Mayor McCrary, in a letter to
Secretary of Commerce Jones, has
accused the Dallas City Council
of "crow-hopping" over location
of the Midway Airport adminis-
tration building and strongly
protested any further change in
the agreed location of the build-
ing near the northwest corner of
the field.

The mayor's letter was read at
Wednesday's City Council meet-
ing. His communication was in
response to a Nov. 1 letter from
Jones which stated that either the
northwest or a north-central loca-
tion on Highway 183 would serve
but that "the north-central location
will
be
more
equally
accessible
to
both
sides
of
the
field." Dallas' present contention is
for the north-
central
location.

More Dissatisfaction.

"It now develops," McCrary
wrote, "that discontentment again
arises from the City of Dallas,
which to my mind is wholly un-
waranted, impractical and preju-
dicial to the common interests of
both Arlington (sponsor of the air-
port), Fort Worth and the carrier
operators.

Strongly Opposed.

"Our city has been much dis-
turbed over the change in events
occasioned by the continual 'crow-
hopping' of the Dallas City Coun-
cil. ... We strongly protest a
further change in the agreed loca-
tion of the administration build-
ing or any development that
would affect its maximum usefulness."

The mayor also dispatched to
A. N. Kemp, president of Ameri-
can Airlines, a telegram asserting
that any change would be vigor-
ously opposed by Fort Worth.

Also revealed Wednesday was
a letter addressed by William Hol-
den, executive secretary of the
Chamber of Commerce, to Jones,
asserting that the map of the air-
port layout shows that the pros-
posed future parallel runways
are laid down in general to the
east of present runways with the
result that the entire future de-
velopment of the airport, including

TURN TO PAGE 6, COLUMN 5
future hangars, is extended four-tenths of a mile farther east than the present boundary line of the airport. We believe from preliminary study of the topographic map that such parallel runways could have been laid down so as to push the development to the west just as easily as to the east.

Closer to Dallas.

“The alternate location for the administration building lying farthest east is in fact within a quarter of a mile of the eastern boundary of the present airport.” Also pointed out was the fact that CAA engineers originally proposed sites on the west of the field, and that the CAA reported that area was more desirable from the standpoint of topography and weather conditions.

“Since you do not propose to definitely locate the building site at this time,” Holden’s letter added, “we trust that you will make no commitments favorable to the so-called north-central location. This would place the location of the entrance to the administration building approximately two miles closer to Dallas than to Fort Worth by present main highways.”

No Formal Action.

Although the council took no formal action on Mayor McCrary’s letter, it indicated tacit approval and some councilmen were outspoken.

“If we should agree to the north-central site,” Councilman Eagle remarked, “Dallas would come back in a week or two and want to move it even closer to Dallas—maybe over to Love Field. That’s big Dallas for you.”

“I’m against moving another inch in this proposition,” Councilman Evans declared, and added, “I’m interested to know what’s going to be done about it.”

“I don’t know,” City Manager Bothwell replied.