

Dallas' Hot Weather Blues.

FOR the last several weeks Texas has been busily engaged in setting up an all-time record for duration of hot weather, which perhaps may explain the latest outbreak of the "we wuz robbed" fever in Dallas. This time, however, there is a new champion in the lists on behalf of "Big d," Mayor Woodall apparently having disqualified himself last time by too-final pronouncement.

It will be remembered that on the occasion of a recent development in the famous Midway Airport case, the good mayor announced that Dallas was "through" with Midway, that Fort Worth could "have it," that Dallas would build an airport of its very own, and we'd see whether Midway would ever amount to anything without "Big d" participation. Now comes County Judge Al Templeton, of Dallas County, to register outrage over WPB's denial of steel for paving Dallas' end of the highway which passes that same Midway Airport which Mayor Rodgers so sweepingly consigned to the dogs.

Judge Templeton made the local welkin ring with the cry of "rotten politics," and expressed the dire suspicion that "certain forces in Fort Worth with influence in Washington" had again soaped the track of "Big d" progress. The Judge implies that it is not the first snipe hunt on which Dallas has been taken, and apparently fears it will not be the last.

It is distressing to disturb the neat picture of Dallas heroically suffering from no fault of its own but through the evil designs of its neighbor, but somebody even in Dallas is almost certain to recall that the highway the Judge mentions is one projected many years ago by Fort Worth for supplying an alternate route to relieve the congestion which made that section of Highway 80 between the two cities the "most traveled" stretch of highway in the State. Apparently, in some obscure Dallas calculation this new highway loomed as another attempt to deny "Big d" its just dues, and the project moved with vastly greater speed on the Fort Worth end—so much so that when Dallas finally got through looking for jokers and booby-traps, there was a war on and steel for highway uses was restricted to the most urgently needed projects from a military viewpoint. As to the highway's classification in this respect, WPB and Dallas now hold slightly different opinions. It

is to be noted, however, that the request for authority to complete the road bore the signatures of the Tarrant County Commissioners Court and the Fort Worth Chamber of Commerce, while, on the contrary, the Dallas City Council and the Dallas Chamber of Commerce evidently left sponsorship there entirely up to the Commissioners Court of that county.

Fort Worth labored long and hard some years ago to induce Dallas to "come in" on the new highway and this city's regrets over the delay are as real now as in the months when Dallas' inaction was the only thing that prevented completion of the project, the failure of which, we are told, represents skullduggery directed against "Big d." Had Dallas taken Fort Worth's advice with reasonable promptness, the Dallas end of the highway via Midway would right now be as well paved as is the Fort Worth end.

Contrary to the suspicions of our hypersensitive neighbor, we of Fort Worth are as thoroughly "sold" on the desirability of the new route as we were in the days when we were all but beseeching Dallas to help us get it built. We are not certain as to the identity of the "certain forces" in our city which

Judge Al had in mind when he accused somebody of doing Dallas dirt, but it happens that the "forces" usually credited with such enterprise in Fort Worth in the past are the very forces which worked hardest and loudest at starting the road project in the first place and have continued to do so. One of the reasons why these "forces" wanted the new road built was to make it easier for Dallas people to come over and enjoy the western scenery and the higher altitude, and, even in hot weather, to enjoy the solid satisfaction of knowing that the thermometers, while rampant, are honest.

We recognize that while few of our own people may wish to go to Dallas, there are many travelers from Dallas and the other side of that traffic bottleneck who would welcome an improvement in the facilities for getting to Fort Worth. We believe earnestly that more and better routes through Dallas will serve the interests of the State and Nation, even if they do not help the war effort. We hope the WPB will revise its decision and permit the highway to be finished, in order that Dallas may have full access to the Midway Airport, even though Dallas is currently on record as wanting no piece of it.