



—Star-Telegram Photo.

**PROPOSES JOINT OPERATION STUDY**—T. E. Braniff of Dallas, president of Braniff International Airways, second from left, suggests that Fort Worth and Dallas study the Minneapolis-St. Paul airport to determine how two cities can successfully operate a field. He spoke at a luncheon Wednesday at the Greater Fort Worth International Airport. On the far left is Philips Moore, director of the office of airports, CAA, Washington. Third from left is Amon Carter and next to him is City Manager Jones.

# Airport Study Proposed By President of Airlines

Airlines President T. E. Braniff of Dallas proposed Wednesday that Fort Worth and Dallas study the Minneapolis-St. Paul airport as an example of how two cities can jointly operate a field successfully.

Braniff's suggestion came at a luncheon for delegates to the convention of the American Association of Airport Executives in the dining room of the Greater Fort Worth International Airport.

Other points stressed at the convention and an earlier inspection were:

1. The new airport is not only

adequate in size but adequate for safety.

2. All ticket counter space has been leased, to American, Braniff, Delta, Pioneer, Trans-Texas and Central Airlines.

3. This is going to be the finest airport in the country.

### Twin Cities Report.

Braniff, who was seeing the Fort Worth airport from the inside for the first time, said he had just talked with convention delegates from the Twin Cities about their airport.

"I'd like to suggest you get together with those people and find out how they operate the Minneapolis-St. Paul airport with such mutual profit and success," Braniff said.

He said that Braniff and American Airlines had been interested in an airport between Fort Worth and Dallas that would serve both cities.

Amon Carter introduced Braniff at the luncheon, given by Humble Oil & Refining Company.

In a talk preceding Braniff's discussion, Carter told the 300 airport managers and executives that "in building this airport we considered not only the growth and development of aviation but the growth and development of Texas."

Carter predicted that aviation will enjoy greater growth in the next 20 years than in the past.

He said that "the idea was to build an airport not only adequate in size but adequate for safety. That's why we came out here."

### Features Outlined.

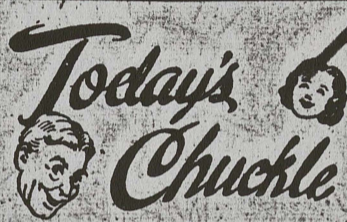
Maury Huffman, executive director of the Fort Worth Air Terminal, Inc., who conducted a tour for the executives, outlined features of the airport.

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 one time in the terminal indoor and outdoor dining rooms and that all diners would have a view of field operations.

Huffman added that all of the 208 feet of ticket counter had been leased among American, Braniff, Delta, Pioneer, Trans-Texas and Central Airlines.

Carter was awarded an honorary lifetime membership in the American Association of Airport Executives by President Walter E. Betsworth of Waterloo, Iowa, "in recognition of outstanding contribution to the administrative phase of airport

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Indigestion—the failure to adjust a square meal to a round stomach.—Creamery Co-operator.

## Medical School Office Burned

DALLAS, April 3.—Fire fed by ether early

Thursday swept through the laboratory office building of Southwestern Medical School. Damage was estimated at more than \$50,000, mainly in technical medical equipment and books.

One end of the converted Army-type barracks housing the office was burned into a charred out hulk and other sections were heavily damaged by smoke and water.

The school is part of the University of Texas system. The \$50,000 loss estimate was made by the school's business manager, Edwin A. Gell, who said the obstetrics and gynecology laboratories were destroyed and the pediatrics laboratory heavily damaged.

The building and contents were insured.

Saved by orderly evacuation on the part of medical technicians and physicians were cages containing rabbits, guinea pigs and mice being used in experiments.

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## EX-BANK OF BROWNWOOD

Indictments of a former Brownwood bank officer for alleged embezzlements totaling \$48,000 and of two Dallas men for failure to pay the new federal occupational tax on gambling operations were returned Thurs-

### THINK IT OVER

BY H. M. STANSIFER.

The reason some do not enjoy rest is because they do not work.

Malcolm is in this country on an International Civil Aviation Organization fellowship.

## MORE ABOUT AIRPORT

Continued from Page 1.  
management and development and to civil aviation."

### Guests Introduced.

Introduced by Francis T. Fox of Worcester, Mass., past secretary of the AAE, who presided at the luncheon were Mike Hack-

**2,337,618 QUALIFY**

## Texas Vote Due to Set New Record

AUSTIN, April 3 (AP).—A record-breaking 2,337,618 Texans have qualified to vote in this year's elections, Comptroller Robert S. Calvert reported Wednesday.

The total—including 2,081,084 paid poll taxes and 256,534 exemptions—exceeds the previous estimated record of 1,979,925 eligible voters in 1948 by 357,693.

The previous greatest number of qualified voters is an estimate because provisions of election laws in effect in 1948 made it impossible to determine the exact number of exemptions, Calvert said.

The comptroller's 1952 total was based on reports from county tax collectors. He said supplemental reports may slightly alter the figure, but no substantial change is expected.

The seven counties with the greatest number of qualified voters, Calvert said, are Harris (Houston), 317,256; Dallas, 215,583; Bexar (San Antonio), 132,575; Tarrant (Fort Worth), 123,812; Jefferson (Beaumont-Port Arthur), 64,162; Travis (Austin), 50,728, and Nueces (Corpus Christi), 48,453.

Calvert said a change in the law permitting persons reaching the age of 21 since Jan. 1, 1951, to get their exemptions 30 days before any election held in 1952 may swell the voting lists still more.

## East German Refugees Guard War End Stone

LUENBURG HEATH, Germany, April 3 (AP).—Four East German refugees guard a heavy granite stone that marks the spot where German Admiral Friedeburg surrendered to British Field Marshal Montgomery May 4, 1945, at the close of World War II.

The guards, all more than 50, stand watch in six-hour shifts at the site, located on top of a lonely hill. Originally, wooden markers were erected, but these were stolen from time to time, possibly by Germans who resented a reminder to their defeat.

Some 10,000 persons a year visit "Victory Hill." Many of them take pictures of the stone.

Ken Raffensberger of the Cincinnati Reds has averaged less than two bases on balls per nine innings since he entered the National League. These figures include intentional passes.

adorn of 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; Philips 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.

Jones introduced L. C. Elliott, Fort Worth, 4th Regional CAA administrator, and city councilmen present.

During an inspection of the new airport earlier, Milton Rosen, commissioner of public works for St. Paul, said:

"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 deplored that the Minneapolis-St. Paul airport was "stymied—we've no place to expand. 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 predicted, "they'll be building onto this thing in five years."

### Resolution Passed.

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

Other resolutions urged Congress to "place in the hands of the CAA administrator the responsibility and authority for the planning, development, rehabilitation and construction" of airports to be used jointly by military and civilian aircraft, and asked that federal funds continue to be used to provide safety aids to aviation along the nation's airways.

At an annual banquet of the convention Wednesday night, at Hotel Texas, aviation magazine men spoke their views.

Gill Robb Wilson of New York, editor and publisher of Flying magazine, called the advance and rise of aviation "the most important development in the world since the birth of Jesus Christ."

He urged that aviation "must make its way back to a close association with the people."

"In the early days everybody was pulling together. Then we got a little bigger and we went off into our little ivory tower."

Earlier in the program, George Haddaway of Dallas, master of ceremonies and editor and publisher of Flight magazine, commended newspapers for support of the aviation industry and said, "if there's one that's still covering the news it's the Fort Worth Star-Telegram, morning, evening and Sunday."

He referred to Carter as one who has given "until it hurts for the glory of aviation in the United States."