

Big Increase In Building Expected

Relaxation of Rules Indicates Possible Boom in Erection Of Homes in Dallas

A home-building boom for Dallas was indicated Saturday after the War Production Board had given authority to the district offices to act on applications for construction of residential, agricultural and certain commercial construction costing less than \$10,000.

The order, issued at Washington, will be effective Monday.

A pressing need for additional housing has been indicated by the unusually large number of home hunters who have been hounding the housing bureau of the chamber of commerce during the last few weeks. Officials there said the city's population is increasing rapidly and that housing facilities are almost unobtainable. Many of the new arrivals are war workers and military personnel.

Procedure Is Simplified. Building projects have been almost at a standstill for several months due to WPB restrictions.

Construction procedures were simplified by delegating authority to district WPB offices. More speed in processing the applications is expected, said A. J. Langford, Dallas district manager.

Affected by the new order are farm dwellings, multiple residential construction and residences permitted in cases of hardship, fire and dispossession. It also includes remodeling and renovating, said R. Eugene Risser, regional WPB director.

Farm Construction.

Risser said construction on farms of barns, silos and other buildings is included. Commercial construction covered includes stores, garages, laundries, office buildings, warehouses, theaters and other places of amusement, roads, service stations and similar structures.

A regional board will be established to pass on appeals from action adverse to any application.

Concerning residential projects, hardship due to inability to find adequate housing easily may be established in Dallas, a spokesman said.

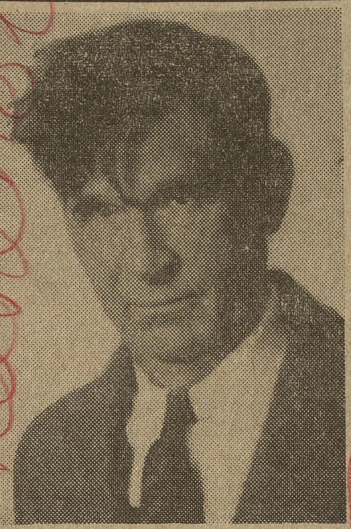
—Not Rationed: Dallas' Courtesy—

State I. O. O. F. And Rebekahs To Meet Here

Lynn J. Irwin, Des Moines, Iowa, grand sire of Odd Fellows, will be in Dallas March 15 to address a joint state convention of Texas Odd Fellows and Rebekahs.

The meeting will get under way next Saturday with a meeting of the Theta Rho general assembly. Theta Rho is a junior girls organization, and there will be a dinner at 6 p.m. at the IOOF Temple, followed by the election of officers.

Brings Laughs From Capital



STRICKLAND GILLILAN.

A humorous appraisal of the nation's leaders in Washington will be given at the Dallas Knife and Fork Club meeting Friday at 7:30 p.m. at Hotel Adolphus.

The speaker will be Strickland Gillilan, declared by Bruce Barton to be "the best after-dinner speaker in America," and his topic will be The Lowdown on the Washington High Ups.

Gillilan is a combination humorist and observer, and he holds membership in both the White House Correspondents Association and the American Press Humorists.

Gillilan admits he has written six books of poetry, but claims he is trying to live this down.

Canned Meat And Fish Rule Openly Broken

Wholesale Violations Found in Dallas, OPA Officials Declare

Wholesale violation of the Office of Price Administration's canned meat and fish restriction order has been discovered in Dallas hotels and restaurants, the regional OPA said Saturday and warned purveyors of food that they are affected by the regulations.

Most of the violation is due to misunderstanding on the part of the chef or manager of the dining rooms, the OPA said.

Whether there would be an investigation was not disclosed. The office merely issued a warning that Amendment 1 of Restriction Order 3 clearly states that canned fish and meat, not including fowl, must not be opened if for sale or transfer at a hotel or restaurant.

Purpose of the restriction is to preserve, as far as possible, the existing stocks of canned meats and fish. The freeze was announced Feb. 18 and was to be in effect for sixty days, or until meat rationing can be made effective throughout the nation.

A survey of menus at downtown hotels and restaurants Saturday showed that canned salmon and sardines still are listed in violation of the order, which included fish roe. Such canned goods, however, may be served in homes if the stock

Contract Not Let For Air Terminal At Midway Field

But Tarrant County Buses Itself Getting Boulevard Right of Way

By Felix R. McKnight.

No contract of any sort has been let for the construction of a terminal building on any side of the Midway Airport site near Euless, but Tarrant County busied itself the last few days with plans for development of the project in the direction of Fort Worth, it was learned Saturday.

Intent on a west, or Fort Worth, side site for the administration building, despite Dallas' plea for an equitable solution to the matter, Tarrant County the last week has been seeking right-of-way deeds for the construction of a boulevard spur dead ending in the front of the terminal.

Landowners around the airport revealed Saturday that the Tarrant County right-of-way agent had approached them with deeds to property needed to construct the 120-foot-wide boulevard of more than two miles in length—a feature that would make the supposedly neutral airport even more Fort Worthish.

It was understood that landowners had been told the Federal Government wanted the right of way and that the Texas Highway Department would construct the two-mile stretch which would join Highway 183.

Contract Not Even Drawn.

But, it had previously been learned that the Fort Worth boulevard, which would cost approximately \$130,000 and almost duplicate, for transportation purposes, Highway 183 now under construction, would not be built at Texas Highway Department expense.

Too, landowners were reluctant to provide deeds to right of way property when a definite site for the terminal had not been agreed upon and contracted for.

Braniff Airways, copartners with American Airlines in the Midway Airport project, revealed recently that no contract of any sort had been drawn or let for construction of an administration building on any side of the field.

Meanwhile, Mayor Woodall Rodgers, who will lead a special committee of Dallas businessmen to Washington to seek a fair solution to the matter from the Civil Aeronautics Administration and the Department of Commerce, said Saturday:

Seeks Peaceful Solution.

"It appears to me that this problem can be worked out peacefully with the air lines and the other agencies concerned. Dallas still seeks only a fair break.

"We would be quite willing to go along with this solution—place the administration building on the original site, the north side, and then have equal development of repair and maintenance depots and hangars on the east and west sides. It would be fair to both cities and place the terminal on Highway 183, equally accessible to both cities and eliminating the extra expense of building more roads, which Fort Worth now proposes."

City engineers and attorneys are busy gathering data and will present it to the committee before it entrains for Washington, said Rodgers.

Chairman Nathan Adams will call his airport committee together early this week for final discussions.

—Not Rationed: Dallas' Courtesy—

Bill for State Air Control Is Protested

5,000 Petitions Against Its Passage To Be Distributed

Five thousand petitions will be sent to Texas airports, chambers of commerce, private fliers, war training schools and members of the Civil Air Patrol this week in an attempt to block the passage of a Senate bill to give the Texas Railroad Commission control of intra-state commercial flying.

Howard N. Smith, chairman of the Texas Private Fliers Association board of governors, in announcing the fight, said three organizations would take part in distribution of the opposition petitions—the TPFPA, the Texas chapter of the Aircraft Owners and Pilots Association and Texas members of the National Aviation Training Association.

The Railroad Commission, already burdened by numerous duties, is without technical training and background to administer a law controlling aviation and thousands of Texas fliers are fighting on world battle fronts and cannot at present protect their interests, the petition will state.

"Aviation is both national and international in its scope and development," Smith said. "Whenever state control of it has been set up, the record shows that either the states have found the cost of supervising is so heavy that they have had to ask the Federal Government to take over, or the result has been the stifling of aviation progress.

"State's rights, on which the proponents of the bill base their request for its passage, do not enter into the matter. The proponents seem to have overlooked the fact that aviation in Texas has been developed by the Federal Government and by private interests and