said that Braniff is agreeable to the north-side entrance. American Airlines has said, in substance at least, that CAA is responsible for the change. If CAA will reiterate its acceptance of the north-side site, will American Airlines agree to the obviously just course? An investigation is to be held. Let it be a complete and impartial investigation that gets to the bottom of things.
Dallas-Fort Worth Community Cow — By Knott

From the editorial, Midway Airport.