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EDITORIAL

AGAIN NEW DEALERS SOCK TULSA

TULSA is losing the Braniff Airlines.

The postoffice department in Washington has ordered Braniff to cease all operations on its Fort Worth-Chicago line through Tulsa by February 25 on penalty of forfeiting all its mail contracts if it doesn't.

Again Tulsa gets the run-around from Washington.

There is a story behind this story. For the past two years the American Airlines has been operating a service from Dallas to Chicago via Fort Worth, Oklahoma City, St. Louis and Tulsa. Similarly, Braniff has continued its pioneer line between Dallas and Chicago via Oklahoma City, Wichita and Kansas City.

Last spring Braniff decided to enlarge its service by putting a line direct from Dallas to Chicago via Tulsa and Kansas City. There were several reasons for this. In the first place the Tulsa route is shorter than the route via Wichita. Secondly, Tulsa originates more airline passenger business per capita than any other city in the United States. And in the third place Tulsa needed an air service to Kansas City.

The service was to begin in the spring, but new multimotored equipment was delayed in the factories and operations did not actually start until July 4. The service was an immediate success and has continued so.

Six weeks after this Braniff service through Tulsa began, congress passed the new airmail bill providing that no new airline could be established which "paralleled" an existing airline. The bill, however, stated that it was only aimed at "new" airlines. Parallel lines which had already been established were not to be touched.

But there was a joker. A rider, attached to the bill, made the bill retroactive to June 30, FIVE DAYS BEFORE BRANIFF ESTABLISHED ITS LINE THROUGH TULSA. Investigation revealed that the only line in the United States affected by the retroactive clause was the Braniff line, and the only city in the United States thus left out in the cold was Tulsa. The rider was no accident. It was aimed directly at Braniff and Tulsa.

And so now Tulsa has only one airline, while Oklahoma City and Wichita have two each, and Fort Worth and Dallas three each. Tulsa has no "parallel" lines, although the four other cities continue to enjoy theirs. After February 25 Tulsa will have no service to Kansas City and none direct to Dallas. Again Tulsa has been passed by in favor of other communities with greater political influence. Again she gets the Washington run-around.