

Midway Port Issues Clear, Says Braniff

All obstacles to Dallas co-operating in Midway Airport development on a fair basis have disappeared recently as the result of decisions in Washington that have been very favorable to this city's interests, T. E. Braniff, president of the airport corporation, said Tuesday.

Latest developments are that American Airlines has agreed with Braniff Airways and Delta Air Lines that Irving should have a representative on the corporation's board of directors. This gives Dallas County equal representation with Tarrant County's directors from Fort Worth and Arlington.

Dallas also has won its fight to have representatives from municipalities named on the board of directors instead of from the chamber of commerce, thereby making the appointees officially responsible to the people.

Limited Use Demanded.

The only point on which Dallas has not won full accord from Washington has been the insistence that Midway Airport should be used only for transcontinental and international, one-flight stops, and that no local service affecting Dallas patrons be handled there.

On this, however, Braniff said Dallas has nothing to fear because such schedules will be determined on the basis of public convenience and necessity and this protects local interests.

A few days ago Secretary of Commerce Jesse Jones notified Mayor Woodall Rodgers he favored location of the administration building site near the center of the north line of Midway Airport, siding completely with the Dallas contention for this location.

Dallas Wins Point.

All matters pertaining to Midway Airport, its development and future organization plans, have been reviewed by the Department of Commerce and Civil Aeronautics Board, Braniff said, and Dallas has won its struggle for development of a neutral field.

City Councilmen and the Midway Airport committee named by Mayor Rodgers several months ago are expected to take up the matter of re-entering the sponsorship picture immediately.

Secretary Jones has shown himself to be very co-operative so far, Mayor Rodgers said, but he insisted that Dallas must know more about future plans for usage of the airport before its policy can be committed definitely to co-operation.

Definite Understanding.

"We want to co-operate in Midway Airport, but we are entitled to a definite understanding on what the port will be used for," Mayor Rodgers said. "The airlines and the

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Civil Aeronautics Board will determine the usage of the field and as far as I am concerned I think we must insist that before Dallas enters the sponsorship we should know what it is to be used for."

The Mayor said he believed that convenience and necessity would have a great deal to do with deciding future usage of the field, but he said he believed the "convenience and necessity of Dallas people come before those of the air lines." He believes the port should be used for long, one-stop flights as far as Dallas is concerned.

"We should not have to share our patronage of the aviation industry with another city just because it happens to be close to us," the Mayor said. "We believe we have the makings of a great aviation center in Dallas and we should not have to sacrifice that just to cooperate in Midway Airport without knowing what its future will be."

Secondary to Superport.

Mayor Rodgers said he believed the air lines have not been frank enough with Dallas and that "this is a good time for them to do so."

"We hope we can co-operate, but I think we all agree that Midway Airport should be secondary to a superport we hope to develop much nearer to Dallas and our own patrons," the Mayor said. "We will consider the matter carefully Wednesday and see what our answer will be. Mr. Jones has shown himself to be very co-operaitve so far and I hope we can co-operate in the project."