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1327 Kirby, C-8468

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explained, was worked out with these limitations:

1. Beans, peas and lentils bought for seed cannot be used for food. If they are intended for consumption, ration stamps or certificates must be surrendered by the purchaser.

2. Sale of these items, ration free, will be made in compliance with applicable seed laws governing packaging and labeling.

3. Such seed sales from bulk supplies suitable for both eating and planting also are subject to seed laws on packing and labeling.

To replenish their stocks, retailers may apply to their local ration boards for ration certificates. Wholesalers will get similar certificates from their state or district OPA offices, while processors may mark seed containers point free.

KIWANIS GOVERNOR VISITS DALLAS CLUB

Everett G. Brown, lieutenant governor of the Texas-Oklahoma district of Kiwanis, paid his annual visit to the Dallas club Tuesday, and addressed that group following their noon luncheon on "Kiwanis—An Opportunity." Marine Corp. Eddie Becker, home on furlough from active duty of Guadalcanal, was a special guest. Robert M. White was in charge of the program, which was arranged by the board of directors.

Midway Airport Change Feasible, Mayor Declares

Construction of runways at the Midway Airport has not progressed to the point that it might be economically unwise to change the site of the proposed terminal building, Major Woodall Rodgers and city officials learned Tuesday when they visited the airport.

Ray Shrader, vice president of Braniff Airways, one of the commercial airlines sponsoring the airport, ad-

mitted that the terminal building still could be placed on the north side, where Dallas officials contend it will serve both cities fairly, rather than on the west side, nearer Fort Worth.

"Virtually no changes in runways or taxi strips already under construction will have to be made to permit location of the building on the north side of the field along the new state highway," Mr. Shrader said. "The only change would be in plans for the future and this change would not cost money."

Mayor's Proposal.

"From a technical standpoint, it is just as feasible to locate the building on the north side as on the west side."

Mayor Rodgers, after reviewing the plan, proposed that the terminal building be located on the North side of the airport, that the shops and hangers of Braniff be placed on the east side, nearer Dallas and that the shops and hangers of American Airlines be located on the west side, nearer Fort Worth.

"Such an arrangement," he said,

"would be fair to both cities. I don't see how any sensible man from either city would oppose it. We will fight to the end for such an arrangement if the airport is to be a midway field equitable to both cities."

The Dallas officials were escorted over the field by M. H. Huffman, army engineer in charge of the project. Mr. Huffman opened the plan for future development of the airport to city officials. He explained that he could discuss only facts and figures and could not participate in the argument between the two cities.

Can Be Changed.

"The plans for future development of the airport, if they should be followed, would prohibit location of the terminal building on the North side of the field," Mr. Huffman said.

Vice-President Shrader of the Braniff explained that adequate space for the building could be provided by changing blueprints for a parallel runway which has not yet been constructed.

City officials who inspected the airport with the mayor included Councilman J. B. Adoue, Jr., Acting City Manager V. R. Smitham and J. G. Rollins, public works director.

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