

Airplane Factories for Dallas Planned

Crowds Watch Planes Leave

Two Leading Manufacturers Consider Locating Here Soon.

Weiss Backs Plant

Congratulations Pour In Over Purchase of 173-Acre Airport.

Two of the most important aircraft manufacturers in the United States have indicated that they will establish airplane factories in Dallas at Love Field, now that flying field's future has been assured by its purchase by the city, Mayor R. E. Burt said Saturday.

Postmaster John W. Philip, Mr. Burt explained, has informed him of this latest development growing out of the transaction whereby 173 acres were bought by the city from the Love Field Corporation. The names of the two concerns, both of which are said to be recognized in the aeronautic world as among the best, were not disclosed, pending completion of detailed arrangements.

Postmaster John Philip pointed out to Mayor Burt that Dallas is a peculiarly strategic position in the development of Southwestern aviation and that the purchase of Love Field is the greatest step to date in assuring that preeminence to Dallas. At present there are no airplane factories in Texas. At one time, shortly after the war, the Curtiss Airplane Company maintained a branch distributing office at Love Field. There are a number of representatives of factories located in Texas, however.

Local Concerns Discussed

At the same time it was announced that a group of Dallas business leaders are considering the possibility of raising \$1,000,000 toward an airplane manufacturing company. Martin Weiss, owner of a property near Love Field, which is served by a spur track of the Katy Railroad, has been instrumental in the preliminary negotiations. Initial capitalization will be for \$350,000, which under a proposed charter could be raised to the eight figure when required.

Mr. Weiss proposes that the company engage not only in the manufacturing of airplanes but also in service a fueling and servicing station that will be capable of making major repairs on transient machines. He said he had discussed the project with a number of business leaders, all of whom were enthusiastic. Among these are H. J. Carroll, general manager of the Chamber of Commerce; R. R. Brown, president of the same organization; Mayor R. E. Burt, Postmaster John W. Philip, former Mayor Joe E. Lawther and E. B. Brown, president of the Dallas Flying Club.

Telegrams and letters of congratulation on the purchase of Love Field by the city continued to pour in. Mayor Burt's office Saturday. William P. McCracken, Assistant Secretary of Commerce for aeronautics, and Second Assistant Postmaster General Irving Gover sent two officials at Washington who sent telegrams to Mayor Burt.

Airport Highly Praised.

"Please accept sincere congratulations that Dallas now has become one of the great municipal airports of the country," wired Mr. McCracken.

"Congratulations," wired Mr. Gover, who is directly interested in the air mail service, "Dallas stands in the front rank of cities availing themselves of the proper facilities through the purchase of such an airport as Love Field."

Col. Paul Henderson, general manager of the National Air Transport, operators of the Dallas-Chicago air line, had previously wired congratulations.

Sapiro Lawsuit Is Still Pending

DETROIT, Mich., July 9 (A.P.).—The lawsuit of Aaron Sapiro against Henry Ford still is pending, and so far as Stewart H. Hays, of Ford counsel, knows it will proceed to trial.

Hop to the Northwest Started Exactly at 10 A. M. Saturday.

After receiving in Dallas the most enthusiastic welcome accorded at any stop on the trip, members of the third national air tour, fifty or more in number, flying in fourteen airplanes, hopped off from Love Field Saturday morning for the first leg of the day's journey, Oklahoma City being the objective, with Tulsa as the night stop. The flight began at 10 a. m., with the giant Ford all-metal trimotored monoplane leaving the ground first, followed at minute intervals by other ships of the air fleet.

Street Commissioner Arthur Reinhart was official starter, assisted by Lloyd Long of the Dallas Flying Club. Mr. Reinhart stood in the center of the field with a white and a red flag in either hand. Exactly at the stroke of 10 o'clock he waved the white flag to the pilot of the big Ford machine, which stood ready with its three motors turning up. Dean W. Burford, pilot, "gave 'er the gas" and the big ship moved gracefully across the field and into the air, leading the way into the northwest for the other birdmen.

Other ships took off in the following order: Nos. 23, 13, 1, 8, 7, 31, 24, 3, 6, 12, 10 and 22, the last numbered being the first to alight at Dallas Friday afternoon. The big navy Ford-Stout metal monoplane followed as did other numerous ships, not officially entered, but accompanying the flight. Plane No. 4 got away from Love Field at 9:40 a. m., following its arrival early Saturday morning. The machine had developed motor trouble at Memphis and did not get away from Pine Bluff until 4 a. m. Saturday.

The departure from Dallas was as devoid of incident as was the arrival of the ships Friday afternoon. A large crowd was at the field for the see-off, though not nearly so many people as welcomed the visiting flyers on arrival. Weather conditions were again ideal and there was not a hitch in the schedule as one pilot after the other took his machine gracefully into the air.

Officials said Friday night that this, the third, probably would be the last of the national air tours, due to the fact that the purposes of the tour, that of arousing public interest in aviation and its commercial possibilities, had been in large measure achieved. It was said that greeting crowds here were larger than at any point on the trip, which left Detroit on June 27.

The flyers highly praised the action of the city government in Dallas in purchasing Love Field as a municipal airport.

The tourists will jump Sunday from Tulsa to Wichita, Kan., and thence to Moline, Ill.; Grand Rapids, Mich., and to Detroit, the starting point, the log for the entire tour being about 4,400 miles.

Fly to Tulsa.

OKLAHOMA CITY, July 9 (A.P.).—The thirteen airplanes in the national air reliability tour took off from the local field Saturday afternoon for Tulsa, where the contestants will spend the night. The first plane left the field at 3:05 p. m. and by 3:18 the other twelve were on the way.

The first of the airplanes arrived from Dallas at the local flying field shortly before noon. It was the Daily Oklahoman, piloted by Paul Braniff. Other planes in the group followed closely and within ten minutes a dozen had landed on the field.

A Hamilton all-metal monoplane, piloted by Randolph C. Page, arrived at the field at 12:55 p. m., having been delayed an hour by a forced landing at Ardmore. It was the last plane of the group to arrive.

Charles Meyers, piloting a Waco biplane, made the fastest time in the trip from Dallas. His time was 1 hour, 29 minutes and 59 seconds.

Planes Reach Tulsa.

TULSA, Ok., July 9 (A.P.).—The first plane in the national air reliability tour landed here at 4 p. m. Saturday. The others straggled over the city and landed safely at intervals thereafter. All were down at 4:30 p. m.

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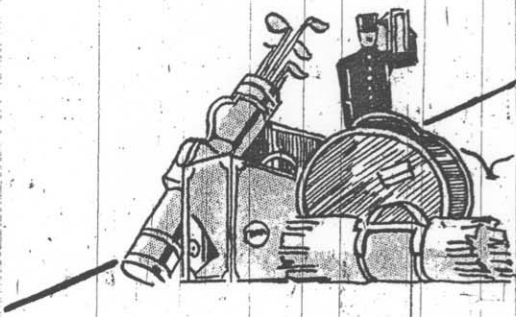
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