

# WEA LEE'S GLOBAL NOTES

## CORONAVIRUS DIARY

02/11/2021

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# Welcome Year Of The Metal Ox



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According to the Chinese zodiac, 2021 is the Year of the Ox.

Last year 2020 was the Year of the Rat and because of the coronavirus pandemic, the whole world was in chaos. Millions of people lost their lives. Many tragic stories in our community.

In the Chinese zodiac, the ox is very hardworking and methodical. This year is going to be lucky and also a perfect time to focus on relationships with your friends and loved ones.

In the past few hundred years, China used to be a nation of poverty. Many Chinese went out to different parts of the world looking for opportunity. Today, Chinese immigrants are all over the globe. Most of them still observe the old tradition of celebrating the Lunar New Year. This is the time to remember our ancestors, and most importantly, to still consider ourselves as Chinese.

Because of the pandemic, this year we are celebrating the Lunar New Year virtually.

The 25th Annual Texas International Lunar Festival will be held tonight, Thursday, Feb. 11th from 6-10 pm. (<http://www.texaslunarfest.net/>) You can watch it on STV 15.3 and on YouTube, Facebook and other social media platforms.



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# BUSINESS

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## Airline Worries Intensify With New COVID-19 Variants



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

New restrictions on international border-crossings, combined with faltering COVID-19 immunization efforts, have dashed hopes for a significant rebound in air travel in 2021. For global aviation, which suffered its worst year in history in 2020, the misery is likely to continue, holding back a broader economic recovery. Forecasts that air travel would recover to 50% of pre-pandemic levels in 2021 now seem like a stretch, industry officials caution.

"There's a recovery, but it's a much smaller recovery," Brian Pearce, chief economist of the International Air Transport Association, told reporters this week.

"What we've seen in recent weeks is governments taking a much, much tougher, more cautious approach." His worst-case scenario: air travel in 2021 is just 38% of 2019 levels.

The world is more locked down today than at any point in the past 12 months. New, potentially more contagious strains of the coronavirus have triggered renewed limits on cross-border travel and a dizzying array of quarantine restrictions. While the arrival of new vaccines is good news for air travel, the slow rollout means herd immunity is still a long way off. Bookings for future travel slowed significantly in January, IATA reported.

The rebound that began last summer stalled in the fourth quarter as coronavirus cases spiked around the world. Air travel was down 70% in October, November and December vs. year-ago levels. For all of 2020, passenger demand fell 66%. International passenger demand was down by 75%; domestic demand by nearly half. Americans who did fly were seeking sun and beaches: Travel to places like Mexico and the U.S. Virgin Islands fell the least in December, according to Airlines for America. One bright spot: air cargo fell only 10% last year, helping to keep many airlines afloat.



"Last year was a catastrophe. There is no other way to describe it," Alexandre de Juniac,

IATA's Director General and CEO, said in a statement.

"I don't think that anyone foresees a world free from COVID-19 anytime soon. Certainly not in the next months or even within this year. But our ability to manage the risk is increasing as more people get vaccinated and testing capacity expands."

Airlines say widespread testing, not border restrictions, will allow international air travel to resume safely. New smartphone apps like CommonPass and IATA's Travel Pass could help validate passengers' health status so governments can safely reopen borders.

When it comes to domestic flights, U.S. airlines are urging the Biden administration not to require pre-departure testing, saying it would limit travel access for low-income and rural communities. For airlines, the outlook for the next year or two is uncertain, and will depend on how effectively vaccines and testing can head off the spread of new variants.

**The bottom line:** Aviation isn't likely to return to pre-pandemic levels until 2023 or 2024. (Courtesy axios.com)

### Related

#### Negative COVID-19 Test Now Required For All International Flights To The U.S.

**WASHINGTON**-The United States now requires proof of a negative COVID-19 test or proof of recovery from all air travelers arriving to the country, including U.S. citizens. The travel requirement comes as the U.S. works to expand testing and vaccine availability amid rising cases of a new, more contagious coronavirus variant first detected in the U.K. A previous U.S. order issued in December required proof of a negative test from travelers arriving from Britain because of the variant.



A man receives a nasal swab COVID-19 test at Tom Bradley International Terminal at Los Angeles International Airport (LAX) on Dec. 22, 2020 in Los Angeles, California. (Photo/Mario Tama/Getty Images)

Here's what you need to know about the new

testing requirement:

#### Who is required to show proof of a negative test or recovery to enter the U.S.?

The order, which went into effect Tuesday, applies to both U.S. citizens and foreign nationals. All air travelers aged 2 and older must comply with the requirement — regardless of vaccination or antibody status, according to the U.S. Centers for Disease Control and Prevention. The order also applies to those briefly entering the U.S. for a connecting flight. The CDC said the order does not apply to air passengers flying from U.S. territories, which include American Samoa, Guam, Northern Mariana Islands, Puerto Rico and the U.S. Virgin Islands.

#### How soon should I take a test and what COVID-19 tests qualify?

U.S. officials say those who plan to travel internationally must get tested no more than three days prior to flying to the U.S. and show the negative test result or proof of recovery to the airline before boarding.

Passengers must provide written documentation of a laboratory test result.

The CDC says an at-home test kit that is tested in a laboratory "should meet the requirements, if such methods have been approved by the country's national health authorities."



#### What if I recently recovered from COVID-19?

For travelers who had a positive viral test within the past three months and have met the criteria to end isolation, they can provide documentation of recovery to the airline. This includes proof of a recent positive viral test and a letter from a healthcare provider or a public health official giving clearance to travel. The CDC says the letter can be used to show an individual is cleared to travel, even if travel isn't specifically mentioned.

**Who will check my documentation at the airport?** The airline will confirm a COVID-19 negative test result or documentation of recovery for all passengers before boarding — and are ordered to stop passengers from boarding who fail to provide

the required information, the CDC says. (Courtesy <https://www.fox26houston.com/>)



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# Editor's Choice



Police fire a water cannon at protesters rallying against the military coup and to demand the release of elected leader Aung San Suu Kyi, in Naypyitaw, Myanmar. REUTERS/Stringer



A cat is seen among incense sticks drying at a home-industry factory, ahead of the Chinese Lunar New Year, in Tangerang, on the outskirts of Jakarta, Indonesia. REUTERS/Willy Kurniawan



People run away as Kurdish animal rights activists release a bear into the wild after rescuing bears from captivity in people's homes, in Dohuk, Iraq. REUTERS/Ari Jalal



Demonstrators turn on their mobile phone torches as they protest against Myanmar military coup, in Tokyo, Japan. REUTERS/Issei Kato



Vitoria Bueno, a 16-year-old dancer whose genetic condition left her without arms, performs with her classmates from the Andrea Falsarella ballet academy in Santa Rita do Sapucaí, Brazil. REUTERS/Ueslei Marcelino



A general view of Manhattan's Central Park after a snowfall in New York City. REUTERS/Andrew Kelly



Police officers wield their batons against activists from various student unions amid droplets from a police water cannon, during a protest demanding jobs and better educational facilities, in Kolkata, India. REUTERS/Rupak De Chowdhuri



A bead of sweat drips from Spain's Rafael Nadal during his second round match against Michael Mmoh of the U.S. at the Australian Open. REUTERS/Loren Elliott

The Plans For Broadband And Phone Service Would Be Below Average Market Prices

SpaceX Petitions FCC For Cheaper Mobile Starlink Plans For Low Income And Rural Users



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

Elon Musk may be thinking beyond the "1 percent" as SpaceX's new Federal Communications Commission petition is aiming to offer cheaper phone plans for people with lower incomes through Starlink. In the petition, Starlink is seeking designation as an Eligible Telecommunications Carrier (ETC) under the Communications Act.

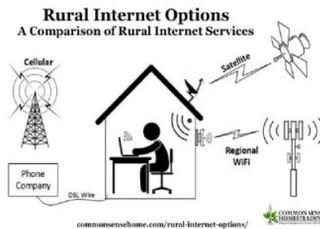
to 1 million satellite dishes. "Founded and created by SpaceX, Starlink Services will offer the world's first high-speed, low-latency satellite internet service, coordinating the world's largest fleet of operating satellites to deliver consistent service to the world's most disconnected areas, including those in the United States," writes ambitiously SpaceX in its petition.

designated as an ETC can participate in the Lifeline program." Guess we will just have to wait and see what offers will be available should the petition go through. Half of America Is Ready to Switch to Starlink Satellite Internet Only 5% of internet users currently connect via satellite in the US. But that number could jump significantly when SpaceX's service finally gets off the ground, according to a new survey.



Related SpaceX's Starlink To Receive \$886 Million From FCC To Improve Rural Broadband

The FCC awarded the money in an auction to fund high-speed internet projects in rural America. SpaceX will receive the funding to supply broadband in underserved areas across 35 states. The FCC is giving SpaceX's satellite internet service, Starlink, \$886 million as part of an effort to bring high-speed broadband to rural America.



commenshome.com/rural-internet-options/

The fund is designed to improve internet speeds for 5.2 million homes and businesses used by over 10 million Americans. More than 85 percent of the destinations will receive gigabit-speed broadband, according to FCC. The remainder should get download speeds of at least at 100Mbps and uploads at 20Mbps.

To receive the funding, the participating companies had to commit to supplying broadband in each location at a certain speed and latency. The winning bids were then given to providers that offered the best performance.



According to FCC's rules, the resulting internet service plans must also be priced similar to what Americans pay for in urban areas. In addition, the winning bidders must begin supplying the high-speed internet to 40 percent of the required number of locations at the end of the third year during the funding cycle.

ternet network can currently run at over 100Mbps and higher, but the eventual goal is to offer 1Gbps internet speeds. Currently, the Starlink beta is only available to users based in the northern US. However, the company plans on expanding the trial to more states early next year. Interested customers can go to Starlink.com to sign up for the email newsletter, which has been handing out beta invites.



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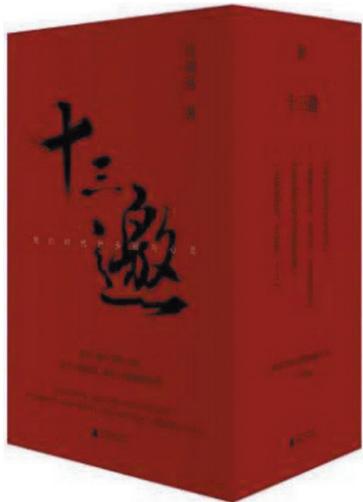
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好書閱讀 Daily News

《十三邀》：怀着司马迁的野心，却奔波在张骞的路上



《十三邀》作者：许知远，版本：一頁 foliol 广西师范大学出版社，2020年12月。

义。如果略夸张些形容，《十三邀》的存在未尝不是一种“凿空”。一方面，许知远确实把作家或者知识分子的路，走得更宽更远了些。更重要的是，因为《十三邀》，许多原本对知识分子不感兴趣甚至心存芥蒂的人，尝试着去面对更加多元的世界，思考更加复杂的问题。

没有刻意的煽情乃至滥情，也不肯迎合对话者，反而总是跌跌撞撞地发起挑战，有时又直接向对话者坦白“面对您发愤”，或者自嘲这些节目“都是瞎弄的”……镜头并不回避许知远的许多尴尬的瞬间，以及他尝试化解尴尬而做的种种更加尴尬的努力，也不会淡化他在与不同对话者交流时呈现出的不同的态度和状态，制片人甚至直接在节目中现身，委婉地对许知远提出批评……习惯了某些常规对话节目的观众，或许会感到不适，甚至觉得刺耳。但这就是《十三邀》。许知远是一个对话者，不是主持人。很多时候，他不是捧哏的，而是逗哏的。他用一种横冲直撞的真诚，“凿空”了种种套路，更“凿空”了这个娱乐至死的时代。

很难想象，除了对写作的热忱，以及对单向街的责任（虽然更多的时候，许知远似乎是作为这家书店的“吉祥物”而存在的），竟然还有一件事（也是一种创作），能够牵绊许知远5年之久，并且让他依旧乐此不疲。这也不符合许知远对自己的剖析——“我总是被各种各样短暂的好奇心所驱动，或不断地对不同的领域发生兴趣。”我想起2007年，我们还在做《生活》杂志时，许知远策划过一个沿着“胡焕庸线”穿越中国的专题。同事们分段采访拍摄，他一个人却天真而倔强地试图走完全程。他觉得自己被困在书本里太久了，羡慕大家可以四处游荡，直面中国的现实。于是，他决定启程，真正去理解书本之外的中国。不过，经过反复的火车转大巴，大巴转火车，历经种种荒诞的境遇，走到第30天，距离终点站腾冲还有800多公里，他就不得不承认：“我的热忱和好奇心被消耗殆尽……”连一场梦寐多年的旅行都会让他心生厌倦，我们就更难想象，在拍摄《十三邀》的五年间，他究竟是如何在中国乃至世界各地辗转，与风格迥异的人物完成了如此高密度的对话，而且还是在摄像机前面。

更有趣的是，经历了第一季的一些“尴尬”与争议后，无论许知远还是对话者们，似乎都渐入佳境，更加坦诚相对。这一次，为什么“短暂的好奇心”竟能变得如此绵长，仿佛博尔特跑起了马拉松？在《十三邀》的对话者中，敏锐如姜文，其实早已发现答案。这些年，许知远一直在为梁启超作传，姜文却说：“你不是在写梁启超，你是在写你自己。”其实，《十三邀》也未尝不是如此。许多对话，尤其是追问，他想满足的，其实是他自己的好奇心。《十三邀》谈论的是对话者的命运与选择，以及他们经历的时代变革，然而归根到底，许知远试图解决的是自己的困惑，他对命运的迷惘，对时代的质疑，对声名的复杂态度，对创造力的审视，突破瓶颈的渴望……凡此种种，他想从对话者们身上看清自己。

因此，《十三邀》刚刚开始，他就给自己一个界定——“偷窃者”。在反思自己与姚晨的沟通时，他说：“某种意义上我是一个偷窃者。她的这些东西刺激了我，或者点燃了我……”于是，无论是在视频中还是在书里，作为观众和读者，我们也能感受到这种“偷窃”的快感，以及被点燃后的那些光亮。

02 倾听与对话，是《十三邀》的时代意义

当然，我们也可以像萨义德对知识分子的界定来解释许知远和他的《十三邀》。在《知识分子论》中，萨义德说：“知识分子的公共角色是局外人、‘业余者’、搅扰现状的人。”无疑，许知远正是搅扰现状的人。”无疑，许知远正是以一种“局外人”、“业余者”和“搅扰现状”的姿态，介入到视频节目与公共生活之中，为他时代的观察与评判找到了新的载体、路径和空间。而这套书的出版，终于让他像《楚门的世界》里的年轻人那样逃出摄影棚，不再听任镜头摆布。他报复性地回归了自己熟知并更加认同的领域，不再那么“业余”，而是按照自己的兴趣与逻辑，对信息量庞大的采访问答进行重新“剪辑”。这些对话也终于不必再遵循视频节目所要求的悬念、叙事节奏与视觉关系，而是忠实于更纯粹的交流。于是，形形色色的52个人物，终于可以按“任性”地安置到四本书里，不必再像每一季节目那样，反复考量对话者的领域、声名与流量，艰难地寻求平衡。

读者们也有机会聚焦于对话本身，体会其间的酣畅淋漓与自我剖析。许多倏忽即逝的思想火花，得到更加清晰的彰显，更完整的保全。在一个越来越分裂甚至以对峙为荣的时代，我们会发现，倾听与对话有多么重要，争辩某些看似形而上问题有多么重要。人们无需彼此说服，但至少仍保有偏见的权利，可以坦陈己见，在争执中尝试着相互理解。这是《十三邀》之于这个时代的意义。

当然，文字必然有其未尽之处。在某些瞬间，对话者们游离的眼神，嘴角的抽动，或机械或兴奋的点头，捏住衣角的手，终于松弛下来向后倚靠的身躯，发呆、冷场或者没话找话……语速的变化、语调的起伏、对词语的选择、对发音的拿捏……某些故作作的傲慢，即兴的发挥，赞叹或者抗拒，迟疑乃至沉默……无不对话拓出新空间，也在有意无意之间显露出对话双方的内心世界。比如，陈冲在上海和旧金山两地全然不同的状态；比如，在倪大红的回忆里，姜文当年有军大衣，而倪大红没有，以及许知远即时的反应；比如，许倬云先生始终坚定的眼神……这些被

摄像机捕捉的瞬间，同样弥足珍贵。因此，不妨把视频和书两种“文本”进行比较“阅读”，能更加全面而真切地理解这些对话的初衷与价值。

许知远当然深知如何从一个人复杂的一生中撷取某些决定性的或者被忽略的瞬间，让对话持续深入；但有时，他对时代的关注，又仿佛超越了他对个体的兴趣。他尤其关切某一代人的特质，试图寻找某个人物在一代人中的定位，如何改变时代或被时代改变。他时常这样追问——“这意味着什么？”“什么时间开始意识到……？”“什么时间对……产生了怀疑？”这些问题抽象吗？宏大吗？这样的提问笨拙吗？事实上，这些开放式的提问，是对对话双方的考验，它取决于对话双方的坦诚与自省意识。在许知远的引导与不断争辩中，这些问题将迫使绝大多数对话者放弃那些重复了无数遍的套话，认真作答，或者决定拒绝作答。

03 “在他人的故事中，体会另一种生活。”

最后，或许我还可以澄清一点事实。在《十三邀》的评论和弹幕里，有人以为许知远的采访随意，不做功课。这种判断，不仅是对他的误解，也是对腾讯制作团队的误解。作为多年的朋友和旧时的同事，我深知他为了一个感兴趣的人物或者题目会花费多少心力，更不用说他本身就异常惊人的阅读量。而我恰好还和李伦主持的腾讯团队有过交集。多年前他们在央视拍摄《客从何处来》，我曾作为嘉宾参与过其中一集。有座西北小城，我去过多次，和不少人聊过天，查阅过各种尘封的资料，写过文章，自以为对它和它的历史已经比较了解。然而，当我和编导、摄像师们一起为节目踩点，才发现山外有山。节目的编导在那座小城前后待了几个月，搜罗了图书馆、档案馆、公安局乃至医院……寻访了诸多新的线索。为了找一个身世成谜且不知是否还健在的重要人物，她辗转多日，终于锁定了一个小区，于是挨家挨户敲门，询问，沟通。经过异常缜密的搜集，拍摄团队对多位当事人的各种回忆进行反复甄别，再做出选择。这是他们制作节目的态度，专业素养，更是职业操守。因此，不必怀疑许知远与制作方的诚意，而在观看与阅读中，我们或许更能感受到他们的合力。

在这套书的自序中，许知远写道：“我总渴望另一种人生，水手、银行家或是一个摇滚乐手，总之不是此刻的自己。采访是满足这种渴望的便捷方式，在他人的故事中，我体会另一种生活，享受暂时遗忘自我之乐。”20世纪的第3个十年，我们也许还要继续与世隔绝一段时间，甚至更久。当许多国家、群体乃至个人被动或主动地选择蜕变或一座座精神的孤岛，我们或许更能从许知远所渴望与追问的许多种人生，获得共鸣与反思的勇气。

作为一档文化访谈节目，《十三邀》具有某种出圈效应，可谓口碑流量双丰收。许多原本对知识分子不感兴趣甚至心存芥蒂的人，尝试着去透过这档节目面对更加多元的世界，思考更加复杂的问题。近日，《十三邀》推出了同名图书。

01 许知远：从“写历史”到“做节目”

“是写历史给你精神上的满足多，还是创造历史给你精神上的满足多？”

读《十三邀》时，我想起了56年前李济抛给蒋廷黻的这个棘手的问题。

李济被誉为“中国考古学之父”；蒋廷黻则是历史学家，中国近代史研究的奠基人之一，只不过，他最终离开学界，做了外交官。当时，两人在华盛顿重逢。面对老友的问题，蒋廷黻没有正面回答，却反问了一句：“现代的人是知道司马迁的人多，还是知道张骞的人多？”

许知远当然没有“创造历史”，但他一直在“写历史”。这几年，他常埋怨自己，作为一个“勉强的创业者”，写作的时间不断遭到挤压。尽管如此，他还是常怀着司马迁的野心，却依然奔波在张骞的路上。

司马迁曾用“凿空”来描述张骞通西域的意