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U.S. appeals court hands win to Trump in hotel 'emoluments' case



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China says Trump 'misleading' people linking trade deal, slowing economy



FILE PHOTO: Flags of U.S. and China are displayed at American International Chamber of Commerce (AICC)'s booth during China International Fair for Trade in Services in Beijing, China, May 28, 2019. REUTERS/Jason Lee/File Photo

BEIJING (Reuters) - China on Tuesday rebuffed a suggestion from U.S. President Donald Trump that Beijing needs a trade deal with the United States because its economy is slowing, saying this was "totally misleading" and that both countries wanted an agreement. Trump, in a Monday tweet, seized on slowing economic growth in China as evidence that U.S. tariffs were having "a major effect" and warned that Washington could pile on more pressure.

Official data on Monday showed China's economic growth cooled to 6.2% in the second quarter, the weakest annual pace in at least 27 years, amid trade pressure from the United States. In the first half, the economy grew 6.3 percent compared with a year earlier. Chinese Foreign Ministry spokesman Geng Shuang said China's first-half pace was a "not bad performance" considering global economic uncertainty and slowing world growth, and in line with outside expectations.

China's stable growth was good for the world and also the U.S. economy, Geng told a daily news briefing.

"As for United States' so-called 'because China's economy is slowing so China urgently hopes to reach an agreement with the U.S. side', this is totally misleading," he added. Both China and the United States wanted to reach a trade deal, not China alone, Geng said.

Many people in the United States strongly opposed the tariffs and the trade war, he added. "I again call on the U.S. side to work hard with China, meet each other halfway, and on the basis of mutual respect and treatment, strive to reach a mutually beneficial, win-win agreement. This accords with the interests of both countries and is what the international community expects."

Trump and Chinese President Xi Jinping last month agreed to another truce in the year-long trade spat between the world's two largest economies.

That agreement, announced after the leaders met in Osaka, Japan, was aimed at kickstarting stalled negotiations, but no deadline has been set for the process to conclude.

Hu Xijin, editor of the widely-read Chinese tabloid Global Times, published by the ruling Communist Party's official People's Daily, responded on Twitter to Trump's comment, asking if it was "noble for a president to gloat".



傳承永續恆久懷念

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Trump faces House condemnation after his tweets on minority congresswomen

WASHINGTON (Reuters) - President Donald Trump pressured fellow Republicans in the U.S. House of Representatives on Tuesday to stand with him and vote against a symbolic measure condemning his racially charged attacks on four Democratic congresswomen.

Democrats, who have a majority in the House, were expected to pass the symbolic resolution of condemnation on Tuesday evening. But it is Republican lawmakers who will be in the spotlight as they will be forced to either vote against their party's leader, who has strong support among conservatives, or effectively defend him.

Outrage over Trump's Sunday tweetstorm - in which he told four prominent minority Democratic congresswomen to "go back and help fix the totally broken and crime infested places from which they came" - has since diverted attention from all other business in Washington.

Senate Republican McConnell says debate not be about personal attacks. All four lawmakers are U.S. citizens; three were born in the United States. Only a handful of Republican lawmakers have spoken out against Trump's tweets about the congresswomen, doing so in muted tones.

"These are our sisters," House Speaker Nancy Pelosi said of the four lawmakers targeted by Trump, who are in their first terms in Congress, during a closed caucus meeting on Tuesday, according to an aide who was present.



Trump campaign launches effort to sway women voters

KING OF PRUSSIA, Penn. (Reuters) - U.S. President Donald Trump's campaign sought to energize women voters in the battleground state of Pennsylvania on Tuesday, betting a message of economic prosperity will boost support from suburban women uneasy with the direction of the Republican Party.

Lara Trump, the president's daughter-in-law, urged the several hundred women gathered at a casino convention center outside Philadelphia to ask their neighbors whether they have more money in their pockets and are paying less taxes since Trump became president.

"The reality is that for a vast majority of Americans the answer is yes," she told supporters - mostly white women - at the event in the King of Prussia suburb.

Suburban women in congressional districts like the one the Trump campaign visited on Tuesday played a key role in ushering in a Democratic wave of victories in U.S. House of Representatives races in the 2018 congressional elections, robbing Republicans of their majority and delivering a rebuke of Trump. In Pennsylvania, Democrats won nine congressional seats, the same amount as Republicans, who held a 13-5 advantage before the elections.

According to the Reuters/Ipsos 2018 Election Day poll, 56% of suburban women voters in Pennsylvania disapproved of Trump's handling of the country, with 40% saying they approved.

"Trump is going to have to figure out a way to cut down on the margins Democrats have in the suburbs if he wants a chance to go back to the White House," said G. Terry Madonna, a political science professor at Franklin & Marshall College in Pennsylvania.

Speakers at the Trump event - including Republican National Committee Chairwoman Ronna McDaniel and Trump campaign manager Brad Parscale - reminded attendees to ignore the polls and the media, saying they underestimate the level of women support for Trump.

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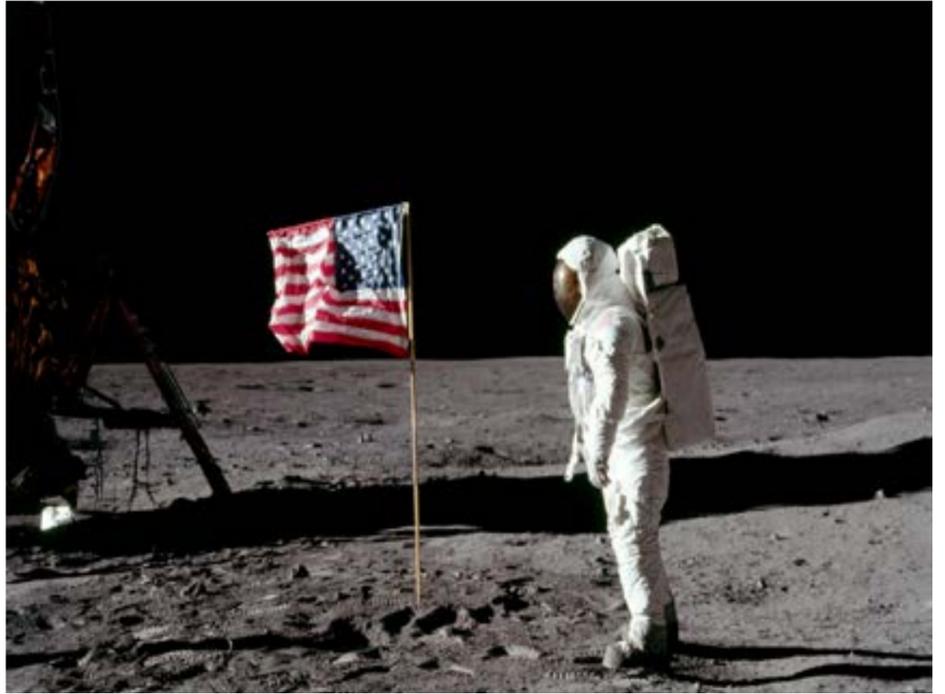
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Editor's Choice



A man speaks on his mobile phone among parked trishaws in Kolkata



FILE PHOTO: Buzz Aldrin poses for a photograph beside the deployed United States flag on the moon



Police officers escort a far-right activist from the SERB movement, who attempted to disturb participants of a rally in support of independent candidates for elections to Moscow City Duma, the capital's regional parliament, in Moscow, Russia July 15, 2019. REUTERS/Maxim Shemetov TPX IMAGES OF THE DAY



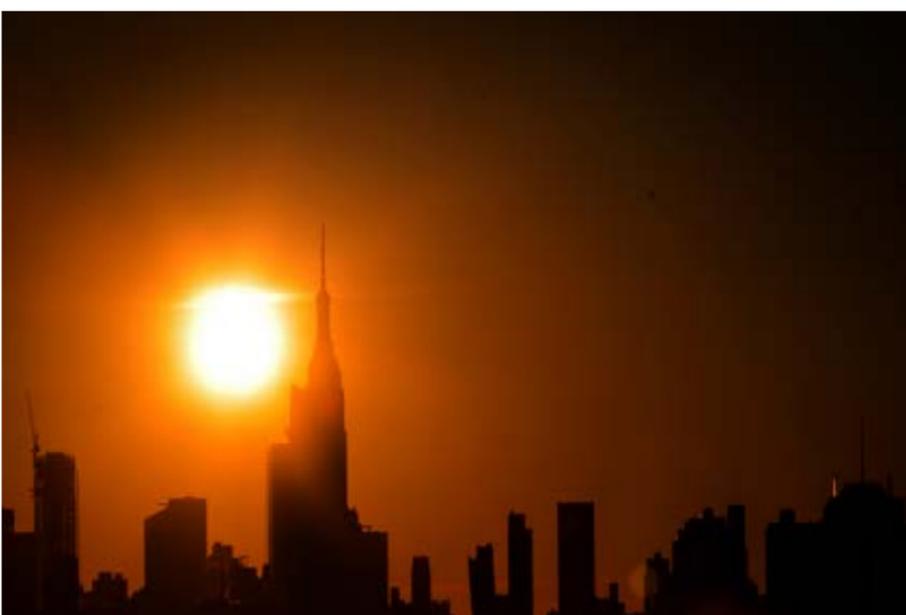
Protest and vigil marking twenty-one months since the assassination of anti-corruption journalist Daphne Caruana Galizia, in Valletta



A diver jumps off a cliff during the Red Bull Cliff Diving World Series at the Raouche rock in Beirut



Tennis - Wimbledon - All England Lawn Tennis and Croquet Club, London, Britain - July 14, 2019 Serbia's Novak Djokovic celebrates winning the final against Switzerland's Roger Federer REUTERS/Toby Melville TPX IMAGES OF THE DAY



The sun sets on midtown Manhattan during a blackout in New York



A relative holds a picture of Francisco Flores during a religious service to commemorate the first anniversary of the death of protesters who died during the attack on the Divine Mercy Church

No Diplomatic Pressure Has Been Applied On Norway Sparing Them International Criticism

Norway Now Kills More Whales Than Japan And Iceland Combined

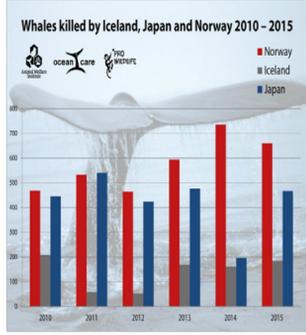


Whale kills in the Faroe Islands near Norway. (Photo/Wikimedia)

Compiled And Edited By John T. Robbins, Southern Daily Editor

Norway is now the world's leading whaling nation, killing more whales in the past two years than Japan and Iceland combined. A new report released today calls on the international community to respond to Norway's systematic efforts to weaken management rules and improve market conditions for its whalers. Frozen in Time: How Modern Norway Clings to Its Whaling Past, produced by the Animal Welfare Institute (AWI), OceanCare and Pro-Wildlife, details Norway's undermining of the International Whaling Commission (IWC) ban on commercial whaling and exposes the growth of its overseas trade in whale products. These shipments – some of which have transited European ports en

route to Japan – play a key role in sustaining the Norwegian whaling industry.



“As one of the world's most modern and

prosperous countries, Norway's whaling is an anachronism,” said Dr. Sandra Altherr, biologist with ProWildlife. “Slaughtering whales to eat and trade has no place in Norway and serves only to diminish the country's international reputation.”

The Norwegian government is funding a number of projects, both to promote domestic sales of whale products and to develop alternative commercial products derived from whales, including dietary supplements, medicines, and cosmetics. In 2015, the Myklebust Hvalprodukter company announced the launch of a series of new products derived from whale oil, including skin cream.

“We were stunned that a Norwegian whaling company is actively selling health and beauty products manufactured from whale oil,” said Susan Millward, AWI executive director. “This is not the 1800s. It is incomprehensible that such a modern nation produces skin creams sourced from an inherently cruel industry.”



While diplomatic pressure has been brought to bear on Iceland and international legal action has been taken against Japan for their whaling programs, the report underscores that Norway has largely been spared international attention and criticism.

“The IWC has not formally commented on Norway's whaling since 2001 and the international community has not presented a demarche to Norway since 2006,” stated Sigrid Lüber, OceanCare president. “For as long as this remains the

case, Norway will continue to let Iceland and Japan take the heat for whaling and maintain its business as usual.”

The report details the Norwegian whaling industry's efforts to open Japan's markets to its whale products, and address quality concerns, as a number of Norwegian whale shipments have been rejected by Japan due to contamination. Inspectors from Kyodo Senpaku Kaisha (the company operating the Japanese whaling fleet) have overseen the processing of whale meat on board a number of Norwegian whaling trips as a result.



Frozen in Time concludes with recommended actions that should be taken by the IWC and its member governments to compel Norway to cease commercial whaling and trade in whale products. (Courtesy <https://www.mintpressnews.com/>)

Norway kills more whales every year than some of the most notorious whaling countries combined, according to a new report.

Co-written by three environmental and animal rights NGOs—Animal Welfare Institute, OceanCare and ProWildlife—the report concludes that Norwegian whalers are responsible for killing some 12,000 whales since 1993. Norway killed more whales than infamous whale hunters Iceland and Japan combined, later exporting nearly 400,000 pounds of products made from whale oil to those

countries and the Faroe Islands. “This is not the 1800s. It is incomprehensible that such a modern nation produces skin creams sourced from an inherently cruel industry, Susan Millward, executive director of AWI said in a statement.



The International Whaling Commission banned commercial whaling in 1986, but Norway resumed hunting in 1994, according to the report. Since 2014, when Japan briefly put a stop to whaling, Norway has become the global leader in whale hunting. Frozen in Time concludes with recommended actions that should be taken by the IWC and its member governments to compel Norway to cease commercial whaling and trade in whale products. (Courtesy <https://time.com> and <https://www.ecowatch.com>)



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Uber Elevate, An Aerial Ride-Sharing Service, Will Launch In The Dallas-Fort Worth Market

SPECIAL REPORT

Uber's One-Stop Plan For Transportation Control



Compiled And Edited By John T. Robbins, Southern Daily Editor

In 10 short years, Uber's ride-hailing service has become so well-known that people use "uber" now as a verb. For its next act, Uber wants to manage everything about how you get around, whether on the roads or sidewalks, underground or in the air. Like Amazon, which started selling books online and now delivers almost everything right to your door, Uber aims to leverage its digital expertise from ride-hailing to become a one-stop shop for transportation. Here's how CEO Dara Khosrowshahi described the grand vision last week at the Uber Elevate Summit: "We don't just want to be the Amazon of transportation, but also the Google of transportation." In Uber's multi-modal view of the future, you'd use the Uber app to punch in your destination — JFK Airport, for example — and you'd be offered multiple options for your journey, each with an estimated time of arrival and different price point. You could get an inexpensive Uber Pool or

Uber X, the app might say — but with current traffic, expect it to take up to 2 hours. Or you could hail an Uber car to a downtown skyport and then board an air taxi that will zip you over the congested freeway to JFK, saving time but doubling your fare. You'd select the option that suits your schedule or budget, and it would all be stitched together into a one-click transaction.



Starting with scooters and e-bikes, the pieces of that personal mobility vision are beginning to come together. Next month, Uber will launch piloted helicopter service between lower Manhattan

and JFK for around \$200, about the cost of a premium Uber Black car ride.

It's a precursor to Uber Air, the name for its planned flying taxi network that is set to start trials next year in Dallas, Los Angeles, and Melbourne, Australia. Commercial passenger service is targeted for 2023.

Last week, Uber and Volvo introduced their latest autonomous vehicle prototype, which could one day drive itself — at least on simple routes.

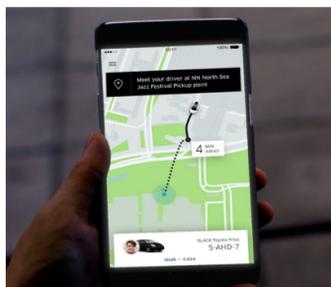
In Boston and Denver, Uber has integrated real-time public transit information into its app, with the goal of allowing people to purchase bus or train tickets through Uber.

Business transportation is another growth opportunity, like restaurants that deliver meals using Uber Eats, or health care agencies that hire Uber Health to provide rides for patients so they don't miss their appointments.

Uber Freight aims to make logistics more efficient by matching shippers with carriers the way it pairs ride-hailing customers with drivers.

Uber's expertise in matching supply and demand, and the cloud-based digital platform it built for ride-hailing, make it easier to build out that broader transportation ecosystem.

"We want to be your everyday use case when you wake up and you go to work, or you go out to eat or you go see a friend, we want to be there," says Khosrowshahi.



The bottom line: There's definitely an advantage to having one transportation app, with one-click payment, anywhere in the world — as long as you don't mind Uber following you around. (Courtesy axios.com)

Related

Uber Wants To Look To The 'Cities Of

The Future'

It aims for transporting people through the sky

When Uber envisions the future, it not only wants to put urban air taxis and drones in the skies. It also wants to transform how people navigate cities and how they live in them.

"We want not just to be the Amazon of transportation but also the Google of transportation," Uber CEO Dara Khosrowshahi said,



Uber advanced its pitch for urban air taxis during a two-day conference in Washington, D.C. — the Uber Elevate Summit 2019 — at the Ronald Reagan Building and International Trade Center earlier this month. (Photo/ Getty Images for Uber Elevate/TNS)

One of the first places Uber wants that to play out is Dallas-Fort Worth. It's one of the first three markets for Uber Elevate, an initiative to launch the aerial ride-sharing service.

Uber took that message — and its pitch for urban air taxis — to a new, and potentially tougher, audience last week. It held a two-day conference about the ambitious effort in Washington, D.C., the home turf of the regulatory agencies and lawmakers that it must win over.

About 1,500 policymakers, tech executives and aviation officials attended the conference. It featured lawmakers and federal officials, Texas Sen. Ted Cruz, U.S. Secretary of Transportation Elaine Chao and Federal Aviation Administration officials.

Uber gave a progress report and made splashy announcements at its third annual Uber Elevate Summit.

It announced the first international market for the air service — Melbourne, Australia. It revealed that Uber Eats is working with McDonald's to deliver Big Macs and fries by drone.

It touted the progress of six aviation companies that are designing the aircraft.



Artist's rendering of an Uber "flying taxi."

And it dived into specifics, such as economics, safety and FAA-required certification. It showed off its different modes of transportation, from its new self-driving Volvo SUV to electric scooters.

Through splashy presentations and show-room floor exhibits, Uber and its business partners tried to build the case that urban air taxi service is not a far-fetched idea but one that's coming to fruition.

Uber went public in May. The tech giant's growth has been fueled by venture capital, but it is spending billions of dollars and has yet to turn a profit.

That hasn't slowed development of its aerial ride-sharing service. It expects to start flight demonstrations next year and launch commercial service in a few cities in 2023.

It wants the urban air taxis eventually to become autonomous.

Mark Moore, Uber's director of engineering for vehicle systems, said he's already seen some of the aircraft take flight. He declined to name the companies that are flight testing, saying they're keeping quiet for competitive reasons.

"It's incredibly impressive," he said. "They're nothing like helicopters." (Courtesy dallas morning news via http://thegazette.com)

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