

Jesse Jones Gives Dallas Group No Satisfaction in Airport Row

BY FELIX McKNIGHT, Staff Correspondent of The News. WASHINGTON, March 22.—Secretary of Commerce Jesse H. Jones wearily arose at the end of eight cyclonic hours on the Midway Airport controversy Monday and told a roomful of Dallas and Fort Worth delegates no decision would be made at this time.

"Not tomorrow, nor the next day, nor the next week or month, perhaps," Jones added. "We have listened with interest—and patience to your cases. We have the facts and they will be studied.

"Never fear, both cities will be advised by our department before the Civil Aeronautics Administration finally acts on the matter."

Thus, the controversial question as to whether the proposed terminal building on Midway Airport will be placed on the west side—as now proposed—or on the new four-lane Highway 183 as sought by Dallas, rested Monday night with Jones and the CAA.

In rare quipping form throughout the hearing that broke more than once into an open flood of words between Amon G. Carter, Fort Worth publisher and chief

spokesman for his delegation, and Mayor Woodall Rodgers of Dallas, Jones added:

Finds Hearing Relaxing:

"It's been relaxing, this hearing today. We have many controversies up here in Washington—not so important as this one, perhaps. But this has been different.

"I've had to leave several times to answer long distance calls from Bill Jeffers on one hand and Donald Nelson on the other. Incidentally, sometimes they don't get along any better than Fort Worth and Dallas."

Jones emphasized that the CAA would give an honest appraisal to the evidence submitted by the Dallas and Fort Worth delegations, adding:

"I realize that all of you are keenly interested in this matter. I can understand the feelings of both."

Administrator of Civil Aeronau-

tics Charles I. Stanton said at the close of the hearing that the CAA would not object to a north side location of the terminal building, providing that its funds were not used for destruction and reconstruction of any part of the project now completed.

Bluntly, without a trace of doubt as to what Dallas sought, Mayor Rodgers summed up his argument by telling Jones and members of the CAA that:

Final Hearing for Dallas.

1. Monday was the final hearing on Midway Airport as far as Dallas was concerned.

2. The matter can't be settled by reason that would satisfy both communities.

3. Dallas has no threats of any kind to make, but it will feel deeply injured if the site is not changed to a neutral location—and finally:

"If you could guarantee that our Love Field would be left in its present status, with our promise to develop it, you could have the Midway Airport and we would want no part of it.

"If this matter can't be settled on an agreeable basis, then for heaven's sake leave us as we are. We will co-operate with the CAA, we will help you select one or more new fields. Now isn't that a fair alternative?"

Flushed, Rodgers concluded:

"If on our honeymoon this is the best we can get, God forbid what would happen to us over in Tarrant County in after married life."

Previously, Publisher Carter had burned Mayor Rodgers for asserting, he said, that the placing of the Administration building on the west side of the airport was a steal.

"So somebody stole your airport," he queried. "Some big bully is carrying it away on his shoulders. We usually answer when Dallas talks about us, but their argument this time is so amazing, so fantastic, so amusing, we just don't know the answers."

Carefully he unrolled twenty-five feet of Midway airport clippings from The Dallas News—which he termed one of the best newspapers in the country—but other than continually referring to them as fantastic, did not fully go into their content. Ted Dealey, president of The Dallas News, said that twenty-five feet of Midway Airport clippings from The News would be augmented by another seventy-five feet to make an even 100 unless Dallas got justice in its fight.

Got No Milk in Dallas.

Then Carter held aloft a John Knott cartoon which showed a Fort Worth citizen milking a cow that was peacefully getting its feed over the fence in Dallas, and quipped:

"Now that's supposed to be me, although it flatters me. Let me say I've never gotten any milk from Dallas, not even the milk of human kindness. All we've gotten in Fort Worth is the bull."

Over a total period of two hours Carter produced maps and briefs and constant explanations of his own for his version of the midway airport history.

"These Dallas men come up here to tell the CAA that you're going to do things their way or not at all," he said. "Why, they're going to take their ball and bat and go home if you don't.

"No new argument has been presented here. This thing was settled a year ago—we thought. But suddenly Mayor Rodgers brings it up again. I'll say here that never has Fort Worth requested that the terminal building be placed on the west side—the CAA placed it there for engineering reasons."

Dealey referred to Carter's repeated statements that Fort Worth did not know of plans for location of the administration building on the west side until such location was decided upon by the CAA.

"Amon says that this location fell upon Fort Worth like manna from heaven (and Carter nodded assent) and that Fort Worth was surprised to learn of its lucky break in this connection," Dealey said. "But the thing that puzzles me is how could the regional director of the CAA locate the building on the west side of the airport—which is not served by an existing road or highway unless he had personally talked to someone in Fort Worth who

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