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< Immigrant

FROM A6

MICROBUSINESS PROGRAMS FLOURISH

Assist with dream of ownership

immigrants is having stable work. They come to us and say, 'I want to start a taco stand. How do I do that?'" said Janet Hamada, executive director of Next Door, a social-service agency in Hood River, 60 miles east of Portland. The organization plans to expand its business-coaching services into a full microbusiness-development program aimed at Spanish speakers.

Microbusinesses, defined as enterprises with five or fewer employees, make up the majority of U.S. businesses. They account for about 26 million jobs — more than the total employed in local, state and federal governments, according to the Association for Enterprise Opportunity, which provides advice and support for microentrepreneurs.

Though the businesses are tiny — from farmers planting on a few acres, to adult-care-home owners, to food-cart vendors — their impact can be significant, said Marilyn Johnson-Hartzog, executive director of the Oregon Micro Enterprise Network.

The newly minted entrepreneurs hire family mem-

bers and eventually other community members, and their quality of life soars. They spend more money on goods and services, and reinvest in the business.

Given a rise in demand for training and coaching for new entrepreneurs, even social-service organizations have added microbusiness programs, Johnson-Hartzog said.

In Durham, N.C., a new organization called Accion Emprendedora USA aims to help microbusinesses grow in the Hispanic community through training in business planning, marketing and accounting.

Michigan's Global Detroit initiative is developing a collaborative to provide training, technical assistance and microloans — very small, short-term loans at low interest — to immigrant entrepreneurs.

In Oregon, Adelante Mujeres — a Forest Grove nonprofit that runs a 10-week small-business course and an agriculture enterprise program for Latinos — has developed a replicable model for training aimed at Spanish speakers and is helping other nonprofits to implement it.

Demand for training is especially high among Latinos, partly because some lack legal immigration documents, said Adelante Empresas program director Eduardo Corona.

"Anti-immigration laws have led to people having a really hard time finding jobs,



GOSIA WOZNIACKA / THE ASSOCIATED PRESS

Gaudencio Felipe Asuncion, son of caterer Paula Asuncion, prepares a traditional Oaxacan dish of tamales with mole sauce at the Lloyd Farmers Market in Portland.

even on farms," Corona said. "Since they have to put food on the table, they're starting to explore their abilities and thinking of opening a business."

At Portland's Immigrant and Refugee Community Organization, known as IRCO, several new programs have long waiting lists — including one that teaches refugees how to start their own home-based child-care businesses.

"The demand is really high," said coordinator Tina Do. "A lot of immigrant women come with young children, English-language barriers, transportation barriers. It's really difficult for them to compete with other people out there, even for a minimum-wage job."

When immigrant women start a child-care service, Do said, the benefits spread to other immigrants, who can enter the workforce because they now have child care near their home.

Asuncion's catering service in Portland has also spread its benefits to others. The financially struggling farmworker who sold tamales to neighbors has become a full-time entrepreneur who owns Mixteca Catering and runs food stands at four Portland area farmers markets. Asuncion, 54, employs three of her adult children and a nonrelative.

There's potential for microbusinesses to grow into companies worth billions of dollars. Corporations like Apple, Google and Disney

got their start in someone's garage.

Asuncion credits the Hacienda CDC's incubator program for teaching her how to sell and advertise to an American public, giving her information on food-safety laws, providing access to a commercial kitchen and microloans to buy equipment, and offering links to markets and festivals.

Hacienda is expanding on such success by building the Portland Mercado, a market dedicated to small Latino businesses that will include an 11-week course for aspiring entrepreneurs.

"The goal is to show immigrants how to access resources and teach them to do it independently," said market coordinator Caitlin Burke.

< Boeing

FROM A6

BONUS FOR S.C. EMPLOYEES

Charleston meets 787 catch-up goal

ing the amount of incomplete work sent to final assembly, Jones said the aft and mid-body fuselage sections are now rolling out on average more than 95 percent complete.

Within the next month, workers will receive the incentive bonuses: 8 percent of last year's gross pay for production workers, worth about \$3,000 to \$4,000; and a flat \$2,500 for engineers and salaried staff.

To qualify, the North Charleston workforce had to reduce both the jobs behind schedule and the incomplete work to preset levels, then maintain that performance for 10 days. That was accomplished Monday.

Jones' message said the goal was to "get our site more stable, to reduce overtime, have more weekends off, and a smoother, more efficient production operation."

He added that he hopes now to gradually reduce the number of outside contractors brought in to help with the work, to make Saturday work voluntary and to eliminate the need for Sunday work, "with very few exceptions."

"I have no doubt you can and will hold this efficiency in our operations, and you'll continue to improve over the coming months," Jones told employees.

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< Driverless

FROM A6

LIABILITY QUESTIONS

What happens when driverless cars run amok?

responsible for paying the ticket, even if the car and not the owner broke the law.

In the case of a crash that injures or kills someone, many parties would be likely to sue one another, but ultimately the car's manufacturer, like Google or BMW, would probably be held responsible, at least for civil penalties.

Product-liability law, which holds manufacturers

responsible for faulty products, tends to adapt well to new technologies, John Villasenor, a fellow at the Brookings Institution and a professor at University of California, Los Angeles, wrote in a paper last month proposing guiding principles for driverless-car legislation.

A manufacturer's responsibility for problems discovered after a product is sold — like a faulty software update for a self-driving car — is less clear, Villasenor wrote. But there is legal precedent, particularly with cars, as anyone following the recent spate of recalls knows.

The cars could make reconstructing accidents and assigning blame in lawsuits more clear-cut because the car records video and other data about the drive, said

Sebastian Thrun, an inventor of driverless cars.

"I often joke that the big losers are going to be the trial lawyers," he said.

Insurance companies would also benefit from this data, and might even reward customers for using driverless cars, Villasenor wrote.

Ryan Calo, who studies robotics law at the University of Washington School of Law, predicted a renaissance in no-fault car insurance, under which an insurer covers damages to its customer regardless of who is at fault.

Criminal penalties are a different story, for the simple reason that robots cannot be charged with a crime.

"Criminal law is going to be looking for a guilty mind, a particular mental state — should this person have

known better?" Calo said. "If you're not driving the car, it's going to be difficult."

The first deadly accident could be a bigger headache for the carmaker's public-relations department than for its lawyers.

"It's the one headline, 'Machine Kills Child,' rather than the 30,000 obituaries we have every year from humans killed on the roads," said Bryant Walker Smith, a fellow at Stanford University's Center for Automotive Research.

"It's the fear of robots. There's something scarier about a machine malfunctioning and taking away control from somebody. We saw that in the Toyota unintended acceleration cases, when people would describe their horror at feeling like

they could lose control of their car."

Robot cars scare people less than some other new technologies, though. Nearly half of Americans say they would ride in one, according to Pew Research Center, making them a much more popular new technology than others like drones or implantable memory chips.

The Henry M. Jackson School of International Studies and Newspapers in Education present

Week 3

EXPLORING ASIA: ASIAN CITIES — GROWTH AND CHANGE

THE RICKSHAW TRADE IN COLONIAL VIETNAM

by H. Hazel Hahn
 Department of History, Seattle University

Editor's note: This article is the third of five featuring pieces by Dr. Anand Yang, Dr. Anu Taranth, Dr. Kam Wing Chan, and Nathaniel Trumbull.

The rickshaw, imported into Hanoi from Japan in the 1880s, was the most popular form of transportation in Hanoi and Saigon in the period between 1910 and 1935. As these cities developed and grew rapidly, and French Indochina became more integrated into the world economy, rickshaws served the increasing demand for an accessible and convenient mode of transportation. Automobiles were only used by the wealthy and bicycles (which eventually overtook rickshaws,) were used mainly by men.

The economy boomed during the 1920s, and numerous aspects of urban life modernized. Such changes required a matching acceleration in urban mobility. Between 1915 and 1925, the number of pullers in Hanoi increased tenfold from 1,200 to 12,000, reaching nearly 10 percent of the city's overall population. Issues of traffic control became much more important. There was a quest for lighter and faster rickshaws that enabled pullers to run faster, enhancing traffic flow. Each rickshaw was pulled by three to four men over a 24-hour period, so rickshaws were available day and night. Rickshaws were used not only within cities but also for long distance travel and tourism. Guidebooks advertised "very comfortable rickshaws for all directions" that were available for hire. It was not unusual for pullers to cover 27 miles per day. Rickshaws were an indispensable and integral part of daily life for much of the urban population and a portion of the rural population.

The circulation of rickshaws entailed issues of hygiene, traffic control, taxation, convenience,

comfort, aesthetics, uses of public space and morality. The rickshaw trade supplied significant portions of municipal budgets in the form of taxation. In the colonial period, public rickshaws were taxed at a much higher rate than automobiles or private rickshaws used by the colonizers. Municipalities issued ordinances to prevent young boys, the elderly or those with illness from pulling rickshaws—but in vain. Such ordinances were more often motivated by the need to ensure the fast movement of rickshaws and the concern for hygiene, rather than concern for the pullers. Rickshaw pulling was a very physically demanding type of work, and many could not withstand more than three years of such labor. Many pullers were addicted to opium, seen as both a crucial source of strength and also just about the only means of recreation. Rickshaw pulling was also a dangerous occupation because of the pullers' exposure to automobiles and trucks. Rickshaw pullers were regularly subject to cruel treatment by the French.

French manufacturers and businessmen were the major beneficiaries of the lucrative rickshaw business, and the Chinese operated smaller rickshaw rental firms. By the 1920s, some Vietnamese rickshaw rental firms grew in size, indicative of the growing Vietnamese role in the economy. Rickshaw firms employed intermediaries who recruited the pullers, called "coolies." Even as many rickshaws became more comfortable, safe, elegant and faster with padded seats, steel wheels with rubber rims, awnings and light fixtures, these "luxury" rickshaws continued to depend on the same basic human traction, and the work and living conditions of rickshaw pullers did not improve over the half a century when the occupation existed.

Rickshaws provoked much anxiety among Vietnamese journalists and intellectuals. As a



A rickshaw and driver in Hanoi

singularly paradoxical means of locomotion—often seen as demeaning or dehumanizing to the pullers, many of whom were weak, elderly or too young and yet pulled rickshaws weighing up to 200 pounds—the rickshaw came to be symbolic of broader social problems and stirred controversies that were debated in the press and channeled into political ideologies. The trade itself was controversial because it revealed stark divisions between rich manufacturers and the poor, and it led to the exploitation of some of the most downtrodden by rickshaw firms and middlemen alike. There were varied opinions among the public about the role of rickshaws in society.

The call to suppress rickshaws emerged early, and the view that the rickshaw was a backward mode of transportation that should sooner or later disappear became more widespread from the mid-1920s onward. Others preferred a reform of the system. Some of the Vietnamese middle class felt guilty about using rickshaws but did so out of necessity. By the 1930s, there was a collective recognition among a broad sector of the Vietnamese public that the rickshaw trade had a corrosive effect on society. The rickshaw trade gradually disappeared by the 1950s.

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