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**DALLAS MUST ⁹⁰
PROVIDE FOR
GIANT AIRPORT**

**WINNING MIDWAY SCRAP
WON'T SOLVE POSTWAR
PROBLEMS, EXPERTS SAY**

By **ALBERT JACKSON,**

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Washington, D. C., March 24.—Even if Dallas wins its fight to obtain a "fair deal" on the location of the Midway Airport terminal building, it still will need a new and larger airport of its own to serve the giant air liners of the future. This opinion was expressed by high-ranking Washington aviation experts Wednesday, after Dallas and Fort Worth delegations concluded two days of stormy hearings here Tuesday night and learned that Civil Aeronautics Administration engineers seek a compromise site for the Midway terminal building which will satisfy both cities. This site, according to reports will be on the north side of the Midway Airport, which will be used by the navy until after the war.

The Dallas citizens' committee, headed by Nathan Adams and Mayor Woodall Rodgers, and most of the Fort Worth delegation left for Texas Tuesday night, but Amon Carter, the tenacious Fort Worth leader, remained in Washington to continue negotiations.

Washington aviation experts advised Dallas to secure a site for a new and larger airport of its own. This field, they said, should be adjacent to the city, possess transportation and utility facilities, and be large enough to serve planes of any size.

New Port Promised.

Mayor Rodgers and the committee offered to provide such an airport, or to enlarge Love Field. They stated frankly that Dallas would demand that the air lines continue operations from this new port or

from Love Field if the CAA failed to change the Midway depot site from the west side, nearer Fort Worth, to the north side.

It may be months before Jesse Jones, secretary of commerce, and the CAA reach a decision on the Midway depot location. In the meantime Dallas should survey and acquire a site for a larger airport of its own, the experts indicated.

These authorities pointed out that Love Field, which already has been enlarged, could not handle alone the tremendous volume of traffic, which is increasing daily and will soar after the war. They predicted that a new airport in Dallas or its immediate suburbs would appeal to competing air lines and be convenient to the public.

The Fort Worth delegation first held out for retention of the west side location, but Carter finally agreed to the north side site "provided it will be exactly halfway between Dallas and Fort Worth."

Jesse Jones, secretary of commerce and a Texan who has warm personal friends in each group, hoped to satisfy both cities. On Monday, he gave both delegations a seven-hour hearing, which was described by leaders of the two cities as "fair and impartial."

Jones' CAA engineers were expected to come to Texas soon to survey a compromise site. CAA officials also were scheduled to effect an agreement with the air lines which would give Dallas and Fort Worth, as well as Arlington, the sponsor of the airport, a voice in the management of the field.

Dallas, in the future, will follow a policy of "watchful waiting."

"We hope," Mayor Rodgers declared, "for a fair deal. We have been assured by Secretary Jones that CAA will start no work on new runways which might prohibit selection of the north side site until Dallas is notified. In the meantime, we will make careful checks to make sure that the navy starts no new work which would force erection of the building on the west side of the field."

Chairman Adams, Fred F. Florence, Ernest Tennant, John W. Carpenter, Tom C. Gooch, Ted Dealey, County Judge Al Templeton and other committeemen expressed belief that Jones would try to give Dallas a "fair deal."

At a hearing before the Civil Aeronautics Board Tuesday, the