

Midway Airport

The proposal of Secretary of Commerce Jesse Jones to place the administration building and depot at the northwest corner of the Midway air field must be accepted by Dallas as a constructive effort toward solution of the difficulty which arose when plans for the field were redrawn to remove the building from the midway point on the main highway along the north side of the field to the west side where it would be served by a new dead-end highway leading directly from Fort Worth. Bringing the headquarters building back to a point on the main North Dallas-Fort Worth Highway removes the principal objection made by Dallas.

However, the question still arises: What is wrong with the midway site which was originally selected and given an OK by all concerned? It is understood that at least Braniff Airways contends and has contended all along that, strictly upon basis of economy and merit in operation of the field, the site originally selected at the midway point is preferable to any other. There is also the sound argument that placing the building at the midway point will add to future possibilities for expansion of the field both eastward and westward with maintenance of a minimum cost of operation. It ought not be difficult to settle the question purely on the basis of merit. Along that course of procedure, the Dallas City Council will undoubtedly be willing to go.

Another issue has grown out of the controversy, namely, the exact service to be rendered by the Midway Airport. In the instance of through planes making few stops, it seems that the request of the air lines for a midway airport is reasonable despite the inconvenience that will be caused patrons of both cities. Since Mr. Jones' letter mentions specifically transcontinental and trans-American planes, it may be assumed that service of this type is to be the future function of the field. But it would seem unreasonable to ask the patrons of Dallas and Fort Worth to travel over crowded highways seventeen miles for the convenience of planes operating to Houston, Austin, San Antonio, Oklahoma City or other points in this region. Under the speeded-up air schedules of the future, more time would be spent in getting to the port than in making the flight to point of destination. Such an arrangement would, in the long run, be a disservice to the air lines themselves.

Assuming that the Midway Airport project can be worked out to the satisfaction of both cities, Dallas should not permit a letup in its extensive planning for its aviation program of the future. In the air age to come, a single port located seventeen miles beyond the bounds of the city will be insufficient for the needs of a community the size of Dallas or Fort Worth. If all air activities were to be concentrated at the midway point, both cities would have limited service as compared with Tulsa, Oklahoma City, Shreveport or any number of other cities no larger, or even smaller, than either Dallas or Fort Worth, for the simple reason of the happen-so of their proximity to each other.