

## WORLD IN BRIEF

Associated Press

## Massive, extended data breach within Marriott's hotel empire

BETHESDA, Md. — A security breach inside Marriott's worldwide hotel empire has compromised the information of as many as 500 million guests, exposing in some cases credit card numbers, passport numbers and birthdates, the company said today.

Alarming security analysts, Marriott said that unauthorized access to data at the hotels, once run by Starwood, has been taking place since 2014.

It may be among the largest data breaches on record. Last year's startling Equifax hack affected more than 145 million people.

The affected hotel brands operated by Starwood before it was acquired by Marriott in 2016 include W Hotels, St. Regis, Sheraton, Westin, Element, Aloft, The Luxury Collection, Le Méridien and Four Points. Starwood branded time-share properties are also included.

None of the Marriott-branded chains are threatened.

Credit card numbers and expiration dates of some guests may have been taken, according to the company. For as many as two-thirds of those affected, data exposed could include mailing address, phone number, email address, passport number, Starwood Preferred Guest account information, date of birth, gender, arrival and departure information, reservation date and communication preferences. For some guests, the information was limited to name and sometimes other data such as mailing address, email address or other information.

Email notifications for those who may have been affected begin rolling out today.

"The names, addresses, passport numbers and other sensitive personal information that was exposed is of greater concern than the payment info, which was encrypted," said analyst Ted Rossman of CreditCards.com. "People should be concerned that criminals could use this info to open fraudulent accounts in their names."

## Tariff tensions shadow US, Canada, Mexico trade pact signing

BUENOS AIRES, Argentina — President Donald Trump teamed up with the leaders of Canada and Mexico today to sign a revised North American trade pact, a deal that fulfills a key political pledge but faces an uncertain future in Congress. The celebratory moment was dimmed by ongoing differences over Trump's steel and aluminum tariffs, as well as plans for massive layoffs in the U.S. and Canada by



Stan Lim/Orange County Register

A mudslide trapped several vehicles in San Bernardino County, Calif.

## Flooding hits California area scarred by wildfire

SAN FRANCISCO — Flash flooding hit a wildfire-scarred area of Northern California on Thursday, forcing officials to deploy swift water rescue teams to save people stuck in vehicles and rescue them from homes after a downpour near the Paradise area.

Authorities said they used boats to rescue people from three homes and told people in about 100 vehicles to stay in place until the rain receded in late afternoon. They received reports of flooding on roads and of downed trees and utility poles.

Thursday's storm brought 1½ inches of rain in an hour, toppling trees and trapping motorists in flooded roads downstream, said National Weather Service meteorologist Craig Shoemaker.

The Butte County Sheriff's Department ordered evacuations but could not say how many people were affected. The water rescues were in an area of Chico, which is downhill from Paradise, and a city where many of the wildfire evacuees have been staying since the town of 27,000 was destroyed just three weeks ago by a deadly wildfire.

Paradise has been under mandatory evacuation orders for nearly three weeks since a wildfire killed at least 88 people and destroyed nearly 14,000 homes.

Residents could begin returning early next week, but only if the storm doesn't hinder efforts to clear roads and restore power, authorities said.

General Motors.

The U.S.-Mexico-Canada Agreement is meant to replace the 24-year-old North American Free Trade Agreement, which Trump has long denigrated as a "disaster."

Trump appeared with Canadian Prime Minister Justin Trudeau and outgoing Mexican President Enrique Peña Nieto at the Group of 20 nations summit in Buenos Aires for the formal signing ceremony. Each country's legislature must also approve the agreement.

"It's been long and hard. We've taken a lot of barbs and a little abuse and we got there," Trump said of the pact. "It's great for all our countries."

Legislative approval could prove to be a difficult task in the United States, especially now that Democrats — instead of Trump's Republicans — will control the House of Representatives come January. Democrats and their allies in the labor movement are already demanding changes

to the agreement.

Within hours of the signing, Senate Democratic Leader Chuck Schumer said the deal must have stronger labor and environmental protections in order to get majority support in Congress and "must prove to be a net benefit to middle-class families and working people."

## GOP senator's opposition likely sinks Trump judicial nominee

WASHINGTON — A second Republican senator, Tim Scott of South Carolina, has said he will vote against President Donald Trump's nominee to serve as a district judge in North Carolina, likely dooming the prospects of Thomas Farr filling the nation's longest court vacancy.

Civil rights groups such as the NAACP have heavily criticized Farr for his work defending state laws found to have discriminated against African-Americans. Farr is nominated to serve as a district court judge in North Carolina.

Scott announced Thursday that he would not vote for Farr, joining Sen. Jeff Flake of Arizona and 49 Democratic lawmakers in opposing the nominee.

Farr once served as a lawyer for the re-election campaign of Republican Sen. Jesse Helms in 1990. The Justice Department alleged that about 120,000 postcards sent mostly to black voters before that election was intended to intimidate them from voting.

The postcards targeting black voters said they could be prosecuted and imprisoned for up to five years if they tried to vote in a precinct in which they had lived for fewer than 30 days.

A 1991 Justice Department memo raised questions about Farr's claim that he was never consulted about the postcards. The memo said Farr had met with key campaign officials and had advised them "that a postcard mailing like the mailing conducted in 1984 would not be particularly useful" except as evidence in post-election challenges.

Scott, who is African-American, cited the memo as to why he would vote against Farr.

## US urged to send Ebola experts in as Congo outbreak worsens

JOHANNESBURG — Global health experts are urging the Trump administration to allow U.S. government disease specialists — "some of the world's most experienced" — to return to northeastern Congo to help fight the second-largest Ebola outbreak in history.

The U.S. experts have been sidelined for weeks, ordered away from the region because of State Department security concerns. Two top medical journals this week have published commentaries calling on the U.S. to change its mind and send them back where they are sorely needed.

This Ebola outbreak is like no other, since health workers have compared the region to a war zone. Dozens of armed rebel groups are active, and their deadly attacks have forced responders to pause crucial Ebola containment work for days. Many new cases have been unrelated to known infections, alarming evidence that gaps in tracking the disease remain.

Late Thursday, the World Health Organization declared this outbreak second only to the devastating West Africa one that killed more than 11,000 people from 2014 to 2016. Congo's health ministry said the number of confirmed and probable Ebola cases has reached 426, edging past the Uganda outbreak in 2000. So far this outbreak has 198 confirmed deaths and 47 probable ones.

### Port of Astoria Issues Continue to be Failed by Port Staff and Port Commission

At the last port meeting, the POA announced that they were going to close down the East End Basin causeway. ODOT told them it needed to be closed down immediately for safety reasons. The causeway is the only way for commercial fishermen to get to their vessels. The port staff told us that they were trying to find homes for the big vessel commercial fleet that is moored there.

The POA said they contacted the boat owners about the new information and that they would not be able to tie there after that day. 3 boat owners who fish for Bornstein Seafoods called me to complain about the procedure in which this happened. They said they were notified at 3:50 pm Tues. Nov. 20, the date of our port meeting. Had they been

This is how the port has treated the fishermen over the last year and a half.

1. Commercial gillnet fishery wanted a letter from the port to take to ODFW meeting to explain the amount of money these people bring into our community. No letter from POA chairman and port manager said we represent other groups, not just one. Plenty of support letters from the community, which also represents multiple groups.
2. Security giving tickets to commercial fishermen for waiting to deliver their products.
3. Tariffs for commercial fishermen and processors to deliver their fish in the POA. No other port on the west coast does this.

given more notice, they could have come to the meeting to voice their opinion.

The government vessels were moved to the West End Basin, but the commercial vessels do not have a moorage. They can't just moor anywhere. It takes time to find a new place and they are fully paid up until at least June, 2019. If these vessels were to move to Ilwaco for moorage, they would most likely deliver to Ilwaco, not Astoria.

Bornsteins depends on these vessels for production for their plant and to pay on their loan from the POA. They still owe \$7.5-8 million. If the boats were to go away, so might Bornsteins.

4. ODFW meeting in Seaside, OR., 4 years ago. All entities more or less in Clatsop County standing room only, wanted to speak.
5. Kicking tax payers and people who raise their children here, boat pullers, from access to public moorages.
6. Our commercial fishermen who bring their money to Clatsop County from offshore fisheries in OR., WA., CA., & AK. don't deserve this kind of treatment from people who don't know the history of Astoria, OR.
7. I guess it si time to put in float houses and cruise ship docks at the East End Basin.

Once again, the port has dropped the ball in taking care of it's tenants and the tax payers of Clatsop County. The port has known for the last couple of years that something needed to be done with the causeway. They could have made a pathway so that our tenants could get their groceries and their equipment and crews to their boats. The port receives \$40,000 for these vessels from moorage fees. Couldn't they have at least met with the fishermen and worked out some kind of solution?

The port continues to throw millions to dollars to the airport. They want us to vote on grant money for upkeep on the airport, but the match is \$220,000. If the airport is losing \$37,000 a year, how do you get the match money back?

8. The mascot at our school is the "Fighting Fisherman" and it is time for the fisherman to fight back. They contribute an awful lot of revenue to Clatsop County, as well as the people from WA. that shop here, eat, and buy marine supplies from another one of our tenants.

November 19, 2018

Port of Astoria Commission,

There was no response regarding my December 5, 2017 letter to this commission outlining 11 issues that the POA and it's commission fail their elected duty to be transparent to the public and refuse to address the mistakes Port Director Knight continues to cost our community.

I am providing to the public several other issues that I think need to be addressed in an open public meeting so the public will get some answers which they deserve, and also to allow the public to evaluate Director Knight's performance.

- 1) The Port was fined over \$60k by Oregon DEQ over stormwater violations at Pier 3 and Tongue Point. The Port Director did not inform the Port Commission about these fines until they appeared in a Daily Astorian article, even though the Port Director had them in hand by certified mail. Later the Port Director said the Port would be challenging these DEQ fines, but this should have been a Port Commission decision.
  - a. Were these fines challenged, or what is their status?
  - b. Have there been any more fines from DEQ?
  - c. Has the Port been meeting all of its stormwater benchmarks in its required tests?
- 2) The Port's stormwater system contract with Conway Construction on Pier 3 went over budget, took longer than required, and required the Port hiring another contractor to complete in addition to being fined. Director Knight has also represented that Port tenants will be paying 50% of these costs.
  - a. What documented proof is there that Port tenants have agreed to pay 50% of these costs, and when will they be paying?
  - b. Despite assurances from Commission President Spence 8 months ago, that this question would be answered at the next meeting, it has not been, why does Commissioner Spence keep the public in the dark on these major issues?
- 3) The Port Director transferred the Port's security interest in the Buoy Beer building without Port Commissions approval, and directly against the Port Commission's specific order to have this building appraised first. The Port Director transferred this interest without Port Commission approval for \$390,000 based on several years old appraisal that was done before major improvements were done to this building that likely make it worth more than \$1 million that was collateral for the Port's loan with the State of Oregon for Bornstein Seafoods.
  - a. Has there been any process to prevent Director Knight from unilaterally transferring Port property without permission in the future?
- 4) Port staff gave away United Seafoods equipment to Da Yang without doing any inventory or appraisal of this property. At the time the Port was owed over \$70k in back rent from United Seafoods that this equipment may have been sold to recover what it was owed. The Port Staff did not even have a written lease agreement between the Port and United Seafoods, and was well aware of this. More recently this Commission learned Director Knight unilaterally modified a lease for the Chinook Building without documenting it.
  - a. Has there been any process to prevent Director Knight from unilaterally making non-written contracts without first getting approval from this Commission?
- 5) The Port was supposed to get the Oregon State Building at the East Mooring Basin back from the State when they quit using it as a seafood lab. The Port continues to take no action to fix this or take possession of this building.
  - a. Has there been any update to correct this contract error so the Port can own this property as I raised from my letter dated December 5, 2017?

- 6) A few days after the jury verdict regarding the Riverwalk Inn that determined the Port Director knowingly made false statements and that this was the basis of the \$4 million judgement against the Port, the Port Commission gave the Port Director a 3 year contract and raise. This verdict was not appealed by the Port.
  - a. Given the final verdict found by clear and convincing evidence that Director Knight knowingly made false statements of fact, why does this Commission continue to reward Director Knight's failure with a new contract and raises?
- 7) After the \$2 million Airport Bond failed, Life Flight came forward and testified that it was never needed for them, and that they could safely build right where they are located without any noise or safety issues. Life Flight's manager also testified at a Port meeting that the Port Director lied to him about what the Port Director said Port would provide to Life Flight. Life Flight is now building in the exact same place they said they could all along.
  - a. Why have we not been honest with the public that there was no actual need for the Airport Bond, and that Life Flight was able to build exactly where they exist without requiring public funds to do so?
- 8) The Port of Astoria continues to do nothing regarding the Sea Lions taking over our docks, as I noted in my letter to the Commission dated December 5, 2017.
  - a. Where is the plan to prevent Sea Lions taking over our docks?
- 9) The Port Director brought an action item for the Port Commission to walk away from all of its investment in Tongue Point without publicizing it as an agenda item for the public to comment on. Business Oregon Regional Development Officer, Melanie Olson said the public definitely has a right to speak on as big of an issue as the Port of Astoria getting rid of Tongue Point with a possible railroad, ship, and barge facility.
  - a. Tongue Point represented about 10% of the Port's budget and has now been given away, so why has the Port Director's pay not been reduced proportionally?
- 10) The Port Director has failed in his duties to keep the Port's strategic plan up to date, when he knew this was required to get funding to help fix the Port's depleted infrastructure. The Port is currently short 630k to pay the Oregon grant match for repairing Pier 2. The Port keeps putting off this payment by asking for extensions, as the Port Staff continues to refuse to answer the Port Commission and public as to where this money will come from.
  - a. How much short term and long term debt does the Port of Astoria have?
- 11) Take a look at the Port of Astoria's marinas and compare them to the other 4 marinas below Tongue Point: Ilwaco, Chinook, Hammond, and Warrenton. You will find the Port of Astoria's marinas are in terrible shape by comparison. The Port's East Mooring Basin is full of seas lions, and the Port's West Mooring Basin is full of sand bars.
  - a. What is the plan to resolve these issues, as I raised tem on December 5, 2017?
- 12) The Port Director is proposing new fees for seafood, including dockage charges for fishing vessels, wharfage charges for seafood crossing the dock, and a seafood processor tariff, yet Director Knight says he cares about our fisherman.
  - a. Wouldn't these charges encourage fishermen to deliver seafood to other processors instead of at the Port?
  - b. How would these seafood charges not hurt Bornstein Seafoods, one of the Port's major tenants and increase risk to the +\$7.5 million loan remaining that the Port is ultimately responsible for?