the north line of Ellsworth and at southeast corner of hatchery lot near steamboat wharf; thence north thirty-eight degrees west eighteen rods to a stake; thence north four degrees thirty minutes west nine rods to a stake; thence north seven degrees west six and five-tenths rods to the line of hatchery lot; thence north nine degrees west six and thirty-six one-hundredths rods; thence north twenty-six degrees thirty minutes west eleven rods; thence north forty-four degrees thirty minutes west twelve and thirty-two one-hundredths rods; thence north thirty-two degrees thirty minutes west fifteen and fifty-six one-hundredths rods; thence north twenty-six degrees west eight and eighty one-hundredths rods; thence north thirty-eight degrees thirty minutes west twelve rods; thence north sixty-three degrees west ten and fifty-six one-hundredths rods; thence north forty-six degrees west twelve rods; thence north twenty degrees west six rods; thence north fifty-four degrees west ten rods; thence north thirty-four degrees west eight rods; thence north forty-two degrees west twelve rods; thence north seven degrees west twelve rods; thence north thirty degrees west twelve rods; thence north twenty-six degrees west fourteen rods; thence north thirty-nine degrees west sixteen rods; thence forty-eight degrees west six rods; thence north ten degrees west sixteen rods; thence north twenty-four degrees thirty minutes east eight rods; thence north ten degrees east seven rods; thence north eight degrees thirty minutes west eight rods; thence north twenty-six degrees thirty minutes west six rods; thence north forty-one degrees west five rods; thence north eight degrees and thirty minutes west ten rods; thence north twelve degrees thirty minutes west twelve rods; thence north sixteen degrees west nine rods; thence north two degrees east eight rods; thence north eight degrees thirty minutes west nine rods; thence north seventeen degrees thirty minutes west nine rods; thence north fifteen degrees thirty minutes west nine rods; thence north twenty-four degrees west twenty-five rods; thence north twenty-eight degrees fifteen minutes west ten rods; thence north forty-one degrees west fourteen rods; thence north forty-eight degrees west twenty rods; thence north forty-one degrees west thirty rods; thence north fifty-four degrees west ten rods; thence north thirty-five degrees west ten rods; thence north forty-three degrees west eight rods; thence north thirty-two degrees thirty minutes west seven rods; thence north fifty-four degrees west eleven rods; thence north thirty-eight degrees west sixteen rods; thence north forty-two degrees west eleven rods; thence north thirty degrees west fourteen rods; thence north thirty-four degrees west seventeen rods; thence north nineteen degrees thirty minutes west twelve rods; thence north nine degrees west eight rods; thence northerly on land of Emery Hastings forty-five rods, more or less, to the county road.

Approved July 15, 1952.

Public Law 545 CHAPTER 755

July 15, 1952
[H. R. 7641]

AN ACT

To provide benefits for certain Federal employees of Japanese ancestry who lost certain rights with respect to grade, time in grade, and rate of compensation by reason of any policy or program of the Federal Government with respect to persons of Japanese ancestry during World War II.

Federal employees of Japanese ancestry.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That each officer and each regular or substitute employee of Japanese ancestry in the postal field service on the effective date of this Act and each officer and

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employee of Japanese ancestry holding a position subject to the Classification Act of 1949, as amended, on such effective date, as the case may be— 63 Stat. 954. 5 USC 1071 note.

(1) who, at any time during the period beginning December 7, 1941, and ending September 3, 1945, solely by reason of any policy or program of the Federal Government with respect to persons of Japanese ancestry in the interests of the national security during such period, (A) was separated from his position in the postal field service or classified civil service, as the case may be, (B) lost opportunity for or was denied probational appointment from a civil-service register of eligibles to any such position, or (C) was denied reinstatement to any such position; or

(2) who, after having been separated from his position in the postal field service or classified civil service, as the case may be, at any time during such period, in order to enter the Armed Forces of the United States, either lost opportunity for or was denied probational appointment from a civil-service register of eligibles to any such position or was denied reinstatement to any such position, solely by reason of any such policy or program of the Federal Government,

shall have the grade, time in grade, and rate of compensation in the postal field service or the time in grade and rate of compensation in the classified civil service, as the case may be, which he would have attained automatically if such policy or program of the Federal Government had not been in effect: *Provided*, That in the case of loss of opportunity for or denial of probational appointment from a civil-service register of eligibles, the date of loss of opportunity for or denial of probational appointment shall be held to be the earliest date on which an eligible standing lower on the same register received a probational appointment therefrom.

SEC. 2. This Act shall not affect the status of any person in the postal field service as a regular or substitute employee.

SEC. 3. No person shall be entitled, by reason of the enactment of this Act, to compensation for any period prior to the effective date of this Act.

SEC. 4. This Act shall take effect on the first day of the first pay period which begins after the date of enactment of this Act. Effective date.

Approved July 15, 1952.

Public Law 546 CHAPTER 756

AN ACT

July 15, 1952 [H. R. 2572]

To provide for the alteration, reconstruction, or relocation of certain highway and railroad bridges over the Columbia River or its navigable tributaries.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That (a) whenever, as the result of the construction of the McNary Lock and Dam, any bridge, trestle, or other highway or railroad structure located over, upon, or across the pool formed by the McNary Lock and Dam on the Columbia River or any of its navigable tributaries, including approaches, fenders, and appurtenances thereto, will in the opinion of the Chief of Engineers be endangered or otherwise adversely affected and damaged, including any interference with or impairment of its use, or will require alteration, reconstruction, relocation, or replacement to meet the requirements of navigation or flood control, or both, or to render navigation in the pool formed by the McNary Lock and Dam reasonably free, easy, and unobstructed, or to accommo- Columbia River. Relocation of bridges.