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HOUSTON, TEXAS

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TRADE CENTER

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10月4日 星期一

100

Restaurant
Hiring

餐館服務

餐館
請人

Restaurant Hiring

餐館請人, 薪優

生意好外賣店, 誠聘
炒鍋, 打雜, 收銀員
909 Southmore Ave
Pasadena, TX 77052
有意者請電:
713-818-0335

*中餐堂吃外賣

位於 Humble 區
『薪優』誠聘
全工女帶位
外送員及打台
意者請電:
281-546-8622

Pearland 餐館

和順園堂吃外賣店
『薪優』誠聘
全工 & 半工收銀和企枱
半工或全工外送員
電 832-768-9888
微信 weijiang7788

分類廣告價目表 CLASSIFIED AD. RATE					
週數 Week	一週	二週	三週	一月	
格數 Size	1 wk	2 wks	3 wks	1 mon	
1 格 (1unit)	\$45	\$80	\$105	\$125	
2 格 (2units)	\$90	\$160	\$210	\$250	
3 格 (3units)	\$135	\$240	\$315	\$375	
4 格 (4units)	\$180	\$320	\$420	\$500	
EFFECTIVE: 從2009年11月1日起實施					

*中餐外賣店

位 Humble 區
『薪優』誠聘廚師
工資可面議, 亦可
承包全部廚房工作
可提供住宿, 請電:
832-983-8829

*Buffet 店請人

距中國城 8 分鐘
Buffet 店
誠請 全工 / 半工
熟手企枱, 帶位
意者請電:
713-789-0845

*中餐館, 薪優

誠聘企枱及經理
全工/半工均可
需可報稅, 位
Kingwood, 請電:
832-229-6421

*外賣店請人

近中國城
誠請
半工外送員
有意者請電:
832-661-8881

*糖城中餐館

急聘 ● 半工炒鍋
● 半工廚房幫手
● 前台收銀, 週一至五
11am-4pm, 需有工卡
歡迎學生 & 家庭主婦
281-759-0775

*外賣店請人

近中國城
誠請全工送外賣
懂英文,
有意者請電
281-568-8788

新皇宮點心海鮮酒樓 (China Bear)

『薪優』全方位誠聘:
經理, 企枱, 收銀, 帶位, 廚房師傅,
點心師傅, 炒鍋, 抓碼, 油鍋, 打雜等等...
意者請電或親臨面談:
281-240-8383 713-303-8998
12755 Southwest Fwy, Stafford TX 77477

*大型餐館, 薪優! 誠聘

位 Katy 區, 位於 Fry Road / I-10
大型 Buffet 店, 誠請
炒鍋師傅, Sushi 師傅,
點心師傅, 糕點師傅, 企枱, 看台, 打雜.
意者請電: 979-900-4777

*餐館請人

靠近 249, 招聘
企枱, 打雜, 炒鍋,
全工和半工外送員.
請聯系:
281-966-5342

近中國城餐館

誠請有經驗
周末炒鍋, 周末收銀
意者請電:
713-826-2265

Kamalan
Bakery Cafe

誠徵 ● 蛋糕裝飾
● 收銀員
● 茶飲製作
240 Westheimer
有意者請電:
346-295-7969

*中餐館誠請

全工或半工企枱
有經驗, 可報稅.
位 Westheimer/
Dairy Ashford
意者請電或留言:
832-668-6076

*高薪 聘請 炒鍋, 油爐

餐館 近 Puerto Rico 波多離各島,
誠聘 ● 有經驗炒鍋 (Cook)
● 有經驗油爐 (Deep Fry)
以上薪優, 包住宿, 有意者請電:
340-344-5656 Stephen 洽

Woodlands 區中餐館請人

誠請 全工半工均可
● 企枱 ● 廚房打雜
● 油包 ● 炒鍋
意者請電: 936-443-2523

*連鎖素食餐館請人

誠徵 熟手企枱, 壽司助手
長短工, 收入好, 需有身份能報稅.
位於休斯頓中國城附近, 意者請短信:
832-812-3229 702-768-6766
年齡, 時間 不限制.
素食者結緣! 歡迎有志者加入我們的團隊.
地址: 6128 Wilcrest Dr Houston TX 77072

*Pasadena 餐館誠聘

位休斯頓東南 Pasadena 八號公路旁
誠聘: 熟手包子餃子師傅
薪優面議, 可包吃住
有意者請電: 510-996-8239
無人接聽請留言或短信

誠聘(中國城)

● 廚房幫工打雜
● RN / LVN (護士)
● 司機
● 清潔半工
週一至週五
電: 281-781-9389
未接請短信稍後再覆

*中餐外賣店

位於 45 號南
薪優, 誠請
● 幫炒 (能炒雙飛)
● 打雜兼包外賣
意者請電:
713-614-3873

*中餐館請人

誠請 Part Time
● Driver ● Cashier
● Waiter/Waitress
位 610 / Heights
意者請電: May
832-419-1197

中國城明記餐館

位於黃金廣場
『薪優』誠聘 抓碼
另招廚房幫廚打雜
意者請電:
713-517-2063
832-834-6077

*中式快餐店

位於 Dairy Ashford
/ Westheimer
誠請 炒鍋一名
意者請電:
832-641-8525

SINH SINH

位中國城, 中國餐廳
誠請炒鍋、打雜
抓碼, 麵麵及企枱
請下午 3 點後電:
713-459-1501

*貝城快餐店

招請打雜及包外賣
每天 \$110, 包吃包住,
離休士頓 4 個小時車程,
又跑巴士從終點站到貝
城終點站, 試工包車票.
225-772-8584
225-202-1157

*糖城美式餐館

請全工/半工炒鍋
收銀帶位、企枱
和外送員
需英文流利
意者請電:
281-242-7728

Lam Bo Buffet

誠請 熟手炒鍋,
廚房幫廚, 傳菜
企枱, 帶位, 懂英文收銀
有意者請電或親臨:
6159 Westheimer
Houston, TX 77057
713-783-6838

*粵菜餐館, 薪優

東禾酒家請人
中國城, 敦煌廣場內
誠請炒鍋和企枱
抓碼和油爐
意者請電:
713-981-8803

金山餐館請人

位 Downtown 誠請
● 企枱, 拋鍋, 抓碼
● 以上薪水好
意者請電: 阿泰
916-529-7337
2001 Jefferson
Houston, TX 77003

*永華餐館請人

誠聘企枱
全工或半工均可
意者請電:
713-271-3122

*中餐館請人

誠聘有經驗炒鍋
會看英文單,
有身份, 可報稅
另請 洗碗, 打雜
離中國城 15 分鐘
4670 Beechnut
713-307-2882

四川美食餐館

位於 Victoria
誠請炒鍋, 打雜
可提供住宿
需有打疫苗記錄
361-573-6600
361-649-7476

美式中餐館

近中國城 30 分鐘
誠請全工/半工
收銀員、企枱、
炒鍋, 油鍋, 送外賣.
6340 Eldridge Pkwy
請電/留言/短訊:
832-768-1383

薪優, 餐館誠聘

● 收銀兼接電話員
● 外送員 各一名
環境好, 小費好,
要求熟手, 能報稅.
近中國城 10 分鐘車程
聯系電話: 劉先生
832-898-6667

*餐館請人

糖城中餐, 誠請
● 企枱一名
● 炒鍋一名
聯系電話:
832-277-2317

美式中餐館

位 6 號/290, 誠請
全工炒鍋, 油鍋, 企枱,
半工周末外送員, 半工
炒飯撈面師傅 各一名,
需報稅, 以上不包住宿,
有意者請電:
713-213-0086
832-593-6688

市中心餐館

誠聘 企枱:
有經驗, 小費高
炒鍋師傅及洗碗工
以上薪資面議.
意者請電:
832-757-0035

外賣快餐店

● 有經驗廚房炒鍋
● Part time 收銀員
(一周工作 2-3 天)
2330 Gassner
有意請聯系:
832-382-3927

中日餐館請人

Restaurant Hiring

*高級日本餐館

誠請
全工或半工企枱
~~ 小費好 ~~
意者請電:
713-623-3937

*路州全日餐
Lake Charles

『高薪』誠請
壽司師傅, 學徒
廚房師傅, 油鍋打雜,
全工企枱,
包吃包住, 意者請電:
832-605-2131

糖城 HEB 壽司吧

誠招壽司助手
有無經驗均可
意者請電:
832-213-7345

HEB 內壽司吧

Tomball Woodland
誠招壽司助手
有無經驗均可
意者請電:
713-865-6886

*美日餐館, 高新

二家 Galleria & 1960
誠請經理, 企枱, 帶位
Bartender 調酒師
需英文流利, 懂酒水
全工/半工均可
小費極佳, 聯系電話:
281-636-8808

*壽司吧, 薪優

位 610 北, 近 290
『待優』誠請
女性人員一名
需有些經驗,
能周六日上班
意者請 5 pm 後電:
832-660-2521

*奧斯汀中日餐館, 薪優誠聘

● 熟手炒鍋師傅 (Cook)
● 熟手油鍋 (Fryer)
● Sushi Chef 壽司師傅
● Kitchen Helper 幫廚
~~~ 住宿環境佳, 交通方便 ~~~  
有意者請電: 512-639-9599

\*Asian City 中日鐵板燒店

Chinese & Japanese Hibachi Restaurant  
誠請經驗鐵板燒師傅, 經理, 企枱, 帶位  
is hiring experienced Hibachi Chef ,  
Manager, Servers, Host/Hostess  
speak English. Call: Arun  
832-244-9517, 281-319-4567  
或親臨: 20205 Hwy59 North, Humble, TX 77338

\*壽司店招工

位 Downtown  
誠招 收銀及打雜  
可培訓, 電話詳談:  
832-520-6015

\*KATY 日餐

誠請 ● 洗碗  
● Sushi Man  
意者請電或  
短訊 (無人接聽時)  
832-232-1001

\*日餐店請人

誠招廚房師傅  
有相關經驗優先,  
不會可教.  
聯系人: Vincent  
408-901-9571

\*KATY 日餐

誠請企枱  
需有日餐經驗,  
能報稅.  
全工或半工均可  
全工小費可達 200 以上  
有意者請電:  
832-274-4080

超市壽司吧高薪

誠徵 壽司師傅、助手  
有責任心者、男女不拘,  
提供住宿, 須報稅.  
有意者請傳簡訊至  
832-401-9179  
New Coney, TX 77365  
位高速公路 59N 上, 離  
中國城約 45 分鐘路程

\*日餐鐵板店

『高薪』招聘  
● 鐵板師傅  
● 壽司師傅  
● 服務員 (企枱)  
全職/半職均可  
提供住宿, 意者請電:  
832-289-1003

\*Cafe Ginger

高級中日餐館  
位 River Oak 高級地段  
薪優, 誠聘 Cashier  
需有經驗, 英文流利  
全工/半工均可  
有意者請電:  
713-528-4288

\*日餐高薪誠聘

壽司師傅一名  
近糖城  
意者請電:  
832-373-8933

\*路州日餐, 高新

離休士頓 2 小時, 包食宿  
高薪 聘炒鍋, 壽司幫手  
鐵板, 企枱, 洗碗, 打雜,  
以上無需經驗, 可培訓.  
午休 2 小時.  
● 另請住家保姆, 帶 4 歲  
小女孩, 意者請電:  
904-238-9399

200  
餐館租售

Restaurant  
for sale

急急急! 餐館轉讓

位於 Katy  
中日餐堂吃外賣店  
因股東糾紛急轉讓  
有意者請私信  
347-277-1612  
非誠勿擾

\*創業良機

在高銷售額的超市內  
Sushi Bar 出售  
東主退休, 13 年老店,  
月營業額 3 萬以上  
意者請下午 3 點後電  
或簡訊, 歡迎看店:  
832-858-3378

中國城賺錢餐館

出售  
位中國城百佳超市旁  
2400 呎, 房租便宜  
生意穩定, 設備齊全  
歡迎看店議價  
281-501-9898  
718-864-8551

\*美式中餐轉讓

外賣堂吃賺錢老餐館  
西北白人區 Kroger 超  
市旁, 離中國城 30 分鐘  
房租便宜,  
因缺人手, 忍痛轉讓  
意者請洽: 非誠勿擾  
832-830-3906

出售賺錢中餐館

人手不足, 位西北休斯頓  
離中國城 15 分鐘, 八號邊  
一周開 6.5 天, 不送外賣  
1500 呎, 生意 4 萬以上,  
適合家庭經營.  
歡迎看店議價, 請致電  
917-951-8859

\*快餐店出租

中餐堂食外賣店  
2400 呎.  
1521 Southwest H K  
Dodgen Loop,  
Temple, TX 76502  
有意者詳情請電:  
281-389-6672

賺錢中餐館出售

獨立建築, 1500 呎  
一周 6 天 (不送外賣)  
租金 \$3000  
月營業額 4 萬多  
含設備, 歡迎看店  
意者請電:  
832-808-8199

中餐館退休轉讓

超過 37 年賺錢老店  
位於休斯外圍  
連地及生意一併出售  
生意穩定, 含設備  
因東主退休出售  
意者請電: Kathy  
936-662-6412

\*糖城中日餐

堂吃外賣店轉讓,  
生意穩定, 有酒牌,  
入手即賺.  
聯系電話:  
347-981-8670

Kroger 內壽司吧

獨立 Sushi Bar 出售,  
靠近 Conroe 45N,  
環境優美, 生意易經營,  
每周 \$6500 左右.  
意者請聯系:  
917-912-3628  
832-283-6852  
沒接請短信! 非誠勿擾

\*賺錢餐館出售

路州三十幾年,  
獨立建築堂吃中餐  
生意 9 萬左右,  
因人手不足出售.  
無人手者勿擾. 電:  
361-655-6326

Katy 100%

賺錢中餐館轉讓,  
絕佳位置, 租金低,  
生意穩定, 26 年老店,  
口碑信譽保證!  
東主退休轉讓.  
意者請電:  
832-794-6868

\*小餐館轉讓

Galleria 附近, 950 呎  
房租 \$950  
因人手不足店轉讓,  
價格面議, 請電:  
832-270-6187

\*好生意海鮮餐館出售

Seafood Restaurant For Sale  
月入 1 萬 2, 售 16 萬, 易經營, 即使疫情期間生意  
持續增長. Sale price \$160,000, Income \$12,000  
Established in 2016. Easy to manage  
Located next to high traffic trampoline park  
Consistent increase in sale volume even during covid.  
Cypress TX . 繁忙地段, 位置極佳, 生意好.  
Call: 281-605-0487 (English only)

\*餐館出售 Restaurant for sale

賺錢餐館 3200 呎, 全新設備,  
月營業額 7 萬, 要價 12 萬 (可議價)  
in Crosby Texas. brand new equipment.  
3200sq \$70,000 gross per month sale  
位於 14045 FM 2100, Crosby, TX 77532, USA  
asking price \$120,000 but is nogt.  
713-469-9918 Rick 713-550-0622 MiMi

\*豪華中餐館出售

Chinese Restaurant for sale.  
1800 SqFt, Great location & Traffic,  
Very busy for To-go business  
Energy Corridor Houston.  
1800 呎, 地點極佳, 地處交通繁忙地段,  
外賣生意好, 歡迎看店議價.  
有意者請電: 281-725-4664

\*賺錢越南餐館轉讓

位德州 Laredo, 離 Houston 5 個小時車程  
老板退休轉讓,  
本店生意好 (穩定月有 6 萬) 以上,  
每周工作 6 天, 周日休息.  
有誠意者請晚上 8 點後電:  
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Inside C2

# Southern DAILY

Make Today Different

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Monday, October 04 2021|

## Some Afghan evacuees leaving military bases in U.S. before re-

WASHINGTON, Oct 1 (Reuters) - Something unexpected is happening at U.S. military bases hosting Afghan evacuees: Many hundreds of them are simply leaving before receiving U.S. resettlement services, two sources familiar with the data told Reuters.

The number of “independent departures,” which top 700 and could be higher, has not been previously reported. But the phenomenon is raising alarms among immigration advocates concerned about the risks to Afghans who give up on what is now an open-ended, complex and completely voluntary resettlement process.

In the speed and chaos of the U.S. withdrawal from Afghanistan in August following 20 years of war, many evacuees were brought into the United States under a temporary status of “humanitarian parole.” Once transferred to U.S. military bases, refugee resettlement groups and U.S. officials have been trying to connect people with services for a smooth transition to the United States.

In a statement, a U.S. Department of Homeland Security (DHS) spokesperson declined to comment on the figures provided to Reuters by sources but said people who had left the bases “generally” had ties to the United States, like family members of friends, and resources to support themselves. The spokesperson said that in addition, at the outset of the operation many of those evacuated were U.S. citizens, permanent residents or had approved Special Immigrant Visas so were able to depart quickly.

But leaving early could cost other Afghan evacuees critical benefits - like expedited work permits - and create a slew of legal problems down the road, given the complexities of the U.S. immigration system.

“It’s a giant can of worms,” said one U.S. Citizenship and Immigration Services official, who spoke on condition of anonymity.

“This could lead to years and years of terrible immigration status problems.” The benefits the evacuees have received have been more limited, so far, than what’s offered to refugees. But that appears set to change following legislation passed on Thursday by Congress - despite opposition from Republicans - that would



give Afghan evacuees the more extensive assistance usually provided to refugees.

“We should do everything in our power to help our Afghan allies get off to a strong start in their new homes,” Democratic Senator Jeff Merkley said in a statement.

The new legislation says Afghan asylum applications should be expedited. But those who leave U.S. bases early might not get all the legal orientation they need start their applications.

### ONE-WAY TRIP OFFBASE

An Afghan refugee stands outside temporary housing at Fort McCoy U.S. Army base, in Wisconsin, U.S., September 30, 2021. Barbara Davidson/Pool via REUTERS  
Members of the U.S. military and Afghan refugees play soccer at Fort McCoy U.S. Army base, in Wisconsin, U.S., September 30, 2021. Barbara Davidson/Pool via REUTERS  
Afghan refugees stand outside housing in the Village, where they are temporarily living at Fort McCoy U.S. Army base, in Wisconsin, U.S., September 30, 2021. Barbara Davidson/Pool via REUTERS

Members of the U.S. military and Afghan refugees play soccer at Fort McCoy U.S.

Army base, in Wisconsin, U.S., September 30, 2021. Barbara Davidson/Pool via REUTERS

Immigration experts say Afghans who leave the bases are not breaking U.S. laws and military officials have no legal authority to hold law-abiding Afghans against their will at any of the eight locations hosting 53,000 Afghans who fled the Taliban on U.S. evacuation flights.

The scale of the independent departures vary from base to base, according to the sources - more than 300 alone at Fort Bliss in Texas - a figure that is likely to alarm both advocates and critics of the massive U.S. resettlement operation.

However, U.S. officials stress that all of the Afghans leaving U.S. bases had already undergone security screening before arriving in the United States. The risk of the independent departures is to the Afghans themselves.

Reuters viewed a document, entitled “Departee Information,” that is meant to warn Afghans considering leaving before completing their resettlement. It reminds them that, obase, they

can get their immigration paperwork processed and even cash to help pay for travel to their destination in the United States.

“Once you leave this base, you forfeit these advantages and may not return,” it reads.

Margaret Stock, an immigration lawyer with expertise in cases related to the military, said the warning was not ill-intentioned.

“I think they’re trying to look out for people,” she said.

“The people managing the bases are rightfully concerned that somebody might not be fully aware of the consequences of wandering off.”

Afghans leaving U.S. bases can be a touchy issue in some parts of the country, particularly given media coverage of security incidents at Fort McCoy, in Wisconsin, and Fort Bliss.

But General Glen VanHerck, head of Northern Command, pushed back on the idea that criminality was a problem on the U.S. bases. He told Pentagon reporters on Thursday that the numbers of incidents involving robbery and theft were substantially lower than in the general U.S. population, with only eight cases in six weeks.



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# Wall Street kicks off October with gains, boosted by economic optimism

Oct 1 (Reuters) - Wall Street advanced in a broad rally on Friday, after sorting out conflicting news about the economy, the battle against COVID, and legislative wrangling in Washington at the start of the fourth quarter.

All three major U.S. stock indexes began trending higher by late afternoon, buoyed by economically sensitive cyclicals.

“It’s the first day of trading in a new quarter so it’s common to see stocks move in and out of the plus and minus columns,” said Peter Cardillo, chief market economist at Spartan Capital Securities in New York. “September played its traditional role by cooling down the market and probably presenting a buying opportunity.”

Merck & Co Inc (MRK.N) revealed that a recent study showed its experimental oral drug for COVID-19 cut risk of death and hospitalization by about 50%, sending its shares jumping about 10% and boosting economic reopening sentiment. [read more](#)

The news provided “another reason to be optimistic,” said Cardillo. “It lessens the threat of the virus and obviously that means more people going back to work, more spending.”

While U.S. President Joe Biden signed into law a stop-gap bill to continue the government through Dec. 3, lawmakers only succeeded in kicking the can down the road. [read more](#)

This lack of resolution helped prompt rating agency Fitch to issue a warning that the United States’ ‘AAA’ credit rating could be at risk.

A host of economic data released on Friday showed increased consumer spending and accelerated factory activity and elevated inflation growth, a formula that could help nudge the U.S. Federal Reserve toward shortening its timeline for tightening its accommodative monetary policy. [read more](#)

Philadelphia Fed President Patrick Harker repeated his view expressed in a speech delivered on Wednesday that he believes the central bank should begin tapering its asset purchases “soon,” but reiterated that he does not expect it to hike key interest rates until late next year or early 2023.

The Dow Jones Industrial Average (.DJI) rose 465.23 points, or 1.37%, to



34,309.15, the S&P 500 (.SPX) gained 46.2 points, or 1.07%, at 4,353.74 and the Nasdaq Composite (.IXIC) added 80.37 points, or 0.56%, at 14,528.95.

All 11 major sectors in the S&P 500 were higher, with healthcare stocks (.SPXHC) lagging.

The sector’s gains were capped by a 11.8% drop in shares of COVID vaccine maker Moderna Inc (MRNA.O) in the wake of the Merck news. [read more](#)

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Labor Demand Outpacing Supply  
The pandemic inflicted considerable damage on

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Economic optimism prompted value stocks (.IVX) outperform growth (.IGX), and transports (.DJT) and smallcaps (.RUT) to outperform the broader market.

Advancing issues outnumbered decliners on the NYSE by a 2.19-to-1 ratio; on Nasdaq, a 1.51-to-1 ratio favored advancers.

The S&P 500 posted 7 new 52-week highs and 9 new lows; the Nasdaq Composite recorded 55 new highs and 129 new lows.

## Editor’s Choice



A U.S. border patrol officer grabs the shirt of a migrant trying to return to the United States, after having crossed the Rio Grande from the U.S. into Mexico to buy food, as seen from Ciudad Acuna, in Ciudad Acuna, Mexico September 19, 2021. REUTERS/Daniel Becerril



People march from Parliament Hill during Canada’s first National Day for Truth and Reconciliation in Ottawa, Ontario, Canada September 30, 2021. REUTERS/Blair Gable



Teddy bears, shoes, artwork and flowers left in memory of the Kamloops residential school victims remain on the steps of the former Vancouver Art Gallery North Plaza in Vancouver, British Columbia, Canada September 30, 2021. REUTERS/Amy Romer



Nanook Gordon, from Inuvik, dances while wearing grass dance regalia during Canada’s first National Day for Truth and Reconciliation in Toronto, Ontario, Canada September 30, 2021. REUTERS/Carlos Osorio



A member of the Coastal Wolf Pack dancers performs for the crowd on Canada’s first National Day for Truth and Reconciliation at the former Vancouver Art Gallery North Plaza near Pacific Centre shopping mall in Vancouver, British Columbia, Canada September 30, 2021. REUTERS/Amy Romer



Children run holding flags during a candlelight vigil on Canada’s first National Day for Truth and Reconciliation at Chiefswood Park in Ohsweken, Ontario, Canada September 30, 2021. REUTERS/Carlos Osorio



The New Face Of The Final Frontier

The Business Of Space



**(Editor's Note:** When Virgin CEO Richard Branson and his crew on the Virgin Galactica space airplane reached space last week 50 miles above earth, the achievement, while technologically monumental, was significant in heralding the inescapable commercialization of space and all that means and will become. Branson was upfront about his trip being a personal adventure while at the same time one by which he wanted to tell the public that now is the time to join him in space. But the even larger story is that Branson's ride into space marked the moment at which the dream became reality for an independent business owner, not by the hand of any government, to fly off into space and in just over two hours' time land safely back on earth. Branson's trip opened the door and now commercialization of space has begun./John T. Robbins)

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

Richard Branson's achievement notwithstanding, today there is reason to think that we may finally be reaching the first stages of a true space-for-space economy. SpaceX's recent achievements (in cooperation with NASA), as well as upcoming efforts by Boeing, Blue Origin, and Virgin Galactic to put people in space sustainably and at scale, mark the opening of a new chapter of spaceflight led by private firms. These firms have both the intention and capability to bring private citizens to space as passengers, tourists, and — eventually — settlers, opening the door for businesses to start meeting the demand those people create over the next several decades with an array of space-for-space goods and services.

**Welcome to the (Commercial) Space Age**  
In contrast to governments, the private sector is eager to put people in space to pursue their own personal interests, not the state's — and then supply the demand they create. This is the vision driving SpaceX, which in its first twenty years has entirely upended the

rocket launch industry, securing 60% of the global commercial launch market and building ever-larger spacecraft designed to ferry passengers not just to the International Space Station (ISS), but also to its own promised settlement on Mars.

Today, the space-for-space market is limited to supplying the people who are already in space: that is, the handful of astronauts employed by NASA and other government programs. While SpaceX has grand visions of supporting large numbers of private space travelers, their current space-for-space activities have all been in response to demand from government customers (i.e., NASA).



But as decreasing launch costs enable companies like SpaceX to leverage economies of scale and put more people into space, growing private sector demand (that is, tourists and settlers, rather than government employees) could turn these proof-of-concept initiatives into a sustainable, large-scale industry.

This model — of selling to NASA with the hopes of eventually creating and expanding into a larger private market — is exemplified by SpaceX, but the company is by no means the only player taking this approach. For instance, while SpaceX is focused on space-for-space transportation, another key component of this burgeoning industry will be manufacturing.

Made In Space, Inc. has been at the forefront of manufacturing “in space, for space” since 2014, when it 3D-printed a wrench onboard the ISS. Today, the company is exploring other products, such as high-quality fiber-optic cable, that terrestrial customers may be willing to pay to have manufactured in zero-gravity. But the company also recently received a \$74 million contract to 3D-print large metal beams in space for use on NASA spacecraft, and future private sector spacecraft will certainly have similar manufacturing needs which Made In Space hopes to be well-positioned to fulfill. Just as SpaceX has begun by supplying NASA but hopes to eventually serve a much larger, private-sector market, Made In Space's current work with NASA could be the first step along a path towards supporting a variety of private-sector manufacturing applications for which the costs of manufacturing on earth and transporting into space would be prohibitive.

Another major area of space-for-space investment is in building and operating space infrastructure such as habitats, laboratories, and factories. Axiom Space, a current leader in this field, recently announced that it would be flying the “first fully private commercial mission to space” in 2022 onboard SpaceX's Crew Dragon Capsule. Axiom was also awarded a contract for exclusive access to a module of the ISS, facilitating its plans to develop modules for commercial activity on the station (and eventually, beyond it).

This infrastructure is likely to spur investment in a wide array of complementary services to supply the demand of the people living and working within it. For example, in February 2020, Maxar Technologies was awarded a \$142 million contract from NASA to develop a robotic construction tool that would be assembled in space for use on low-Earth



orbit spacecraft. Private sector spacecraft or settlements will no doubt have need for a variety of similar construction and repair tools. And of course, the private sector isn't just about industrial products. Creature comforts also promise to be an area of rapid growth, as companies endeavor to support the human side of life in the harsh environment of space. In 2015, for example, Argotec and Lavazza collaborated to build an espresso machine that could function in the zero-gravity environment of the ISS, delivering a bit of everyday luxury to the crew.

Visions of a space-for-space economy have been around since the dawn of the Space Age in the 1960s. Thus far, those hopes have gone largely unmet — but this moment is different. For the first time in history, the private sector's capital, risk tolerance, and profit motive are being channeled into putting people in space. If we seize this opportunity, we will look back on 2020 as the year when we started the truly transformational project of building an economy and a society in space, for space.  
(Courtesy <https://hbr.org>)

**Related**  
**It Could Could Happen By 2023**  
**Space Miners Want To Blow Up The Moon's Surface To Harvest Water**



**A rover descending from a Masten lunar lander.**

We already use rockets to reach the moon, but soon we may use them to mine it for water. Three companies, including Lunar Outpost, Honeybee Robotics, and Masten Space Systems, are developing a novel system aimed at mining water ice from the moon with rockets, according to a blog post shared on Masten's official website. And it could happen in the year 2023.

**A water ice-mining system could cover 12 moon craters per day**

The moon's polar regions are thought to contain the most abundant deposits of water ice, especially in the shadowy bottom of larger craters. If future astronauts can harvest this precious material, we might have a shot at building a permanent human settlement on the moon, according to NASA authorities and space travel enthusiasts. More than keep astronauts alive, mining water ice from the lunar surface will enable us to break it down into hydrogen and oxygen, which are the primary ingredients for rocket fuel. In other

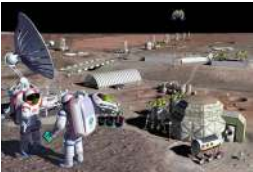
words, water ice on the moon could also fuel spacecraft on their way into deep space like a cosmic pit stop.



To drive mining technology forward, NASA issued the “Break the Ice Lunar Challenge,” which aims to provide \$500,000 to the most enticing resource-harvesting concepts amid the first phase, which will end soon, the winners of which will be announced August 13. One of the first prize-hopefuls is the Masten-Lunar Outpost-Honeybee Robotics group, pushing forward its Rocket Mining System to use a rocket engine equipped on a 1,800-lb (818-kg) rover. Once the rover moves to an area rich in water ice, the engine will activate, firing lunar gravel and dirt into a low-pressure device capable of sifting the ice from the moon rocks. “This system is projected to mine up to 12 craters per day and produce 100 kg (220 lbs) of ice per crater,” said representatives of Masten in the blog post.

**Multiple nations aim to settle the moon**  
All water ice retrieved from the moon can also fuel rocket engines, enabling the system to function for more than five years. If this concept surpasses all competitors, the rocket mining system will probably get there via a Masten lunar lander. Masten's first mission to the moon's surface will employ its XL-1 lander, and is slated to launch in 2023 atop SpaceX's Falcon 9 rocket. If all goes well, this launch will also lift NASA experiments, in addition to several commercial payloads, to the south polar region of the moon.

Lunar Outpost would design and build the rover for the Rocket Mining System, with Honeybee Robotics employing its PlanetVac technology to extract and move the lunar ice.



**Water mining on the moon.**  
In short, these are very interesting times for the exploration of space. In addition to NASA and related commercial projects, China and Russia plan to jointly build a permanent settlement on the moon, with the former also recently unveiling long-term plans to do the same on Mars. But we wouldn't call this a space race, not necessarily. There's more to be learned from a spirit of friendly collaboration and mutual support than ever before, in the coming decades. (Courtesy <https://interestingengineering.com/>)

(Article continues below)

(Article continues from above)

The New Face Of The Final Frontier

The Business Of Space

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

The Five Industries That Will Be First To Do Business In Space



Companies around the world - in transportation, exploration, energy, construction or hospitality - are all looking upwards for the next growth opportunity. Space is quickly becoming a place where the industries that power our global economy will conduct business. What do we call an economic area like this, that is not limited to a single planet, and no longer has physical boundaries? We can't call it an industry, when private industrial groups can generate revenue and profit not only from the Earth but from near-Earth asteroids (NEAs), the Moon and Mars and beyond. It is simply a medium in which humanity conducts commerce.

Following are the industry sectors that will be the first to take advantage of our expanded economic sphere, and some of the specific opportunities for growth.

Energy

Valued at over \$8.4 trillion and growing at a 4.1% compound annual growth rate, energy is the largest industry on Earth. Humans are prolific energy consumers, and soon there will be more humans in space.

Jeff Bezos, Founder and CEO of Amazon, anticipates “millions of people living and working in space” in the coming decades. Bezos is so confident of this outcome that he is investing more than \$1 billion per year into his space transportation firm, Blue Origin. An in-space population of this magnitude will require enormous amounts of energy to live, work, and transit.



This energy will come from solar power, which is more effective when gathered in

space due to the lack of a filtering atmosphere; and chemical rockets, which will be the primary transportation mechanism for the foreseeable future.

The most efficient chemical rocket propellants are composed of cryogenic liquid oxygen combined with liquid hydrogen or methane. Initially, the propellant needed to fuel the space economy will be launched from Earth, as both the United Launch Alliance (a joint-venture of Lockheed Martin and Boeing) and SpaceX have proposed to do in the near future. However, there is a much more attractive way to source the propellants needed to support a sustained human presence in space: mining it.

Mining

The global mining industry has tumbled in recent years from a market value of more than \$1.6 trillion in 2010, to \$714 billion in 2016, but this may change quickly once the “global” definition of mining is transformed by the emerging space resource industry.

Space resources can be extracted from celestial bodies, most notably asteroids and the Moon. Goldman Sachs released a report earlier this year that declared asteroid mining is more realistic than perceived, with costs “comparable to traditional mines”. The Goldman report also noted that “while the psychological barrier to mining asteroids is high, the actual financial and technological barriers are far lower.”

The Government of Luxembourg believes so strongly in this emerging industry it recently created the \$227 million Space Resources ini-

tiative to establish Luxembourg as a European hub for space resources.



Its aim is to contribute to the peaceful exploration and sustainable utilization of space resources for the benefit of humankind. Space mining activities will initially focus on water and water-derived propellants to enable in-space infrastructure. Once this propellant is readily available, companies will begin sourcing structural metals for construction projects and eventually precious metals needed for in-space manufacturing or possibly for return to Earth.

Transportation

The most important resource that will be mined in space is water.

Water is critical for all life-support functions in space: sustenance, hygiene, and food production. Water can serve as an effective shield from the dangerous radiation present in space. Water is also the single most important feedstock for in-space refineries, which will produce rocket propellants for sale to transportation providers. Making propellants available beyond Earth's gravitational influence will lead to the creation of the first in-space superhighway — a series of fuel depots placed in strategic locations throughout the solar system. Imagine the growth potential of the energy, mining, and refining industries once they are freed from the constraints of an economy that is limited only to Earth. The in-space transportation and logistics firms who will consume these products are already well established and are headed by titans of industry:



Jeff Bezos (Blue Origin), Elon Musk (SpaceX), Richard Branson (Virgin Galactic), and Tory Bruno (United Launch Alliance). The door is now open to in-space mining firms like Planetary Resources (backed by industrial giant Bechtel and the Government of Luxembourg) to capture this increasingly important market by providing water and water-based propellants to the space transportation industry.

Construction

Today, the global construction industry competes with the energy industry for the title of the world's largest industry, and this rivalry will

continue in space. The first orbital construction systems will be deployed before the end of the decade. These robotic spacecraft will be capable of assembling large structures in orbit and repairing or refueling existing satellites. When combined with zero-gravity additive manufacturing techniques, this enables construction systems which can “print” and assemble massive structures in the medium of space.



The future of construction in space will look nothing like it does on Earth, but it will be equally valuable because the techniques and service offerings will apply across the entire in-space value chain. A propellant refinery can be assembled on orbit. Asteroid mines can be repaired autonomously. Solar power plants can be massively scaled and upgraded to meet the requirements of almost any project.

Hospitality and real estate

Humans can only live, work and play in space if they have shelter from the harsh environment of space. Today, the International Space Station (ISS) has had a sustained human presence for over 10 years, but this too will soon change. Numerous commercial space station companies, including one created by billionaire hotel-chain-founder Robert Bigelow, are competing for lucrative contracts that range from supporting sovereign astronauts and high-net-worth tourists, to leasing space-in-space for orbital manufacturing and research and development programs. This new industry is anticipated to generate \$37 billion in the next decade alone.

Space habitats will be launched from Earth initially, but as the resource supply chain expands and metals from asteroids and the Moon become available, this sector will also come to rely on resources sourced from space.



Construction firms will combine high-quality metallic feedstocks with robotic orbital assembly fleets as we gain the ability to create orbital megastructures: hotels, factories, and permanent settlements that are no longer limited by size. The first cities in space will become possible as markets for real-estate on orbit emerge. Space will become affordable and profitable for developers.

Our global economy is limited by its very name. When we realize that Earth's economy is only the beginning, our concept of growth changes exponentially. For industrial firms who have the foresight to view space not as a stand-alone industry but as the next medium to conduct their business, the sky is not the limit. The only limitations are the ones we put on ourselves. (Courtesy <https://www.weforum.org>)

Space Coverage Gets Serious Attention

While public sentiment on whether billionaires should be leading the way in space may be mixed, public interest around the

race between Branson and Bezos has exploded.

**Why it matters:** The billionaire space race is sparking widespread interest in spaceflight that could ultimately translate into future customers for their companies.

By the numbers: Not even halfway through July, mentions of the term “space race” in U.S. articles have ballooned, according to new data from Signal AI provided to Axios — more than tripling the amount of mentions last July.

•When it comes to name recognition, Bezos' Blue Origin has received a lot more attention this year than its rival — Branson's Virgin Galactic.

•Since July 2020, Virgin Galactic has received about a third of the number of total social media interactions (325,663) as Blue Origin (1,085,377), per NewsWhip.

•Elon Musk's SpaceX clobbers both, with nearly 3.5 million total social media interactions for the year.



**The big picture:** Space coverage has historically been mostly in a niche — something that typically only broke through to the mainstream with big launches, accidents or anniversaries.

But today, many news companies have hired designated space reporters, as private spaceflight takes off.

For space-specific news outlets, like Seeker, the space race has been a boon for traffic. A spokesperson tells the media that Seeker has seen twice the amount of views and minutes watched on its video content compared to the six months prior. (Courtesy [axios.com](https://www.axios.com))



# 民主党内江使拜登的国内基础设施计划等议程面临风险

【美南新闻泉深】拜登总统试图与其他民主党人合作，支持他的国内议程的两个关键部分，但是民主党出现进步派和温和派之间内讧，他的战略发生了变化。总统周五在国会山会见了民主党众议院议员，以期对他的基础设施计划和他的大规模社会项目倡议赢得支持并鼓励妥协。

底线：拜登总统需要更多时间来推动法案通过终点线，但现在遇到困难。CBS 记者克里斯蒂娜·鲁菲尼 (Christina Ruffini) 在白宫报道说，众议院议长南希·佩洛西 (Nancy Pelosi) 承诺在周五对基础设施法案进行投票，但当进步人士威胁要取消这项措施时，这些计划就告吹了。

在拜登总统亲自访问之后，一些进步的民主党人表示，他们可能愿意就他们提出的 3.5 万亿美元支出计划做出妥协。

众议员普拉米拉·贾亚帕尔 (Primala Jayapal) 说：“如果我们要考虑的不是数量，我们宁愿做的是尽可能多的东西。”

拜登总统周五说：“无论是在六分锺、六天还是六周内完成都没有关系，我们将完成它。”

民主党内江还两次推迟了众议院对 1.2 万亿美元的两党基础设施法案的投票。

众议员亨利·奎利亚尔 (Henry Cuellar) 说：“进步派和温和派之间存在一些不信任，我们正试图找出一个妥协的过程，我们如何到达那里，我们如何降落这架飞机？目前要找到答案。”

虽然交战的双方派系关注支出措施，但停滞不前的基础设施计划已导致某些高速公路和交通项目的资金短缺，以及相关工人休假。

众议员迪恩·菲利普斯 (Dean Phillip) 说：“也有 4,000 个工人和家庭可能因为我们的计划而休假。”

众议院周五确实批准了一项为期 30 天的交通部拨款措施，以帮助缓解其中一些休假。该措施将于周六下午提交给参议院。

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# 休斯顿植物园2021秋季展会集锦回顾



休斯顿植物园在日前举办了秋季展会活动，包括了六种最新的移植种子开发完

