

City Agrees To Plans for Midway Port

Dallas is willing to re-enter a plan of sponsoring developing Midway Airport on the basis worked out by federal officials assuring operation of a neutral field, City Councilmen decided Wednesday.

A resolution incorporating a vote of thanks to Secretary of Commerce Jesse Jones and C. I. Stanton, administrator of the Civil Aeronautics Board, for their efforts in arranging a program of development fair to both Dallas and Fort Worth was passed by Councilmen.

"Secretary Jones and Stanton seem to have met every requirement in their power on Midway Airport," Mayor Woodall Rodgers said as he explained latest developments to the governing body.

"We have been assured Midway Airport will be operated as a neutral port, that Dallas County will have equal representation on the airport corporation board of management with Tarrant County, that the administration building should be placed approximately midway on the north line of the field and that municipal appointees instead of chamber of commerce representatives should be on the board," the Mayor said.

Issue of Field Use.

"We realize that the CAB cannot determine in advance the use of the field completely, but our position is clear that it should be used for one-stop, transcontinental and international flights only, as it affects Dallas patrons.

"The field will be operated under the theory of convenience and necessity, however, so that if Dallas feels imposed on we can have a public hearing in Washington on any matters of usage," the Mayor added.

"With these assurances, we feel we should express our appreciation to Mr. Jones and Mr. Stanton for their efforts in making Midway Airport a neutral port and arranging for its development on a fair basis."

The formal resolution passed by Councilmen offered the co-operation and cosponsorship of the City of Dallas on Midway Airport.

The long controversy came to a climax last week when Secretary Jones agreed that the administration building, first placed on the west side of the field facing Fort Worth, should go on the middle of the north line as Dallas has insisted. This will permit equal development of buildings and other improvements on both the Dallas and Fort Worth sides of the port.

Naming Board of Managers.

Agreements also were worked out by the federal officials and air-line representatives to the demands of Dallas for changes in the manner of appointing members of the board of managers of the airport corporation. Mr. Jones said the matter of schedules and usage was something that could not be determined now but he urged Dallas and Fort Worth to co-operate on the project.

Under the project now, Dallas is willing to enter into the sponsorship with Fort Worth, Arlington and Irving under a plan that would not commit the cities to financial liabilities. The sponsors would own the airport and would have a voice in the future management. American Airlines and Braniff Airways, the companies that purchased the land for the port, would have representatives on the board of management also.