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Plan for a 'great' hot weekend of Memorial Day tubing with these spots, outfit- ters



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Tesla trims up to \$14,000 off Model X in China after tariff cuts

BEIJING (Reuters) - Tesla Inc has slashed up to \$14,000 off its Model X in China after Beijing announced major tariff cuts for imported automobiles, a potential sales boost for the U.S. firm as the world's largest auto market pivots towards electric cars. China said on Tuesday it will cut import tariffs for automobiles to 15 percent from 25 percent, a fillip for premium car brands like Tesla and BMW which import a significant number of vehicles. Tesla said on Tuesday that any of its cars sold in China would be subject to adjusted prices, even before the tariff change comes into effect on July 1.

The price of a top-of-the range Model X will be cut to 1.3 million yuan (\$203,830) but that remains well above the \$140,000 cash price-tag before savings for the priciest version in the United States - Tesla's Model X P100D. The move by the California-based electric carmaker likely foreshadows wider price cuts for imported cars in China as foreign firms look to narrow a price gap with domestic rivals. Imports, however, only make up a fraction of the overall market and tend to be upper-end models. Yale Zhang, head of Shanghai-based consultancy Automotive Foresight, said price cuts by foreign premium brands will likely force them to adjust the price tag for vehicles they produce locally in China. This in turn will gradually impact the price of more affordable, mainstream cars - even local Chinese brands. "With imminent price adjustments in the higher-end segment, that will over time lead to a pricing adjustment for the entire market," Zhang said.



FILE PHOTO: A man cleans a Tesla Model 3 car during a media preview at the Auto China 2018 motor show in Beijing

Other carmakers, including Japan's Toyota Motor Corp and BMW, said after the tariff cut that they would look at adjusting their retail prices in China to provide competitive offers to consumers. Special Counsel Robert Mueller is also investigating.

The June 2016 Trump Tower meeting has been central to those probes. Reporting by Patricia Zengerle, Karen Freifeld, Jonathan Landay and Susan Heavey; Editing by Steve Orlofsky Our Standards: The Thomson Reuters Trust Principles.

Trump adviser and son-in-law Jared Kushner gets security clearance back

NEW YORK (Reuters) - Jared Kushner, a senior adviser to President Donald Trump and his son-in-law, has had his security clearance restored, allowing him access to classified information after losing the privilege in the fallout over a fired White House aide, his lawyer said on Wednesday. White House Senior Advisor Jared Kushner arrives for U.S. first lady Melania Trump's "launch of her initiatives" and "Be Best" campaign in the Rose Garden at the White House in Washington, U.S., May 7, 2018. REUTERS/Kevin Lamarque When he joined the White House staff in January 2017, Kushner gained access to sensitive information through a temporary security clearance while the FBI conducted a background check to see if he qualified for a permanent clearance. His temporary clearance was suspended by White House Chief of Staff John Kelly in February along with other officials operating under temporary clearances as part of measures to tighten procedures after White House staff secretary Rob Porter was fired when his two ex-wives raised charges of domestic abuse. "With respect to the news about his permanent security clearance, as we stated before, his application was properly submitted, reviewed by career officials, and went through the normal process. Having completed these processes, Mr. Kushner

is looking forward to continuing the work the president has asked him to do," said Kushner attorney Abbe Lowell. Kushner is leading a Trump effort to resurrect the Israeli-Palestinian peace process and has been a Trump conduit to Mexico, among other activities. It took an unusually long time for Kushner's background check to be completed, raising questions about whether he might be in trouble in U.S. Special Counsel Robert Mueller's investigation into Russian interference in the 2016 presidential election. Kushner, who is married to Trump's daughter Ivanka Trump, attended a meeting at Trump Tower in June 2016 with Russian lawyer Natalia Veselnitskaya, Donald Trump Jr., and former Trump campaign chairman Paul Manafort. Lowell, in a statement, said Kushner has cooperated fully with the investigation, including sitting for two interviews with the special counsel's office. "In each occasion, he answered all questions asked and did whatever he could to expedite the conclusion of all the investigations," Lowell said. According to a person familiar with the situation, Kushner was interviewed for a second time by the Mueller team in the second week of April. It lasted more than six hours. The questions covered issues related to whether there was collusion between Russian figures and the Trump campaign, and any contacts during the Trump post-election transition period to the presidency, among other issues, the

source said. According to the person, Mueller's team did not ask questions about Kushner's business or finances, including his family's real estate company.



U.S. Ambassador to Israel David Friedman sits next to White House Senior Advisor Jared Kushner as he speaks during the dedication ceremony of the new U.S. embassy in Jerusalem

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幹細胞療法 疼痛患者的大福音

什麼是「幹細胞療法」?

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- 幹細胞療法治療退行性疾病、和慢性疾病的開拓性方法，又被稱為再生醫學，能幫助身體重建修復，啟動抗病與醫療的新契機。
- 我們使用臍帶血幹細胞，由新生兒臍帶血所提煉而出，是目前五種幹細胞來源中最優良的，密度高，修復效果好。能幫助減少發炎、控制免疫系統、和幫助中樞神經系統的再生。
- 幹細胞療法是世界上自然、最有效的抗炎、抗病毒、抗菌、自我調節、和滋養身體的療法，為身體的免疫系統提供巨大的修復與治療能量來源。
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Plan for a 'great,' hot weekend of Memorial Day tubing with these spots, outfitters

By Madalyn Mendoza

No storms in the forecast mean all the conditions are right for slow-moving hoards of inner tubes, coolers, music and fun to take over area rivers as Memorial Day weekend kicks off the beloved Texas tubing tradition. National Weather Service models for the area show dry, hot conditions for the long weekend.

"The heat is pretty much going to be the story of Memorial Day weekend this year," said NWS meteorologist Aaron Treadway. "In years past, we've had chances of storms, floods and isolated tornadoes, but this year it's going to be dry — great for people to go tubing and barbecue."

Treadway said temperatures will be on the cusp of 100 degrees on Sunday and Monday. With the heat index spiking the thermometers by two or three degrees, temperatures might feel like 101 or 102 degrees.

With a storm bearing down on Minnesota over the weekend, many people are making plans to ride out the snow and rain indoors—but not Xcel Energy, or for that matter the Department of Transportation.

And according to unofficial Texas protocol, triple digit temperatures signal it's time for inflating tubes and hitting the water.

Rockin 'R' Rive Rides has been outfitting Central Texas tubers for nearly 40 years, "depending on Mother Nature," as the company website says.

General Manager Shane Wolf feels like Mother Nature is on their side this year, despite her



flare-ups in the past, like the fatal 2015 flooding. "We're fired up and excited," he said. "This is the first Memorial Day weekend in quite some time that we haven't had a percentage of rain in the forecast."

While most of their seven locations started the season in March, Wolf said Memorial Day weekend is the official floating kick off.

"We always want more of a flow, but it's still a great float, we're still putting people in daily," Wolf said of Guadalupe River conditions.

The Guadalupe River above the Comal River in New Braunfels is flowing at about 50-cubic-feet-per-second. Closer to Seguin, the Guadalupe is flowing at 440 CFS. The Comal River is flowing at about 260 CFS in New Braunfels as of Wednesday, according to the National Weather Service tables.

"The Comal River is always a constant flow because it's a natural spring," Wolf explained.

Aside from water flow, Wolf also knows when the strongest flow of people are expected. While Memorial Day is the most popular day for tubing, Wolf said it's not the busiest for Rockin 'R.' That would be in July. He said school and graduations are still keeping tubers busy in May, but Rockin 'R' marks the third week in July as peak season.

Wolf said their most popular spot to jump in the water is at the 1405 Gruene location, which provides about a 3-hour float.

"All you need is a three-hour float," he said. "Grab your sunblock, your thirst-quencher, a large hat, shoes and come jump in."

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Editor's Choice



U.S. President Trump shakes hands with Deputy Attorney General Rosenstein at end of roundtable on immigration in Bethpage, New York



China's Foreign Minister Wang Yi speaks during joint news conference with U.S. Secretary of State Mike Pompeo at the State Department in Washington



U.S. president Trump supporter holds a banner against MS-13 before a forum about Central American-based Mara Salvatrucha (MS-13) gang organization at the Morrelly Homeland Security Center in Bethpage, New York



U.S. president Trump supporter holds a banner against MS-13 before a forum about Central American-based Mara Salvatrucha (MS-13) gang organization at the Morrelly Homeland Security Center in Bethpage, New York



Congressman Wilson holds Jerusalem Post "Promises Made Promises Kept" front page as he questions Secretary of State Pompeo on Capitol Hill in Washington



The company logo of China's Sinopec Corp is displayed at a news conference in Hong Kong



Charlie Mirsky of Marjory Stoneman Douglas High School in Parkland, Florida, participates with other students from around the country in a Gun Violence Prevention Task Force



An electric driver-less shuttle autonomous vehicle made by Navya passes by the Leonard de Vinci private university at La Defense financial and business district, in Courbevois



U.S. Senator Harris participates in a news conference on immigration policies at the U.S. Capitol in Washington

A New 'Solar City' -- Blueprint For Suburbia?

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



An aerial view of Babcock Ranch near Fort Myers, Florida, which is projected to have 50,000 residents by the time it's completed.

Overview
People are starting to move into Babcock Ranch, an ambitious development in Florida more than a decade in the making. With a solar field and self-driving shuttles, it's a suburb that its creators hope will be revolutionary.

BABCOCK RANCH, FLORIDA—Like a lot of Floridians, Syd Kitson loves the sun. But his passion is mainly for the energy it feeds his new development, Babcock Ranch, which bills itself as the country's first solar-powered city, located 15 miles northeast of Fort Myers and close to Florida's southwest coast.

This particular day in March turned out to be a milestone for Kitson, an NFL guard-turned-property developer who has been chasing his vision of a sustainable society for more than a decade. As he surveyed the 440 acres of solar panels already in place, on land that he donated to Florida Power & Light, he said he just learned that the utility company plans to double the size of its energy farm. "FPL is going to add another 75 megawatts, so we're going to have a total of 150 megawatts," Kitson said.



Syd Kitson at Babcock Ranch, which he calls a "living laboratory" (Richard Luscombe)

His ultimate plan is for a solar-powered city of 19,500 homes with a downtown, schools, restaurants, shopping and leisure facilities, and more than 50 miles of nature trails for walkers, runners, and cyclists. By full build-out, he hopes Babcock Ranch will have about 50,000 residents.

The FPL solar farm is a cornerstone of the Babcock Ranch masterplan, and the 14 months between the farm's October 2015 groundbreaking and its 343,000 panels coming online last December reflect the quick pace of the development as a whole. It was only in January that the first residents began moving in. This month, a health, wellness, and lifestyle center opened in Founder's Square, the development's town center, with medical offices, a gym, and a swimming pool. That followed the rollout of a K-8 charter school with a STEAM-based curriculum; a lakeside gastropub serving locally-grown seed-to-table organic food; and a cavernous co-working space called The Hatchery, with options from walk-up desk rentals to serviced offices.

On weekends, electric self-driven shuttles ferry residents and visitors around as part of testing by the autonomous transportation company Transdev. There are plans to expand the pilot to an Uber-style on-demand service. At a cursory glance, Babcock appears little different from numerous other planned communities around Florida. It has single-family detached houses arranged into neighborhoods, and the seven homebuilders that partnered with Kitson offer a range of models from two to five bedrooms, priced

from the \$190,000s to more than half a million dollars. The sales pitch rests on their high-tech and green features. These are Alexa-controlled smart homes with 1-gigabit fiber internet and wiring for electric cars in every garage; kitchens and laundry rooms piped for natural gas cooktops, ranges, and dryers; and metal roofs to reduce heating and cooling costs.



Founder's Square, the development's town center, already has a health and wellness center, a co-working space, and a gastropub. (Babcock Ranch)

These are Alexa-controlled smart homes with 1-gigabit fiber internet and wiring for electric cars in every garage.

Additionally, homeowners are encouraged to grow vegetables in community gardens, landscaping is limited to native plants (with turf covering no more than 30 percent of yard space), and all irrigation water is reclaimed.

Kitson describes Babcock Ranch as "a living laboratory," with energy self-sufficiency at its core. All public and commercial buildings with good exposure have roofs covered with solar panels, and solar "trees" are dotted around the public areas to bolster the power supply and provide recharge stations for visitors' cell phones, tablets, and laptops. What you won't see are solar panels on the roofs of most houses. Residents are hooked up to FPL's grid in the same way, and billed at the same rates, as any other of the utility's customers. "For us to truly be sustainable and a solar-powered town, we absolutely have got to do it on a utility-scale basis, period," Kitson said. "Solar power comes to us first, and the excess goes into the grid. I can't see how that's not a huge win for everybody."

Some outside analysts believe that Kitson's pursuit of that utility-scale solar is the key to the long-term viability of the project. "In the future, we're going to see almost all of our new developments powered by renewable energy, and to the extent this is a model for the future, especially in Florida, it's a good thing," said Ed McMahon, senior fellow for sustainable development and environmental policy at the Urban Land Institute.

One of the self-driving shuttles that Transdev is piloting in the town (Richard Luscombe)

Even before the upcoming solar-field expansion, Babcock Ranch is generating more electricity than it needs, Kitson said, and in a further innovation now has the capacity to store some of it. Ten single-megawatt batteries that became operational earlier this year on the western edge of the solar field—and also slated for future expansion—can store power for four hours, allowing a stable discharge during cloudy spells, or to "reserve" energy from sunny afternoons for peak evening demand.

The town's buildings, constructed to match or exceed the latest county codes, soaked up everything the furious 2017 hurricane season had to offer. "During Irma, the eye of the storm came right over us," Kitson said. "We did just fine, and we're 30 feet above sea level so we didn't flood. Sure, there

were a few trees down, but we just picked them right back up because we'd just planted them."

Kitson said the initial planning and design of the town was a community effort. In the mid-2000s, his team held meetings in community halls, city offices, and even at late-night social gatherings around Charlotte County to discuss what kind of town local people would want to live in, or at least visit. "It was [that] input that established the principles that continue to guide every planning decision," he said. Several architecture and planning firms collaborated to shape the new town, including Looney Ricks Kiss, Harvard Jolly, and Kimley-Horn.

The master plan was approved in 2006, but the project was put on hold through the economic downturn of the late 2000s, which Kitson admitted was "less of a curveball, more of a boulder."

Babcock Ranch is still in its infancy. Only about 20 families have taken up residence so far, a number that's expected to grow to about 100 by the end of this year as more new homes become ready for occupancy. The Babcock Ranch Neighborhood School already has 156 students (who live outside the town). Shannon Treece, the principal, says the development growing up around the school provides hands-on, real-life lessons in environmental stewardship.



Babcock Ranch is an approximately 17,000-acre planned community under development in Southwest Florida. It is to be the first solar-powered city in the United States.

States offering residents the opportunity to purchase a piece of American history.

"We are in a place that ... just evokes that spirit of innovation and that engagement of people," Treece said. "It's easy to open a textbook and read and answer questions. But project-based learning has a really specific driving question, and it always has a community-partner piece as well, which is, 'How is it going to change the community we're in?' That's the connection to here."

With guidance from the chef of the Tap and Table, Babcock's gastropub, students aced a recent solar cook-off tournament against other local schools. They harvested ingredients from their own community garden and created a three-course teriyaki meal. The students also track how much energy the school consumes by reading data from a solar tree in their playground.

When a larger school building opens in August, there will be twice as many children, teachers, and staff. Ultimately, there are plans for eight schools from pre-K to high school, with enrollment open to any child who qualifies to attend public school in Charlotte County.

Two likely future students are the three-year-old son and newborn daughter of Matt Angerer. Angerer rents an office in The Hatchery for his online business, and can't wait to move his young family to Babcock when their home is ready in September.

"What better situation than having a home here and office space to grow my company and my

family?" he said. "I'm an early adopter. I believe in technological innovation, but I also think we should leverage technology to help the environment and sustainability."

Angerer said that everything at Babcock Ranch "fit the bill for us, including the school. They're focusing on the family core, a comfortable and safe place to bring your children. (That is, apart from the alligators, which are "everywhere," he said.)

Babcock Ranch may be giving us a peek of tomorrow's suburbia.

Local criticism of the development so far has focused on the environmental

impacts of its footprint. When Kitson bought the 91,000-acre working ranch in 2006 for more than \$500 million, it had seen cattle ranching, alligator farming, the raising of crops including watermelons, and even rock mining and eco-tourism, but faced an uncertain future in the wake of the death of sole landowner and family patriarch Fred Babcock in 1997.* Yet because of the ongoing stewardship of the land, it was in good condition.

After the purchase, Kitson immediately sold 73,000 acres, or about 80 percent of it, to the state of Florida for preservation, with the remaining 18,000 acres, spanning Charlotte and Lee counties, set for development over the next 20 years.

At a meeting of the Lee County commission in February, Kitson won approval for a land-use change from agricultural to planned development, and got a green light for construction of Babcock's southern section (everything else so far has been in Charlotte County). Some environmentalists spoke out.

Carl Veaux, vice president of the Cape Coral Wildlife Trust, accused commissioners of "ripping the word 'rural' right out of the heart of Lee County," according to the News-Press. "This is the most beautiful parcel of land on Babcock Ranch, and they're going to develop it."

Kitson wants his critics to see the town firsthand before passing judgment. "They think they'll come in and [it'll be] like George Jetson, but it's not. It's an old-town feeling with all of those modern conveniences and technology of today."

He acknowledges that some will question the choices that were made for Babcock Ranch on environmental grounds, and whether it can call itself fully sustainable when, for example, residents still need cars to commute to jobs in other towns, and the housing stock is larger detached homes rather than higher-density units.

The houses at Babcock Ranch range from about 1,500 to 4,000 square feet. Built by a range of homebuilders, they are required to meet at least a bronze standard of certification from the Florida Green Building Coalition. (Babcock Ranch)

His answer is that he has made a laboratory out of a place where traditional models of community

and family life are central. New ideas can be developed and tested at Babcock Ranch, and expanded gradually toward sustainability, without wholesale changes that would be too radical for many people. "Americans are not going to go from one car for every driver to no cars for every household overnight."

"Americans are not going to go from one car for every driver to no cars for every household overnight," Kitson said. "We start by making the cars just one option for getting around. When people can walk, bike, catch a shuttle, use a handheld device to summon an autonomous vehicle, or utilize a shared vehicle service for trips off-site, they will quickly realize they don't really need their own car."

"What we are creating," he continued, "is a suburban-urban environment with everything in walking distance, and [we're] working continuously to bring more jobs within our town footprint to achieve the goal of a real, multi-generational town where people live, work, and play."

McMahon believes that solar power, for Babcock, is the market differentiator that large, out-of-town developments need these days to prompt people to move there, as well as an environmental good. "It's a greenfield site; everybody has to drive there from somewhere else, [and] there's energy used in building the site and getting to it and from it," he conceded. "So it's not completely carbon-neutral in that sense. But as we like to say at the Urban Land Institute, 'It's better to be half right than all wrong.'"

In the future, McMahon continued, "the most successful communities in Florida are going to be ones that are walkable, where you can reduce your transportation. There's no place that's probably perfect, but all these things are steps in the right direction."



Richard and Robin Kinley at their new home in Babcock Ranch. "It feels like you're gaining good karma, living here," Richard Kinley said. (Richard Luscombe)

For Richard Kinley and his wife Robin, Babcock's first residents, who moved into their house in January from Atlanta, the development is living up to its promise so far. "It feels like you're gaining good karma, living here," said Richard Kinley, a semi-retired medical professional.

"We go days without needing air conditioning, because homes are built to green standards and are well insulated. The metal roof helps decrease costs. I also have an electric car charging in the garage, so I'm using solar energy to drive around the state," he said. "We want to live here because it encourages a lifestyle we want to take on. It's nice to live in a community where like-minded people are moving."

All of which is music to Kitson's ears. "If I come back in 20 years," he said, "and see families, empty nesters, and retirees all mingling together; autonomous vehicles taking people from place to place; kids using technology outdoors; a respect for nature where the air is clean and the water is pure—that those things we talked about from Day One have come to fruition—then it will all have been worth it." (Courtesy citylab.com)

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Would Apple Buy Tesla? Not A Crazy Idea Anymore

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



Tesla CEO Elon Musk

The idea that Apple should buy Tesla has been floated many times. Apple now has more than enough cash coming back to the US to do the deal.

For openers, Tesla needs to be saved from its delusional idea and maybe unachievable view about the company's future growth — and Apple needs to be saved from the disaster of its car project. So maybe a “chemistry” is developing between the two mega companies.

Last November, Rolling Stone magazine published a profile of Tesla's CEO Elon Musk, written by Neil Strauss, a neo-gonzo journalist who made his name with a book about pickup culture. And in that interview Musk made a confession.

“I wish we could be private with Tesla,” Musk told Strauss. “It actually makes us less efficient to be a public company.”

Tesla has been public since its 2010 IPO and since then the stock has risen from about \$20 a share to nearly \$400 at one point in 2017. The company's market cap is now close to \$60 billion. Investors who jumped in seven years ago have enjoyed a return of nearly 1,200%.



New Tesla Roadster Planned

Musk might be the only person who wishes Tesla were private. Even short-sellers, recently clobbered by Tesla's surge, have been delighted when the stock has gone through one of its periodic swoons of \$100 in a few months. And ironically, Musk's next ten years of compensation are now completely tied to Tesla's market performance, which the board of directors thinks

can yield a \$650-billion market cap. That's delusional. In many ways, it sets Musk up for both continued inefficiency — a lot of second-guessing about investments in automation, for example, at the expense of hitting production targets — and potentially epic failure. It also represents a radical formulation of shareholder value theory.

Tesla is wildly overvalued, and what it needs now isn't a fatter stock price but rather an ability to satisfy customers. For the Model 3 mass-market vehicle, currently stalled amid production bottlenecks, Tesla has 400,000 mostly unfulfilled pre-orders.

Apple buying Tesla is an idea that always seems to be on the table

In the past, there's been talk about somebody buying Tesla. Usually, Apple is the one that gets everybody's heart racing. This idea has been shot down several times. But with the announcement of Musk's new pay package, Tesla may need to be rescued from itself. And that Musk should get his wish.



Apple CEO Tim Cook

Tesla is worth so much that there aren't very many companies able to buy the automaker. And Tesla going truly private would be too much of a reversal of history as well as a financial improbability, although if the bottom falls out some investors might someday snap up what's left of Tesla on the cheap.

Apple, thanks to the new tax bill, will repatriate over \$250 billion in cash that it has been keeping overseas. Even after

paying taxes on it, at the reduced corporate rate, it will have arguably too much left over. It could easily wind up going into share buybacks or a dividend, or Apple could continue its pattern of making small acquisitions.

Or the company, which is sitting on a mature iPhone business that mints the profits but could be looking at more severe growth headwinds in coming years, could swing for the fences and get a piece of the multi-trillion global transportation industry. If Tim Cook agrees with the Tesla board that the company will be worth \$650 billion in a decade, then buying Tesla now would be a staggering bargain.

The obvious question is, “Who would be Tesla's CEO?” Musk's pay package is designed to ensure that it's him, an extreme evolution of addressing the “great man” risk that companies led by visionary founders face. But Musk is also running SpaceX and he's on the verge of launching a huge rocket that could pave the way for a Mars mission.

Dealing with Tesla's difficulties could be seen as a needless distraction.

Apple's iPhone X

That said, Musk could remain CEO of Tesla as an independent business unit of Apple, while Tim Cook would run the entire show (Musk could also relinquish the CEO title but continue as chairman of the board). In a way, Cook isn't really a CEO in the Musk/Steve Jobs vein anyway. He's more like a mega-COO.

And that's just what Tesla actually needs right now. If it was Jobs who rescued Apple and put it on the path that led to the iPod and the iPhone, it was Cook who turned the company into the profit-making colossus it has become. The guy is a sup-

ply-chain genius. Making stuff is his bag. And at the moment, Tesla is struggling mightily to make stuff, falling well behind its ambitious production targets for the Model 3 mass-market vehicle.

Tesla would also witness its cash-burn challenges — over \$1 billion per quarter — vanish. Apple could fund losses for years.

Tesla could help Apple get into the car business because Apple's Car project isn't going well

Apple has a history of falling into innovations troughs. It's in one now, following the monumental success of the iPhone. The Apple Watch hasn't been a gamechanger, and the company is chasing Amazon on smart speakers. Apple clearly wants to do something in the transportation space, but thus far its efforts have been at best confused and at worst pathetic.

Buying Tesla would change that overnight. The Apple Car, really, is a Tesla car anyway. The whole philosophy behind Tesla's vehicles, and especially the ultra-minimalist Model 3, is Apple-esque. The wait for the Apple Car would be immediately over.



The Apple Car

When the autonomous all-electric 2021 Apple car is launched at Tesla-style Apple boutique stores, will it come in silver, gold, and space gray? Will its 400 miles range be enough?

And that would enable Apple to focus on bringing to Tesla what Apple's engineers and designers are now probably working on: an entirely new vehicle interface — an operating system for the car of the future. Tesla has aspects of such a system in

place, from over-the-air software updates to an increasing focus on single screens for all vehicle operations. Apple would enhance and unify these components and transform them into something unexpected. This is Apple's mojo: take something that works and make it much, much better.

Missing out on a mega-return — but one that isn't likely

Tesla market cap has become epic

For investors, of course, Apple buying Tesla would eliminate any chance of a mega-return. But I think the odds are low that the 1,000%-plus payback of the past seven years will be matched by another 1,000% surge over the next ten years (Tesla is, after all, 14 years old — hardly a startup). If Tesla stays public, stockholders will also have to put up with numerous, diluting capital raises and the ever-present threat that Tesla's lack of cash and debt burden will lead to a bankruptcy.



Is this a logo consumers will see in the future?

If Apple bought Tesla, the carmaker's growth would be piped into Apple shares, and Tesla investors would certainly get a premium for their holdings, as Apple can afford to overpay. And government regulators should not have issues with the merger. Sure, Apple would be buying the dominant electric-car manufacturer. But as of 2018, the EV market makes up only 1% of global sales.

The “foolishness” of an Apple acquisition of Tesla could become a swift reality were it not for the reckless pay package that Tesla has now put together for Musk. And now Tesla is fueling a dangerous idea about the company's real capabilities. Somebody needs to save Tesla from itself. That somebody is Apple. (Courtesy <https://www.todaynova.com/2018>)

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