

# Jesse Jones Gives Dallas Group No Satisfaction in Airport Row

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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

See AIRPORT on Page 12.

## Even Generals Are Bawled Out: Eight Bullets to Kill Lone Jap

# Airport

CONTINUED FROM FIRST PAGE.

moves to keep abreast of the times.

Sentiment seemed to be growing around the city hall and among citizens generally that Dallas should take steps immediately to develop an airport nearer the city instead of going further away than Love Field now is. Many said they believed a field should be developed for the future that can accommodate the largest types of passenger and commercial planes and still be within five or ten minutes of the downtown district, possibly leaving Love Field to be used after the war for local traffic and service facilities.

Mayor Rodgers and most of the committee will return at noon Thursday. Full reports on Washington developments will be made at the City Council meeting at 2 p.m. Friday and then Dallas is expected to shift into high gear with future aviation plans.