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**President:** Catherine Lee  
**Editor:** John Robbins

**Address:** 11122 Bellaire Blvd., Houston, TX 77072  
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Inside C2

# Southern DAILY

Make Today Different

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Tuesday, June 14 2022

## Beijing tests millions to stem ‘developing’ COVID cluster at 24-hour bar

BEIJING, June 13 (Reuters) - Authorities in China's capital Beijing raced on Monday to contain a COVID-19 outbreak traced to a 24-hour bar known for cheap liquor and big crowds, with millions facing mandatory testing and thousands under targeted lockdowns.

The outbreak of 228 cases linked to the Heaven Supermarket Bar, which had just reopened as restrictions in Beijing eased last week, highlights how hard it will be for China to make a success of its “zero COVID” policy as much of the rest of the world opts to learn how to live with the virus.

The re-emergence of infections is also raising new concerns about the outlook for the world's second largest economy. China is only just shaking off a heavy blow from a long lockdown in Shanghai - its most populous city and commercial nerve centre - that also disrupted global supply chains.

“Epidemic prevention and control is at a critical juncture,” a Beijing health official, Liu Xiaofeng, told a news conference on Monday, adding that the outbreak linked to the bar in the city's biggest district, Chaoyang, was “still developing”.

In a show of how seriously authorities are taking the situation, Vice Premier Sun Chunlan visited the bar and said it was necessary to strengthen COVID prevention and control of key places, state media reported on Monday.

People infected in the outbreak live or work in 14 of the capital's 16 districts, authorities have said.

Drinking and dining in most of Beijing's establishments only resumed on June 6 after more than a month in which the city of 22 million enforced curbs including urging people to work from home, and shutting malls and parts of the transport system.

Chaoyang kicked off a three-day mass testing campaign among its roughly 3.5 million residents on Monday. About 10,000 close contacts of the bar's patrons have been identified, and their residential buildings put under lockdown.

Some planned school reopenings in the district have been postponed.

Queues snaked around testing sites on Monday for more than 100 metres, according to Reuters witnesses. Large metal barriers have been installed around several residential compounds, with people in hazmat suits spraying disinfectant.

Other nearby businesses under lockdown included the Paradise Massage & Spa parlour. Police tape and security staff blocked the entrance to the parlour on Sunday and authorities said a handful of



people would be locked in temporarily for checks.

### SERIOUS CONSEQUENCES

Last week, as dine-in curbs were lifted, Heaven Supermarket Bar, modelled as a large self-service liquor store with chairs, sofas and tables, reclaimed its popularity among young, noisy crowds starved of socialising and parties during Beijing's COVID restrictions.

The bar, where patrons check aisles to grab anything from local heavy spirits to Belgian beer, is known among Beijing revellers for its tables littered with empty bottles, and customers falling asleep on sofas after midnight.

Officials have not commented on the exact cause of the outbreak, nor explained why they are not yet reinstating the level of curbs seen last month.

The state-backed Beijing Evening News wrote on Monday that the outbreak arose from loopholes and complacency in epidemic prevention, and said that if it grew, “consequences could be serious, and would be such that nobody would want to see”.

Shanghai endured two months of lockdown with restrictions lifted less than a fortnight ago.

There was relief among its residents on Monday after mass testing for most of its 25 million people

A medical worker takes a swab sample from a person at a mobile nucleic acid testing booth, following the coronavirus disease (COVID-19) outbreak, in Beijing, China June 13, 2022. REUTERS/Tingshu Wang

at the weekend saw only a small rise in daily cases.

But frustrations have continued to simmer about the damage the lockdown caused, especially on residents' livelihoods.

On Monday, shopkeepers in the city centre held up signs and shouted demands for rent refunds, according to videos widely posted on Chinese social media. The rare protest had dissipated by the time Reuters visited on Monday afternoon, and there was a heavy police presence in the area.



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# WEA LEE'S GLOBAL NOTES

06/11/2022

## A Recession Will Be Hard To Avoid

A recent World Bank report has warned that the war in Ukraine, a broken worldwide supply chain, the lockdown in China along with skyrocketing food and fuel prices will create huge problems for many countries and a recession will be hard to avoid.

The World Bank also said that the world's growth is expected to slow to 2.9 percent this year from 5.7 percent

in 2021, with the exception of countries like Saudi Arabia which has benefited from higher oil prices. But there are barely any areas that have bright spots, especially China where their growth rate has dropped from 8.1 percent to 4.3 percent.

We don't want to see a case of higher interest rates and rising oil prices like what happened in the 1970's. This would surely



trigger a financial crisis

in the world.

President Biden is planning to visit Saudi Arabia and other Middle East countries mainly to look for additional oil supplies and a solution to the oil crisis. Today the average fuel price at the pump is over \$5 per gallon. The inflation rate has now reached 8.6 percent. Although the unemployment rate

is less than 3.5 percent, still 75 percent of Americans just can't hold it together anymore.

We want to urge President Biden to focus most of his attention on the country's internal affairs to solve the livelihood problems of our people.

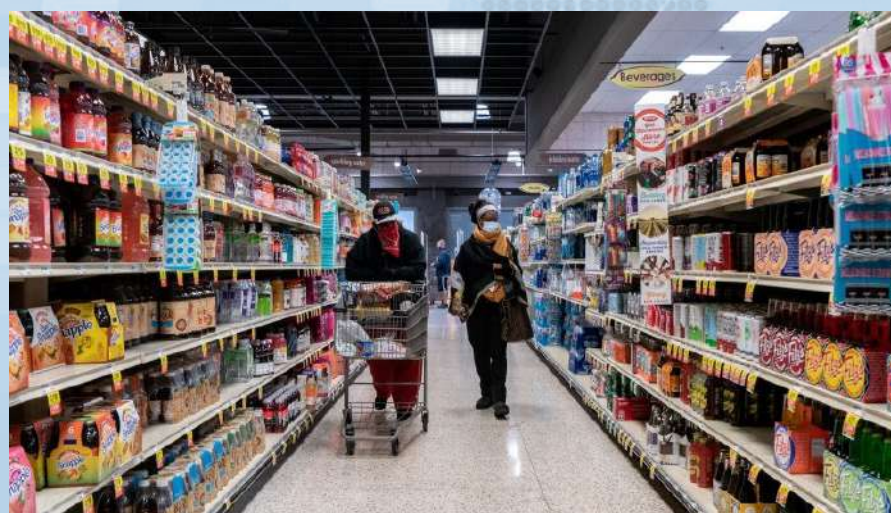


**Wea H. Lee**  
**Wealee@scdaily.com**

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**Southern DAILY** Make Today Different

## Editor's Choice



Kelli and Rudy Ayala, of El Paso, pray with their daughter, Sophia, 10, and her cousin, Ayden, 10, at the memorial for the victims of the shooting outside Robb Elementary School early Saturday morning in Uvalde, Texas. REUTERS/Lisa Krantz



A Ukrainian serviceman looks on from inside a tank at a position in Donetsk region, as Russia's attack on Ukraine continues, Ukraine. REUTERS/Stringer



Professional bareknuckle boxers are in action during BKB 26 at Indigo at The O2 Arena in London, Britain June 11, 2022. REUTERS/Lee Smith



Cynthia Erivo poses as she arrives for the 75th Annual Tony Awards in New York City. REUTERS/Andrew Kelly



A person adjusts a clay mask while preparing to take part in a deity's procession during the Shikali festival at Khokana, in Lalitpur, Nepal. REUTERS/Navesh Chitrakar



A Palestinian man reacts as he confronts Israeli forces during a protest against Israeli settlement activity near Hebron in the Israeli-occupied West Bank. REUTERS/Mussa Qawasma



# Pro-Abortion Protests Rally All Across The Country

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



Abortion rights demonstrators rally, Saturday, May 14, 2022, on the National Mall in Washington, during protests across the country. (Photo/Amanda Andrade-Rhoades/AP)

WASHINGTON (AP) — Abortion rights supporters demonstrating at hundreds of marches and rallies last Saturday expressed their outrage that the Supreme Court appears prepared to scrap the constitutional right to abortion that has endured for nearly a half-century and their fear about what that could mean for women's reproductive choices. Incensed after a leaked draft opinion suggested the court's conservative majority would overturn the landmark Roe v. Wade ruling, activists spoke of the need to mobilize quickly because Republican-led states are poised to enact tighter restrictions. In the nation's capital, thousands gathered in drizzly weather at the Washington Monument to listen to fiery speeches before marching to the Supreme Court, which was surrounded by two layers of security fences. The mood was one of anger and defiance, three days after the Senate failed to muster enough votes to codify Roe v. Wade. "I can't believe that at my age, I'm still having to protest over this," said Samantha Rivers, a 64-year-old federal government employee who is preparing for a state-by-state battle over abortion rights. Caitlin Locher, 34, of Washington, wore a black T-shirt with an image of the late Supreme Court Justice Ruth Bader Ginsburg's "dissent" collar on it and a necklace that spelled out "vote."

"I think that women should have the right to choose what to do with their bodies and their lives. And I don't think banning abortion will stop abortion. It just makes it unsafe and can cost a woman her life," Locher said.



Thousands of abortion rights protesters in Washington, D.C., May 14, 2022, participated

in nationwide demonstrations following the leaked Supreme Court opinion suggesting the possibility of overturning the Roe vs. Wade abortion rights decision.

A half-dozen anti-abortion demonstrators sent out a countering message, with Jonathan Darnel shouting into a microphone, "Abortion is not health care, folks, because pregnancy is not an illness." From Pittsburgh to Los Angeles, and Nashville, Tennessee, to Lubbock, Texas, tens of thousands participated in events, where chants of "Bans off our bodies!" and "My body, my choice!" rang out. The gatherings were largely peaceful, but in some cities there were tense confrontations between people on opposing sides of the issue. Polls show that most Americans want to preserve access to abortion — at least in the earlier stages of pregnancy — but the Supreme Court appeared to be poised to let the states have the final say. If that happens, roughly half of states, mostly in the South and Midwest, are expected to quickly ban abortion. The battle was personal for some who came out Saturday. In Seattle, some protesters carried photographic images of conservative justices' heads on sticks. Teisha Kimmons, who traveled 80 miles to attend the Chicago rally, said she fears for women in states that are ready to ban abortion. She said she might not be alive today if she had not had a legal abortion when she was 15. "I was already starting to self harm and I would have rather died than have a baby," said Kimmons, a massage therapist from Rockford, Illinois.



An abortion rights march extends down the streets during a demonstration from the National Mall to the Supreme Court of the United States in Washington, Saturday, May 14, 2022. Demonstrators are rallying from coast to coast in the face of an anticipated Supreme Court decision that could overturn women's right to an abortion. (Photo/Amanda Andrade-Rhoades/AP)

At that rally, speaker after speaker said that if abortion is banned that the rights of immigrants, minorities and others will also be "gutted," as Amy Eshleman, wife of Chicago Mayor Lori Lightfoot put it. "This has never been just about abortion. It's about

# BUSINESS

control," Eshleman told the crowd of thousands. "My marriage is on the menu and we cannot and will not let that happen."

In New York, thousands of people gathered in Brooklyn's courthouse plaza before a march across the Brooklyn Bridge to lower Manhattan for another rally.

"We're here for the women who can't be here, and for the girls who are too young to know what is ahead for them," Angela Hamlet, 60, of Manhattan, said to the backdrop of booming music. Robin Seidon, who traveled from Montclair, New Jersey, for the rally, said the nation was at a place abortion rights supporters have long feared.

"They've been nibbling at the edges, and it was always a matter of time before they thought they had enough power on the Supreme Court, which they have now," said Seidon, 65.

The upcoming high court ruling in a case from Mississippi stands to energize voters, potentially shaping the upcoming midterm elections.



Congress marched in San Antonio.

Jessica Cisneros joined demonstrators just days before early voting begins in her primary runoff against U.S. Rep. Henry Cuellar, which could be one of the first tests over whether the court leak will galvanize voters.

In Chicago, Kijristen Nyquist, a nurse tending daughters ages 1 and 3, agreed about the need to vote. "As much as federal elections, voting in every small election matters just as much," she said.

At many of the rallies, speakers put the issue in stark terms, saying people will die if abortions are outlawed.

In Los Angeles, high-profile lawyer Gloria Allred recounted how she could not get a legal abortion after being raped at gunpoint in the 1960s. She said she ended up having life-threatening bleeding after a "back alley" abortion.

"I want you to vote as though your lives depend on it, because they do," she told the crowd. (Courtesy apnews.com)

Related

Justice Clarence Thomas Says Abortion Leak Has Changed The Supreme Court



Supreme Court Justice Clarence Thomas speaks Sept. 16, 2021, at the University of Notre Dame in South Bend, Ind. Thomas says the

Supreme Court has been changed by the leak of a draft opinion earlier this month. The opinion suggests the court is poised to overturn the right to an abortion recognized nearly 50 years ago in Roe v. Wade. The conservative Thomas, who joined the court in 1991 and has long called for Roe v. Wade to be overturned, described the leak as an unthinkable breach of trust. (Photo/Robert Franklin/South Bend Tribune via AP) WASHINGTON (AP)—Justice Clarence Thomas says the Supreme Court has been changed by the shocking leak of a draft opinion earlier this month. The opinion suggests the court is poised to overturn the right to an abortion recognized nearly 50 years ago in Roe v. Wade. The conservative Thomas, who joined the court in 1991 and has long called for Roe v. Wade to be overturned, described the leak as an unthinkable breach of trust.

"When you lose that trust, especially in the institution that I'm in, it changes the institution fundamentally. You begin to look over your shoulder. It's like kind of an infidelity that you can explain it, but you can't undo it," he said while speaking at a conference Friday evening in Dallas.

The court has said the draft does not represent the final position of any of the court's members, and Chief Justice John Roberts has ordered an investigation into the leak. Thomas, a nominee of President George H.W. Bush, said it was beyond "anyone's imagination" before the May 2 leak of the opinion to Politico that even a line of a draft opinion would be released in advance, much less an entire draft that runs nearly 100 pages. Politico has also reported that in addition to Thomas, conservative justices Neil Gorsuch, Brett Kavanaugh and Amy Coney Barrett had voted with the draft opinion's author, Samuel Alito, to overrule Roe v. Wade and a 1992 decision, Planned Parenthood v. Casey, that affirmed Roe's finding of a constitutional right to abortion.



U.S. Supreme Court building in Washington, D.C.

Thomas said that previously, "if someone said that one line of one opinion" would be leaked, the response would have been: "Oh, that's impossible. No one would ever do that."

"Now that trust or that belief is gone forever," Thomas said at the Old Parkland Conference, which describes itself as a conference "to discuss alternative proven approaches to tackling the challenges facing Black Americans today."

Thomas also said at one point: "I do think that what happened at the court is tremendously bad...I wonder how long we're going to have these institutions at the rate we're undermining them."

## 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." "As my Secretary of Transportation, he showed great leadership in helping prevent further attacks on and after 9/11. As I said when presenting him with the Presidential Medal of Freedom, Norm has given his country a lifetime of service, and he's given his fellow citizens an example of leadership, devotion to duty, and personal character," the former president added.



Norman Mineta, 14th United States Secretary of Transportation

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.

Oversaw the creation of the TSA after 9/11

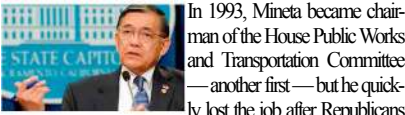
As Bush's transportation secretary, Mineta led the department during the crisis of Sept. 11, 2001, as hijacked commercial airliners barreled toward U.S. landmarks. After a second plane crashed into the World Trade Center, Mineta ordered the Federal Aviation Administration to ground all civilian aircraft — 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, Danealia, in Maryland near the Chesapeake Bay. (Courtesy npccom)

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.

[3]

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. Milias 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,

Thomas also touched on passing on the protests by liberals at conservative justices' homes in Maryland and Virginia that followed the draft opinion's release. Thomas argued that conservatives have never acted that way.

"You would never visit Supreme Court justices' houses when things didn't go our way. We didn't throw temper tantrums. I think it is ... incumbent on us to always act appropriately and not to repay tit for tat," he said.

Protests at the Supreme Court and around the nation were held on Saturday.

Neither Thomas nor any of the attendees at the Dallas session made mention of the Jan. 6 insurrection or the actions of Thomas' wife, Virginia, in fighting to have the results of the 2020 presidential election overturned.

Clarence Thomas was speaking before an audience as part of a conversation with John Yoo, who is now a Berkeley Law professor but worked for Thomas for a year in the early 1990s as a law clerk.



Justices of the U.S. Supreme Court

Each justice generally has four law clerks every year and the current group of law clerks has been a focus of speculation as a possible source of the draft opinion's leak. They are one of a few groups along with the justices and some administrative staff that has access to draft opinions.

Thomas also answered a few questions from the audience, including one from a man who asked about the friendships between liberal and conservative justices on the court, such as a well-known friendship between the late liberal Justice Ruth Bader Ginsburg and the late conservative Justice Antonin Scalia. "How can we foster that same type of relationship within Congress and within the general population?" the man asked.

"Well, I'm just worried about keeping it at the court now," Thomas responded. He went on to speak in glowing terms about former colleagues. "This is not the court of that era," he said.

Despite his comments, Thomas seemed in good spirits — laughing heartily at times. Yoo, who is known for writing the so-called "torture memos" that the George W. Bush administration used to justify using "enhanced interrogation" techniques after the Sept. 11 terror attacks, said at one point that he had taken pictures of notes Thomas had taken during the conference.

"You're going to leak them?" Thomas asked, laughing.

Yoo responded: "Well, I know where to go...Politico will publish anything I give them now." (Courtesy apnews.com)

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 Jananus 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 Danealia "Deni" 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](https://en.wikipedia.org/wiki/Norman_Mineta).)



