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Trump imposes new U.S. sanctions on Iran's supreme leader, other top officials

WASHINGTON/RIYADH (Reuters) - U.S. President Donald Trump targeted Iranian Supreme Leader Ayatollah Ali Khamenei and other senior Iranian officials with new U.S. sanctions on Monday, looking for a fresh blow to Iran's economy after Tehran's downing of an unmanned American drone. With tensions running high between the two countries, Trump signed an executive order imposing the sanctions, which U.S. Treasury Secretary Steven Mnuchin said would lock billions of dollars more in Iranian assets. Trump told reporters the sanctions were in part a response to last week's downing of a U.S. drone by Iran, but would have happened anyway. He said Khamenei was ultimately responsible for what Trump called "the hostile conduct of the regime" in the Middle East.

"Sanctions imposed through the executive order ... will deny the Supreme Leader and the Supreme Leader's office, and those closely affiliated with him and the office, access to key financial resources and support," Trump said.

Iran's Foreign Minister Mohammad Javad Zarif responded in a Twitter post that hawkish politicians close to Trump "despise diplomacy, and thirst for war." Last year, Trump withdrew the United States from a 2015 international accord to restrict Tehran's pathway to a nuclear bomb and has since been ramping up sanctions to throttle the Iranian economy.

Iran's hardline media say new U.S. sanctions based on 'fabricated excuses' Iran's Zarif says 'B-Team' wants war, not diplomacy, with Tehran

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Mnuchin said Zarif would be targeted with U.S. sanctions later this week. The latest sanctions are aimed at denying Iran's leadership access to financial resources, blocking them from using the United States financial system or having access to any assets in the United States.

"Anybody who conducts significant transactions with these sanctioned individuals may be exposed to sanctions themselves," the White House said. Some policy analysts say that earlier sanctions issued under Trump's "maximum pressure" campaign are why Iran has felt compelled to adopt more aggressive tactics as its economy feels the crunch. The Trump administration wants to force Tehran to open talks on its nuclear and missile programs and its activities in the region, saying the 2015 deal did not go far enough. Tensions worsened in May when Washington ordered all countries to halt imports of Iranian oil. Iran says it will not be forced to the negotiating table. "We call on the regime to abandon its nuclear ambitions, change its destructive behavior, respect the rights of its people, and return in good faith to the negotiating table," Trump said in a statement.

Iran denies seeking nuclear weapons and refers to a religious decree issued in the early 2000s by Khamenei that bans the development or use of nuclear weapons.

Sanctions were also imposed on eight senior commanders of Navy, Aerospace, and Ground Forces of the Islamic Revolutionary Guards Corps (IRGC), the U.S. Treasury Department said.

"These commanders sit atop a bureaucracy that supervises the IRGC's malicious regional activities, including its provocative ballistic missile program, harassment and sabotage of commercial vessels in international waters, and its destabilizing presence in Syria," the department said in a statement. Trump said the sanctions are a "strong and proportionate response to Iran's increasingly provocative actions."

Iran said on Monday U.S. cyber attacks on its military had failed, as Washington sought to rally support in the Middle East and Europe for a hardline stance that has brought it to the verge of conflict with its longtime foe. Washington has blamed Tehran for attacks on tankers in the Gulf in recent weeks, which Iran denies. On Monday, the United States said it was building a coalition with allies to protect Gulf shipping lanes.

A coalition of nations would provide both material and financial contributions to the program, a senior U.S. State Department official said, without identifying the countries.

"It's about proactive deterrence, because the Iranians just want to go out and do what they want to do and say hey we didn't do it. We know what they've done," the official told reporters, adding that the deterrents would include cameras, binoculars and ships.



U.S. President Donald Trump displays an executive order imposing fresh sanctions on Iran in the Oval Office of the White House in Washington, U.S., June 24, 2019. REUTERS/Carlos Barria



FILE PHOTO: Oil tankers pass through the Strait of Hormuz, December 21, 2018. REUTERS/Hamad I Mohammed/ File Photo

U.S. Secretary of State Mike Pompeo is in the Middle East to discuss Iran with the leaders of Saudi Arabia and the United Arab Emirates, two Sunni Muslim allies aligned against Shi'ite Muslim Iran. "Freedom of navigation is paramount," Pompeo tweeted from the Saudi city of Jeddah. Iran's Zarif, in his Twitter post, said: "@realDonaldTrump is 100% right that the US military has no business in the Persian Gulf. Removal of its forces is fully in line with interests of US and the world."

It was an apparent reference to a tweet in which Trump said other countries should protect their own oil shipping in the Middle East rather than have the United States protect them. The United States accuses Iran of encouraging allies in Yemen to attack Saudi targets. In a joint statement on Monday, the United States, Saudi Arabia, the UAE and Britain expressed concern over Middle East tensions and the dangers posed by Iranian "destabilizing activity" to peace and security in Yemen and the region.



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Bernie Sanders calls for canceling \$1.6 trillion in student loan debt

WASHINGTON (Reuters) - U.S. presidential contender Bernie Sanders proposed a plan on Monday to cancel \$1.6 trillion in student loans and pay for it with a tax on Wall Street...

"This proposal completely eliminates student debt in this country and ends the absurdity of sentencing an entire generation, the millennial generation, to a lifetime of debt," Sanders said at the unveiling of his U.S. Senate bill.

Warren has proposed canceling \$50,000 in student loan debt for anyone with annual household income under \$100,000 and give substantial cancellation to those between \$100,000 and \$250,000.



Democratic 2020 U.S. presidential candidate Bernie Sanders campaigns at the Capital Pride LGBTQ celebration in Des Moines



Democratic 2020 U.S. presidential candidate Senator Bernie Sanders walks with supporters at the Capital Pride LGBTQ gay pride celebration at the Iowa State Capitol in Des Moines Iowa, U.S. June 8, 2019

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Advertisement grid for the 2019 South America Business Awards, featuring various local businesses and services.

Editor's Choice



Italian National Olympic Committee (CONI) President Giovanni Malago, Mayor of Milan Giuseppe Sala and delegation members representing Milano and Cortina celebrate after the cities won the bid to host the 2026 Winter Olympic Games during the 134th Session of the International Olympic Committee (IOC), at the SwissTech Convention Centre, in Lausanne, Switzerland June 24, 2019. Philippe Lopez/Pool via REUTERS TPX IMAGES OF THE



Aerialist Nik Wallenda walks the highwire with his sister Lijana over Times Square in New York, U.S., June 23, 2019. REUTERS/Eduardo Munoz



A migrant holds onto a metal fence as he waits to board a ferry to be transferred to mainland from the Sicilian island of Lampedusa



Canada's Prime Minister Justin Trudeau marches in one of North America's largest Pride parades, in Toronto



Israeli soldiers detain a Palestinian during a protest against the U.S. Middle East peace plan, in Hebron, in the Israeli-occupied West Bank



Soccer Football - Women's World Cup - Round of 16 - England v Cameroon - Stade du Hainaut, Valenciennes, France - June 23, 2019 England's Steph Houghton celebrates scoring their first goal with Toni Duggan, Ellen White and Alex Greenwood REUTERS/Phil Noble



A supporter of Lieutenant General Mohamed Hamdan Dagalo attaches a Sudanese national flag to the head of his camel during a meeting in Aprag village



A member of Russia's National Guard watches protesters during a rally demanding to free all political prisoners and those arrested on trumped up charges, in Moscow, Russia June 23, 2019. REUTERS/Tatyana Makeyeva TPX IMAGES OF THE DAY

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

Norway Now Kills More Whales Than Japan And Iceland Combined

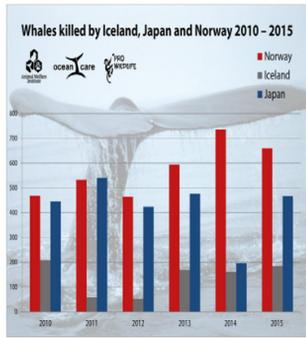


Whale kills in the Faroe Islands near Norway. (Photo/Wikimedia)

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

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

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



“As one of the world's most modern and

prosperous countries, Norway's whaling is an anachronism,” said Dr. Sandra Altherr, biologist with ProWildlife. “Slaughtering whales to eat and trade has no place in Norway and serves only to diminish the country's international reputation.” The Norwegian government is funding a number of projects, both to promote domestic sales of whale products and to develop alternative commercial products derived from whales, including dietary supplements, medicines, and cosmetics. In 2015, the Myklebust Hvalprodukter company announced the launch of a series of new products derived from whale oil, including skin cream.

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



While diplomatic pressure has been brought to bear on Iceland and international legal action has been taken against Japan for their whaling programs, the report underscores that Norway has largely been spared international attention and criticism. “The IWC has not formally commented on Norway's whaling since 2001 and the international community has not presented a demarche to Norway since 2006,” stated Sigrid Lüber, OceanCare president. “For as long as this remains the

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



Frozen in Time concludes with recommended actions that should be taken by the IWC and its member governments to compel Norway to cease commercial whaling and trade in whale products. (Courtesy <https://www.mintpressnews.com/>) Norway kills more whales every year than some of the most notorious whaling countries combined, according to a new report.

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

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



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

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

SPECIAL REPORT

Uber's One-Stop Plan For Transportation Control



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

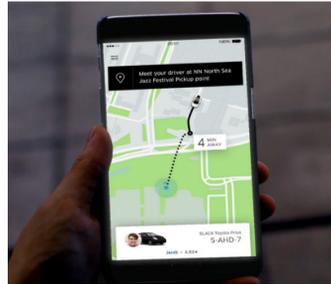
In 10 short years, Uber's ride-hailing service has become so well-known that people use "uber" now as a verb. For its next act, Uber wants to manage everything about how you get around, whether on the roads or sidewalks, underground or in the air. Like Amazon, which started selling books online and now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

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



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

and JFK for around \$200, about the cost of a premium Uber Black car ride. It's a precursor to Uber Air, the name for its planned flying taxi network that is set to start trials next year in Dallas, Los Angeles, and Melbourne, Australia. Commercial passenger service is targeted for 2023. Last week, Uber and Volvo introduced their latest autonomous vehicle prototype, which could one day drive itself — at least on simple routes. In Boston and Denver, Uber has integrated real-time public transit information into its app, with the goal of allowing people to purchase bus or train tickets through Uber. Business transportation is another growth opportunity, like restaurants that deliver meals using Uber Eats, or health care agencies that hire Uber Health to provide rides for patients so they don't miss their appointments. Uber Freight aims to make logistics more efficient by matching shippers with carriers the way it pairs ride-hailing customers with drivers. Uber's expertise in matching supply and demand, and the cloud-based digital platform it built for ride-hailing, make it easier to build out that broader transportation ecosystem. "We want to be your everyday use case when you wake up and you go to work, or you go out to eat or you go see a friend, we want to be there," says Khosrowshahi.



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

Related
Uber Wants To Look To The 'Cities Of

The Future'
It aims for transporting people through the sky

When Uber envisions the future, it not only wants to put urban air taxis and drones in the skies. It also wants to transform how people navigate cities and how they live in them. "We want not just to be the Amazon of transportation but also the Google of transportation," Uber CEO Dara Khosrowshahi said,



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

One of the first places Uber wants that to play out is Dallas-Fort Worth. It's one of the first three markets for Uber Elevate, an initiative to launch the aerial ride-sharing service. Uber took that message — and its pitch for urban air taxis — to a new, and potentially tougher, audience last week. It held a two-day conference about the ambitious effort in Washington, D.C., the home turf of the regulatory agencies and lawmakers that it must win over. About 1,500 policymakers, tech executives and aviation officials attended the conference. It featured lawmakers and federal officials, Texas Sen. Ted Cruz, U.S. Secretary of Transportation Elaine Chao and Federal Aviation Administration officials. Uber gave a progress report and made splashy announcements at its third annual Uber Elevate Summit. It announced the first international market for the air service — Melbourne, Australia. It revealed that Uber Eats is working with McDonald's to deliver Big Macs and fries by drone.

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



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

And it dived into specifics, such as economics, safety and FAA-required certification. It showed off its different modes of transportation, from its new self-driving Volvo SUV to electric scooters. Through splashy presentations and show-room floor exhibits, Uber and its business partners tried to build the case that urban air taxi service is not a far-fetched idea but one that's coming to fruition. Uber went public in May. The tech giant's growth has been fueled by venture capital, but it is spending billions of dollars and has yet to turn a profit. That hasn't slowed development of its aerial ride-sharing service. It expects to start flight demonstrations next year and launch commercial service in a few cities in 2023. It wants the urban air taxis eventually to become autonomous. Mark Moore, Uber's director of engineering for vehicle systems, said he's already seen some of the aircraft take flight. He declined to name the companies that are flight testing, saying they're keeping quiet for competitive reasons. "It's incredibly impressive," he said. "They're nothing like helicopters." (Courtesy dallas morning news via http://the gazette.com)

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