

MINUTES OF MEETING OF THE COMMISSION OF FINE ARTS  
HELD IN WASHINGTON, D. C., SEPTEMBER 10, 1940

The second meeting of the Commission of Fine Arts during the fiscal year 1941 was held in its office in the new Interior Department Building on September 10, 1940. The following members were present:

Mr. Clarke, Chairman,  
Mr. Savage,  
Mr. Lamb,  
Mr. Manship,  
Mr. Bruce,  
Dr. Cret,  
Mr. Holabird,  
also H. P. Caemmerer,

Secretary and Administrative Officer.

1. APPROVAL OF MINUTES OF PRECEDING MEETING: The Minutes of the Meeting held July 8, 1940, were approved.

2. FLAGPOLES FOR THE NATIONAL GALLERY OF ART: Mr. Otto Eggers submitted a model for bases of two flagpoles to be erected in the courts of the National Gallery of Art along Constitution Avenue. The model was made by one of the Piccirilli Brothers. The flagpoles will be 300 feet apart and the poles 68 feet high and of tapered steel. Originally fountains had been intended for the locations of the flagpoles.

The model was about one foot high, being on a scale of  $1\frac{1}{2}$  inch to the foot. Mr. Manship inspected the model and was asked to express his opinion about it. He said the model looks rather uninteresting but that it was in the right direction. Mr. Clarke asked if it would suit the location and Mr. Manship thought it would. The figures on the models were less than life-size and in very low relief. Mr. Manship said: "I do not feel the relief as shown means anything at all, and (referring to the molding at the base) when I see a molding that projects that much, it is uninspired and uninteresting. We have seen that particular form of base for flagpoles hundreds of times." Dr. Cret thought the model



genteel and not vigorous yet he believed it would be appropriate for the building. Mr. Bruce felt that if the figures were too vigorous, they would not suit the building.

The bronze bases are to have a raised inscription. Mr. Savage suggested a thin octagonal bronze support be placed just over the stone to provide for a more satisfactory transition from bronze to stone.

Mr. Clarke said: "We have something here which interprets what the architects are looking for. They have gone a step further by getting this sculptural relief and the sculptor is competent."

It was agreed that the model would result in a suitable base but that Mr. Eggers should be requested to ask the sculptor to give the model further study. (Exhibit A)

3. OSCAR STRAUS MEMORIAL: The Commission inspected photographs received from Mr. Weinman for the sculptural groups of the Oscar Straus Memorial, which is being erected in the Great Plaza along Fourteenth Street opposite the Department of Commerce Building. Mr. Weinman sent the following letter to accompany the photographs:

September 6, 1940.

Dear Mr. Cammerer:

Replying to yours of yesterday's date and relating to the groups for the Oscar S. Straus Memorial would say that the scale of the sketch models is  $7/8''-1'-0''$  and the full size dimensions of the sculpture, including plinth, will be 7'0" high x 4'7" deep x 10'9" long.

In accordance with a recommendation made by the Commission to the architects of the memorial, these groups are designed for bronze, to contain an alloy of about 20% nickel, giving the bronze an appearance of old silver.

With kindest regards, I am

Sincerely yours,  
(Signed) A. A. Weinman.



Mr. Weinman also sent the following description of the models:

September 3, 1940.

Dear Mr. Cammerer:

It occurs to me that the Commission would wish to have a description of the symbolism of the two groups for the Oscar S. Straus Memorial and I am sending it herewith.

In the group "Religious Freedom" is shown a reclining draped female figure resting upon the tablets of the Ten Commandments, symbol of the foundation of the Christian, Jewish and the Mohammedan religions, her hands raised heavenward in adoration. Beside the reclining figure is a childlike kneeling genius with the open book of religion, which may bear the inscription "Libertas Fides" or some similar brief inscription.

In the other group, "The Sway of Reason", is shown a partly draped, vigorous male figure in the act of weighing the contentions of two opposing forces, accompanied by the genius of Capital and Labor, bearing in one hand the Purse and Key, symbolic of Capital and Enterprise and carrying in the other a hammer, symbol of Labor.

Trusting this will have the Commission's favorable consideration and approval, and with kindest regards, I am

Very cordially yours,  
(Signed) A. A. Weinman.

The Commission inspected the photographs of the models. Mr. Eggers presented a sketch showing the groups in relation to each other. He said that for the present the sculpture would be seen primarily from the street and it is proposed to put planting around it so as to screen it from the open air garage that is now in the Great Plaza. Ultimately the figures will be seen from all sides.

Mr. Manship said that this sculpture by Mr. Weinman suggests a common form of treatment that one sees at Versailles and elsewhere abroad. He said that the groups should present more of a mass. This could be accomplished by rearrangement, such as to place the small figure with the large figure or to omit it altogether and have simply one large figure.



Mr. Clarke called attention to the sculpture by Mr. Weinman for the Bronx Courthouse where the groups are rugged in design. Mr. Eggers said Mr. Weinman has been having a difficult time with this sculpture. He was commissioned fully ten years ago when the Straus Memorial project was started and made a design for sculpture that had been approved by the Commission. However, during the past year, the Straus Memorial Association found it necessary to change the design and that made it necessary for Mr. Weinman to make new models for the revised scheme. Then also he has a committee to satisfy.

The Commission felt reluctant to make any suggestions for changes but finally decided after careful review of this matter that Mr. Weinman should give further study to the models, keeping in mind that the sculpture must be viewed from all angles. It was agreed that the small figure should be grouped with the large one thus making the model asymmetrical; or else remove the small figure altogether and make the one figure a little larger so that the sculpture would present a heavier mass and be less broken up. It was suggested that possibly Mr. Weinman might wish to do his groups in stone in preference to metal.

A report was sent to Mr. Weinman accordingly. (Exhibit B)

4. RECORDER OF DEEDS BUILDING: Captain J. L. Person, Assistant District Engineer Commissioner, in company with Mr. M. A. Cole and J. Cuthreill, representing the Municipal Architect's office, presented a design for the new Recorder of Deeds Building authorized by Congress by Act approved July 11, 1940 (Public No. 741--76th Congress) (Exhibit C) to be built at the site of the old Police Court Building at Sixth and D Streets, N. W.

The rendering showed that the building would have three stories with setback and would be 112 feet long by 95 feet wide and 42 feet high to the cornice line. The building will be built of limestone.





The architect members inspected the design and upon their recommendation the Commission approved it. (Exhibit C-1)

5. ARLINGTON MEMORIAL BRIDGE STATUARY: Mr. Clarke read the following memorandum received from Mr. A. E. Demaray, Acting Director of the National Park Service, reporting that the lowest bids for marble and granite for execution of the sculptural groups was \$70,000 beyond the sum of money available:

September 9, 1940

MEMORANDUM for Mr. Gilmore D. Clarke,  
Chairman, Fine Arts Commission.

Reference is made to the furnishing of stone and the carving of the equestrian groups for the east end of the Arlington Memorial Bridge and the east end of the Parkway Approach.

Bids were opened in this office on September 4 and the lowest bid received for the work exceeds the amount of money available by \$70,000. In view of these excessive costs and the probable futility of any effort made to obtain additional funds during the present emergency, it is requested that the Fine Arts Commission review the problem with the idea of omitting the sculptural groups from the design. It is recommended, however, that the carving and lettering on the pedestals be completed as originally planned.

It is hoped that the Commission will find it convenient to consider this problem at its next meeting on September 10.

(Signed) A. E. Demaray,  
Acting Director.

Mr. Clarke said that \$170,000 is available for the four equestrians, two by Mr. Friedlander at the east end of the Arlington Memorial Bridge and two by Mr. Fraser at the Rock Creek Parkway approach.

The Commission expressed surprise at the amount of the bids (five bids had been submitted), the lowest one being received from Mr. Donnelly. After consideration the Commission felt they would not wish to go on record as abandoning the project since this sculpture for the bridge and parkway approach is part of the original design; and since it has been the experience of the Commission



that time is not a necessary element and sometimes years have elapsed before a project is completed in accordance with an originally approved design.

After discussion Mr. Manship recommended that the groups be executed in metal. Mr. Clarke suggested a type of bronze known as Benedict Nickel, which is a light colored bronze with about 20 per cent nickel. He said that only yesterday he saw a tablet made for him about eight years ago of Benedict Nickel by the Gorham Company, and it is in good condition today. Mr. Lamb said that Benedict Nickel turns somewhat yellow over a period of time.

About noon Mr. Fraser accompanied by A. B. Cammerer and F. F. Gillen, representing the National Park Service, came into the meeting for a conference concerning the statuary. When informed of the situation, Mr. Fraser said he would be perfectly willing to see his groups cast in metal since he had suggested that originally. He was asked what the cost would be and replied that some years ago he had secured an estimate for casting his groups in bronze at a cost of about \$40,000. He said, of course, that estimate would not hold good today but it might be in the vicinity of it. The best bronze costs only 17 cents a pound. If done in bronze, the figures would have to be modeled to full size, and this would cost from \$15,000 to \$20,000 each. He said his groups represent Peace and the Arts of Peace, the wings of the horse Pegasus, extending over the figures of Harvest and Music; and Mr. Friedlander's groups represent Valor and Sacrifice. The setting of the bronze figures would cost only \$500 against the \$14,000 for the stone.

Mr. Bruce thought the bids for the carving were very high since Mr. Lantz is getting two large limestone figures for the Federal Trade Commission Building carved for about \$17,000. The limestone costs about \$6,000. For the two figures Mr. Lantz is receiving about \$47,000. The Commission noted, however, that



Mr. Lantz's figures represent a single large mass while Mr. Fraser's and Mr. Friedlander's have several figures in the group. It was pointed out that each of the equestrian groups is 16 feet long, 16 feet high and 8 feet wide.

The Commission felt that the character of the groups, since they consist of several figures, would indicate that they would look better in metal than in stone and the Commission believed there is sufficient money available to cast the four equestrians in metal, there being \$42,500 available for each group. The Commission decided that the National Park Service should take the matter up further with Mr. Fraser and Mr. Friedlander with a view to securing acceptable bids for casting the groups in metal. Mr. Clarke thought it advisable to get bids on different metals, such as aluminum as well as bronze, to which there was no objection. Dr. Cret said bronze would last longer than stone. A report was sent to the National Park Service accordingly. (Exhibit D)

6. FILE AND RECORDS BUILDING: Mr. W. E. Reynolds, Commissioner of Public Buildings, accompanied by Mr. Louis Simon, Supervising Architect, were present to confer concerning future public buildings.

Among these buildings is a Files and Records Building for which Mr. Reynolds presented a design. The Files and Records Building would be used for a Federal office building until after the war emergency. He said that for years there has been a tremendous demand for space for files and records in the District and his office has been trying to get Congress to appropriate money for such a building. A million square feet of office space could then be released. He said that he went to Congress with the idea that if money were granted for such a building it would be made available for occupancy for office purposes. The item for the building was placed in the Deficiency Bill and his office proposes to enter into contract without a competition because the building is needed just as soon as possible and further he informed the Committee of Congress that he would have it completed and ready for occupancy in five months.



The building he has designed would give 500,000 square feet of office space and would cost \$3,200,000, \$250,000 having been requested to speed up the construction of the building. The building would be 781 feet long with seven wings, each 360 feet long. The overall width of the building is 421 feet. Sixty-foot wide courts are being provided for parking so that it will be possible to get in and out readily; space is provided for 500 cars. There will be no interior finish, just painted brick as in the Census Building. Factory-type sash windows will be used.

The subject of possible locations was then discussed. Mr. Reynolds said buildings of this character should be constructed outside the District. He said his office had been trying to get money for a building on East Capitol Street but it has been found it is possible to go out and buy 2,000 acres of land east of Anacostia and contiguous to the District for the price of the location of one large building near Lincoln Park. He said he liked to consider the matter in terms of 50 years hence with the thought that the Capitol will then be the geographic center of Government activities. This property east of the Anacostia at present is just farm land and is only ten to twelve minutes from the Capitol. Mr. Reynolds said that all of these department agencies, even the Federal Works Agency, could operate just as well out in the country as down town. It is not necessary to have contacts except by telephone. Furthermore traffic would be decentralized. Mr. Clarke said that he thought that when the Government enters into an enterprise of this sort and anticipates further expansion, the wisest thing to do is to buy enough land to insulate the development. Mr. Clarke said he was glad this building was not going to be put on the Mall. Mr. Reynolds said that was what they had been afraid of because the Army and Navy Departments have been talking about putting up temporary buildings somewhere nearby. Some of the wooden buildings built for the last war are still standing.





The other possible location which has been considered with the National Capital Park and Planning Commission is immediately south of the Arlington Cemetery adjacent to the Columbia Pike. Mr. Reynolds said this property was selected because the industrial area south of Columbia Pike is such that it would not be possible to acquire the necessary space without paying an exorbitant price. There is a bill pending in Congress proposing that the Agriculture Experimental Farm be turned over to the War Department and part of the old airport area is to be taken over by the National Park Service.

Mr. Clarke said that the Commission did not want to get into a conflict in the matter of location unless it comes to a point where it is an important issue from the standpoint of design. He said that he did not see how the Commission could very logically approve a design when it is not known where the building is going to be located.

Mr. Simon said he proposed using sand-lime brick because he felt a building of that type in red brick would be too conspicuous. Mr. Lamb suggested light salmon brick. Mr. Simon explained that when he used the term sand-lime brick, the color was more that of an oyster shell and not a dead white. The Commission suggested the use of an over-sized light salmon colored brick. Mr. Clarke asked the Commission if this type of building for erection outside of the District could be agreed to in principle. This was done and a report was sent to Mr. Reynolds accordingly. (Exhibit E)

7. MARQUEE FOR TREASURY DEPARTMENT BUILDING: Mr. Louis A. Simon, Supervising Architect, submitted a design for a marquee for the east entrance of the Treasury Department. He said that for years the Treasury had wanted this marquee; and that he told the Superintendent of the Building that he would design some-



thing just as simple as possible and take it up with the Commission. There are five doors and in stormy weather the clerks are unprotected on entering and leaving the building. The marquee in design was a frame with glass laid on top. Mr. Holabird suggested the use of an awning but it was noted that this would require a bronze casing. Dr. Cret said there would be protests if the marquee is put up and suggested making the hallway in back of these five entrances to the Treasury into a vestibule. The same plan had been used at the Census Building and has proved very satisfactory. Mr. Holabird pointed out that the same condition exists in other buildings, such as in the new Interior Building, where the entrances have no marquees. The Commission disapproved the scheme.

8. FEDERAL RESERVE BOARD ADDITION: In accordance with authority received from Chester Morrill, Secretary of the Federal Reserve Board, Dr. Cret submitted as follows a set of drawings for an addition to the Federal Reserve Board Building to be built north of the present building along C Street:

September 9, 1940.

MEMORANDUM ON THE PROPOSED ANNEX TO THE FEDERAL  
RESERVE BOARD BUILDING, WASHINGTON, D.C.

This Annex is a separate project from the proposed completion of the present building submitted for preliminary advice at the last meeting of the Commission of Fine Arts. It is to be built on the property north of the Federal Reserve building, and limited by C and D Sts. (new plaza), and 20th and 21st Sts.

1. The drawings have not yet received the final approval of the Federal Reserve Board. The approval of the Commission of Fine Arts and their suggestions are sought at this time in order to save time should the Governors decide to start operation in the near future.

2. The final action of the National Capital Park & Planning Commission has not been obtained yet because of the summer recess. However, the architect has been in touch with the technical staff, and their observations as to height of buildings (either on C or D Sts.), and the permissible bulk of the construction, have been taken into account. The architect has also had the advice of Mr. Hubbard of the Commission, as to the relation of the building to the plaza design. A letter dated September 5th, informs the architect that Mr. Hubbard and the technical staff will make a favorable recommendation to their Commission at the meeting of September 19th.



3. This annex building was, on instructions from the Federal Reserve Board, planned with a view to the utmost utilization of the lot. The largest number of stories has been used within the height limits allowed by the Park & Planning Commission. All monumental features have been eliminated inside the building, and the simplest office-building treatment suitable for the Federal Reserve requirements has been planned throughout.

4. A garage accommodating 250 cars has been provided to replace the parking space now on the lot.

5. While the annex requires more stories than the present Federal Reserve building, (and consequently has to use a different type of design for the elevations), it has been the aim to keep a close relation between the two buildings.

To this end, on C St., and along 20th and 21st Sts., the cornice line and attic line of the present building, have been carried on the new building; the 5th floor of the annex is set back far enough on 20th and 21st Sts., so as not to destroy this relation. On C St., the 5th floor corresponds to the 4th floor of the present building, as shown by a section presented with the drawings. On D St., the architecture is more "vertical", including as it does, a 6th floor and the penthouse and mechanical plant space needed. This has led to a treatment which it is hoped will harmonize with the new War Department building now under construction.

6. The decoration is restricted to two high reliefs on central motif and two bas-reliefs on the wings of D St. elevation. The advice of the Fine Arts Commission will be sought on the selection of sculptors when the project is definitely underway.

7. The intention of the architect was to have this building constructed of limestone to conform to the policy for the recent government buildings. However, a question has been raised among members of the Federal Reserve Board as to the propriety of using marble, in order to mark more clearly that both the annex and the present Federal Reserve building are part of the same administrative agency. This point has merit. Against it can be advanced:

- a. The increased cost which may amount to \$350,000;
- b. The desire to keep all buildings on the future plaza of uniform material.

The advice of the Fine Arts Commission on this point would be most valuable.

P.P.C.

Mr. Clarke said that a marble building would not be desirable because the War Department and Interior Department are outside of the marble area; further-



more there might be difficulty with the marble interests because he had testified before the Committee on Public Buildings and Grounds that the area north of C Street is for limestone buildings. The War Department is being built of limestone and in order to be consistent, marble could not be used for this addition. Dr. Cret said he had recommended limestone. Mr. Bruce said that since the policy had been pretty definitely set, the only argument for marble would be that the addition would look like the Federal Reserve Board Building. In design the building was similar to the main building. However, since it is the annex, it need not necessarily be in marble. It was felt that while the building belongs to the Federal Reserve Board, it is part of another composition and it is more important that the building fit into that scheme.

Mr. Lamb questioned the height of the central attic but it was pointed out that the height of the central attic had been reduced to the minimum.

Mr. Lamb asked how the height would compare with that of the War Department and was informed that the building will have five stories.

Mr. Savage asked if the large hallway provided for some mural painting under the allowance of two per cent for works of art.

The Commission approved the design for the building in limestone and the Federal Reserve Board was informed accordingly. (Exhibit F; see also F-1)

9. ALBERT GALLATIN STATUE: Mr. James E. Fraser presented photographs of his enlarged model for the Statue of Albert Gallatin to be erected on the north side of the Treasury Department Building. The Commission were pleased with the model and approved it, congratulating Mr. Fraser upon his work. (Exhibit G)

The secretary had photographs of the pedestal in place on the north side of the Treasury Department Building.





10. PUMP STATION? ROCK CREEK PARKWAY: Under date of July 26, 1940, the following letter was received from Mr. A. E. Demaray, requesting the advice of the Commission in the matter of relocating a pump station south of the new Massachusetts Avenue Bridge, necessitated by the reconstruction of roadways in the Rock Creek Parkway:

Dear Mr. Clarke:

In connection with the construction of the new Massachusetts Avenue Bridge over Rock Creek and Potomac Parkway, and the subsequent proposed relocation of the parkway roads through the new span, the problem of the U. S. Engineers dewatering pump station south of the bridge again rises as an issue.

In 1937, this Service was given to understand that upon execution of this work the pump station could be abandoned, and the structure eliminated from the valley floor. A copy of Major Luplow's letter to former Superintendent Finnan, of November 11, 1937, is herewith attached.

The U. S. Engineers Office has obtained funds this fiscal year to modernize the type of pump equipment necessary in dewatering the Lydecker Tunnel, which is one of the main aqueducts of the water supply system crossing Rock Creek at this point. They have proposed to this office, first, the possibility of moving the roadway in order to avoid demolition of the existing structure; second, as an alternate, they have suggested housing the new equipment in a smaller building. Photostatic copies of the studies proposed in accomplishing this are attached. There is also enclosed a copy of the letter from Principal Engineer E. A. Schmitt, U. S. Engineers Office, as of July 12, 1940, advancing the above-mentioned proposals, as well as a copy of our reply.

This Service is quite concerned over the possibility of any permanent building remaining on the valley floor that would require a tower or wing 25 feet, or more, above grade, as we feel that much of the value to be gained in opening up the valley by the construction of the new Bridge will be lost.

It is felt that the National Commission of Fine Arts has a definite interest in this problem, and we believe that some solution can be found as suggested in our reply to the U. S. Engineers Office.

An expression of opinion from the Commission regarding this problem would be greatly appreciated. If desired, we would be glad to place the whole matter before the next meeting of this body.



Also enclosed is a blue print of the proposed road line under the new Bridge, showing the relation to the existing pumping station.

Sincerely yours,  
(Signed) A. E. Demaray,  
Acting Director.

The Commission discussed the matter with Mr. F. F. Gillen, Acting Superintendent of National Capital Parks of the National Park Service, and with Mr. Radford and Mr. E. A. Schmitt of the U. S. Engineer's Office. The representatives of the U. S. Engineer's Office stated it was necessary to keep the pump station in connection with the city water supply and its demolition could not be approved.

Criticisms were made of the design of the building submitted. After discussion it was agreed that the pump station should be relocated about 100 feet east of the existing roadway against the hill where it would be inconspicuously situated. This was agreed to with the understanding that drawings for the building and designs showing the roadways would be submitted to the Commission at a future meeting. (Exhibit H)

11. NAVY AND MARINE MEMORIAL: Mr. Donald Kline, landscape architect of the National Park Service, submitted contract drawings for the completion of the base of the Navy and Marine Memorial. The drawings showed an earth fill and appropriate planting. He said that \$39,000 have been made available for the work as a W. P. A. project. (Exhibit I)

Mr. Clarke inspected the drawings and upon his recommendation the Commission approved them.

12. MARCONI MEMORIAL: The secretary reported that the J. F. Manning Company had submitted a design for an inscription on the Marconi Memorial to be placed under the bust and that Mr. Clarke and Mr. Lamb who were here at the time had approved the inscription, as follows:



M A R C O N I  
1874 - 1937

A letter was sent to Mr. S. Samuel di Falco suggesting that he use this inscription. (Exhibit J)

Since then the Marconi Memorial Foundation had requested an inscription for the back of the memorial that would include the names of the trustees. The request was made by letter as follows:

September 4, 1940.

Gentlemen,

Your letter of August 28, 1940, was called to the attention of the Board of Trustees of the Marconi Memorial Foundation, and they have accepted the suggestion made by you, to wit: the inscription on the pedestal merely to have the name of Marconi with the date of birth and the date of death.

In connection with the other suggestion made by you, the Board of Trustees would like to submit the following revised inscription which they desire to be placed on the back of the pedestal:

"Erected by popular subscription and presented to the City of Washington by THE MARCONI MEMORIAL FOUNDATION, GENEROSO POPE, JOHN J. FRESCHI, ALMERINDO PORTFOLIO, LUIGI CRISCUOLO AND S. SAMUEL DI FALCO, - Trustees."

The Board would appreciate very much the adoption of the above inscription in view of the fact that they are familiar with other monuments in the City of Washington bearing the names of the individuals who actively participated in the bringing about of the erection of the monument.

Trusting that the suggestions are satisfactory and with kindest personal regards, I am

Very truly yours,  
(Signed) S. Samuel Di Falco.

The Commission discussed the matter and decided that it would not be in accordance with the policy of the Commission to allow the names of officers of the association to be carved on a monument. Several monuments in Washington were cited, on which there is simply the name, such as the Grant; the Adams



Memorial in Rock Creek Cemetery has no inscription at all. The Commission unanimously agreed that the inscription for the back of the monument should be as follows:

Erected by Popular Subscription  
And Presented to the City of Washington  
by  
The Marconi Memorial Foundation  
1940

A report was sent to Mr. Di Falco accordingly. (Exhibit J-1)

Mr. J. F. Manning of the J. F. Manning Company in Washington was present and stated that Mr. Joseph Freedlander, architect of the memorial, had recommended placing the inscription for the back of the monument about three feet from the ground. Mr. Manship believed this was rather low and that the inscription would be concealed by the planting in back of the memorial, but he saw no objection to placing it there if the architect insisted.

Mr. Kline submitted further details for the planting, which were inspected by Mr. Clarke and approved.

13. CHINA SERVICE MEDAL: The following letter concerning the China Service Medal was received from the Acting Secretary of the Navy, Hon. Lewis Compton:

September 10, 1940.

Dear Sir:

The Navy Department contemplates the issue of a China Service Medal.

In order to secure an appropriate design, the Navy Department requested a number of firms, individuals and organizations to submit designs. There are forwarded, under separate cover, for the consideration of the Commission, all the designs received in response to the Department's proposal.

The four designs, numbers 19(a), 25 #1, 23 and 25 #2 were considered by the Board of Awards at a meeting September 4, 1940 as





most acceptable from among the 28 proposals submitted. Of these four designs, number 19(a) was given first preference provided the following minor changes could be made:

1. Stars and dragons to be removed.
2. Plain rim to be substituted for the fluted rim in order to bring it into conformity with all other Navy service medals.

Of the other three acceptable designs, no changes are recommended in designs number 23 and number 25 #2. Design number 25 #1 should be modified, if finally accepted, so that a figure of a marine be substituted for one of the two enlisted figures and recognition can be indicated that this medal is awarded to commissioned as well as non-commissioned personnel of the Navy and Marine Corps.

The Navy Department will appreciate the assistance of the Commission of Fine Arts in the selection of the most appropriate design for this medal.

Sincerely yours,  
(Signed) Lewis Compton.

The Navy Department submitted 28 sets of designs that had been received from artists throughout the country and these were brought to the particular attention of Mr. Manship. Upon his recommendation, the Commission concurred in the suggestion of the Navy Department that 19a be accepted, subject to certain modifications, as follows:

If the dragons are not deemed suitable (though the Commission consider them to be interesting features of the design and would urge retaining them if possible) some other motive should be indicated in the same location and of the same size.

The waves seem appropriate but, if retained, they should be redesigned.

The lettering should be redesigned.

It was noted later that Design 19a had been submitted by George A. Snowden, well known sculptor of New York City. A report was sent to the Secretary of the Navy that Mr. Snowden submit a revised design embodying these suggestions.

(Exhibit K)



14. ADAMS PLAQUE: The secretary reported that Captain Kerr, Liaison Officer at the White House, had informed him that the plaque giving a quotation from a letter of President John Adams, while occupant of the White House, had been carved on the mantle in the State Dining Room, in accordance with a design that had been made by Eric Gugler, and that he would be glad to have the members of the Commission see it.

15. SCULPTURE FOR THE WAR DEPARTMENT BUILDING: At the request of Mr. Bruce the Commission went to the Section of Fine Arts of the Procurement Division to inspect sketch models for the sculptural groups over the entrance of the new War Department Building that is being built on the west side of the intersection of New York and Virginia Avenues, N. W. Mr. Bruce had conducted a competition for designs and had made an award to Henry Kreis, sculptor, whose work is known to the members of the Commission. The Commission considered the models, and upon the recommendation of Mr. Manship approved them. Personally, Mr. Manship was of the opinion that the scale of the figures might be somewhat increased, and in this Mr. Lamb concurred. A report was sent to Mr. Bruce. (Exhibit L)

16. SCULPTURE FOR THE SOCIAL SECURITY BUILDING: Mr. Bruce called attention of the Commission to several models that had been received for sculptural groups for the Social Security Building. He said that these models had just been unpacked and that the jury had not passed on them.

17. UNION STATION PASSENGER FACILITIES: Mr. Clarke said that his attention had been called to the need for additional passenger facilities at the entrance to the Union Station. He said that several months ago the Commission had disapproved the erection of a shelter in front of the station. Since then Mr. Clarke said he had opportunity to observe that some sort of shelter and additional taxicab facilities are desirable and he felt the taxicabs might be allowed to drive under the main arch. Mr. Clarke suggested that the members of the



Commission individually inspect the entrance to Union Station.

18. MAINE AVENUE OVERPASS: Mr. Clarke reported that several weeks ago Mr. Demaray, Acting Director of the National Park Service, requested the Commission to review the plan which is being made by the Highway Department of the District of Columbia for the proposed Maine Avenue Overpass on Fourteenth Street since they were concerned because of the excessive encroachment on park land and also because of the proposed method of traffic routing through the park. Mr. Clarke said that studies are still in a preliminary stage and therefore it would be desirable to discuss the subject with representatives of the District of Columbia Highway Department, the National Capital Park and Planning Commission and the National Park Service. Accordingly it was agreed that the subject be thoroughly reviewed with the Commission during the afternoon and the following were present during the conference: Captain H. C. Whitehurst, Director of Highways, D. C.; Professor H. V. Hubbard, Mr. John Nolen, and Mr. T. E. Jeffers representing the National Capital Park and Planning Commission; and Mr. F. F. Gillen and Mr. Donald L. Kline representing the National Park Service.

A number of drawings illustrating suggested schemes were presented and inspected. Captain Whitehurst said the problem has been studied over a period of two years and that there are two schools of thought. One is to make the overpass a general point of distribution and the other to try to distribute traffic at some other points. The National Park Service introduced another scheme suggesting that the park roads be restricted to traffic in one direction.

Captain Whitehurst said there is authority from Congress to prepare plans for the project and that \$250,000 is being asked in the next appropriation bill to begin work on it. Also he said that due to the fact that the overpass will



become a unit of U. S. Route No. 1, the Public Roads Administration can make a Federal Aid allotment for it. Captain Whitehurst emphasized the fact that this intersection at Fourteenth Street and Maine Avenue is the worst bottleneck for traffic in the city, that more than 53,000 cars pass a given point on Fourteenth Street and Maine Avenue during a 24-hour period and that when the new National Airport begins operation in the course of six months or so, it will result in still worse traffic confusion. Captain Whitehurst said that Dr. Cret will prepare architectural plans when a solution of the traffic scheme has been reached.

Mr. Kline made a plea for a one-way traffic scheme; he pointed out first the importance of (a) extending Independence Avenue westward toward the Potomac River so as to relieve the great amount of traffic on Constitution Avenue and (b) extension of Fifteenth Street through the Monument Grounds to aid north and south bound traffic. Mr. Kline felt that unless the one-way scheme for routing traffic is adopted then in his opinion, a double-deck overpass bridge at Fourteenth Street and Maine Avenue should be built. Captain Whitehurst did not favor a double-deck structure but stated that he would agree to a scheme which was predicated upon making the park drives one-way.

Mr. Clarke pointed out the inadequacy of the approaches to the Jefferson Memorial as planned, and discussed the roads for improving the solution indicated on all the plans. Professor Hubbard also discussed problems related to the roadways in the vicinity of the Thomas Jefferson Memorial and was not opposed to having this problem studied further. It was agreed that automobiles should not be allowed to drive around the Memorial.

Mr. Clarke said the Commission of Fine Arts would be expected to pass on (a) the architecture of the overpass and (b) the treatment of the park areas; hence the concern over the general plan. The appearance of the structure crossing





Maine Avenue at 14th Street is therefore a matter of considerable importance to the Commission of Fine Arts.

It was stated that the present plans do not involve removal of any part of the Liberty Loan Building or the Bureau of Engraving and Printing.

With regard to extending 15th Street through the Washington Monument Grounds which would be related to the general traffic problem, Mr. Nolen asked Mr. Clarke if he thought the Hubbard-Delano scheme for treatment of the Washington Monument Grounds would be suitable at some future time in the event Fifteenth Street is extended through these grounds. Mr. Clarke thought the Hubbard-Delano scheme would be satisfactory in general, that an appropriate retaining wall with low parapet should be built at the base of the Washington Monument so as to provide a platform for the great obelisk, a focal point in the Mall development.

Captain Whitehurst was opposed to construction of a temporary low level bridge over the tide gate. He said a four-lane bridge is needed at the east end of the Tidal Basin outside of the line of the flood gates while the overpass is being constructed and that he would prefer making a permanent bridge 44 feet wide so that later on it may serve for either a one-way or a two-way traffic scheme.

Captain Whitehurst explained the necessity of spreading the project over several years and pointed out that the District Commissioners must present a complete plan on or before January 1, 1941 to the Bureau of Public Roads in order to receive a Federal Aid allotment. He also said that he was being pressed by members of Congress who are anxious to know what has been done about this project.

There appeared to be no opposition to the desire of Captain Whitehurst to make the bridge at the ~~west~~<sup>east</sup> end of the Tidal Basin permanent nor to providing a scheme predicated upon one-way traffic on the park drives. However, it was stated that the entire matter would be considered at the next meeting of the National



Capital Park and Planning Commission on September 19th and 20th with a view to reaching a definite decision concerning the entire project. A report was sent to Frederic A. Delano, Chairman of the National Capital Park and Planning Commission. (Exhibit M) (See also M-1)

The Commission adjourned at 5:30 p. m.

The Commission were guests of Mr. Bruce at a delightful luncheon in his office.



C O P Y

THE COMMISSION OF FINE ARTS  
Washington

September 11, 1940.

My dear Mr. Eggers:

The Commission of Fine Arts at their meeting on September 10, 1940, inspected the model you submitted for the base of the flagpoles for the National Gallery of Art along Constitution Avenue. In general the Commission felt the model gave indication of an appropriate type of base but believe the model should be given further study.

The Commission felt it would improve the design to provide for a transition from bronze to stone by making a thin octagonal support in bronze before you get into the stone.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. Otto R. Eggers,  
Eggers and Higgins,  
542 Fifth Avenue,  
New York, N. Y.

EXHIBIT A



C O P Y

September 11, 1940.

My dear Mr. Weinman:

The Commission of Fine Arts at their meeting on September 10, 1940, considered very carefully the photographs you submitted of sketch models for the two sculptural groups for the Oscar S. Straus Memorial. The Commission feel very sensitive about making suggestions for changes and realize that this memorial presents a difficult problem.

Since the figures will ultimately be viewed from all angles, the Commission were of the opinion that the models should be given further study. The members felt that the composition of each group could be improved by removing the small figures, or if these seem to be important, to group the small figure with the large one in a manner to make a greater mass at one side of the pedestal. This would result in making each group asymmetrical and a more massive composition.

Mr. Eggers was here and heard the discussion so he may be better able to interpret the feelings of the Commission that it is possible to do in a written communication.

The Commission hope these suggestions will commend themselves to you.

For the Commission of Fine Arts:

Mr. A. A. Weinman,  
234 Greenway South,  
Forest Hills, L. I.,  
New York.

Sincerely yours,  
(Signed) Gilmore D. Clarke,  
Chairman.

EXHIBIT B





[PUBLIC—No. 741—76TH CONGRESS]

[CHAPTER 583—3D SESSION]

[H. R. 9114]

AN ACT

Authorizing advancements from the Federal Emergency Administration of Public Works for the construction of a recorder of deeds building in the District of Columbia, and for other purposes.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That the Commissioners of the District of Columbia are hereby authorized to accept advancements for the District of Columbia from the Federal Emergency Administration of Public Works, or its successor, and said Administration, or its successor, with the approval of the President is authorized to advance to said Commissioners the sum of \$450,000, or any part thereof, in addition to any sums heretofore advanced to the District of Columbia by said Administration, or its successor, out of funds authorized by law for said Administration, or its successor, for a building for the office of the recorder of deeds to be located on premises now known at 515 D Street Northwest, formerly used as the police court, as recommended by a committee appointed by the Commissioners under order of January 12, 1940, and the making of such advances is hereby included among the purposes for which funds heretofore appropriated or authorized for said Administration, or its successor, including funds appropriated by the Public Works Administration Appropriation Act of 1938, may be used, in addition to the other purposes specified in the respective Acts appropriating or authorizing said funds.

SEC. 2. The sum authorized by section 1 hereof, or any part thereof shall, when advanced, be available to the Commissioners of the District of Columbia for the preparation of plans, designs, estimates, models, and specifications; and for architectural and other necessary professional services required for carrying out the provisions of this Act; for the construction of a recorder of deeds building, including materials and labor, heating, lighting, elevators, plumbing, landscaping, transportation or rental thereof, and all other appurtenances, and the purchase and installation of machinery, furniture, equipment, apparatus, and any and all other expenditures necessary for or incident to the complete construction and equipment for use of the aforesaid building and plant.

SEC. 3. That the Federal Emergency Administration of Public Works, or its successor, shall be repaid 55 per centum of any moneys advanced under section 1 of this Act in annual installments over a period of not to exceed twenty-five years with interest thereon at such rate as is agreed upon by the Commissioners of the District and the Federal Emergency Administration of Public Works, or its successor, for the period of amortization: *Provided*, That such sums as may be necessary for the reimbursement herein required of the

District of Columbia, and for the payment of interest, shall be included in the annual estimates of the Commissioners of the District of Columbia, the first reimbursement with interest to be made not later than June 30, 1944: *Provided further*, That whenever the District of Columbia is under obligation by virtue of the provisions of section 4 of Public Act Numbered 284, Seventy-first Congress, reimbursement under that Act shall not be less than \$300,000 in any one fiscal year.

SEC. 4. That the Commissioners of the District of Columbia shall submit with their annual estimates to the Congress a report of their activities and expenditures under section 1 of this Act.

Approved, July 11, 1940.

C E P M

COMMISSION OF FINE ARTS  
Washington

September 11, 1940.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 10, 1940, considered the design submitted in your behalf by Capt. John L. Person, Assistant District Engineer Commissioner, for the Recorder of Deeds Building, authorized by Congress for erection at the site of the old Police Court Building at 6th and D Streets, Northwest.

The Commission approved the design.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

The Board of Commissioners  
of the District of Columbia,  
Washington, D. C.

EXHIBIT C-1



C O P Y

September 11, 1940.

Dear Mr. Demaray:

With reference to your communication of September 9th, reporting that the lowest bid received by your office for the equestrian groups for the east end of the Arlington Memorial Bridge and the east end of the Parkway approach exceeded the amount of money available by \$70,000, I have to inform you that this matter was made the subject of very careful consideration by the Commission of Fine Arts at their meeting on September 10th. Mr. Fraser and Mr. Gillen were present during the discussion.

The Commission were reluctant to abandon the project since the original designs for the bridge and the parkway provided for sculpture at the locations above mentioned. The Commission believe that there is a possibility of having the sculptural groups cast in metal, preferably a light colored bronze containing about 20 per cent nickel and generally known as Benedict Nickel. Mr. Fraser was entirely agreeable to the use of metal for his groups and thought they could be cast for a sum not in excess of \$45,000.

If metal castings are used in place of stone, each model will have to be enlarged to full size by the sculptors and this work may be paid for out of the balance of the money left after setting aside enough to pay for the castings and for setting them. We believe that all of the work involved may be accomplished for a sum not in excess of the \$170,000 available.

EXHIBIT D



The Commission recommend that the National Park Service take up this matter further with both Mr. Fraser and with Mr. Friedlander, with a view to securing bids for the casting of these four equestrians in metal. The Commission will be pleased to cooperate with your office in this matter.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. A. E. Demaray,  
Acting Director,  
National Park Service,  
Department of the Interior,  
Washington, D. C.





C O P Y

September 11, 1940.

Dear Mr. Reynolds:

The Commission of Fine Arts, at their meeting on September 10, 1940, were pleased to discuss with you and Mr. Simon questions concerning the future needs for public buildings in the National Capital.

The Commission approved the design you submitted for a Files and Records Building, without specific reference to location, with the understanding that such location is outside of the District of Columbia.

The Commission preferred the use of a light salmon colored brick rather than sand lime brick as proposed by Mr. Simon. Inasmuch as a large quantity of this brick is required it may be possible to use an oversized brick, which would result in giving the structure better scale.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. W. E. Reynolds,  
Commissioner of Public Buildings,  
Public Buildings Administration,  
Federal Works Agency,  
Washington, D. C.

EXHIBIT E



C O P Y

September 11, 1940.

Dear Sirs:

The Commission of Fine Arts, at their meeting on September 10, 1940, approved the design submitted by Dr. Paul P. Cret, architect, for the addition to the Federal Reserve Board Building, to the north of your main building, facing C Street.

The Commission approved the use of limestone for the building, for, while the building will be occupied by offices of the Federal Reserve Board, it will be part of a composition more particularly related to the new War Department Building, which is being faced with limestone.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

The Board of Governors,  
Federal Reserve Board,  
Washington, D. C.

EXHIBIT F



BOARD OF GOVERNORS  
OF THE  
FEDERAL RESERVE SYSTEM  
WASHINGTON

ADDRESS OFFICIAL CORRESPONDENCE  
TO THE BOARD

September 12, 1940.

Honorable Gilmore D. Clarke,  
Chairman,  
The Commission of Fine Arts,  
Interior Building,  
Washington, D. C.

Dear Mr. Clarke:

Please accept the thanks of the Board of  
Governors for your letter of September 11 advising the  
Board of the action of your Commission on the designs  
submitted by Dr. Paul P. Cret for an addition to the  
Federal Reserve Building on the property of the Board  
north of "C" Street.

Very truly yours,



Chester Morrill,  
Secretary.

EXHIBIT F-1



C O - v

September 11, 1940.

My dear Mr. Fraser:

The Commission of Fine Arts, at their meeting on September 10, 1940, approved your enlarged model for the bronze statue of Albert Gallatin to be erected on the north side of the Treasury Department Building. This portrait statue adds still another notable monument to the long list of important works which you have designed for the National Capital.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. James E. Fraser,  
Westport, Connecticut.

EXHIBIT G





C O P Y

September 11, 1940.

Dear Mr. Demaray:

In further reference to your letter of July 26th, concerning the disposition of the dewatering pump station in the Rock Creek Parkway, south of the Massachusetts Avenue Bridge, I have to inform you that this matter received the attention of the Commission of Fine Arts at their meeting on September 10, 1940, in conference with Mr. Gillen of your office and representatives of the United States Engineers Office.

The Commission concurred in the joint recommendation of the representatives of the National Park Service and the U. S. Engineers Office to relocate the pump station about 100 feet east of the drive against the hill on the Rock Creek Parkway where this structure would be inconspicuously situated. It is understood that the gantry crane, which the structure houses, will on rare occasions have to be moved out over the existing shaft.

The Commission approved the new location for the pump house. It is understood, however, that a carefully prepared design will be worked out for this building and that this will be resubmitted at a later date.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. A. E. Demaray,  
Acting Director,  
National Park Service,  
Department of the Interior,  
Washington, D. C.

EXHIBIT H



C O P Y

September 11, 1940.

Dear Mr. Demaray:

The Commission of Fine Arts at their meeting on September 10, 1940, approved the set of working drawings submitted by your office for completing the base and showing the landscape treatment of the surroundings of the Navy and Marine Memorial.

Very truly yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. A. E. Demaray,  
Acting Director,  
National Park Service,  
Interior Department,  
Washington, D. C.

EXHIBIT I



C O P Y

August 23, 1940.

Dear Mr. Di Falco:

In accordance with your letter of August 19, the J. F. Manning Company have submitted designs for an inscription on the Marconi Memorial. Due to the fact that the base supporting the bust of Marconi is quite narrow, it has been found that it would crowd the name, Guglielmo Marconi, to carve it below the bust.

A suggestion was made to indicate the name in two lines, as follows:

GUGLIELMO  
MARCONI

However, this would place the name, Marconi, in a subordinate position. The best solution of this matter and the one which the Commission of Fine Arts approve, would be to show simply the name, Marconi, as follows, with the additional inscription which you recommended:

M A R C O N I  
1874 - 1937

The Commission of Fine Arts have never favored carving the names of officers of an association on a pedestal. The inscription you propose has, therefore, been revised for carving on the back of the pedestal, as follows:

Erected by Popular Subscription  
And Presented to the City of Washington  
by  
The Marconi Memorial Foundation  
1940

A design for this inscription, to be placed on the back of the pedestal can be given attention at the next meeting of the Commission of Fine Arts in Washington on September 10th.

Very sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Mr. S. Samuel Di Falco,  
Secretary,  
Marconi Memorial Association, Inc.,  
270 Broadway,  
New York, N. Y.

EXHIBIT j



COPY

September 10, 1940.

Dear Mr. Di Falco:

The Commission of Fine Arts at their meeting today gave further consideration to the inscription for the Marconi Memorial and also to your suggestion that the inscription for the back of the monument be changed to include the names of the trustees. The Commission decided that it would be inappropriate to adopt your wording of the inscription and it was disapproved. The inscription for the back of the memorial should be as stated in my letter of August 28, 1940, as follows:

Erected by Popular Subscription  
and Presented to the City of Washington  
by  
The Marconi Memorial Foundation  
1940

While you indicate that there are "monuments in the City of Washington bearing the names of the individuals who actively participated in bringing about the erection of the monument", I believe this is a misapprehension. It is true that the Statue of Dante gives the name of the donor, Barsotti. I do not know of any other monument in Washington that gives the name of the donor other than the names of associations, and in the case of your memorial, the Commission have agreed to add the inclusive name, The Marconi Memorial Foundation.

It may be added that among the best and greatest monuments here in Washington there are some which have scarcely any inscription at all. The large \$250,000 Grant Memorial has simply the word, "Grant". The equestrian statue of George Washington at Washington Circle has simply the name, "Washington". The statue to the first Secretary of the Smithsonian Institution, who was also a great scientist, bears only the name, "Joseph Henry", on the pedestal. Perhaps the most outstanding and best known monument in Washington, the internationally known Adams Memorial by Augustus Saint-Gaudens in Rock Creek Cemetery, bears no name or other inscription, not even a date. The James Cardinal Gibbons Memorial a block away from the site of the Marconi Memorial has on the back of it, the inscription,

Erected by the  
Knights of Columbus  
MCMXXXII

That inscription is in accordance with one approved by the Commission of Fine Arts for the Marconi Memorial and it is believed it will add dignity to the memorial.

For the Commission of Fine Arts:

Mr. S. Samuel Di Falco,  
Secretary,  
Marconi Memorial Association,  
270 Broadway

Sincerely yours,  
(Signed) Gilmore D. Clarke,  
Chairman.

REPLY J-1





C O P Y

September 11, 1940.

Sir:

The Commission of Fine Arts at their meeting on September 10, 1940, considered the designs submitted by the Navy Department for the proposed China Service Medal. The designs were brought to the particular attention of Mr. Paulanship, sculptor member of the Commission.

The Commission considered the designs anonymously and concur with the Navy Department in recommending the adoption of Design 18 (a), subject to certain modifications. The Commission have since learned that George H. Snowden is the sculptor who submitted this design.

The Commission recommend that Mr. Snowden be requested to submit a revised design embodying their suggestions and certain suggestions made by your Committee having the matter in charge, as follows:

If the dragons are not deemed suitable (though the Commission consider them to be interesting features of the design and would urge retaining them if possible) some other motive should be indicated in the same location and of the same size.

The waves seem appropriate but, if retained, they should be redesigned.

The lettering should be redesigned.

All the designs submitted are herewith returned.

For the Commission of Fine Arts:

Very respectfully, yours,

(Signed) Gilmore D. Clarke,

Chairman.

The Honorable  
The Secretary of the Navy  
Washington, D. C.

EXHIBIT F



September 10, 1940.

My dear Mr. Bruce:

The Commission of Fine Arts, at their meeting today, were pleased to inspect the models by Henry Kreis for sculptural groups to be installed over the main entrance to the new War Department Building. The Commission took note of the fact that Mr. Kreis won the competition in which some sixty-six sculptors participated.

The models received the particular attention of Mr. Paulanship, sculptor member of the Commission, and upon his recommendation the Commission of Fine Arts approve them.

Mr. Lanship seemed to be of the opinion that the scale of the figures might be somewhat increased; Mr. Lamb concurs in this.

For the Commission of Fine Arts:

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. Edward Bruce, Chief,  
Section of Fine Arts,  
Public Buildings Administration,  
Federal Works Agency,  
Washington, D. C.

EXHIBIT L



September 12, 1940.

Dear Mr. Delano:

At the request of Mr. A. E. Demaray, Acting Director of the National Park Service, this Commission reviewed several different solutions for this important problem and I am pleased to report to you the results of a meeting held on September 10th at which the following were present: Messrs. Hubbard, Nolen, and Jeffers, representing the National Capital Park and Planning Commission; Captain Whitehurst, representing the Commissioners of the District of Columbia; Messrs. Gillen and Kline, representing the National Park Service; and Messrs. Cret, Lamb, Holabird, and Clarke, representing the Commission of Fine Arts.

I made it perfectly clear to all present that the Commission of Fine Arts was not concerned officially with problems related to traffic, but that the Commission were very much concerned with the appearance of structures and of the landscape resulting from new developments to facilitate traffic movement. In this particular case the Commission are interested in the appearance of the design of the grade crossing, elimination structure proposed for Fourteenth Street and the treatment of the park area in the vicinity of the Tidal Basin which will be affected by the improvement.

I trust that you will not think that I overstepped my authority in requesting the gentlemen representing different agencies of the government to meet to discuss this problem for, as you well realize, our efforts are in the interest of aiding in the discovery of a solution to a difficult problem and I was bold enough to think that those who represented the Commission of Fine Arts might with the help of the others present make a contribution of some value. And I must add here that everyone was most cooperative and approached the problem with open minds and without prejudice toward any one plan.

After a lengthy discussion in which the merits of each plan presented were thoroughly appraised and the questionable points brought out, it was agreed that a plan prepared in the National Park Service Office, known as Study "I" (NPS 70-325-I) justified further and more detailed study. This plan is predicated upon limiting the traffic on the park drive around the Tidal Basin to one direction, namely, in a clockwise direction when considered from a position facing south. This plan for the grade crossing problem at Fourteenth Street and Maine Avenue, resulting from directing the traffic in this manner, is a simple, direct solution which, in the judgment of the majority present including Captain Whitehurst, should be studied in greater detail. Naturally, all of the park roads in the central composition must be given some study before arriving at a definite decision.

EXHIBIT I



Personally, I feel strongly that the modern approach to the traffic problem is to limit all park drives, wherever possible, to one way traffic; such action makes driving safer and pleasanter even though at times the motorist may have to drive a little further. The resultant effect of making the Potomac Park drives one way will, I am confident, simplify the traffic problems which must ultimately be solved in the large area south of Constitution Avenue.

Captain Whitehurst expressed himself as perfectly willing to develop a plan based upon the principles set forth in Scheme I (National Park Service). The Captain's latest plan was undoubtedly an excellent solution to the problem if traffic were permitted to continue to flow in two directions on the park drives. However, looking into the future and out of my own experience in solving somewhat similar problems, it seems to me to be perfectly clear that the solution to this Fourteenth Street and Maine Avenue problem should be predicated upon limiting the park drives to traffic in one direction.

I wish to call particular attention to several of the more important details which were discussed:

a. Park Service Plan I does not provide means whereby traffic with origin in the city moving west on Fourteenth Street may turn into Maine Avenue. Most of those present thought that, since this was the least important line of flow, other streets might be designated to provide for this traffic.

b. It was pointed out that the design for the drives in the vicinity of the Jefferson Memorial should be restudied. The provision for the weaving of traffic across the lanes on the separated drives so as to reach the Memorial appears to be inadequate and I feel that a better solution may be found.

c. Park Service Plan I provides greater area of park land along the shores of the Tidal Basin for planting than does the District Commission plan. This, it seems, is most important.

d. Park Service Plan I also lends itself to a much simpler architectural treatment than any other scheme so far advanced.

The Commission of Fine Arts is deeply interested in this problem and is ready at any time to discuss the many problems involved in the solution in the event that you are willing to have us collaborate with you. Of course, I find it difficult to refrain from expressing an opinion in connection with many of the details, which would normally not come before this Commission, because of my own experience in deal-





ing with this sort of problem. If I have thus trespassed upon others prerogatives, please forgive me.

Sincerely yours,

(Signed) Gilmore D. Clarke,

Chairman.

Hon. Frederic A. Delano, Chairman,  
National Capital Park & Planning Commission,  
State Department Building,  
Washington, D. C.



10 Rockefeller Plaza  
New York City

September 17, 1940.

Hon. Frederic A. Delano, Chairman,  
National Capital Park & Planning Commission,  
State Department Building,  
Washington, D. C.

Dear Mr. Delano:

This is my second letter to you on the same subject. The first, written on an American Airlines' plane between Washington and Knoxville was delivered to the Stewardess to mail to my office for typing; it never arrived. Now I am hurried and, in order that this may be in your hands before the Commission meeting this week, I am unable to go into as much detail as I should like in this second draft.

At the last meeting of the Commission of Fine Arts held in Washington September tenth, I invited Messrs. Hubbard, Holen and Jeffers, representing the Planning Commission; Messrs. Gillen and Klein, representing the National Capital Parks, and Captain Whitehurst, representing the District Commissioners, to meet with the architect members and myself in order to discuss the many complicated problems which obtain in connection with the proposed grade separation structure at 14th Street and Maine Avenue. Mr. Demaray requested the advice of the Commission of Fine Arts and I thought it best to obtain the views of all concerned on this matter.

I explained to the gentlemen present at the meeting that this Commission was unwilling to become involved in problems which were strictly those for which the Planning Commission is responsible. In this instance, the Fine Arts Commission's interest seemed adequately justified by reason of (a) the importance of the architectural elevation of the structure which will form an important part of the background of the park area, and (b) the treatment of the park lands around the Tidal Basin which form a frame for the Basin itself and for the Jefferson Memorial.

We discussed the merits of each plan submitted thus far with the result that the Commission favored one prepared in the office of the National Capital Parks, described as Scheme I (1CP.76.3251).

This scheme is predicated upon restricting the drives around the Tidal Basin, as well as other drives in Potomac Park, to traffic in one direction. The traffic on the drives around the Tidal Basin would flow in a clockwise direction. The resultant solution of this problem is that a relatively simple grade separation structure, including connecting drives, is possible, one which takes care of traffic with-



out the necessity of having left-hand turns or of having one lane of traffic cross another. Naturally, this scheme offers some difficulties, as every other scheme does, but in our judgment it has more to commend it than any of the other plans.

The discussion brought out the fact that the only real difficulty with Scheme I is that it does not provide for traffic going west to turn south on Maine Avenue, but it was pointed out that this was the smallest volume, as disclosed in the recent traffic counts, and that there are other streets which might be used to carry this traffic. All other destinations for traffic in the vicinity are adequately provided for.

This scheme has the distinct advantage of providing relatively simple bridge structures, considered architecturally, and amply wide areas of park land between the drives and the lake shore for the planting of trees as a frame for the lake. It should be noted that many important Elms may be saved.

After thorough discussion, Captain Whitehurst expressed himself satisfied to carry further along studies based upon Scheme I. He very properly emphasized the fact that the Park Service must forever designate the park drives one way. Mr. Gillen replied by saying that there would be no difficulty about arranging for that.

We all realized that more detailed studies must be made based upon the general principles which obtain in Scheme I, and I think I am correct in stating that no insurmountable difficulties could be found with this scheme unless, of course, unforeseen problems arise when traffic studies in the Central Composition, in the vicinity of the Mall and the Washington Monument, are given further attention. In my own judgment, based upon a most recent study of this situation, I think it is safe to say that these problems may be worked out in a much simpler manner if the park drives are "one way", rather than "two way".

We must remember too that the modern tendency is to (a) limit park drives to one way traffic or else provide (b) drives separated for traffic in two directions. This last scheme is not practicable in the Tidal Basin or in Potomac Park. Central and Prospect Parks in New York are excellent examples of one way park drives.

Attention was also called to the fact that further study should be given to the approaches to the Jefferson Memorial. It was pointed out that there is not sufficient distance to permit traffic from the west to leave from one side of a three lane road to the other side in order to reach the access drive to the Memorial. The same difficulty will obtain for traffic leaving the Memorial bound in an easterly direction.



This Commission are confident that this grade elimination problem may be worked out satisfactorily in the manner indicated and commend to you and to the Planning Commission the principles which obtain on Scheme I, as prepared by the Office of National Capital Parks. We sincerely hope that this scheme may be further developed in detail so as to prove entirely satisfactory to all of the interests concerned.

Naturally, I feel as though we were trespassing upon the prerogatives of the Planning Commission, but I hope you will charge us with becoming involved in the problem only because of our intense interest in the development of this great park area as it is affected by the resultant architectural treatment of the large structure to be erected, and the resultant development of the park itself. Naturally, my own experience in this particular type of problem elsewhere has sharpened my attention to details which are doubtless without the province of the Commission of Fine Arts.

If this Commission can be of further assistance to you in this or in any other problem, I trust that you will not hesitate to call upon us.

Very sincerely yours,

(Signed) Gilmore D. Clarke,  
Chairman.

EDC:NYL







220 State Dep't Building,

INTERIOR BUILDING.

WASHINGTON, D. C.

September 19, 1940.

Mr. Gilmore D. Clarke, Chairman,  
The Commission of Fine Arts,  
South Interior Building,  
Washington, D.C.

My dear Mr. Clarke:

I duly received your letters of September 12 and 17 in re the Fourteenth Street-Maine Avenue crossing. I appreciate your fairness in these matters, and I agree with you that it is important that the functions of your group and ours should be kept clearly in mind. Speaking for our group, I can say that I am pleased to have your opinion for it agrees with my personal views, and I feel that in the meeting we are now to have we will be able to arrive at a fair solution.

Very sincerely yours,

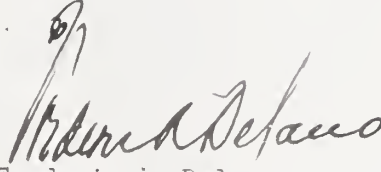
  
Frederic A. Delano  
Chairman

EXHIBIT M-1

