

CHECK SERVICE DESIRED OTHERWISE MESSAGE WILL BE SENT AT FULL RATE	
DOMESTIC	FOREIGN
FULL RATE	FULL RATE
DAY LETTER	CDE RATE
NIGHT LETTER	URGENT
SERIAL	DEFERRED
RESERVATION	NIGHT LETTER
TOUR-RATE	SHIP RADIO

Postal Telegraph

Mackay Radio

Commercial Cables



All America Cables

Canadian Pacific Telegraphs

CHARGE ACCOUNT NUMBER	
CASH NO.	TOLLS
CHECK	
TIME FILED	(STANDARD TIME)

Form 2-1

Send the following message, subject to the Company's rules, regulations and rates set forth in its tariffs and on file with regulatory authorities

C O P Y

November 16, 1943

Mr. A. N. Kemp, President
 American Airlines, Inc.
 Pershing Square Building
 100 East 42nd Street
 New York, New York

You probably are familiar with the letter from Secretary Jones addressed to the Mayors of Dallas, Fort Worth and Arlington dated November 1 relative to the latest suggested plans for developing the midway airport. In that letter he states that CAA, CAB and the airlines have agreed that either the location for administration building at the northwest corner of the airport or the location recently proposed near the northeast corner of the airport which they refer to as "north central" location will be satisfactory. Mr. Jones, however, expresses the opinion that the north central location will be more accessible to future hangar locations on both sides of the field. The proposed layout of the field with future parallel runways carries the whole development approximately one-half mile farther east than present field. In a letter to Mr. Carter on October 28 Mr. Jones had stated that either of the two building locations was satisfactory but the selection could be left to future decision. The immediate problem was to extend present runways and when needed to build parallel runways. We have written the Secretary expressing our willingness to go along with any plan for extension of present runways but urged that consideration be given in laying out future parallel runways so as not to push the airport to the east and strongly opposing any development prejudicial to the northwest corner location of the administration building. Fort Worth and Arlington agreed to the location near northwest corner last August as a compromise although it is a little closer to Dallas. The location near north-east corner is two miles closer to Dallas than Fort Worth and will not be acceptable to Fort Worth because it violates the whole agreement on which the midway airport was based. In the future development of the airport we are confident American Airlines representatives will keep in mind the original agreement and a fair deal to both Fort Worth and Arlington the original sponsor.

FORT WORTH CHAMBER OF COMMERCE

By William Holden
 Executive Vice President

WH:iw
 Chg. Chamber of Commerce
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