

ALL-NIGHT SERVICE UPON RAIL LINES IS GRANTED BY CO.

New Service Will Begin Tonight, According to Statement of B. S. Josselyn, of P. R. L. & P. Company.

At the request of Mayor Rusklight, President Josselyn of the Portland Railway, Light & Power company today announced the establishment of an all-night service on all trunk lines of the company. The new service will start tonight. From 12:30 on cars will leave the downtown section every hour on all main lines. The all-night service will be maintained for 30 days as an experiment.

Mayor Rusklight said this morning that he might veto the "owl" ordinance, as it now stands, because it compels the company to operate "owl" cars on parallel lines. The mayor has been overwhelmed with petitions asking him to sign the measure, however, and various councilmen, including Councilman Monks, have asked him to permit them to introduce a substitute ordinance at the special meeting of the council next Monday afternoon. This ordinance will eliminate the provisions of the present ordinance compelling the street car company to operate unnecessary "owl" cars.

The all-night owl car schedule is as follows:

Fulton, North and South Portland and Willamette Heights—Leave Third and Morrison streets for South Portland and Fulton at 1:30 a. m. and every hour thereafter.

Leave Third and Morrison streets for North Portland and Willamette Heights at 1:30 a. m. and every hour thereafter. Portland Heights and Council Crest and Depot—Leave Fifth and Washington streets at 1:30 a. m. and every hour thereafter. Council Crest and Depot—Leave Fifth and Washington streets for depot at 1:30 a. m. and every hour thereafter.

Twenty-third and Jefferson—Leave Fifth and Morrison streets for Twenty-third street at 1:30 a. m. and every hour thereafter.

Leave Fifth and Morrison streets at 1:30 a. m., covering Jefferson street line south, and every hour thereafter. Montaville—Leave Third and Yamhill streets at 1:30 a. m. and every hour thereafter for Montaville, regular routing.

Rose City—Leave Second and Alder streets for Rose City at 1:30 a. m. and every hour thereafter, regular routing. Mount Tabor—Regular east side route leaving Eleventh and Yamhill at 1:30 a. m. and every hour thereafter.

Bellwood—Leave First and Alder streets at 1:30 a. m. and every hour thereafter.

Mount Scott—Leave Twelfth and Hawthorne at 1:40 a. m. and every hour thereafter. Passengers will be carried to this point on Sellwood and Woodstock cars, leaving First and Alder at 1:30 a. m. and every hour thereafter.

Woodstock—Leave First and Alder streets at 1:30 a. m. and every hour thereafter. Richmond—Leave First and Alder streets at 1 a. m. and every hour thereafter.

St. Johns—Passengers for St. Johns take Mississippi avenue car at 1:30 a. m. and every hour thereafter from Second and Alder streets, and connect at Killingsworth avenue with St. Johns car at 1:50 a. m.

Alberta—Leave Second and Washington streets at 1 a. m. and every hour thereafter, via Union avenue. Mississippi avenue—Leave Second and Alder streets at 1:30 a. m. and every hour thereafter, serving the St. Johns and Woodstock district, via Mississippi and Killingsworth avenues.

Broadway—Leave Second and Washington streets at 1:30 a. m. and every hour thereafter, serving the Irvington district.

OLD WALDPORT HOTEL, LANDMARK, IS BURNED

(Special to The Journal.)
Waldport, Or., Aug. 24.—The old Waldport hotel building, owned and occupied by Mr. and Mrs. James Taylor, burned late Thursday afternoon. The fire started near one of the flues. The Waldport fire company, recently organized, assisted by men, women and children, made a desperate attempt to save the building.

The Waldport hotel was one of the oldest buildings in the town, having been built over 24 years ago, numerous additions having been made. The house was run as a hotel, rooming house and apartment house. It had just been renovated, painted and papered. There was no insurance.

CATTLE LOST IN HUGE FISSURE MADE BY QUAKE

(United Press Leased Wire.)
Flagstaff, Ariz., Aug. 24.—Prospectors returning today from the Flagstaff district north and northwest of Flagstaff reported that the recent earthquake left great fissures in the earth's crust through which hundreds of cattle and sheep have been lost. Many of the fissures, they declare, are emitting steam, and frequent rumblings are heard far below. Hundreds of Indians have fled the country. Scientists from the Lowell observatory will visit the district for observations.

TWO WOMEN RESCUE FRIEND FROM DROWNING

(United Press Leased Wire.)
Los Angeles, Aug. 24.—Mrs. E. S. Packson of Los Angeles and Mrs. J. P. Whitney, wife of a wealthy mining man of Seattle, are qualified for hero medals today for saving the life of Mrs. Samuel Mansfield of Tucson, Ariz., whom they rescued from the surf at Redondo beach. In the absence of the life guards, the two women swam to Mrs. Mansfield with a life line after she had become exhausted, 500 feet from shore, and towed her inside the breaker line.

INSURANCE LAW SOON EFFECTIVE IN RUSSIA

(United Press Leased Wire.)
St. Petersburg, Aug. 24.—Russian workmen are being enrolled preparatory to the going into effect of the new national health and accident insurance law, in part similar to that recently adopted in England. All factories employing more than 200 men come under the accident feature of the law, the employers bearing the cost of the insurance. For insurance against illness employees pay two fifths of the cost and the employer three fifths.

McCOMBS, ILL, MAY BE UNABLE TO MANAGE CAMPAIGN OF WILSON

If He Recovers From Present Attack Doctors Probably Will Order Complete Rest.

(United Press Leased Wire.)
New York, Aug. 24.—Confined to his bed here with intestinal poisoning, Chairman William F. McCombs of the Democratic national committee, it is feared today, probably will not be able to resume active management of Governor Woodrow Wilson's campaign for the presidency. McCombs' physicians here today admitted they considered his condition serious and predicted that he would not be able to return to his desk for a month, if then.

The loss to Governor Wilson of McCombs' services comes as a hard blow to the Democratic nominee. Wilson is coming to New York Monday, when it is believed he will arrange to have Vice Chairman McAdoo appointed chairman to succeed McCombs.

Although his physicians have worked heroically McCombs' condition shows no improvement and if he recovers they probably will refuse to allow him to participate in the coming campaign.

People Tired of Stumpers.

(United Press Leased Wire.)
Sea, Aug. 24.—Governor Woodrow Wilson will go to New York next Monday to confer with William G. McAdoo, who is acting as chairman of the Democratic national committee, owing to the illness of Chairman McCombs. It was announced today that Wilson expects to arrange with McAdoo, partially at least, for an active speaking campaign. Wilson said today:

"From my correspondence," added Wilson, "I find that a majority of people believe that I ought not to make many speeches. I believe that the country is tired of stumping tours. My private judgment is that stumping is the most effective method of campaigning."

"I may make a good many speeches, but as for going about and canvassing the country I have no such intention."

WARBURTON QUILTS REPUBLICAN PARTY

Washington Congressman to Follow Roosevelt in Effort at Relection.

(United Press Leased Wire.)
Tacoma, Wash., Aug. 24.—Stanton Warburton, congressman from the second Washington district, today announced his withdrawal from the Republican party and at the same time declared his candidacy for reelection on the progressive ticket. Warburton was elected as an insurgent two years ago. He filed on the regular Republican ticket for the nomination some time ago. In announcing his withdrawal Warburton declares that he can not support the principles and policies of the party as announced in the platform at the Chicago convention.

In a statement issued today Congressman Warburton says:

"I believe in the platform of the Progressive party and its leaders. I am in thorough accord with the great mass of splendid men and women who are behind the movement. I wish to be one of them and do what I can to aid in the fight to replace in the hands of our people the control of the government which indisputably belongs to them."

"The great upheaval of two years ago has not in any material way changed the situation. The same influences that dominated the last congress dominate the majority of the Republicans of the present congress. The same influences that have controlled congress in reference to tariff reform, in reference to the enactment of laws to control the great trusts and other legislation are thoroughly entrenched in the control of the national and a large majority of the state Republican organizations."

Quested of Victory.
"The progressives of the Republican party in the last primaries were overwhelmingly in the majority, especially in nearly all the states where the Republican party has any hope of success. They elected more than a majority of delegates to the last Republican national convention; yet the organization which is controlled by the same influences were in control of the national organization, the national committee, and through it the national convention and robbed the progressives of their great victory. The organization remains in the hands of the same men and is under the same influences."

"If the progressives were to remain in the Republican party and elect the victorious four years from now they would be met by the same influence which control the national committee, which, by seating delegates friendly to them, by unseating delegates in sufficient number hostile to them, would control the organization, and by this same method, they can forever perpetuate themselves in control of the Republican party."

Interests Have Stronghold.
"The present organization went to Chicago with the fixed and unalterable purpose of maintaining its strangled hold on the party regardless of victory or defeat. It cared little for present defeat compared with maintaining control of the party machinery, and as a result actual control of the national party. The Cannon and Aldriches control the present national Republican organization as thoroughly as they did four years ago."

"The reforms that are urged by the progressive party are vital to the welfare of our country. They ought to be in the hands of a party which is pledged to write them into law and whose organization from national to state and county will be used to compel their enactment."

BOY JUMPS ONTO WAGON; LEG BROKEN IN 3 PLACES

(Special to The Journal.)
Elgin, Or., Aug. 24.—William Selous, 11-year-old son of Gaston of Pumpkin Ridge while playing with other boys around a threshing machine, endeavored to jump onto the rear end of a moving bundle wagon and in so doing caught one leg in the rear wheel, breaking it in three places, below the knee, just above and in the hip.

DUMPING OF ROCK FOR NORTH JETTY POSSIBLE IN 1913

Machinery Will Come From South Jetty, Which Will Be Done When Preliminaries for North Jetty Are.

(Special to The Journal.)
Astoria, Or., Aug. 24.—That the preliminary work on the north jetty at the mouth of the Columbia river will be finished within a year at an approximate cost of \$1,000,000, is the estimate made by Engineer Gerald Baggett, in charge of the work. It is expected the actual dumping of the rock will begin as soon as the preliminary work is finished and about the same time the reinforcement work on the south side will have been completed and the plan is to move the machinery there employed to the other side for service there. Already 48 bents of the jetty trestle work, running over 1300 feet, have been completed on the north side.

The extent of the work already accomplished is a revelation to all who pay a visit to the jetty. Fort Canby, where the jetty starts, is rather isolated and the status of the work is not generally known. In fact, few are aware that much activity is in progress.

Much Expected of North Jetty.
The shipping interests of Portland and Astoria and of the entire Columbia river basin, base great hopes on the construction of the north jetty. With its completion, which it is estimated will be in five years, a fixed channel, and consequently a channel much deeper and even than the present one, will be assured. The principal effect of a more fixed channel will be to instill more confidence in many of the larger ship owners, for while the channel even at the present depth is deep enough to accommodate the largest vessels that ply the Pacific coast, its shifting nature has always been a bugaboo.

At the recent meeting of the Portland business men with Clatsop county residents here, Major McIndoe said that experience covering several years had shown that the current deposited silt and sand much faster than the dredge Chinook could take it away. For this reason dredge operations were suspended last month. Mr. McIndoe stated that as soon as the channel became fixed, through the construction of a second jetty, he would recommend the replacement of the Chinook or some other dredge.

The site selected for the beginning of the north jetty is a depression at the northern part of the Fort Canby promontory facing directly on the ocean. Fort Canby and the reservation are themselves on a high elevation from which it would be impracticable to run the jetty.

Filling As Well As Dredging.

In connection with the preliminary work it will be necessary to clear and fill the beach and swamp lands which the jetty trestle will traverse for a mile before touching the ocean. It will also be necessary to erect buildings for residences and other purposes before the jetty work is well under way. Another part of the preliminary operations is the dredging of the shoals between Sand Island and the mainland to secure a mooring for the rock barges which will convey the filling material down the Columbia.

The rock to be used for the jetty will probably be secured from the quarry near Vancouver, Wash., where the material for the south jetty was secured. According to the present plans there will be a space of two miles between the ends of the south and north jetties. The south jetty, which reached its full length about a year ago, is now seven miles long. At its base it is now 230 feet in width throughout, as a survey made only recently has shown, and the ridge of rock extends four feet above low water.

NEW SALVAGE LAW

Collector of Customs Gets Copy of New Measure.

A copy of an act of congress approved August 1, 1912, and now in force, regulating salvage matters and which will be of interest to local mariners, has been received from Washington by Collector of Customs Malcolm. The sections of the act that are of particular interest are as follows:

"That the master or person in charge of a vessel shall, so far as he can do so without serious injury to his own vessel, crew, or passengers, render assistance to every person who is found at sea in danger of being lost; and if he fails to do so, he shall, upon conviction, be liable to a penalty of not exceeding \$1000 or imprisonment for a term not exceeding two years, or both."

"That the salvors of human life, who have taken part in the services rendered on the occasion of the accident giving rise to salvage, are entitled to a fair share of the remuneration awarded to the salvors of the vessel, her cargo and accessories."

"That a suit for the recovery of remuneration for rendering assistance or salvage services shall not be maintainable if brought later than two years from the date when such assistance or salvage was rendered, unless the court in which the suit is brought is satisfied that during such period there had not been any reasonable opportunity of presenting the assisted or salvaged vessel within the jurisdiction of the court or within the territorial waters of the country in which the libellant resides or has his principal place of business."

"That nothing in this act shall be construed as applying to ships of war or to government ships appropriated exclusively to a public service."

RATES WILL REMAIN

Present Tonnage Charge Is Not to Change, Says One.

That rates for tonnage will remain at least as high as they are now is the opinion of E. W. Neunaber, vice president of the shipping firm of J. J. Moore & Co., of San Francisco, who is in Portland today looking after the interests of the company here.

In spite of the rates, however, says Mr. Neunaber, the Australian lumber trade is good and the prospects still continue to look bright. In addition to a number of steamers which have already been named for loading on the Columbia river there are two or three cargoes which the company has already bought and for which they have tonnage but which has not yet been named.

is scheduled to arrive here about the beginning of October and will load her cargo at Prescott and Westport for Australia.

Following the British steamer Gifford, which is loading for that company for Australia at points down the river, will be the British steamer Italia. She is now on her way from Nankaimo to San Francisco with a coal cargo and will be due to arrive on the Columbia about the middle of September. The Italia will load at the St. Helens mills.

Mr. Neunaber is on his way back to San Francisco from British Columbia and Puget sound points where he has been on a business trip and he expects to leave here for the south on the Shasta Limited.

OIL FLOW MENACE

Large Quantities Come Out of Sewers and Empty Into River.

Large quantities of oil in the upper harbor yesterday afternoon started Harbor Master Speier's force on a still hunt for the source of the inflow but it was not until early this morning that Harbor Patrolmen Brothers found extensive amounts coming from the sewers at the foot of Salmon street and at the foot of Stark street. Captain Speier immediately notified the fire chief and the sewers will be tapped to locate the places from which the oil comes.

SAILERS CHARTERED

Two Vessels Taken for Wheat for United Kingdom.

Two wind jammers, taken at private terms, were chartered this morning by M. H. Houser for grain cargoes to the United Kingdom from this port. The German bark Egon, 1949 tons net, Captain Moller, which arrived at Yokohama on August 14, was one and the British bark Kloran, 1559 tons net—Captain Clancharty. The latter arrived at Rio Janeiro on July 29 from Swansea with her cargo loaded. The Egon was formerly the British bark Eclipse.

ALONG THE WATERFRONT

To take on more wheat cargo for the Orient, the Norwegian steamer Hercules, Captain Vilhelmsen, shifted this morning from Columbia dock No. 2 to Montgomery No. 1 and she is expected to shift from the latter place tonight to the Portland Flouring mills to take flour. With lumber and passengers, the steamer Willamette, Captain Reiner, will be ready to sail tomorrow from Kalamia for San Francisco.

Captain Victor Degested of the Clatsop transportation company, has gone to the beach to spend his vacation. Laden with lumber and carrying passengers, the steamer Yellowstone, is scheduled to sail tonight from Oak Point for San Pedro.

The British steamer Netherpark will be due to complete her lumber cargo for Australia at the Portland Lumber company's mills tomorrow. She will take out about 3,400,000 feet of fir. The steamer Yosemite is scheduled to sail from St. Helens at noon with passengers and a lumber cargo for California ports.

A. Ottinger, general agent of the San Francisco & Portland Steamship company, passed through Portland last night with the "Flying Squadron" from San Francisco for Seattle.

MARINE NOTES

Astoria, Aug. 24.—Arrived down at 5 a. m.—British bark Battle Abbey. Sailed at 7 a. m.—Steamer W. F. Herrin, for Monterey. Sailed at 8 a. m.—Steamer Oleum, for Port San Luis. San Francisco, Aug. 24.—Arrived—

DETECTIVES INSTALL TRACING SYSTEM FOR STOLEN ARTICLES

Through the installation in the detective bureau of a complete filing system for reports of lost articles, the police are now equipped to trace quickly stolen articles, if pawned in Portland. As a result of this system, Captain of Detectives Bate has asked that every person who owns any article of value that bears a number, should take a record of this number. It is a watch, a gun, a camera, a bicycle or any other article that carries a manufacturer's number, this and the make of the article should be recorded. In case of theft, the number should be turned in.

Through the recently passed ordinance requiring all pawn brokers to make a report every day on all articles purchased, a comparison of the numbers taken at the pawn shops and those reported stolen will make recovery immediately possible. The system has been installed in all the large police departments of the west.

Detectives Tichenor, Abbott and Craddock are in charge of the pawn shop work and Detectives La Salle and Flack are in charge of the filing system.

STEAMER NORTHLAND, FROM SAN PEDRO

Arrived—Steamer George W. Fenwick with log raft in tow, from Columbia river. Arrived at 9 a. m.—Steamer Rosanoke, from Portland.

Astoria, Aug. 24.—Arrived down at 4:15 and sailed at 5:30 p. m.—Steamer Breakwater, for Coos Bay.

San Francisco, Aug. 23.—Sailed at 2:30 p. m.—Steamer Rose City, for Portland. Sailed at 5 p. m.—Steamer West-erner, for Portland. Arrived at 6 p. m.—Steamer Aberdeen, from Columbia river. Sailed at 10 p. m.—Steamer Coaster, for Portland.

Honolulu, Aug. 23.—Sailed—German bark H. Hackfeld, for Portland; British steamer Salskilda, for Portland. San Pedro, Aug. 23.—Sailed—Steamer Daisy, for Portland.

Condition at the mouth of the river at 8 a. m. smooth; wind north 4 miles; weather, light fog. Tides at Astoria Sunday—High water, 12:15 a. m., 7.3 feet; 11:33 p. m., 8.1 feet. Low water, 5:53 a. m., 0.1 feet; 6:00 p. m., 3.4 feet.

Daily River Readings.

STATIONS	Stage	Flood (Feet)	Change in 24 hours	Maximum last 24 hours
Lewiston	24	1.4	-0.1	0
Riparian	20	2.0	-0.1	0
Emathie	18	2.9	-0.1	0
Harriburg	16	0.2	-0.1	0
Albany	20	1.4	0	0
Salem	20	0.6	-0.1	0
Wilsonville	37	2.6	-0.3	0
Portland	16	6.4	+0.1	0

(*) Rising.
(-) Falling.

Strathford Chartered.

Advices received this morning by the local Merchants Exchange state that the British steamer Strathford, 2542 tons net, for a cargo of lumber from the Columbia river to Calcutta or Australia at 6 a. m. The Strathford arrived at San Francisco from Newport News on August 21 with a cargo of 5843 tons of coal for the United States government.

CURRAN MURDER CASE WILL BE INVESTIGATED BY DISTRICT ATTORNEY

Mysterious Death Kept Quiet for Two Days Must Be Explained, Says Whitman.

(United Press Leased Wire.)

New York, Aug. 24.—District Attorney Charles S. Whitman is busy today investigating the death of Miss Julia Curran in a downtown hotel. The police after having suppressed the news for 16 hours, and allowing the girl's male companion time to escape, reported that Miss Curran died from natural causes. Dr. Otto Schultze, physician to Coroner Feinberg, declared today that the young woman was murdered.

Both Dr. Schultze and District Attorney Whitman charge that the police falsified reports of the case, "either to allow the murderer to escape or to protect the hotel." The body bore finger marks on the throat and was covered with bruises and abrasions.

The body was found two days ago, but no report was turned in for 16 hours. Whitman has also asked Mayor Gaynor to investigate the case.

Miss Curran had been employed abroad as governess in an aristocratic family. She spoke five languages. Investigation today showed that she landed in the United States July 7 and became a salaried companion of Mrs. James D. Smith. Miss Curran started last week with the Smiths on an automobile trip to Canada. It is not known why or when she left Mrs. Smith's employ.

EMPIRE BUILDER'S SON MARRIES IN LONDON

(United Press Leased Wire.)

London, Aug. 24.—James Norman Hill, eldest son of James J. Hill, the railroad magnate of St. Paul, Minn., is on his honeymoon, touring the south coast with his bride, formerly Mrs. Marguerite Sawyer Fahnestock, daughter of Arthur W. Sawyer, of Boston. The civil ceremony was performed at the registry office and later the pair were married at Chapel Royal, Savoy. The wedding had been kept secret and only six persons were present.

CANADIAN STEAMER OFF TO RAISE NEWPORT

(United Press Leased Wire.)

Victoria, B. C., Aug. 24.—The steamer Salvor of the British Columbia Salvage company left last night for Balboa, Panama, to attempt to raise the Pacific Mail liner Newport, which sunk in 35 feet of water, when the wharf to which she was tied collapsed on Saturday last.

The Newport has on board miscellaneous merchandise valued at \$500,000. This is the longest distance salvage work ever attempted by a Canadian company.

WARRANT OUT FOR ARREST OF WIDOW OF MILLIONAIRE

Minneapolis Sheriff Going to Los Angeles to Take Mrs. H. C. Akeley into Custody; Passed Through Portland.

(United Press Leased Wire.)

Minneapolis, Aug. 24.—With a warrant charging grand larceny and embezzlement as well as requests for extradition papers, Sheriff Langum is on his way to Los Angeles today to bring back Mrs. Clara Akeley, wealthy widow of H. C. Akeley, a lumber magnate who died recently. Mrs. Akeley is alleged to have taken from Minneapolis property valued at thousands of dollars.

The daughter of the late millionaire, Mrs. J. P. Quirk, of Chicago, asks that she will be protected under the Minnesota law by which she would receive two thirds of the estate and the widow one third.

The grand jury here will consider the case next Tuesday.

Local interest is attached to the charges against Mrs. H. C. Akeley by reason of her supposed stay in Portland while en route from Minneapolis to Long Beach, Cal., where her mother resides.

Mrs. Akeley is a comparatively young woman. When she married the Minneapolis millionaire, then a septogenarian, and a widower, she was housekeeper at a Long Beach hotel. Her purpose in making away with certain of her dead husband's certificates and bonds, as has been charged, was to prevent their seizure by Akeley's daughter, now married.

BURNS MERCHANT'S WIFE DIES SUDDENLY

(Special to The Journal.)

Burns, Or., Aug. 24.—The funeral services of Mrs. Huston, wife of W. E. Huston, a prominent merchant and rancher, were held here Tuesday. Mrs. Huston's death was very sudden. She was 43 years of age. She leaves a son 11 years of age, a sister, Mrs. Hattie White, and her aged parents, Mr. and Mrs. S. R. Taylor, living near Woodburn, Or., and an aunt, Mrs. Laura Gibson, of Astoria, near Portland. Mrs. Huston's maiden name was Elmore Lyle Taylor, and she was born near Aurora, Clackamas county. She was married to Mr. Huston May 20, 1900, at Hubbard. Funeral services were conducted by the pastor of the Presbyterian church.

Secret Meetings Must Stop.

Hood River, Or., Aug. 24.—The mashers' ordinance will now be enforced for the first time in Hood River. Chief of Police Lewis has issued orders that clandestine appointments between young boys and girls must come to an end. Joy riding parties among those of under age who leave the city late at night or in the early morning hours will be required to give an account under the law. Many parents have complained of conditions.

SHARPSHOOTERS

A "Bull's-Eye" Yarn By William Hamilton Osborne

Other Stories

Delancey's Luck Hugh Johnson
To Each His Own Lily A. Long
A Battle of the Wild Walter S. Kerr
Sparrow Hawk Dane Coolidge
Mr. Benson Finds Out Edith Ronald Mirrieles
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