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Inside C2

# Southern DAILY

Make Today Different

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## Putin's Victory Day speech leaves no clue on future escalation

KYIV/KHARKIV, Ukraine, May 9 (Reuters) - Vladimir Putin exhorted Russians to battle in a defiant Victory Day speech on Monday, but was silent about plans for any escalation in Ukraine, despite Western warnings he might use his Red Square address to order a national mobilisation.

In Ukraine, there was no let-up in fighting, with Kyiv describing a stepped-up Russian offensive in the east and a renewed push to defeat the last Ukrainian troops holding out in a steelworks in ruined Mariupol.

Monday's annual parade in Moscow - with the usual ballistic missiles and tanks rumbling across the cobblestones - was easily the most closely watched since the 1945 defeat of the Nazis that it celebrates.

Western capitals had openly speculated for weeks that Putin was driving his forces to achieve enough progress by the symbolic date to declare victory - but with few gains so far, might instead announce a national call-up for war.

He did neither, but repeated his assertions that Russian forces were again fighting Nazis.

"You are fighting for the Motherland, for its future, so that no one forgets the lessons of World War Two. So that there is no place in the world for executioners, castigators and Nazis," Putin said from the tribune outside the Kremlin walls.

Ukraine's President Volodymyr Zelenskiy, in his own speech, promised Ukrainians they would triumph.

"On the Day of Victory over Nazism, we are fighting for a new victory. The road to it is difficult, but we have no doubt that we will win," said Zelenskiy, in plain army garb with his shirt sleeves rolled up.

In a clear reference to Putin, Zelenskiy added: "The one who is repeating the horrific crimes of Hitler's regime today, following Nazi philosophy, copying everything they did - he is doomed."

Putin's war has killed thousands of civilians, sent millions fleeing and reduced cities to rubble. Russia has little to show for it beyond a strip of territory in the south and marginal gains in the east.

Sheltering in a metro station in Kharkiv, Ukraine's mainly Russian-speaking second city which has been bombed relentlessly since the war's first days, World War Two survivor Vira Mykhailivna, 90, buried her tear-stained cheeks in her palms.

"I didn't think this could ever happen to us," she



said. "This day was once a great celebration."

Kateryna Grigoriyevna, 79, a retired bank manager who has spent 10 weeks underground in the cavernous station, sat eating an ice cream she had ventured out to buy for Victory Day.

"We hate Putin," she said, glancing around the platform where some 200 people cluster in tents and on thin mattresses.

"I would kill him myself if I could."

**'ONLY DISHONOUR, AND SURELY DEFEAT'**

The Soviet victory in World War Two has acquired almost religious status in Russia under Putin, who has invoked the memory of the "Great Patriotic War" throughout what he calls a "special military operation" in Ukraine. Western countries consider that a false analogy to justify unprovoked aggression.

"There can be no victory day, only dishonour and surely defeat in Ukraine," said British Defence Secretary Ben Wallace.

In Poland, the Russian ambassador was surrounded by protesters at a memorial ceremony and doused in red paint. Ambassador Sergei Andreyev, his face dripping and his shirt stained, said he was

"proud of my country and my president".

After an assault on Kyiv was defeated in March by strong Ukrainian resistance, Russia poured more troops in for a huge offensive in the east last month. But Russian gains have been slow at best, and Western arms are flooding into Ukraine for an expected counter-attack.

Western military experts - many of whom initially predicted a quick Russian victory - now say Moscow could be running out of troops. A full declaration of war would let Putin activate reservists and send conscripts.

"What rhetoric Putin used in his speech is immaterial. If he didn't declare war, or a general mobilisation, that's what (is) important," tweeted Phillips O'Brien, a professor of strategic studies at Britain's University of St Andrews.

"Without concrete steps to build a new force, Russia can't fight a long war, and the clock starts ticking on the failure of their army in Ukraine."

The war still seems to enjoy strong public support in Russia, where independent journalism is effectively banned and state television says Russia is defending itself from NATO. Conscriptation would test that support.

Olga, participating in St Petersburg's

"immortal regiment" commemoration march, said she feared for her student son.

"I'm really worried about him. Really. I know many mothers whose sons are now of conscription age ... They're trying to find any way to save their children from going to this war."

**COMBING WRECKAGE**  
Serhiy Haidai, governor of Ukraine's frontline Luhansk province, said rescuers were trying to begin sifting through the site of a school in the town of Bilohorivka after a Russian attack believed to have killed 60 people there on Sunday.

Ukrainian forces were holding firm at the towns of Rubizhne and Popasna, major targets of Russia's advance, he said.

Ukraine's defence ministry said Russian forces backed by tanks and artillery were conducting "storming operations" at Mariupol's Azovstal plant, where hundreds of Ukrainian defenders have held out through months of siege. Civilians sheltering there have been evacuated in recent days.



## 美南電視15.3

每周一至五每晚7點專題節目

每晚7點播出  
專題節目

每天一至五下午6:30播出《美南新聞聯播》

- 每周一晚7點：主持人：黃梅子，《生活》節目（《生活故事會》、《丁師傅私房菜》和《修車師姐》三個單元輪流播出）
- 每周二晚7點：主持人：陳鐵梅，《美南時事通》
- 每周三晚7點，主持人：王潔，《美南時事通》、《美南名人堂》
- 每周四晚7點，主持人：Sky，《子天訪談錄》或馬健《J&J論壇》
- 每周五晚7點，主持人：蓋軍，《美南時事通》

美南網Scdaily.com和youtube 頻道Stv15.3 Houston同步收看直播



主持人：黃梅子



主持人：陳鐵梅



主持人：王潔



主持人：馬健



主持人：Sky



主持人：蓋軍

# WEA LEE'S GLOBAL NOTES

05/09/2022

## Trudeau Visits Kyiv



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Republic of Guiana Honorary consul at Houston Texas



Prime Minister of Canada Justin Trudeau went to visit Kyiv the capital city of Ukraine. In a joint news conference, he announced the reopening of the Canadian Embassy in Kyiv.

Trudeau also announced more military assistance for Ukraine, including drone cameras, satellite imagery and small arms and ammunition.

Following the G7 virtual meeting today with Ukraine, President

Zelensky and the other leaders released a statement condemning Russia's actions and underscoring their commitment to helping Ukraine. The announcement comes hours after U.S. First Lady Jill Biden traveled to Ukraine to meet with Olena Zelensky, the First Lady of Ukraine.

Beside the commitment by G7 to boycott Russian oil, the Biden administration will sanction three Russian TV stations. The White House also will prohibit individuals in the U.S. from

providing accounting, trust and corporate information and management consulting services to any person in Russia. At the same time, the Hungarian government said they could not accept the oil embargo on Russia which "undoubtedly would

drop an economic atomic bomb on Hungary's economy."

Judging from the current situation, there will be major changes in the world in the future. Russia will not easily give up on military and economic

sanctions. It seems unpredictable how this war will end.

The era of globalization days in the world is gone. When politicians sacrifice their people's lives in pursuit of power, there is no winner in the war.



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### Southern DAILY Make Today Different

### Editor's Choice



Supporters of presidential candidate Ferdinand "Bongbong" Marcos Jr., the son and namesake of the late Philippine dictator, and vice-presidential candidate Sara Duterte-Carpio, daughter of Philippine President Rodrigo Duterte, watch a fireworks...MORE



A child stands on a destroyed Russian tank near Makariv, Kyiv region, Ukraine. REUTERS/Mikhail Palinchak



U2 rock band frontman Bono and Ukrainian serviceman, frontman of the Antytila band Taras Topolia sing during a performance for Ukrainian people inside a subway station in Kyiv, Ukraine. REUTERS/Valentyn Ogirenko



Russian President Vladimir Putin watches a military parade on Victory Day, which marks the 77th anniversary of the victory over Nazi Germany in World War Two, in Red Square in central Moscow, Russia. Sputnik/Mikhail Metzel



Ukrainian refugees from the Azovstal steel plant in Mariupol are seen in a bus as they arrive at a registration and humanitarian aid center for internally displaced people in Zaporizhzhia, Ukraine. REUTERS/Gleb Garanich



U.S. first lady Jill Biden talks with Slovak Foreign Minister Ivan Korcok as she arrives at Bratislava "M.R. Stefanik" Airport, Slovakia. Susan Walsh/Pool

Southern DAILY Make Today Different

BUSINESS

In Celebration Of Asian American And Pacific Islander Heritage Month 2022



Honoring An Asian American Trailblazer: Norman Mineta, Dies At Age 90

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



As a child, former Secretary of Transportation Norman Mineta, seen here in 2004, spent two years of his life in a World War II internment camp after the Pearl Harbor attack. (Photo/Al Messerschmidt/WireImage)

ANNAPOLIS, Md. — Norman Mineta, who broke racial barriers for Asian Americans serving in high-profile government posts and ordered commercial flights grounded after the 9/11 terror attacks as the nation's federal transportation secretary, died Tuesday. He was 90. John Flaherty, Mineta's former chief of staff, said Mineta died peacefully at his home surrounded by family in Edgewater, Md. Mineta broke racial barriers for Asian Americans in becoming mayor of San Jose, Calif. He also was the first Asian American to become a federal Cabinet secretary, serving under both Democratic President Bill Clinton and Republican George W. Bush. Bush went on to award Mineta the nation's highest civilian honor, the Presidential Medal of Freedom. In a statement, the former president said Mineta was "a wonderful American story about someone who overcame hardship and prejudice to serve in the United States Army, Congress, and the Cabinet of two Presidents."

Norman Mineta, 14th United States Secretary of Transportation. The son of Japanese immigrants who spent two years of his childhood at a World War II

internment camp, Mineta began his political career leading his hometown of San Jose before joining the Clinton administration as commerce secretary and then crossing party lines to serve in Bush's Cabinet.

Overseeing the creation of the TSA after 9/11 As Bush's transportation secretary, Mineta led the department during the crisis of Sept. 11, 2001, as hijacked commercial airliners barreled toward U.S. landmarks. After a second plane crashed into the World Trade Center, Mineta ordered the Federal Aviation Administration to ground all civilian aircraft — more than 4,500 in flight at the time. It was the first such order given in the history of U.S. aviation. It was Mineta who was subsequently charged with restoring confidence in air travel in the aftermath of the terror attacks. He oversaw the hasty creation of the Transportation Security Administration, which took over responsibility for aviation security from the airlines. Within a year, the TSA had hired tens of thousands of airport screeners, put air marshals on commercial flights and installed high-tech equipment to screen air travelers and their luggage for bombs. In 2006, he resigned at age 74 after 5 1/2 years in his post, making him the longest-serving transportation secretary since the agency was created in 1967.

Born on Nov. 12, 1931, Norman Yoshio Mineta was 10 and wearing his Cub Scouts uniform when he and his parents were sent to the Heart Mountain internment camp in Wyoming after Japan attacked Pearl Harbor. He went on to graduate from the University of California, Berkeley, with a bachelor's degree in business administration and serve as an Army intelligence officer in Korea and Japan. After three years with the military, he returned to San Jose to run his father's Mineta Insurance Agency.

First Asian American mayor of a major city Mineta's foray into politics came in 1967, when San Jose's mayor tapped him to fill a vacant seat on the city council. He won re-election and served four more years on the council before winning the city's top seat in 1971, making him the first Asian-American mayor of a major city, which now has an airport that bears his name. Mineta was elected to Congress in 1974 and served 10 terms representing Silicon Valley. During his tenure, he pushed for more funding for the FAA and co-authored a landmark law that gave state and local governments control over highway and mass transit decisions. The co-founder of the Congressional Asian Pacific American Caucus also scored a personal victory when he helped win passage of the Civil Liberties Act of 1988, which required

the U.S. government to apologize to the 120,000 Japanese Americans forced to live in wartime internment camps. Former internees also received reparations of \$20,000 each.

In 1993, Mineta became chairman of the House Public Works and Transportation Committee — another first — but he quickly lost the job after Republicans won control of the House in 1994. Mineta resigned from Congress in 1995 to join Lockheed Martin Corp. as senior vice president of its transportation division, which built and operated electronic toll collection systems. But Washington came calling again five years later when Clinton, in the final months of his presidency, appointed him to replace William Daley as commerce secretary.

Only Democrat in Bush's Cabinet Mineta then became the first cabinet secretary to make the switch directly from a Democratic to Republican administration. He was the only Democrat in Bush's Cabinet. As transportation secretary, Mineta successfully promoted private investment in roads and bridges such as the Chicago Skyway and Indiana Toll Road and helped secure passage of a \$286 billion highway spending plan after almost two years of wrangling with Congress. After overseeing the rapid launch of the TSA, Mineta had his department downsized by almost two-thirds when the TSA and Coast Guard were moved to the Department of Homeland Security in 2003 in the biggest government reorganization in nearly six decades. After retiring from public service, he joined the public relations firm Hill & Knowlton as vice chairman and settled with his wife, Danaealia, in Maryland near the Chesapeake Bay. (Courtesy npr.com)

Norman Mineta

From Wikipedia, the free encyclopedia Norman Yoshio Mineta (November 12, 1931 – May 3, 2022) was an American politician. A member of the Democratic Party, Mineta served in the United States Cabinet for Presidents Bill Clinton, a Democrat, and George W. Bush, a Republican. Mineta served as the mayor of San Jose from 1971 until 1975. He was a member of the United States House of Representatives, representing California from 1975 until 1995. Mineta served as the United States Secretary of Commerce during the final months of Bill Clinton's presidency. He was the first person of East Asian descent to serve as a U.S. Cabinet secretary.[2]

As the United States Secretary of Transportation for President Bush, Mineta was the only Democratic Cabinet secretary in the Bush administration. During his tenure as the Secretary of Transportation, Mineta oversaw the creation of the Transportation Security Administration in response to the September 11 attacks that had occurred during his tenure. On June 23, 2006, Mineta announced his resignation after more than five years as Secretary of Transportation, effective July 7, 2006, making him the longest-serving Secretary of Transportation in the department's history. A month later, public-relations firm Hill+Knowlton Strategies announced that Mineta would join it as a partner. In 2010, it was announced that Mineta would join L&L Energy, Inc. as vice chairman.

Early life and education Mineta was born in San Jose, California, to Japanese immigrant parents Kunisaku Mineta and Kane Watanabe, who were barred from becoming American citizens at that time by the Asian Exclusion Act. During World War II, the Mineta family was interned for several years at Area 24, 7th Barrack, Unit B, in the Heart Mountain internment camp near Cody, Wyoming, along with thousands of other Japanese immi-

grants and Japanese Americans. Upon arrival to the camp, Mineta, a baseball fan, had his baseball bat confiscated by authorities because it could be used as a weapon. Many years later, after Mineta was elected to the U.S. House of Representatives, a man sent Mineta a \$1,500 bat that was once owned by Hank Aaron, which Mineta was forced to return as it violated the congressional ban on gifts valued over \$250. Mineta said: "The damn government's taken my bat again." While detained in the camp, Mineta, a Boy Scout, met fellow scout Alan K. Simpson, a future senator from Wyoming, who often visited the Boy Scouts in the internment camp with his troop. The two became close friends and remained political allies throughout their lives.

Mineta graduated from the University of California, Berkeley's School of Business Administration in 1953 with a degree in business administration. Upon graduation, Mineta joined the U.S. Army and served as an intelligence officer in Japan and Korea. He then joined his father in the Mineta Insurance Agency.

Career Councilman and mayor of San Jose In 1967, Mineta was appointed to a vacant San Jose City Council seat by Mayor Ron James. He was elected to office for the first time after completing a term in the city council. He was elected vice mayor by fellow councilors during that term. Mineta ran against 14 other candidates in the 1971 election to replace outgoing mayor Ron James. Mineta won every precinct in the election with over 60% of the total vote and became the 59th mayor of San Jose, the first Japanese-American mayor of a major American city. As mayor, Mineta ended the city's 20-year-old policy of rapid growth by annexation, creating development-free areas in East and South San Jose. His vice mayor Janet Gray Hayes succeeded him as mayor in 1975.

United States Congress In 1974, Mineta ran for the United States House of Representatives in what was then California's 13th congressional district. The district had previously been the 10th District, represented by retiring 11-term Republican Charles Gubser. Mineta won the Democratic nomination and defeated State Assemblyman George W. Millias with 52 percent of the vote. He was reelected 10 more times from this Silicon Valley-based district, which was renumbered as the 15th District in 1993, never dropping below 57 percent of the vote.[12]

Norman Mineta (left) receives the Presidential Medal of Freedom from President George W. Bush, 2006 (National Archives) Mineta cofounded the Congressional Asian Pacific American Caucus and served as its first chair. He served as chairman of the House Committee on Transportation and Infrastructure between 1992 and 1994. He chaired the committee's aviation subcommittee between 1981 and 1988, and chaired its Surface Transportation subcommittee from 1989 to 1991. During his career in Congress, Mineta was a key author of the landmark Intermodal Surface Transportation Efficiency Act of 1991. He pressed for more funding for the Federal Aviation Administration. Mineta was a driving force behind passage of H.R. 442, which became the Civil Liberties Act of 1988,

a law that officially apologized for and redressed the injustices endured by Japanese-Americans during World War II.

Secretary of Transportation Mineta was appointed United States Secretary of Transportation by President George W. Bush in 2001, a post that he was offered eight years earlier by Bill Clinton. He was the only Democrat to have served in Bush's cabinet and the first Secretary of Transportation to have previously served in a cabinet position. He became the first Asian American to hold the position, and only the fourth person to be a member of Cabinet under two presidents from different political parties (after Edwin M. Stanton, Henry L. Stimson and James R. Schlesinger). In 2004, Mineta received the Tony Janarus Award for his distinguished contributions to commercial air transportation. Following Bush's reelection, Mineta was invited to continue in the position, and he did so until resigning in June 2006. When he stepped down on July 7, 2006, he was the longest-serving Secretary of Transportation since the position's inception in 1967.

September 11 attacks Mineta's testimony to the 9/11 Commission about his experience in the Presidential Emergency Operations Center with Vice President

Cheney as American Airlines flight 77 approached the Pentagon was not included in the 9/11 Commission Report.[26] In one colloquy testified by Mineta, the vice president refers to orders concerning the plane approaching the Pentagon: "There was a young man who had come in and said to the vice president, 'The plane is 50 miles out. The plane is 30 miles out.' And when it got down to, 'The plane is 10 miles out,' the young man also said to the vice president, 'Do the orders still stand?' And the vice president turned and whipped his neck around and said, 'Of course the orders still stand. Have you heard anything to the contrary?' Well, at the time I didn't know what all that meant."

Norman Mineta, 9/11 Commission Commissioner Lee Hamilton queried if the order was to shoot down the plane, to which Mineta replied that he did not know that specifically.

Mineta's testimony to the commission on Flight 77 differs rather significantly from the account provided in the January 22, 2002, edition of The Washington Post, as reported by Bob Woodward and Dan Balz in their series "10 Days in September".

Norman Mineta, 2009

Legacy The Mineta Transportation Institute was named after him. It was established by Congress in 1991 as a research institute focusing on issues related to intermodal surface transportation in the United States. It is part of San Jose State University's Lucas Graduate School of Business in San Jose, California, and is currently directed by Karen Philbrick.

Personal life Mineta's first marriage was to May Hinoki, which lasted from 1961 to 1986. In 1991, Mineta married United Airlines flight attendant Danaealia "Denni" Brantner. Mineta had two children from his first marriage; and two stepchildren from his second marriage. He had 11 grandchildren. Mineta died on May 3, 2022, from a heart ailment in Edgewater, Maryland, at the age of 90. (For Additional details go here: https://en.wikipedia.org/wiki/Norman\_Mineta.)

Southern DAILY Make Today Different

COMMUNITY

2020 Saw A Steep Rise In Attacks Against Asian Americans

There Have Been Over 9,000 Anti-Asian Incidents Since The COVID Pandemic Began



Illustration: Aida Amer/Axios

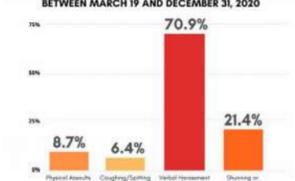
Compiled And Edited By John T. Robbins, Southern Daily Editor

The frequency of anti-Asian incidents — from taunts to outright assaults — reported in the United States so far this year seems poised to surpass last year despite months of political and social activism, according to a new report released Thursday.

Stop AAPI Hate, a national coalition that became the authority on gathering data on racially motivated attacks related to the pandemic, received 9,081 incident reports between March 19, 2020, and this June. Of those, 4,548 occurred last year, and 4,533 this year. Since the coronavirus was first reported in China, people of Asian and Pacific Islander descent have been treated as scapegoats solely based on their race. Lawmakers, activists and community groups have pushed back against the wave of attacks. There have been countless social media campaigns, bystander training sessions and public rallies. In May, President Joe Biden signed the bipartisan COVID-19 Hate Crimes Act, expediting Justice Department reviews of anti-Asian hate crimes and making available federal grants. Those supporters should not feel discouraged because the data hasn't shifted much, Stop AAPI Hate leaders said.

"When you encourage hate, it's not like a genie in a bottle where you can pull it out and push it back in whenever you want," said Manjusha Kulkarni, co-founder of Stop AAPI Hate and executive director of the Asian Pacific Policy and Planning Council. "There's too much perpetuating these belief systems to make them go away."

TYPES OF ANTI-ASIAN HATE CRIMES BETWEEN MARCH 19 AND DECEMBER 31, 2020



Several factors contributed to the data, from an increase in incidents to a greater desire to report, according to Kulkarni. As the economy opened up more in the past few months, it meant more public interactions and opportunities to attack, she said. Also, a bump in reporting typically occurs after a high-profile incident like the March 16 Atlanta-area spa shootings that left six Asian women dead. "There, too, is where we saw some that were incidents that had taken place weeks or months before, but they just were either not aware of our reporting center or didn't take the time to report," Kulkarni said. The reports aggregated by Stop AAPI Hate are from the victims themselves or someone reporting on their behalf, like an adult child. Overall, the report found verbal harassment and shunning — interactions that don't qualify legally as hate crimes — make up the two largest shares of total incidents. Physical assaults made up the third. But their percent-

age of the incidents this year increased from last year — 16.6% compared to 10.8%. More than 63% of the incidents were submitted by women. Roughly 31% took place on public streets, and 30% at businesses. Many Asian Americans and others blame former President Donald Trump for ratcheting up the danger by talking about the virus in racially charged terms. While Biden has demonstrated allyship, there is concern that a U.S. investigation into the origins of COVID-19 could lead to more hostility and treatment of Asian Americans as enemy foreigners.



"We understand that other nation-states are competitors to the United States, and a number of them do have authoritarian regimes," Kulkarni said. "But the ways in which we talk about the people and the ways in which blame is assigned somehow looks different for communities of color than it does for, say, the Russian government or the German government." Many of the headline-making attacks over the past year and a half have been against elderly Asian people on both coasts. In most of those cases, a senior was beaten, kicked, shoved or even stabbed out of nowhere. Several such incidents have been caught on video.

A U.S. Census survey released earlier this month found Asian American households were twice as likely as white households to admit they didn't have enough food throughout the pandemic because they were afraid to go out — not due to affordability or transportation issues. In contrast, other racial groups' households said they were experiencing food insecurity because of the pandemic. Asian American respondents didn't say specifically if it was fear of racial attacks that kept them at home.

Anni Chung, president and CEO of San Francisco-based Self-Help for the Elderly, says the seniors they help were hit by a "second virus that is a hate virus." The nonprofit provides food and programs to more than 40,000 older adults in the Bay Area, most of them Asian. The organization went from transporting a pre-pandemic load of 400 meals daily to over 5,000 per day. Last year, they gave out 963,000 meals overall compared with 436,000 typically.



"Sometimes when we talk to seniors, they say this hatred drove them to be stuck in their house even

worse than the pandemic," Chung said. For them, the fear is more than a headline but something in their own backyard. "One of our clients was on the bus. Right before the man got off the bus, he just punched her," Chung said. "She said no one — not the bus driver and a number of Chinese on the bus — went to her care."

Giving into that fear means seniors have missed important things like doctor's appointments or exercise routines at the park. So, in June, with some funding from the city, Self-Help for the Elderly expanded a volunteer escort service to accompany seniors on errands or outings around Chinatown and other neighborhoods. It had more than 200 requests that month.

The onslaught of verbal and physical assaults has drawn more skepticism than sympathy from some. Peter Yu, a Republican U.S. Senate candidate in Colorado who is also Chinese American, came under fire last month for characterizing anti-Asian hate crimes as exaggerated. "I would welcome him to look at the data and see there has been a significant increase," Kulkarni said. "This may be a situation when people refuse to see racism or misogyny. I think they're just really refusing to see reality and how unfortunately, in the U.S., we have allowed those forces to prevent people from living their lives." (Courtesy apnews.com)

Related

A rise in assaults against Asian Americans last year seems primarily tied to the coronavirus pandemic, but heightened tensions between the U.S. and China and growing fears of China's espionage activities stateside are further complicating the situation.

Driving the news: There were more than 2,800 incidents of verbal and physical assaults directed at Asian Americans in 2020, according to Stop AAPI Hate, an organization founded early last year to track hate crimes against people of Asian American Pacific Islander heritage, Axios' Shawna Chen reports.



What's happening: Hate crimes tend to surge around "big political moments" and during election years, Michael Jensen, a researcher at the University of Maryland and author of a 2020 report on hate crimes, told NPR. "When President Trump began and insisted on using the term 'China virus,' we saw that hate speech really led to hate violence," Russell Jeung, creator of the Stop AAPI Hate tracker and chair of the Asian American studies department at San Francisco State University, told USA Today.

But Trump "could not have rallied the kind of hatred that he did without this country's long history of systemic and cultural racism against

people of Asian descent," writes Princeton professor Anne Anlin Cheng in a Feb. 21 essay for the New York Times.

That history includes: history includes: In 1871, at least 17 Chinese residents of Los Angeles were killed by a mob of 500 people. In 1882, the Chinese Exclusion Act banned Chinese laborers from entering the U.S. In 1885, white residents set fire to Chinese-owned businesses and expelled the Chinese residents of Tacoma, Washington. During World War II, Japanese and Japanese Americans in California were forcibly interned in camps.



"People attacking Asian Americans during the quarantine ... are not fearing contagion from disease but assigning blame for it. Asian Americans are ... alleged to be culpable for sins ranging from the Vietnam War to an invisible infection. We are guilty by association even if our grandparents lament our alienation from their traditions." — Frank H. Wu, president of Queens College, City University of New York, in a recent report on the targeting of Asian Americans in New York

Fast forward: The geopolitical tensions between the U.S. and China today, and some proposed approaches for addressing espionage and intellectual property theft in U.S. scientific research, may exacerbate suspicions toward Chinese Americans.

The Department of Justice's recent indictments of some Chinese scientists at U.S. universities for failing to disclose Chinese government-linked projects has raised concerns of racial profiling.



Trump-era regulations imposed sweeping visa restrictions that could apply to hundreds of millions of Chinese citizens, and some legislative proposals could prohibit Chinese students from pursuing graduate studies in fields that involve sensitive technology, a controversial approach being pushed by Sen. Tom Cotton (R-Ark.).

What to watch: The New York Police Department created a task force last year to focus on hate crimes directed at Asians. If assaults continue to occur, other regions may consider similar measures. (Courtesy axios.com)