



Simple Figuring Like 2 Plus 2 Is Way to Settle Airport Issue

To Put Building on Fort Worth Side Would Cost Thousands More

By Felix R. McKnight.

Our Midway Airport lesson this morning deals with simple arithmetic—or just sound reasoning, perhaps.

Somewhere back there behind the scenes, when the decision was made to switch the airport terminal from its original north side site to the west, or Fort Worth, side, some very pertinent problems were born.

Problems, incidentally, which involve waste if this airport is to be a neutral project between the cities of Dallas and Fort Worth, as planned.

Problem No. 1 involves additional highways and access roads—entirely unnecessary under the original plans.

The State Highway Department is in the process of building a fine, eventually four-lane highway from Dallas to Fort Worth, over the old north route. It is Highway 183, and construction of the twenty-four-foot, two-lane stretch from Dallas to Euless, near the airport site, is well under way. Plans have been so laid that it can easily be converted into a four-lane highway.

Under original plans, the airport terminal would be located smack on that excellent road strip, making the terminal easily accessible to passenger and freight traffic from Dallas and Fort Worth alike. In fact, the airport was quite a factor in the building of Highway 183.

Now it develops, under the revised plans submitted to the Civil Aeronautics Administration, that the terminal site has been switched to the west side in a wooded pasture, necessitating the construction of brand-new roads.

Who'll Build Boulevard? Under plans proposed by the Fort Worth parties, a boulevard would be constructed over the approximately two-mile stretch from the terminal to connect with Highway 183.

Who will construct that boulevard? How much will it cost? The State Highway Department has no funds available for the stretch; federal aid could be solicited or Tarrant County could bear the cost.

Rough estimates of the cost approximate \$125,000, based on a four-lane boulevard.

Also in the pot is a PROPOSED road for the use of Dallasites. It is a 3,000-foot stretch from the terminal to Highway 183. That would cost in the neighborhood of \$30,000.

So we have an approximate \$155,000 additional expenditure to develop the Fort Worth airport—with no definite assurance as to just who will build that stretch needed for Dallas patrons.

If it isn't built it will make the airport some four miles closer to

Fort Worth than Dallas. Incidentally, the air lines, holders of option on the land, haven't indicated they would build that road for Dallas patrons and don't know who would.

Detour for Dallas. Incidentally, that boulevard would make a direct run from Fort Worth into the terminal front door. Dallas would detour.

Problem No. 2 concerns a matter that has been mentioned many times before. But a little more hammering won't hurt. It concerns the little item of Dallas supplying more than 80 per cent of the passenger and mail patronage.

It's simple arithmetic that such a fertile field should at least get a 50-50 break. Nothing more is asked, even though the dominance in traffic could be held as a heavy weapon over somebody's head. Just a neutral airport is all Mayor Woodall Rodgers asks for his Dallas people—equal division of the development on the east and west sides and the passenger terminal in the middle on the north side.

Last official comparative figures available from the Civil Aeronautics Board date back to 1940. It showed, during the week of June 16 to 22, outgoing and incoming air mail in Dallas totaled 5,254.69 pounds and in Fort Worth, 1,722.25 pounds.

Simple Arithmetic. During September, 1940, air passengers totaled in Dallas 6,134, accounting for 3,422,733 passenger miles. In Fort Worth, 1,785 passengers, accounting for 925,521 passenger miles.

Simple arithmetic, isn't it? Problem No. 3 concerns other item of waste if the proposed west side deal goes through—and this time it's Uncle Sam talking. Postmaster J. Howard Payne of Dallas made an intensive study, for his post office must deliver and receive all air mail at the Midway field.

Twenty-four trips a day would require 8,760 trips a year. The proposed west side is farther from his facilities than "seems fair or

See AIRPORT on Page 9.

WHAT THE SHOOTIN'S ABOUT—Aroused Dallas is doing something about the Midway Airport. It wants the Civil Aeronautics Administration and the American and Braniff air lines to put the terminal back at its old site on the north side of the airport, equally accessible to Dallas and Fort Worth. It doesn't want it where now proposed (black square), with resultant additional cost of constructing proposed boulevard (dotted line) directly into Fort Worth. It would start the airport in the direction of Fort Worth—away from Dallas' dominant patronage. In brief, Dallas wants a neutral airport on Highway 183, new Fort Worth route.

Good Seen in Ills of Freeze; Soils Gain, Though Plants Die

Victory gardeners, saddened by the prospects of a killing freeze just as things were going nicely, were consoled Tuesday by County Agricultural Agent A. B. Jolley.

Speaking at the Wholesale Credit Men's luncheon in the Baker Hotel, Jolley explained that many of the gardens had been planted before the newly turned soil was ready to receive the seed, and that the freeze will mellow the soil and encourage it toward the bacteriological action necessary for the release of plant food.

"Some plants may be killed, but don't worry," he said. "The improvement to the soil will offset any loss of seed. Gardening is a year around proposition and if you miss one crop you can be sure that the time is right to plant something else."

"It is a regrettable waste of seed to plant them in soil not fitted to bring maximum production. Nature has arranged a remarkable chemical institution in the vegetable. The plant takes elements from the air which unite with the inorganic minerals in the soil and turn these minerals into organic substances fit for human food."

"The chemical processes around the plant roots, however, cannot proceed properly unless the soil is well prepared.

"Our earliest farmers didn't understand all this but they did know that when plants began to turn yellow the best thing to do was to stir the soil and pray for sunshine. "Don't worry if everything is killed back. Spade the ground and plant again."

—Not Rationed: Dallas' Courtesy—

Schools Ask FWA For Wartime Fund For Day Nurseries

An application for an appropriation of \$62,000 to maintain nurseries for children of women in war work has been sent to the Federal Works Agency by the Dallas Board of Education, Julius Dorsey, superintendent, said Tuesday.

The fund is to be used in the continued operation of the Works Progress Administration nurseries, which the board has been sponsoring, but which must now be supported through another agency, since the WPA funds have been cut off effective April 1, Dorsey said.

Supervisors, teachers and helpers are to be paid from the fund; but the cost of food furnished the children will be borne by the parents. Two new nurseries are expected to be added to the eight already in operation.

Little Fussing Heard Over Income Taxes

Some Find Total High But Realize Costly War Must Be Won

Despite the heaviest income tax in history and the fact that thousands who never paid before are being assessed substantially, there is far less grumbling about it than in former years when the tax was half, a fourth or a sixth of that demanded now.

Authorities for the observation are the deputy internal revenue collectors at the Burt Building, who have been aiding thousands of persons to prepare their returns.

"Very little grumbling is heard," D. O. Lowry Jr., in charge of the Burt Building office, said Tuesday. "Taxpayers apparently realize the heavy tax is necessary to winning the war and are accepting the fact cheerfully."

Surprise Over Amounts. Frequently there are expressions of surprise when a taxpayer learns the large amount of his tax, but he takes it without kicking, Lowry said.

On the other hand, there are See INCOME TAXES on Page 9.

Airport

CONTINUED FROM FIRST PAGE.

necessary," said Postmaster Payne. It would add 8,760 miles a year to his truck collections and 292 additional man hours.

"I can hardly believe the airlines would be so timid as to ignore Dallas' claims and their own stake in this matter," mused Postmaster Payne.

Pleasant Way to Work It Out.

There is a way to work out the matter satisfactorily to all concerned without entering into bitter personalities and childish bickering between Dallas and Fort Worth.

The Civil Aeronautics Administration has willingly agreed to defer any decision until the Dallas special citizens committee has presented its case.

Files of the Civil Aeronautics Administration show that the airlines—American and Braniff—"indicated" that they could not continue with the project if the administration building were placed on the north side, its original site. That's another story that will be developed—one that influenced the CAA in accepting the changed location.

But that was months ago and Dallas now asks of the airlines fair and earnest consideration of its case. Indications are that such consideration will be given, not on the basis of Dallas' overwhelming patronage advantage but on mere fair play.