

**CHAP. 243.**—An Act Establishing a Commission of Fine Arts.

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That a permanent Commission of Fine Arts is hereby created to be composed of seven well-qualified judges of the fine arts, who shall be appointed by the President, and shall serve for a period of four years each, and until their successors are appointed and qualified. The President shall have authority to fill all vacancies. It shall be the duty of such commission to advise upon the location of statues, fountains, and monuments in the public squares, streets, and parks in the District of Columbia, and upon the selection of models for statues, fountains, and monuments erected under the authority of the United States and upon the selection of artists for the execution of the same. It shall be the duty of the officers charged by law to determine such questions in each case to call for such advice. The foregoing provisions of this Act shall not apply to the Capitol building of the United States and the building of the Library of Congress. The commission shall also advise generally upon questions of art when required to do so by the President, or by any committee of either House of Congress. Said commission shall have a secretary and such other assistance as the commission may authorize, and the members of the commission shall each be paid actual expenses in going to and returning from Washington to attend the meetings of said commission and while attending the same.

**SEC. 2.** That to meet the expenses made necessary by this Act an expenditure of not exceeding ten thousand dollars a year is hereby authorized.

Approved, May 17, 1910.

**CHAP. 244.**—An Act To authorize and direct certain extensions of the City and Suburban Railway of Washington, 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 City and Suburban Railway of Washington be, and it is hereby, authorized and directed to remove its double tracks from Michigan avenue, and to restore the roadbed of the said Michigan avenue with macadam, to the satisfaction of the Commissioners of the District of Columbia, from the intersection thereof with Monroe street northeast eastwardly to the tracks of the Baltimore and Ohio Railroad and to extend its double tracks on Monroe street northeast eastwardly from said intersection and over the Monroe Street Bridge to Twelfth street northeast; thence on Twelfth street northwardly to the Bunker Hill road; and thence northwardly, on such streets, avenues, or roads as may be designated by the Commissioners of the District of Columbia, to the boundary line of the District of Columbia.

**SEC. 2.** That the removal of existing tracks east of the intersection of Monroe street and Michigan avenue and the extension of the new double track on Monroe street to Twelfth street northeast and on Twelfth street northeast from Monroe street to the Bunker Hill road shall be completed within nine months from the date of the passage of this Act; and the construction of that portion of the extension herein authorized from the Bunker Hill road to the District line shall be commenced within one year from the date of the opening and grading of the streets as designated and completed within one year thereafter; and in default of the commencement or completion, by said City and Suburban Railway of Washington, of any extension herein authorized within the period herein set for such commencement or completion said company shall be liable to a fine of twenty-five dollars for each and every day during which such failure or neglect shall continue, which

May 17, 1910.  
[H. R. 19962.]

[Public, No. 181.]  
Commission of Fine Arts created.  
Composition.

Advisory duties as to statues, etc., in District of Columbia.

Not applicable to Capitol and Library of Congress.

Secretary, etc.  
Post, p. 728.

Expenditure authorized.  
Post, p. 728.

May 17, 1910.  
[H. R. 23906.]

[Public, No. 182.]

District of Columbia.  
City and Suburban Railway.  
Extension of tracks, etc.

Removal of existing tracks.

Time of construction.

Penalty for failure.

- penalty may be recovered in the name of the District of Columbia by the Commissioners of the said District in any court of competent jurisdiction. And the cost of widening any roadway in which the tracks herein authorized shall be laid to sufficient width, in the opinion of the Commissioners of the District of Columbia, to reasonably accommodate vehicular travel, including the relaying and readjustment of every public appurtenance, shall be paid by the City and Suburban Railway of Washington. In the event of the failure or refusal of the said company to make the necessary deposits with the collector of taxes to pay the cost of said work the commissioners are hereby authorized to do the work as above and to pay for the same from the then current appropriation for repairs to streets and to collect the amount of said expenditures from the said railway company in the same manner as the cost of laying pavements between the rails and tracks of street railways, as provided in section five of "An Act providing a permanent form of government for the District of Columbia," approved June eleventh, eighteen hundred and seventy-eight; said amount, when collected as above, to be placed to the credit of the appropriation for repairs to streets for the fiscal year in which it is collected.
- Widening roadways.** **SEC. 3.** That the said City and Suburban Railway of Washington shall have, over and respecting the routes herein provided for, the same rights, powers and privileges, duties and obligations, as it has and hereafter may have by law over and respecting its present route, and shall be subject in respect thereto to all the other provisions of its charter and of law.
- Deposit for cost, etc.** **SEC. 4.** That all laws or parts of laws inconsistent with the provisions hereof are hereby repealed.
- Vol. 20, p. 106.** **SEC. 5.** That Congress reserves the right to alter, amend, or repeal this Act.
- Rights, privileges, etc.**
- Inconsistent laws repealed.**
- Amendment.**
- Approved, May 17, 1910.

May 17, 1910.  
[H. R. 20988.]

[Public, No. 183.]

**CHAP. 245.**—An Act Authorizing the Secretary of Commerce and Labor to construct a water main and electric cable across Galveston Channel to furnish water and light to the immigration station.

- Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That for the purpose of supplying the immigration and life-saving stations at Galveston, Texas, with fresh water, lights, and other electric conveniences, the Secretary of Commerce and Labor be, and hereby is, authorized to cause to be constructed, across Galveston Channel, a water main not less than eight inches in diameter, and such suitable electric cable or cables as may be deemed necessary for the purposes above stated, at a total cost not to exceed the sum of twenty-one thousand dollars.
- Galveston Channel, Tex.** **SEC. 2.** That said work shall be done under the supervision and control of the Secretary of War.
- Water main and electric cable authorized across.** **SEC. 3.** That the Secretary of Commerce and Labor is hereby authorized to receive from the city of Galveston, Texas, the sum of ten thousand dollars and to apply the same to the purposes herein stated, and that in consideration of said sum to be paid by said city the said city of Galveston shall have the right, under such rules and regulations and limitations as may from time to time be prescribed by the United States Government, to make connection with said water main and to use water therefrom for municipal and commercial purposes and for the use of itself and customers.
- Post, p. 764.**
- Cost.** **SEC. 4.** That the right to alter, amend or repeal this Act is hereby expressly reserved.
- Supervision by Secretary of War.**
- Contribution by Galveston.**
- Connection with main.**
- Amendment.**
- Approved, May 17, 1910.