

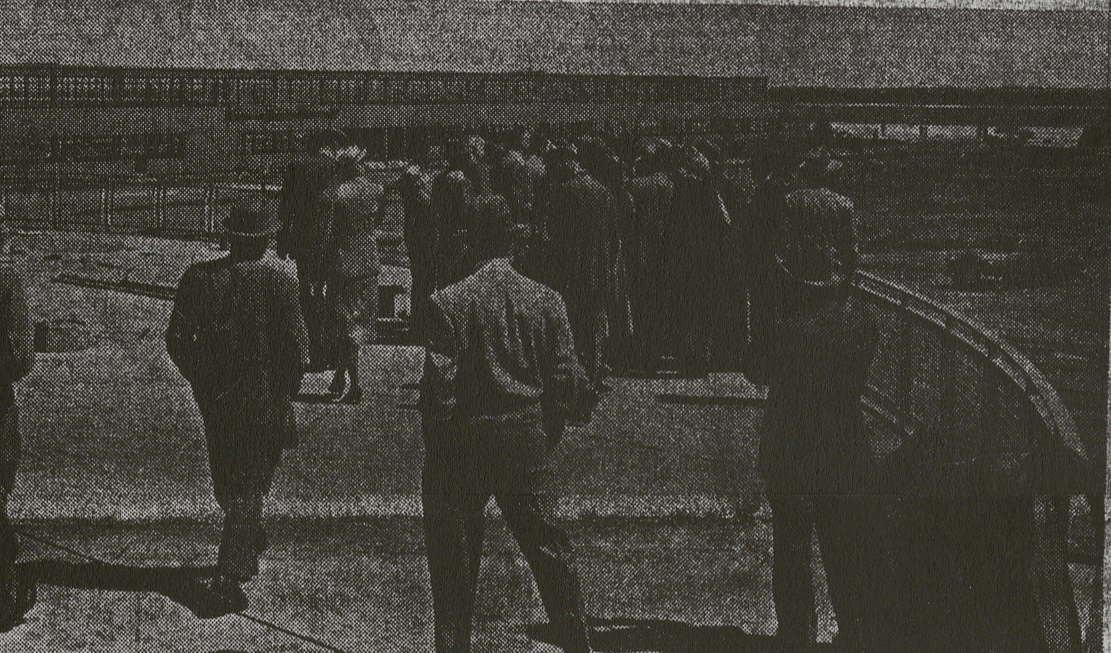
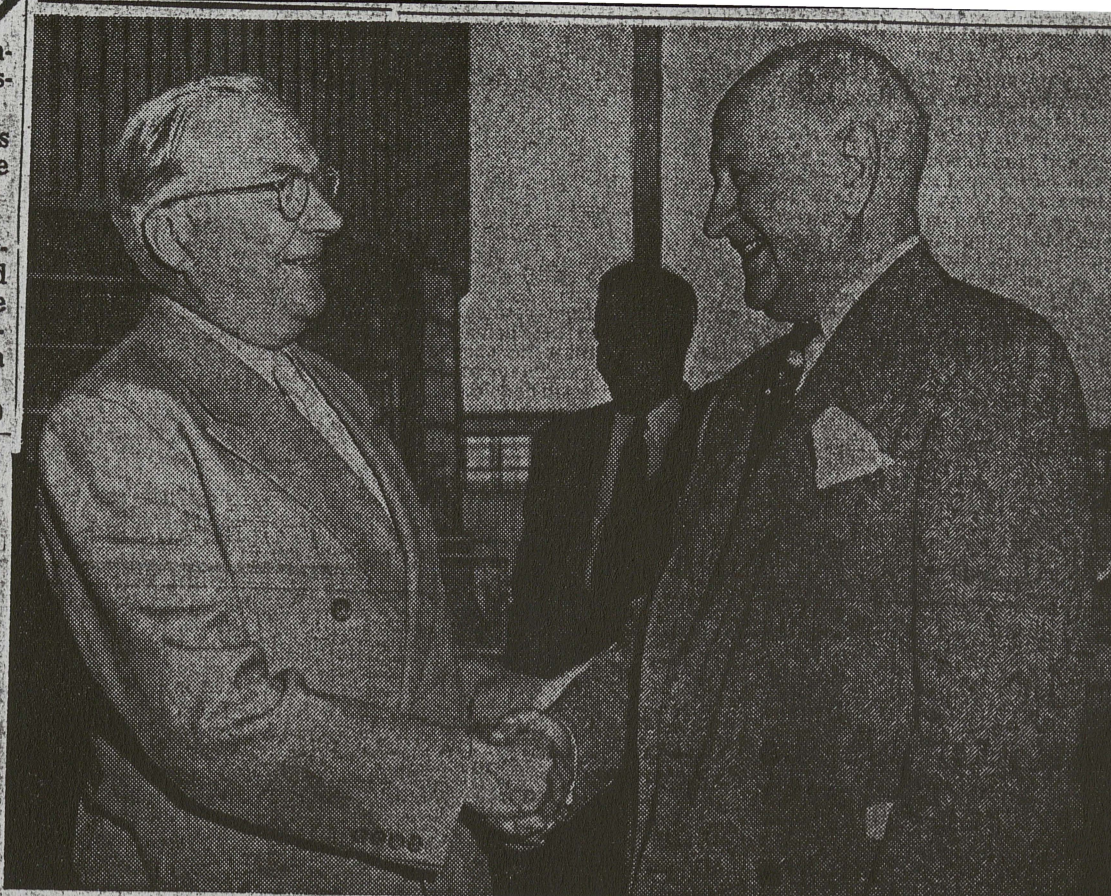
Telephone workers in Ohio, Michigan and Nevada, set for early Thursday, however.

Like, engineered by the AFL's Union, went off on schedule about 30,000 workers.

New York:

Private wire and teletype service and defense industries and communication cable operations which are the result of the strike will be suspended throughout the country for a New York City the exception."

the walkouts of about 40,000



GREETINGS AT GREATER FORT WORTH INTERNATIONAL AIRPORT—Amon Carter, right, president of Fort Worth Air Terminal, Inc., (top photo) welcomes T. E. Braniff of Dallas, president of Braniff International Airways, in the huge terminal building during Braniff's first trip to the new international airport.

Below, the airport managers inspect the Amon Carter Terminal Building at the airport.

Intercity Airport Favored By Braniff Airways Head

A suggestion that Fort Worth and Dallas might mutually profit from a jointly operated airport such as the one operated by Minneapolis and St. Paul was made Wednesday by Tom Braniff of Dallas, president of Braniff International Airways.

Braniff aired his views on intercity airport co-operation at a luncheon for delegates to the convention of the American Association of Airport Executives in the dining room of the new Greater Fort Worth International Airport.

"When I see what you have created here," Braniff began, "I am convinced that you have built for the reasonable future at least, and I'm delighted that you've made provisions for future expansion."

First Visit.

Braniff, who said he was seeing the new airport from the inside for the first time, recalled that Braniff and American Airlines had been interested for some time in an airport located between Fort Worth and Dallas which would serve both cities.

"I was just talking with a delegation from the Twin Cities, where a considerable amount of success has been realized in a jointly operated airport," Braniff declared.

"I'd like to suggest you get together with those people and find out how they did it."

Braniff was introduced by Amon Carter who, mentioning that this was the Dallas man's first visit inside the new airport, jestingly remarked, "We want you to know you can come in here any time you care to — unarmed."

Carter previously had explained to the nearly 300 airport managers and executives present at the luncheon — given by the Humble Oil & Refining Company — that in building this airport we considered not only the growth and development of aviation but the growth and development of Texas.

Aviation, he predicted, will have a greater growth in the next 20 years than it had in the past.

Adequate in Size, Safety.

"The idea," he continued, "was to build an airport not only adequate in size but adequate for safety. That's why we came out here."

Maury Huffman, executive director of the Fort Worth Air Terminal, Inc., who conducted the airport men on a tour of the new field and terminal building before the luncheon, elaborated on some of the features of the field at the luncheon.

He reported the main runway would have a length of 8,450 feet and a width of 200 feet, that the airport was zoned against tall structures for a five-mile area.

He reported the 242,000-square-foot terminal building could be expanded to 500,000 square feet when needed, that 1,200 persons could be fed at the same time in the terminal indoor and outdoor dining rooms, and that all of the diners will have a view of field operations.

Huffman reported that all of the 208 feet of ticket counter had been leased among American.

32 YEARS IS LONG ENOUGH TO WAIT

LOS ANGELES, April 2 (INS).—Mrs. Harriet M. Davis, 75, Wednesday divorced William Linville Davis, 78, of Wichita, Kan., on the grounds that he deserted her 32 years ago.

Mrs. Davis, a retired dressmaker, told the court that she married Davis in Ridgeville, Ind., 55 years ago. In 1920 he sent her to Los Angeles with her only child and told her he would follow later, but then wrote he was through with her forever.

The woman was asked why she waited so long to get a divorce. She replied:

"I kept hoping he would come back to me. Now I am convinced he won't and I want to protect my pension and property rights."

WHAT WAS IT?

Flying Object Across Sky Is Sighted Here

A noiseless, fast-moving sky object with a fiery tail stirred curiosity here Wednesday night.

It flashed across the sky at about 8:40 p. m., traveling generally south to north on an apparently flat trajectory.

Viewers agreed generally that the object was zooming along at about the speed of a jet plane.

But their estimates of its height varied from 3,000 feet to "more than 10,000."

Two Convair engineers, both familiar with aircraft, saw the thing and agreed it couldn't be a plane because of its silence.

An amateur astronomer at Graham, E. B. Street, also saw it. He didn't think it was a meteor, because of its flat course.

House Grants \$650,000 For Floodway

Expenditure of \$650,000 for additional construction on the Fort Worth floodway during the coming fiscal year was approved Wednesday by the House of Representatives.

The figure is a reduction of \$100,000 from the budget request.

The expenditure was included in a package approval of almost \$14,000,000 for construction in Texas distributed among seven projects. It is about \$3,500,000 less than had been recommended for appropriation by the Bureau of Budget.

The amounts for each project and the sum of the whole bill were the same as the House Appropriations Committee recommended for appropriation last week. The committee cut the bill \$109,000,000 below the budget requests.

Included in the bill was \$1,000,000 for the portion of the Gulf Intra-coastal waterway under control of the Galveston district engineers. This is \$386,000 less than was recommended by the budget.

Money requests for Belton and Texarkana reservoirs each were pared \$1,000,000 by the appropriations committee and the House concurred. This leaves \$2,500,000 for Belton and \$5,000,000 for the Texarkana reservoir located on the Red River.

The appropriations voted by the House for Garza-Little Elm was \$4,200,000.

Whitney reservoir received \$175,000 and Lavon reservoir was allowed \$462,000. These are the same amounts originally recommended by the president's budget.

THORIZES BUILDINGS

built by the San Angelo oil man for whom it will be named; Brite College of the Bible Building for graduate work in TCU's seminary, and a building for the undergraduate department of religion. They will be erected east of University Dr. and will extend

Turn to Airport on Page 4.



—Star-Telegram Photos.

AT HEAD TABLE—Participants in the annual banquet given here Wednesday night as part of the American Association of Airport Executives 1952 meeting were, in left photo, Mrs. Frances Nolde of Reading, Pa., director of women in the Civil Air Patrol and a National Aeronautics Association director, and Melvin H. Nuss of Reading, secretary-treasurer of the airport executives' organization; and at right, Gill Robb Wilson of New York, principal speaker at the banquet and editor and publisher of Flying magazine.

Airport Chiefs Given Role Of Aviation in Democracy

American aviation and American democracy are intermingled—the strength of one flows into the body of the other, a man who has participated in 40 years of aviation history declared here Wednesday night.

"The thing you have been a part of has been the most important development in the world since the birth of Jesus Christ," Gill Robb Wilson of New York told members of the American

Association of Airport Executives.

But aviation has "isolated" itself from the general citizenry and must make its way back to a close association with the people, Wilson explained to his listeners, gathered at Hotel Texas for their annual banquet, a part of the AAAE 1952 session here.

All Pulled Together.

"In the early days everybody was pulling together. Then we got a little bigger and we went off into our little ivory tower," asserted Wilson, who is editor and publisher of Flying magazine.

AIRPORT

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Braniff, Delta, Pioneer, Trans-Texas and Central Airlines.

Carter later was presented with an honorary lifetime membership in the American Association of Airport Executives by Walter E. Betsworth of Waterloo, Iowa, retiring president, "in recognition of outstanding contribution to the administrative phase of airport management and development and to civil aviation."

Introduced by Francis T. Fox, Worcester, Mass., past secretary of the AAAE, who presided at the luncheon, were Mike Hackadorn, Houston, Humble aviation sales manager; J. W. Austin, Dallas, Humble division sales manager; Roy Naugle, Fort Worth, Humble district sales manager; Charles Beard, Dallas, Braniff vice president; City Manager Jones, Phillips Moore, director of the office of airports, CAA, Washington; Tom Byrne, contractor for Greater Fort Worth International Airport, Joseph R. Pelich, airport architect, and Huffman, Council Backs Airport.

Jones introduced L. C. Elliott, Fort Worth, 4th Regional CAA administrator, and City Councilmen Baker, Cowan, McKinley, Martin, Crowder and Deen. Councilman McKnight and Mayor Edwards were unable to be present.

"The council has been 100 per cent behind this airport," Jones declared.

Earlier, during an inspection of the new airport which followed a visit to the new Bell helicopter plant, located five miles west of the airport in Tarrant County, Milton Rosen, commissioner of public works for St. Paul, declared, "This is going to be the finest airport in the country. Pittsburgh will spend more money on its new airport, but it won't match this."

Rosen, who reported that the Minneapolis-St. Paul airport was "stymied—we've no place to expand," added that "The beauty of this airport is that you had the foresight to build away from congested areas."

Matt J. Ryan, director of the Minneapolis-St. Paul airport system, called "the location of this airport the greatest thing in its favor," and he predicted, "I'll bet they'll be building onto this thing in five years."

The airport executives in a business session Wednesday afternoon passed a resolution urging that the Civil Aeronautics Administration and the Civil Aeronautics Board be set up as a "separate authority as provided by the Civil Aeronautics Act of 1938."

The CAA and CAB were placed under the Department of Commerce by executive order in 1940 and "are less effective in serving the aviation industry under the Department of Commerce," the resolution declared.

Other resolutions urged Congress to "place in the hands of the CAA administrator for the responsibility and authority for the

"I'm about ready to go back to a self-examination," he said, and suggested that men in the aviation industry do the same.

Wilson, recently back from a study of a part of the world's trouble spots, pointed out that in his travels he found hope among the people but warned that dangerous situations are ahead.

Commenting on Russia's air power, he said his findings disclosed great strides made by the Soviets and predicted that should the time come when Red power is matched against America's in all-out war, this nation should expect a taste of war on the homeland.

"There has never been a determined bombing attack turned back," he related.

Reds' Punishment.

"But we won't get punished to the extent they will," Wilson added.

In remarks about the North Atlantic Treaty Organization, he stated that much has been said about "arming NATO for NATO's defense—I'd like to correct that. We're arming NATO for our defense."

Wilson said that in comparing the money spent on NATO with the money spent on the nation's armed forces, "We are getting about \$1 worth of defense for every 10 cents spent."

Earlier in the night's program, George Haddaway of Dallas, master of ceremonies and editor and publisher of Flight magazine, introduced magazine men whose works, like Wilson's have contributed to the advance of aviation.

In reference to newspapers' support of the industry, he said that "Of all the newspapers in Texas, if there's one that's still covering the news it's the Fort Worth Star-Telegram, morning, evening and Sunday."

He referred to Amon Carter as one who has given "until it hurts for the glory of aviation in the United States," and suggested that men in aviation who have been guests of Carter on repeated occasions should some time reverse the position and set a day "when he'll be our guest and we'll celebrate him."

In introducing Wilson as the night's principal speaker, Mrs. Frances Nolde of Reading, Pa., who is director of women in the Civil Air Patrol and a director of the National Aeronautical Association, described the speaker as one who has been "articulate" for aviation—"his word has been heard."

16 New Firms Open Here During March

Sixteen Fort Worth firms opened for business or completed plans for opening during March, C. S. Harrington, manager of the Chamber of Commerce research department, reported Wednesday.

WIRE STRIKE

Continued From Page 1

and a 16-cent per hour pay increase is asked by the union. Some employes now work 45 hour a week here, he said.

The Fort Worth workers joined some 2,500 Western Union employes in Texas who walked out. More than 5,000 telegraph union members in the eight-state Southwestern Division of which Dallas is headquarters joined the strike.

W. W. Semingsen, Western Union's acting general manager in the Southwestern Division, said the company had planned the strike.

"We will do everything we can to maintain emergency operations with supervisory workers."

Government, defense messages and important leased wires—including those of press associations—will be protected, Semingsen added.

The union's Southwest division vice president, C. M. Richards, said the union is holding a reserve force in readiness in case of emergency or disaster. "We can put most offices into full operation in 10 minutes if necessity dictates," he said.

The company said local service will depend on local conditions, but main offices will remain open in most localities.

Messages and money orders en route before the strike started will be delivered at those offices, Semingsen said.

And in another field of communication — telephones — last minute efforts were being made to halt a walkout set for Monday by Western Electric workers.

Western Electric, a part of the Bell Telephone system, now employs about 300 men in Fort Worth and the western part of the state, Wray Brown, Southwestern Bell district manager, said.

This would mean work stoppages on installation jobs being done in Fort Worth, Wichita Falls, Amarillo, Lubbock, Midland and Abilene.

And it might mean walkouts of telephone operators refusing to cross Western Electric picket lines.

The Western Electric men, who do inside installation work in exchange buildings, belong to the Communication Workers of America, Local 6201, District 10.

Brown said the men now are working on big jobs in five West Texas cities and on three in Fort Worth.

In Wichita Falls, 50 Western Electric men are putting in equipment for a new exchange which would provide 8,500 telephones, Brown said.

The telephone official said work would stop here on installation of a PBX system at the Greater International Airport, a new 24-position long distance board at the main exchange and installation of equipment for 1,900 new Arlington Heights telephones at the PERShing exchange.

Paul Gray, CWA division representative, said whether or not the 800 operators would honor Western Electric picket lines would be left up to the individual.

In the past, however, the CWA-affiliated operators have not crossed Western Electric picket lines and the installation workers have honored Southwestern Bell employe pickets in return.

Supervisory personnel would attempt to carry on long distance operations here, Brown said, and dial service would not be immediately affected.

John McClane Heads Rice Institute Students

John McClane, son of Mr. and