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SUGGESTED PRESS RELEASE FOR MR. FOGARTY

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Following its hearings held in Newport, Rhode Island, during the middle of May, the House Naval Affairs Subcommittee on Congested Areas has been driving home its findings and recommendations, directed at real relief for federalized Newport and the Narragansett Bay Area, to the various authorities having cognizance over the matters covered by the recommendations. Representative John E. Fogarty, of Harmony, Rhode Island, a member of this two-fisted subcommittee, now more popularly referred to as the "brass tacks" committee, today made the surprising revelation that four out of every five recommendations made by this hard working group in its report on the Narragansett Bay area have been accomplished or are being accomplished. Paced by a burning desire to obtain results instead of merely recommending, this Subcommittee has displayed a "follow through" that has drawn praise from even the most caustic critics of Congress. Greatest responsibility for the progress in this area has been placed on Representative Fogarty's shoulders by the members of the Subcommittee. The accomplished results speak forcefully of his ability and determination.

Under the direction of Representative Fogarty and the members of the Subcommittee, Robert E. Kline, Jr., General Counsel of the investigating Committee, has maintained critical, constructive and constant check on the progress of action by the various agencies on the recommendations. Efforts of the congressional group to remove the red tape of Washington have been carefully coordinated with the field activities of the President's Committee for Congested Production Areas. Corrington Gill, Director of that

Committee, reports to and confers with Representative Fogarty and members of the Subcommittee and Mr. Kline.

High on the list of accomplished recommendations are improvements in the working conditions of war labor. Following the recommendation of the Subcommittee, a "6-day work, 1-day rest" work schedule was adopted by the Newport Naval Torpedo Station. Prior to this change in the working schedule, the majority of workers at the Torpedo Station had been working 13 days at a stretch, with the 14th day free. Paul V. McNutt, Chairman of the War Manpower Commission, has observed the recommendations of the Subcommittee with reference to manpower requirements in this area by directing his staff to make a careful study of the situation. As soon as that study has been completed, the staff of the War Manpower Commission will make a report to Representative Fogarty and the members of the Subcommittee. The Rhode Island State Director of Selective Service has been instructed to investigate the deferment policy of local draft boards in the area and to report as soon as possible. For the convenience of those engaged in war work, stores in Newport are staying open at least one night a week. Cooperating with the Subcommittee on its recommendation, the managers of the stores have indicated their willingness to stay open more nights as the need is shown.

As a result of the unrelenting determination of the Subcommittee to improve the living conditions of our fighting personnel, several beneficial measures have been taken by the Navy for its personnel. Management of the Anchorage housing project has been returned to the Navy and dwellings in the project have been made available to the enlisted personnel. In keeping with the Subcommittee's observation that there should be more bachelor officers'

quarters, the Prentice house has been acquired and is providing accommodations for 30 officers attached to the Naval Torpedo Station. The swimming pool at the Quonset Naval Air Station has been authorized as recommended by the Subcommittee and plans for its installation are proceeding. Complying with another recommendation of the Subcommittee, the Navy Department has granted authorization for the construction of two barracks to house 300 WAVES. The Department is actively surveying the needs of the smaller naval establishments in the area. Eating facilities for civilian employees of the Navy in the Melville-Coddington Cove area have been greatly improved in compliance with the Subcommittee's recommendations. Steps are being taken by the Commandant to have restaurant facilities provided at the Torpedo Station Annex in the Coddington Cove area which will also serve some of the civilian personnel of the near-by adjoining Public Works Department and Supply Depot. The rest of the civilian workers at the Public Works Department and Supply Depot, not to be accommodated by the new facility because of the distance, are presently accommodated in a restaurant located near the Public Works Department.

Representative Fogarty has been advised by John B. Blandford, Jr., Administrator of the National Housing Agency, of action taken by that agency in compliance with the Subcommittee's recommendations on housing. An extensive restudy of the war housing needs of Newport has recently been completed. 105 family dwelling units and 208 dormitory units are now under construction and will soon be available for occupancy. Under the quota for private housing in the locality, priorities for an additional 175 family units are now available. To comply with the recommendation that special dormitories for women be provided, the Perry Mill project has been revised to accommodate women instead of men as originally contemplated. Community buildings for the Anchorage and

Tonomy Hill projects were scheduled to have been completed in August. Arrangements are being made for the establishment of stores in the housing projects. Community facilities in the Wickford housing projects are being expanded with the view of integrating the community and recreational facilities of tenants in both projects. To meet existing housing needs in the Quonset-Davisville area, the National Housing Agency has increased the private priority quota from 498 units to 581 units and scheduled 102 dormitory accommodations for public construction.

Considerable progress has been made on the Subcommittee's health recommendations. Funds have been allotted by the Federal Works Agency for improvements to the sewerage system of Middletown. The FWA is making a survey of the sewerage facility needs of the Quonset-Davisville area. Priorities have been granted and plans are completed for the major portion of the additions to the Newport County Hospital. Major General Philip B. Fleming, FWA Administrator, has advised Representative Fogarty that the recommended municipal recreational center for Newport is being seriously considered by the FWA for allotment of Lanham Act funds.

Action has lagged only on the transportation recommendations of the Subcommittee. The New York, New Haven and Hartford Railroad Company has made vigorous representations that war demands prevent sufficient availability of equipment for restoration of rail transportation between Newport and Providence, Davisville and Providence, and Fall River and Newport. This matter is still under consideration by the Office of Defense Transportation and is being pressed by the staff of the Subcommittee. ODT has been working on a plan for establishing more adequate rail service between Newport and Fall River. It has recommended that additional rail service be established between Davisville and Providence to accommodate 4,000 men. No indication of reduction of the Mt. Hope

Bridge toll has been received. Representative Fogarty called attention to Public Law No. 146, enacted in the last session of Congress, which became effective on July 13, 1943 with the President's approval. This law provides certain authorities to the Public Roads Administration to purchase toll bridges.

Joseph B. Eastman, ODT Director, has advised Representative Fogarty that ODT will look with favor on any applications by the Short Line Company for release of new buses and that he is taking up this matter with that company in order to make sure that they understand what steps they should take to acquire new buses. Progress has been made on the recommended Federal assistance for the repair and maintenance of city streets damaged by heavy military traffic. Allotments have been made by the FWA and priorities granted under three separate projects to provide certain streets adjacent to the housing areas in Newport and Middletown. In addition, Newport has already made an application for certain street improvements of particular interest to the Army, being connecting streets between certain of their activities. These applications have been recommended by the FWA Regional Office.

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