

November 17, 1943.

Honorable I. H. McCrary,
Fort Worth City Hall,
Fort Worth, Texas.

Dear Mayor:

I have just read with interest a copy of your letter of November 16, as well as your wire, to Honorable Jesse H. Jones, Secretary of Commerce, Washington. These copies were mailed to me by City Manager Sam Bothwell, and I hasten to extend to you my congratulations as well as appreciation of the very fine, strong, effective way in which you have presented the city of Fort Worth's protest to Mr. Jones regarding any further changes in the Midway Airport building program insofar as it concerns the Administration Building, or any improvement that would adversely affect the final construction of the Administration Building or its location. As a matter of fact, Mayor, it is one of the finest letters I have read. Your designation of the City Council of Dallas and their crow-hopping attitude as well as your reference to the Mason-Dixon Line are extremely gratifying.

Fort Worth and Arlington have an absolutely clean, constructive record on this entire project. Dallas has bellyached, cried and complained from start to finish. In the first place, they do not want the airport and from all indications, it is a secondary matter to them other than that they are trying to embarrass Fort Worth insofar as it is possible. From newspaper stories in Dallas, they contemplate building fifteen or twenty airports, which is all right so far as I am concerned. However, in my communication to Mr. Jones, I intimated the fact that they would no doubt expect his department to raise a substantial part of this expense. I think you will find the hidden hand behind this new program to have emanated from the Braniff Airlines, who for some unaccountable reason, have never been very friendly to Fort Worth.

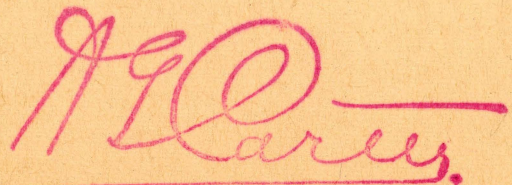
I have just read the telegram from William Holden to Mr. Kemp as well as a copy of his letter to Mr. Jones. I am finally convinced there is nothing for our city to do other than to make a vigorous fight from start to finish protesting any discrimination against the city of Fort Worth.

Frankly, I was dumbfounded at reading a copy of Secretary Jones' letter to Mayor Rodgers in which he stated, "looking to the future of aviation and the time when parallel runways will be needed as well as additional hangars and other facilities, the Northeast central location will be most nearly equal and accessible to both sides of the field." The Northeast central location referred to is practically on the Northeast corner of the field and practically a mile nearer to Dallas. As indicated in my wire to Secretary Jones November 6, there is one fundamental point in this controversy that seems to have been overlooked. The West side Administration Building location designated by the CAA was not requested by Fort Worth, but submitted by the CAA as a compromise for the purpose of equalizing the distance between the two cities so far as the Administration Building was concerned without changing the airport location proper, as Fort Worth had contended with Colonel Clay for a slight West of the present layout; therefore, this vital point should not be eliminated in any seesaw controversy and I certainly hope that neither the Department of Commerce nor the CAA will eliminate this feature and accept Dallas' demands.

If you will permit me to say so, I would suggest that you send a copy of your letter to Secretary Jones of November 16 to Mr. A. N. Kemp, President of the American Airlines; in fact, to send him copies of any correspondence you have with the Secretary.

Assuring you of my full cooperation in this matter and with best wishes, I am

Sincerely,


J. G. Carey.