

Asian American  
Motherhood  
Page 3

Heal Palestine  
Seeks Host Family  
for Teen Page 9

Artist Ming Fay's  
Fantasy 'Garden'  
Page 13



# SAMPAN

The only bilingual Chinese-English Newspaper in New England



全紐英倫區唯一的中英雙語雙週報

July 25, 2025 Issue

Vol. 54, Issue No. 14

2025年7月25日

## Public Service Suits Phil Eng To a 'T' Page 4



### 開啟購置 新居的大門。

我們提供優惠貸款、補助金及頭期款資助計劃，幫助首次購房者實現其夢想。

**請立即致電 617-901-3388 吧！**

所有貸款皆需通過信用和審批核准。  
Equal Housing Lender. NMLS #408169. Member FDIC. Member DIF.



Steve Chu | 朱修禮  
NMLS #454888

精通國語、粵語、英語

[schu@thebankofcanton.com](mailto:schu@thebankofcanton.com)





## OPINION

# Opinion: Judge Frimpong's Decision a Guiding Light at a Dark Hour

By Adam Smith

The immigration agents wouldn't leave Jorge Hernandez Viramontes and his coworkers alone. They had already visited his workplace in Orange County, California, a couple times. Then, while he was working at the car wash on June 18, on the third visit, the authorities allegedly questioned Viramontes and detained him.

But there's a catch. Viramontes was not nabbed for a crime or even for being in the U.S. without documentation. In fact, he is a U.S. citizen.

Viramontes and others detained around the same period in California — including at least one other U.S. citizen — argue they were swept up for the color of their skin, their accents and, in some cases, for speaking Spanish. And, the plaintiffs say, they were often held without opportunity for proper legal representation.

The case happened 3,000 miles away from Boston, but residents here — immigrants and citizens alike — and all over the United States, should pay close attention. After all, this is not the first time a U.S. citizen has been allegedly nabbed and held for a period of time — even a few minutes is too long — on suspicion of being in the U.S. illegally. It happened to a Hispanic man in Florida in April. And to a disturbing number of others, according to news reports. And it's likely not the first time someone was apparently stopped for their looks, as we suspect happened in this case. In January, Navajo people — yes, people indigenous to the land — said they were questioned and detained by ICE, according to news reports.

So the idea that Viramontes and his peers were denied their rights feels both obvious and like one more example in a disturbing trend of "immigration enforcement."

Now, in an eerily lonely affirmation of Constitutional rights in a time of absurd and horrifying political rhetoric, a federal judge so far has sided with Viramontes and his group of plaintiffs who earlier this summer filed a suit against the high-

est of government officials. In the suit's sights are Kristi Noem, secretary of the Department of Homeland Security, which oversees ICE, or Immigration and Customs Enforcement, and other federal authorities.

It all started in early June, as immigration agents began descending on the area of California, repeatedly, over several weeks. In one instance, alledge the plaintiffs in the case, agents arrived in unmarked cars and pointed their guns at a group and demanded identification, but did not explain why. In another, they stopped people in a group but let those who appeared to be Caucasian go away.

"Agents and officers approach suddenly and in large numbers in military style or SWAT clothing, heavily armed with weapons displayed, masked, and with their vest displaying a generic 'POLICE' patch (if any display at all)" and, allegedly, the "Agents typically position themselves around individuals, aggressively engage them, and/or shout commands, making it nearly impossible for individuals to decline to answer their questions."

Over June many hundreds of people were picked up by immigration agents in the area. Nearly 2,800 people were arrested by ICE and Customs and Border Patrol in the LA. area since early June, according to a report in the *Los Angeles Times*. Many were allegedly processed in a cramped and crowded holding area where they were allegedly regularly denied access to lawyers — including a detainee who was scheduled to get chemotherapy treatment the next day.

In her lengthy decision, Judge Maame E. Frimpong of the U.S. District Court for Central California, ultimately found that immigration officials allegedly failed to allow access to attorneys at that federal building location — "Room B-18" — where people swept up in the raids were being held. She also found that those people nabbed were at times apparently picked up and held without any reasonable suspicion of being in the U.S. illegally or for committing any sort of crime — but for their appearance and for speaking languages other than En-

glish.

Think about that for a moment and what that means — that detainees were apparently being held as they might be in an authoritarian — or at least highly corrupt government — and that they were probably picked up in the first place not for wrongdoing but on the basis of being an ethnic or racial minority.

Judge Frimpong said that it's perfectly legal for immigration authorities to conduct "large scale" enforcement efforts like it did in its recent spectacle in L.A. But, she said, it cannot violate the Fourth Amendment (making an arrest without a reasonable cause) and Fifth Amendment (denying access to an attorney) in the process. This is true, she said, no matter what someone's legal status is in the United States — citizen, immigrant, undocumented resident. Politicians might have you believe that rights don't apply to "illegals" but they do. Just as someone who actually commits a crime has the right to a lawyer and the right not to be arrested simply for the color of their skin or their accent, so does everyone else in the U.S.

"Is it illegal to conduct roving patrols which identify people based upon race alone, aggressively question them, and then detain them without a warrant, without their consent, and without reasonable suspicion that they are without status? Yes, it is," writes the judge.

In the end she tells Noem and friends to cut it out. At least in one district in California. At least, for now.

And this part of the decision bears reprinting, for anyone who has forgotten such rights still exist here, in this nation, at this time:

"As required by the Fourth Amendment of the United States Constitution, Defendants shall be enjoined from conducting detentive stops in this District unless the agent or officer has a reasonable suspicion that the person to be stopped is within the United States in violation of U.S. immigration law" and that the agents "may not rely solely on the factors below, alone or in combination, to form reasonable suspicion for a

## SAMPAN

A Publication of the AACA

[www.sampan.org](http://www.sampan.org)

87 TYLER STREET  
BOSTON, MA 02111  
TEL: (617) 426-9492 x 206  
FAX: (617) 482-2316  
ads@sampan.org  
editor@sampan.org

**Chinese Editor**  
Ben Lee

**English Editor**  
Adam Smith  
asmith@sampan.org

**Editorial Committee**  
Christopher John Stephens  
Ed Crotty  
Clare Sheridan

**Literary Editor**  
Christopher John Stephens

**Reporter**  
Anna Hu

**Translators**  
Bear Daddy

**Special thanks**  
to Liam Crampton, Doris Yu, Anna Hu, Clare Sheridan, Jennifer Chowdhury, DongDong Yang, Yawu Miller, and Amanda Beard Garcia.

**Advertising & Production**  
Ben Lee (Chinese section layout, design), Adam Smith (layout and design), Ben Lee, Kery Forges (ads)

SAMPAN is New England's only biweekly bilingual English-Chinese newspaper. Sampan fosters cultural understanding and celebrates global diversity. Founded in 1972, Sampan is published by the Asian American Civic Association. Sampan is distributed free in Chinatown and the Greater Boston area. All donations to the publication are tax deductible. Subscription: \$65/year (1st class mail). The reproduction, in whole or in part, of any information contained herein and prior is forbidden without the express written permission of the publisher.

detentive stop, except as permitted by law:

- Apparent race or ethnicity;
- Speaking Spanish or speaking English with an accent;
- Presence at a particular location (e.g. bus stop, car wash, tow yard, day laborer pick up site, agricultural site, etc.) or
- The type of work one does."

But we're not in the clear yet. This was but one temporary injunction, in one jurisdiction, and for one time. And, with the expected ramp up in ICE after the passage of the big U.S. spending bill and the aggressive raids and sweeps of late, the story of what happens next has yet to be written.

## EMPTY BAMBOO GIRL 竹升女

by Lillian Lee





## OPINION

# Asian American Motherhood Has Always Been Political

*From Chinese exclusion of the 1800s to today's police brutality*

By Jennifer Chowdhury

On August 24, 1874, Chy Lung stood on the deck of the steamship Japan, watching San Francisco's harbor come into view. After a long, arduous journey from China, she was ready to disembark and begin her new life. What she couldn't have anticipated was becoming one of 22 Chinese women detained the moment they arrived — all labeled “lewd and debauched” without a shred of evidence. Immigration officials presented an impossible ultimatum: pay a \$500 bond per woman (an astronomical sum at the time) or face immediate deportation.

Lung had arrived in the United States at the peak of anti-Chinese sentiment when women often bore the brunt of xenophobic policies. Just four years earlier, in 1870, California had passed an immigration statute requiring East Asian women to provide “satisfactory proof” of their “good character” and confirm they were “traveling of their own free will”—scrutiny applied to no other immigrant group. Officials were particularly fixated on preventing sex work, though the broad language gave them near-unlimited power to deny entry.

Unlike many others caught in this web, Chy Lung refused to accept her fate. Her case, *Chy Lung v. Freeman*, climbed all the way to the Supreme Court—and in a surprising turn, she won.

However, by the time the Court issued its decision, Congress had already passed the Page Act of 1875—one of the first pieces of federal legislation specifically targeting Asian immigrants. While including other provisions, the Act's most aggressively enforced restriction focused on Asian women, forbidding their “importation for purposes of prostitution.” Like the California law before it, the Page Act empowered federal immigration officials to make subjective determinations about whether Asian women were being trafficked “for lewd and immoral purposes” and barred from entry.

Here's what we don't talk about nearly enough: One of America's first restrictive federal immigration laws wasn't aimed at criminals or political dissidents. It targeted Asian women's bodies specifically. This wasn't just about controlling the workforce—it was about controlling families, bloodlines, futures. Whose wombs were welcome? Whose motherhood counted? The Nation reports, “For Chinese immigrants in particular, the Page Act meant that we allowed Chinese men to enter, but not women. So that meant they couldn't form families—you had these bachelor societies. If you don't let the women enter and form families, you have the bachelor men who are easier and cheaper to employ than a man who supports a family.”

Long before the Chinese Exclusion Act of 1882, before today's heartbreaking family separations at the U.S.-Mexico border, the playbook was already written—control women's entry, and you control a community's future.

## Ripple Effects Over Time

Asian American women have long been written out of history's center and made invisible in the retelling of both Asian America and motherhood itself.

**‘POR POR,’: The image at right is reprinted courtesy of Boston-area artist Amanda Beard Garcia to illustrate this column. Her Por Por, or grandmother, came to the U.S. after an arranged marriage in 1948. For more, see [www.amandabeardgarcia.com](http://www.amandabeardgarcia.com)**



This legacy of controlling Asian women's bodies and families continued to ripple forward through American history.

Japanese American women gave birth in prison barracks during WWII internment, their infants registered with numbers instead of names—their motherhood criminalized by the government.

Southeast Asian refugee mothers arrived in the U.S. —haunted by war, genocide, and displacement. They had fled the killing fields of Cambodia, the jungles of Laos, or postwar Vietnam, crammed oceans in makeshift boats, crammed refugee camps, and bureaucratic purgatories only to resettle in neighborhoods hollowed out by disinvestment and redlining.

South Asian and Muslim mothers raised children under post-9/11 surveillance, teaching them to keep their heads down, their names quiet, their bodies small—motherhood as protection through invisibility.

Today, Native Hawaiian and Pacific Islander mothers continue facing some of the highest maternal mortality rates (nearly five times higher than white people) in the U.S., battling systemic healthcare neglect—motherhood as a life-threatening endeavor.

And yet, through every policy designed to exclude, surveil, control, or silence, Asian American mothers kept building families. They birthed children into a country that questioned their very right to exist here. They passed down languages, recipes, lullabies, prayers, and sometimes necessary silences.

A Mother's Cry: From Historical Pattern to Present Reality

On March 27, 2024, Noton Eva Costa,

a Bangladeshi-American woman stood in her Queens, New York kitchen, desperately shielding her son, nineteen-year-old Win Rozario, who was experiencing a mental health crisis. He had called 911 himself seeking help. But when NYPD officers arrived, their weapons were drawn.

Please! Please don't shoot!” Noton begged, arms outstretched to shield her son.

“Please don't shoot my mom!” Win's younger brother cried out.

Body cameras captured their pleas. But moments later, officers fired tasers—then guns. Win died in front of his mother, in their home, after calling for help.

Noton's cry joins a long, heartbreaking chorus of immigrant mothers who've tried to stand between their children and systems that see them first as threats. Her story connects to Black, brown, Asian, and Indigenous mothers who've positioned their bodies as human shields. Her grief reminds us that even now, in 2025, motherhood for many Asian American women remains an act of defense—a daily calculation of survival.

## The Bridge Generation

Many of us in the AAPI community are raising our kids while caring for aging parents—becoming human bridges between generations, between cultures. Like so many immigrant daughters, we translate in both directions. We become the interpreters, the form-fillers, the appointment-makers, the cultural navigators. We explain medical jargon to our parents and cultural nuances to our children. We step into silences no one else will fill.

We raise our children with a complicated knowledge: They are deeply loved and constantly at risk. We know the world will see them first and sometimes only as brown bodies, as descendants of immigrants.

We want desperately to give them freedoms our mothers couldn't give us. We want them to carry lighter burdens. But we can't pretend the world away. We can't unwrite the systems they're growing up in.

This is why we must document these stories.

I write about migration not as a single border crossing, but as a generational state of being. I write about motherhood not as sentimentality, but as a political act. I write about belonging as something we keep chasing, knowing it's designed to stay just out of reach.

In a time when diversity initiatives are being dismantled, when Asian American and Pacific Islander histories are being erased from classrooms, when immigrant communities are scapegoated again, the stories of Asian American motherhood deserve to be told. These stories are our collective history—the untaught lessons of how Asian women have been building America's future, generation by generation, against all odds.

We come from women who survived. We are the children of women who endured. And we mother on—differently, defiantly, deliberately.

*This column was reprinted with permission from Chowdhury, a writer and journalist, who originally posted it on her Substack site, [www.port-of-entry.com](http://www.port-of-entry.com).*



# Public Service Suits

*Sampan sits down with the MBTA boss for his vision of what*

By Adam Smith

Everyone has their own image of the T. For some, it's that cartoonish CharlieCard guy and for old-timers, it's still the long-gone 85-cent token. For others, it might be their local bus number or subway color. But for many these days, it seems to be the friendly face of the Massachusetts Bay Transportation Authority's general manager, Phil Eng.

Indeed, the New York native has become as much a local celebrity as the honcho of the unwieldy public transportation system that is the MBTA. His name appears all the time on social media sites like Reddit, in Bostonian's blogs, in the news, and his image even appears in selfies online (think about that for a moment: Have you ever seen an MBTA boss in so many selfies with riders?).

So when the opportunity came to sit down with Eng in his office, this reporter was actually ... not looking forward to it.

What do you ask a guy who's so often in the press? A guy whom every Bostonian already knows about? A guy whom the *Boston Globe* just profiled in a lengthy feature that went so far as to interview his 93-year-old mom in New York?

Phillip Eng seems to know all the little details about the buses and the trolleys, about the tracks and the station access for people with disabilities. At the same time, he seems to be a big-picture guy, with eyes on what new tracks are needed and how they should be built. And on top of all of that, Eng is sold as the rare engineer who's also a charismatic leader that could win needed funding for repairs and to persuade reluctant politicians. In sum, Eng appears as the capable and friendly face of the T — so friendly that perpetually disgruntled Bostonians are able to overlook immediate problems of their trips to work and home because of their faith in Phil.

Is it all really possible?

After all, we still see the headlines about problems with the T. Trains down here. Bus breakdowns there. The track inspection scandal. Delays. Just weeks before *Sampan* sat down with Eng in his office — which is near the Boylston Street T stop that opened in 1897 — this reporter would still get on a Green Line trolley with a broken cash machine, allowing entrance without pay. And weeks after the interview, hundreds of people had to be evacuated from a Blue line tunnel.

## Eng's Track to Success

From everything you can read about him, Phillip Eng started out with a story familiar to the Chinese American experience of his gener-



**DOTTING THE I'S AND DASHING THE T: Sampan sat down in the office of MBTA boss Phil Eng earlier this summer. In image at right, the MBTA's Green line trolley pulls in.**

Photos by Adam Smith

ation: a child of immigrant parents laboring long hours in a laundry shop — parents who were so concerned about their kids fitting in that they changed the English spelling of their family name, according to a *Boston Globe* story. Eng, who told the *Sampan* he enjoyed playing with trains and as a child, would over several decades steadily rise up the ranks of public transit systems — from a junior engineer at the New York State Department of Transportation to the top of New York's Long Island Rail Road, and now to the top of the MBTA. His hard work and likable personality would pay off. Yet in his career progress, he was also, unwittingly or not, laying a track of opportunities — a track that with the help of his contemporaries was leading to

an era very different from his parents'. Now, in his 60s, Eng has ended up in a new generation, a time when Michelle Wu is mayor of Boston. A time when some of the top U.S. companies are run by people like Lisa Su (AMD) and Jensen Huang (Nvidia) and when people follow investing gurus like Tom Lee and see John Yang leading the nightly news.

## An Old System in High-Tech World

Eng seems to be constantly looking ahead to what's possible and does not make excuses for what's not working right. He addresses the T's many woes as problems that needed to be solved with a combination of clever creativity, engineering and, impor-

tantly, more funding (as he said at his first press conference to the state's riders, "Sometimes you have to spend a little money to save a little money.").

"Whether it's two years or 20 years, you're never done learning all the different things that you can do better as an agency. I've been in transportation for over 40 years, and we have to evolve with the communities we serve. We have to evolve with businesses and development and make sure that we are always keeping an eye out for those patterns, because what we don't want to be is reactive," he told the *Sampan*.

Eng is big on the idea of ending the cycle of always fixing leaks and putting out fires (figuratively, and literally) and, instead, focusing on making the system better. But it's a tall order.

The T is among the nation's Top 5 busiest public transit systems, depending on how you measure it, and much of the rail and bus lines crisscross through the very old and very dense Downtown area of Boston — a city where people typically want things improved, but don't want to put up with the digging, demolitions, costs and construction interruptions needed to get there. Last year, the MBTA, had a total ridership of 245,498,400 — including on the subway, light rail lines, the Silver Line bus and other bus services, a dozen commuter rail lines, and ferries. Eng himself, even coming from New York, will easily acknowledge that it would be so much easier logistically to make upgrades if the tracks and stations were out in the boonies.

But they are not. What was perhaps most surprising during the interview was what Eng said when posed with the question of: Could the T ever become modern? Whenever people talk about the subway's problems, the excuse is so often its age — that its history can be traced back to the late 1800s.

Yet Tokyo's subway system goes back pretty far in history, too, and it looks nothing like the T's patchwork of a system. Many other cities around the world also have old systems that are more modern and reliable. Could the MBTA one day be like those?

"Absolutely," says Eng.

Modernizing the T, he said, is achievable.

"I always say, the infrastructure, the engineering, that's all achievable. That's the easy component."

But Eng is practical, as well, noting that the funding of all of the different components needed has to be balanced with other needs of society. (The MBTA board just reportedly passed its multi-billion dollar budget



# Phillip Eng to a ‘T’

*is possible*

that would rely heavily on state funding in addition to earnings from riders and other sources to cover daily operations; the MBTA is set to get hundreds of millions of dollars from the state for fiscal 2026 to help cut the authority’s deficit. Perhaps that’s why Eng constantly also praised T-funding advocate Gov. Maura Healey during this interview, too.)

“It’s not just transportation needs, but there’s so many needs that the state is facing,” he said. “I’ll make my pitch for transportation, but at the same time, you know, there are so many other agencies that I know need to be funded properly as well, because all these different sectors come together.”

This is even more so amid a host of federal funding cuts amid the second Trump administration. Eng also pointed out how historic buildings and structures also need to be respected.

“When you take a system as old as ours, and, you know, I came with the same experience in New York City, there’s a lot of historical characteristics of stations that you have to be mindful of when you’re looking to upgrade, modernize, rebuild, or even just make accessible,” he said. “Having said that, I fully believe and expect that we will make our system 100% accessible.”

## History of ... Trouble

Eng appeared well aware, after more than two years on the job, that coming to Boston with a clean slate gives him an advantage.

“I think some of the things that I observed early on is that the agency has been struggling, obviously, and that in the public eye, it could do no right. And I think because of that, it was hard (for the previous administrations) to make some bold, tough decisions that I was able to make, because I did not come with that (baggage). I came here with a clean slate, and it gave me a little more freedom, I think, to make those decisions,” said Eng. “I also have to admit I wouldn’t have come here if I didn’t think Gov. Healey and Lieutenant Gov. Driscoll would not be as supportive of transportation as they said they were. ... You know, without them being willing to go bold and go big, I couldn’t do what I’m doing.”

It’s true. The MBTA, as painfully well documented and experienced firsthand by unhappy riders, had been having problems for years before he came on board. While many still blame Covid-19 for much of the T’s woes, months before the pandemic’s start, an MBTA report already put the price tag for fixing and replacing old

*Continues Next Page*



## An Expert’s Take on Eng, and the MBTA

Mike Martello, PhD., is a civil engineer and MIT-affiliated researcher, who’s studied climate change’s challenges to the MBTA and other transit systems. We spoke to Martello about the Massachusetts Bay Transportation System’s Phillip Eng and the challenges facing the T.

**Sampan: I can’t remember a general manager of the T who seemed as popular as Eng. What are your general thoughts about his performance over the past couple of years and the obstacles in front of him?**

Martello: I think Phil Eng has been a breath of fresh air for the T. Hiring someone with his credentials and competencies from an outside peer agency was a smart move, as he’s proven to be untethered to some of the T’s institutional inertia. Overall, I think he’s doing a great job. It’s hard to say what the future will bring, though I think funding is always a pervasive challenge for the MBTA. Depending on how federal funding shakes out over the next few years, the MBTA budget may end up in a serious pinch and would be a serious challenge to navigate.

**Sampan: When I interviewed him, he seemed to believe the T could really become a first-class system one day, modern and not the patchwork that it seems like it is today.... Given the challenges that Greater Boston faces — geological, geographical, political and historical — do you see this as a real possibility?**

Martello: Anything is possible with enough political and financial capital. That said, I think truly modernizing the T would require some unpopular

decisions that would likely end up leaving behind winners and losers. On top of a blank check, I think serious changes to the system will require real political support and serious public engagement that may never fully materialize. I also think it depends on what you consider to be world class. In a lot of ways, the MBTA is already there, though if you’re thinking of a system designed with tomorrow’s mobility needs and travel patterns in mind, there’s a lot of work left to be done.

**Sampan: ...What, if anything, can we take away from the Blue line evacuation? On the one hand, it seems like a glaring example of the problems that have been plaguing the T for years, but on the other hand, everyone was apparently safely evacuated, which seems like an amazing feat. Is this both a sign of the problems we have and the responsiveness of our T and emergency systems? Or something else?**

Martello: Unfortunately, with a system as old as the T, these type of events are inevitable. From what I’ve read, the emergency response was a great example of the T operating well under pressure. Hard to say if this will be a harbinger of similar problems in future, though I personally would not bet on that being the case.

**Sampan: One thing that comes up time and again is how old our system is and how that’s why it’s the way it is. But I think many other systems are old, such as Tokyo’s metro system, but they don’t look like ours, and function much bet-**

**ter. Do you have any thoughts about that excuse?**

Martello: Age is likely a limiting factor, though I think funding is still the greatest hurdle. Transit systems are quite expensive to modernize, especially in the U.S., relative to peer agencies abroad. There are some aspects of the MBTA system, such as the geometry of the tunnels, thinking of sharp turns on the Green Line, like at Boylston for instance, that will inherently impinge upon any modernization efforts. In that sense, the age of the T is a bit of a unique obstacle, insofar as many of the existing tunnels were designed for service standards of a different era.

**Sampan: Finally, climate change. How big of an impact will be climate change, do you think, on the T in the coming years? Not only on the subway lines that run through downtown and their structural integrity, but on the demand for power, and the rising sea levels?**

Martello: ... I’m cautiously optimistic that the impact of climate change on the T will be minimal, given their focus on the issue and organizational capabilities. That said, funding for climate resilience measures over the coming years will be key to minimizing the impact of climate change. Sea level rise, particularly in the latter half of this century, may yet well pose an existential issue for some of the coastal communities the MBTA serves, thinking specifically of the portions of Revere serviced by the Blue Line for instance, though that’s still a pretty distant issue, at least for the moment.

— Adam Smith



# MBTA Boss Sits Down With Sampan

*Continued From Previous Page*

equipment and infrastructure at an impossible \$10 billion.

And of course the system is constantly plagued by bad press, including the recent federal charges against four former MBTA employees and one current one who allegedly falsified Red Line track inspection reports. The recent image of the Blue line evacuation doesn't help, either.

Underscoring the persistence of the view that — as Eng put it, the T “could do no right” — when asked at what point he felt like he really knew the system inside and out, Eng answered the question differently. Instead of acknowledging that any job has a learning curve and every system has its own quirks, he said:

“I think if you're asking me, when did I start to realize where we needed to shift the agency in terms of how to best prioritize things, then it really was about the latter part of 2023 when we started to make changes in the organization. That's when we started to really change the way we went about getting work done.”

That was when, he said, he brought in new expertise like Sam Zhou, the MBTA's chief engineer, who was present at the interview.

“Sam has over 35 years of transportation experience, and as our chief engineer and head of capital delivery, is working alongside with the other leadership that we reorganized, including some that were here already; that's when we started to realize that there's a different way, a better way of doing things.”

But part of Eng's job, he said, was selling the T itself, to riders, and potential riders, and to the workers who so often got a bad rap.

“How do we demonstrate to the workforce that the new way is better and that they can embrace it?” said Eng. “I think it was some of the early-on shutdowns where we pushed ourselves hard to get more done than previously people would believe. But when we actually had those early successes, I think we could start seeing that we were starting to turn the corner internally, and that helped us build up the momentum. That also helped us accelerate some of the thought process of, you know, that we could even be more aggressive going forward.”

## Driven By ‘Public Service’

When asked when he realized his calling was in public transit, Eng corrects the questioner.

“I think my calling is public service,” he said. “Transportation happened to be the field that I landed in.”

He said enjoyed trains as a kid, and had a knack for math and science, which helped shape his career path.

“I think that naturally lends toward this area, you know, but maybe it's kind of interesting that I didn't define success as saying, ‘I had to be president of New York City transit, or president of Long Island Railroad, or GM and CEO of the MBTA.’ I really defined success in each role I had and just doing the most I could with what it was.”

Over his nearly 43 years in public transportation, Eng said, the real reward was solving tough problems and finding ways to “creatively do those repairs, just as we're trying to do here with track work, overnight weekends, keeping lanes open. You know, that's what we're doing here with our infrastructure. How do we repair tracks, replace ties, replace signals and keep the trains moving?”

But many must be wondering, is the hype surrounding Eng for real? After all, problems still lurk, it seems, daily, for one bus or train line or another.

Many people, however, have stepped up to endorse Eng.

“I think Phil Eng has been a breath of fresh air for the T,” said Mike Martello, PhD., civil engineer and MIT-affiliated researcher, who's studied climate change's challenges to the MBTA and other transit systems. “Hiring someone with his credentials and competencies from an outside peer agency was a smart move, as he's proven to be untethered to some of the T's institutional inertia.”

The *Sampan* reached out to Martello solely based on his expertise and past study at MIT. Yet he had only praise for Eng.

“Overall, I think he's doing a great job. It's hard to say what the future will bring, though I think funding is always a pervasive challenge for the MBTA. Depending on how federal funding shakes out over the next few years, the MBTA budget may end up in a serious pinch and would be a serious challenge to navigate.”

But what about the typical T worker?

Just before the *Sampan* interviewed Eng, this reporter by chance met a Silver Line bus technician, Ray Crowder, who said he had been working for 23 years at the MBTA. He couldn't stop talking about how happy he is on the job now that Eng came onto the T.

The technician, who is also member of the Local Machinist Union 264, had only praise for Eng; praise that almost sounded like relief.

“He actually cares,” he said, in a follow-up phone call, asking about his impressions of Eng. “He is taking our words into consideration. He's been really good about getting us the budget that we need.”

Then, he said, “The MBTA is not the political dumping ground it was years ago.... I've very optimistic about its future.”

## Affordable Housing Lottery

Townhomes on the Green at Redbrook  
91 and 101 Sunflower Way, Plymouth, MA

Two (2) Two Bedroom Townhomes for \$252,700 (\$442/month HOA fees)

**Townhomes on the Green at Redbrook** is an exciting new homeownership opportunity in Plymouth. This lottery offers two (2) affordable townhomes, thoughtfully designed and built by the award-winning Whitman Homes. Through the lottery process, these homes will be sold at affordable prices to households with incomes at or below 80% of the area median income.

Each home features two bedrooms and two and a half bathrooms, along with a designer kitchen that includes a large center island, granite countertops, and stainless-steel appliances. The dining and living rooms have high ceilings that create a bright, open feel, and French doors lead to a private deck—an ideal spot to relax and watch the sunset. The spacious primary suite includes a large walk-in closet and a beautifully appointed bathroom with dual sinks. On the garden level, there is a family room, a guest bedroom with a full bath, and a convenient laundry room. Outside, the professionally landscaped grounds include an irrigation system for low-maintenance upkeep. Located in the heart of Redbrook, these townhomes are just steps from the Old Colony YMCA, Redbrook Square, Cranberry Coffee Corner, The General Store, Black Lantern Tavern, Sweet Grace & Co. Ice Cream, The Meeting House, The Village Green, and miles of walking trails. Surrounded by the sights and sounds of nature, you will feel like you are on vacation every day. Welcome home!

### Maximum Household Income Limits

\$92,650 (1 person), \$105,850 (2 people), \$119,100 (3 people), \$132,300 (4 people)

The Maximum Household Asset Limit is \$75,000.

### Public Info Session

July 24, 2025 at 6:00 pm via Zoom

Go to [zoom.com/join](https://zoom.com/join) or call (646) 558-8656 and enter Meeting ID: 818 9317 7595, Passcode: 088159

### Application Deadline

August 22, 2025 at 2:00 pm

Completed Applications and Mortgage Pre-Approvals must be delivered or postmarked by this date. Applications postmarked by the deadline must be received within 5 business days.

### Lottery

September 9, 2025 at 6:00 pm via Zoom

Go to [zoom.com/join](https://zoom.com/join) or call (646) 558-8656 and enter Meeting ID: 857 2736 5609, Passcode: 276410

Attendance is not required at Info or Lottery sessions. To view the recorded sessions, please search for Townhomes on the Green at Redbrook on the SEB Housing YouTube channel.

---

For Lottery Information and Applications, or for reasonable accommodations for persons with disabilities, go to [www.sebhousing.com](http://www.sebhousing.com) or call (617) 782-6900 x2 and leave a message or postal mail SEB Housing, 257 Hillside Ave, Needham MA 02494. For TTY Services dial 711. Free translation available. Traducción gratuita disponible. Tradução livre disponível.



SCAN HERE

# ENGLISH CLASSES

Improve your Speaking & Writing Skills!

- Beginner & Intermediate Classes
- All In-person Classes
- Conversation Group / Tutoring Available
- Educational Field Trips
- Budget-friendly Tuition

TO ENROLL: [AACA-BOSTON.ORG/FIRST-STEP](http://AACA-BOSTON.ORG/FIRST-STEP)

Call 617-426-9492

87 Tyler Street  
Boston, MA 02111





Beth Israel Lahey Health   
New England Baptist Hospital

# We'll keep you moving

**Great care is one call away.**

Hip, knee or back pain slowing you down?  
Get the best care from the team at New  
England Baptist Hospital.

We'll find a treatment plan that's right  
for you. Most insurance plans accepted,  
including MassHealth.

**Call or scan the QR code to learn more.**  
**Orthopedic Specialty Practice: 617-754-5940**  
**Spine Center: 617-754-5246**







# Celebrating and caring for our communities

## Happy August Moon Festival

Tufts Medical Center has a long history of working closely with Boston Chinatown and Greater Boston's Asian communities. 多年來，塔芙茨醫療中心與波士頓中國城及大波士頓亞裔社區保持著密切關係。

**TuftsMedicine**  
Tufts Medical Center

**Primary Care–Boston**  
全科醫療—波士頓:  
617.636.5400

**Asian General Pediatric  
and Adolescent Clinic**  
亞裔兒科及成人門診:  
617.636.1337

**Boston OBGYN**  
塔芙茨醫療中心婦產科:  
617.636.2229

**Chinese Language  
Appointment Scheduling  
Access Line**  
中文預約服務熱線:  
866.779.9387

**Interpreter Services/  
Other Hospital Services**  
翻譯部/ 其他雙語醫療中心  
服務: 617.636.5331

**Learn more at**  
[tuftsmedicine.org/  
asiancommunity](https://tuftsmedicine.org/asiancommunity)



# Heal Palestine Seeks Boston-Area Host Family for Teen Injured Amid Israeli Bombardment

By Adam Smith

As only a young teenager, Rahaf has already faced the horrors of the Israeli bombardment of Palestinians in Gaza. While trying to evacuate with her family in October of 2024, she was harmed in an explosion that burned her legs, thighs and hands. Shrapnel also injured her abdomen.

Rahaf’s father was also injured in the attack and her mother and several siblings were killed.

Now, Heal Palestine, a nonprofit group, is seeking a host family so 14-year-old Rahaf can undergo treatment in the Boston area.

“We’re seeking a host family that can host her for the duration of her care,” said Heal Palestine social worker, Nur Seirafi, by phone. Seirafi said the hope

is Rahaf will be cleared to travel from Gaza to Boston by the end of July. She will be accompanied by her aunt.

“Everyone is welcome to apply, as long as they are willing,” said Seirafi, who added that Heal Palestine is looking for a host family that has an extra room for Rahaf so she can have privacy. The family should also be able to help provide transportation for medical treatment. All applicants will undergo a background check.

As with all of the children served by Heal Palestine, Rahaf will receive mental health care for the trauma she’s endured from her injuries and the ongoing bombardment of Palestine, as well as the loss of her mother and family members.

Founded around 2024, Heal Palestine



**RAHAF** bills itself as an apolitical, secular U.S.-registered nonprofit group that provides care and long-term support to Palestinian children and families. The group focuses on “health, education,

aid and leadership” and provides critical care and resources to injured children.

Since October 2023, more than 17,000 children have been killed and at least 33,000 injured in Gaza, according to UNICEF, the United Nations agency for children.

“Children are not political actors. They do not start conflicts, and they are powerless to stop them. But they suffer greatly, and they wonder why the world has failed them,” UNICEF’s Executive Director Catherine Russell said in a press statement in July, noting that, an average of 28 children are killed in Gaza every day or “the equivalent of an entire classroom.”

For information about becoming a host family, go to: <https://healpalestine.jotform.com/241335911348152>



**Everett经济适用租赁房屋**  
**Hanover Everett — 337 Second Street, Everett**  
**17: 单间、1、2 和 3 卧室公寓**  
租金: 单间公寓——2,113 美元; 一间卧室——2,385 美元; 两间卧室——2,637 美元  
三间卧室——2,883 美元/租户负责所有公用设施。

申请必须在申请截止日期或之前提交 (如通过邮寄方式提交, 则需盖上邮戳)。申请表包含所有提交信息。

信息和应用程序可用性:  
领取地点: Everett市政厅、市书记官办公室、公共图书馆和租赁办公室  
电话: (978) 456-8388/传真: 978-456-8986  
TTY/TTD: 711  
电子邮件: [lotteryinfo@mcousingsservices.com](mailto:lotteryinfo@mcousingsservices.com)

接受 Section 8 或其他住房券。

最高允许收入为 80% AMI

1人: 92,650美元	4人: 132,300美元
2人: 105,850美元	5人: 142,900美元
3人: 119,100美元	6人: 153,500美元

单元房抽签。禁止吸烟。可携带宠物。

为残疾人士提供合理的住宿

申请截止日期:  
2025年8月18日

如有需要, 可免费提供语言/翻译协助。

在线申请: [www.mcohousingsservices.com](http://www.mcohousingsservices.com)





# ROSIE'S PLACE

## Where *Opportunity* is Commonplace

At a time when kindness may seem in short supply—every day at Rosie’s Place—it is given freely and from the heart. Our help is unconditional and unwavering.

Providing day and overnight shelter, meals and groceries, education and expert employment, housing, legal and behavioral health support to 12,000 women every year—at Rosie’s Place—opportunity is commonplace.

As more and more women are counting on us, can we count on you?

Will you join us in giving women in need the sanctuary and support they deserve?

[rosiesplace.org](http://rosiesplace.org)

Visit / Volunteer / Give





# Hub's Cape Verdeans Recall Nation's Struggle for Independence

By Yawu Miller

Gunga Tavares remembers July 5, 1975 as an unusually hot day when thousands of Cape Verdeans made their way through the streets of the capitol city of Praia to the Estádio da Várzea to celebrate independence from 500 years of Portuguese colonial rule.

"The streets were decorated with banners in the color of our flag," she recalls 50 years later.

Tavares remembers the first flag of the newly independent republic well. The red, green, black and yellow banner was designed for the African Party for the Independence of Guinea and Cape Verde by her brother, Luis Tolentino. She, her mother and her sister stayed up until early morning sewing the flag that would fly in the stadium.

"We didn't sleep that night," she said.

On the streets, people wore tee shirts with the black star from the flag, which represented Africa, the continent Cape Verdeans now looked to for solidarity. Inside the stadium, a youth chorus decorated in blue uniforms with yellow scarves rose to sing the nation's new national anthem.

"I remember the moment when the national anthem was sung and the flag was raised," Tavares said. "It was everything we were waiting for. People were screaming and embraced each other. The excitement of knowing you were in a free country — that stays with you."

## Two weeks with the guerillas

Tavares was just 16 when she traveled to a guerilla camp in Guinea-Bissau in the year before independence to visit her brother, who had set up and maintained radio communications for the African Party for the Independence of Guinea and Cape Verde (PAIGC).

"There were a few barracks made of concrete, but most of the accommodations were in tents," she recalled.

She spent two weeks in the forest with her brother, Nicolau "Taka" Tolentino. While in Cape Verde, there was limited armed conflict, owing to the lack of tree cover and relative geographical isolation of the ten islands in the archipelago, many Cape Verdeans fought the Portuguese in Guinea as part of a coordinated liberation struggle among Lusophone African nations, which included Angola, Mozambique and Sao Tome and Principe. Her other brother Luis had been imprisoned by the Portuguese colonial authorities in Angola.

But 1974 was a pivotal year for Lusophone Africa. In Portugal, many were weary from years of armed struggle with the colonies in Africa and East Timor. On April 25 of that year, a group of military officers

staged a coup, overthrowing the Portuguese government. By the end of 1974, the Portuguese withdrew from Guinea-Bissau, where the PAIGC controlled most of the territory. Cape Verde was next.

## A battle for hearts and minds

Nezi Brito was a university student in Lisbon when the April 25 coup overthrew the Portuguese government. Brito, like many of the African students studying in Lisbon, was well versed in the anti-colonial struggles that were gripping Portugal's colonies. Her course of action was clear.

"We all decided to go back and fight for our respective countries," she said.

When Brito arrived in Praia in the spring of '74, PAIGC leaders told her to return to her home island of Fogo with other comrades. There, she connected with Joao Jose Lopes Silva, a military commander known in Guinea-Bissau by the nickname "Jota Jota." Silva later became her husband.

"Our sole objective was to fight for our independence," Brito said of her mission in Fogo.

But unlike the bloody battles on the continent, the battle in Cape Verde was a battle of ideas.

"It was a political fight," Brito said. "It was not just a fight to have our own administration. It was for us to become who we are. It was a resurrection of our identity. We have our own way to live and be in the world. It was a fight for cultural, spiritual and political autonomy."

Under colonial rule, the Portuguese suppressed Cape Verde's Kriolu language and identity, even banning indigenous music forms such as funaná, batuku and tabanka. Although the war in Guinea-Bissau was over, the Portuguese colonial administration of Cape Verde was ongoing and the PAIGC wanted them out.

"We held demonstrations," Brito recalled. "We held elections for representatives to our new national assembly."

## Local resistance

In Fogo, Brito's work wasn't always easy. Many of the island's people considered whiter than those in the rest of Cape Verde. And as was the case throughout Cape Verde pre-independence, literacy rates were low in Fogo. News of independence in Lusophone Africa hadn't made it to many in Cape Verde.

"There were people who were patriotic toward Portugal," Brito commented. "For many people, everything they knew they had heard from the colonizers. We had to deconstruct 500 years of ideology that led people to feel like they weren't African. That was the main problem."

But the PAIGC was up for the task,

after more than 13 years of armed struggle against the Portuguese. Amilcar Cabral, the Cape Verdean leader of the guerilla movement in Guinea, insisted that insurgents understood that they were African, not Portuguese.

"Amilcar Cabral didn't fight with just an army," Brito said. "It was a holistic struggle. He created schools for fighters. He sent soldiers to other African countries. He was building a nation."

In Fogo, as on other islands, PAIGC members used an event called a sarau, an informal gathering publicized by word of mouth to inspire patriotism for the nascent Cape Verdean nation.

"It was mostly young people like myself," Tavares remembers of the gatherings in Praia. "We'd gather for an hour or two and listen to music and poetry and would end with calls for liberation. It was a movement of people getting information and education."

While the movement for independence was mostly peaceful, Tavares recalls an incident where she and other high school students resorted to the threat of violence. The radio station in Praia was still broadcasting propaganda against independence. Students, backed by adults, marched on the station.

"We didn't have any firearms," Tavares said. "We gathered the people who were producers and sent them home. We were guarding the building with sticks and brooms while we broadcasted messages about independence."

In the end, the Portuguese saw that holding on to the Cape Verdean archipelago was untenable. In December, 1974, the PAIGC negotiated for a transitional government run by Portuguese and Cape Verdeans. On June 30, 1975, the PAIGC elected its first national assembly, paving the way for independence on July 5.

## After liberation

After independence, Tavares took classes with Paulo Friere, the famed Brazilian educator and philosopher who came to the islands as part of a movement to boost literacy there.

"I became interested in education," Tavares said. "I taught middle school for two years."

Brito, too, became involved in adult literacy, before moving on to teaching school in Cape Verde.

"Independence is a process," she said. "It's one thing to become independent with a constitution. It's another to create your identity as a nation. It's an ongoing process."

Brito continued her education in the United States, where Cape Verdeans began settling in New England in the 19th century. She has taught Kriolu language courses at Harvard, Bridge-

water State University and UMass Boston.

While Portuguese is still the language of instruction in Cape Verdean schools, Brito has played a key role in the formalization of the Kriolu language, helping to standardize Kriolu spelling.

By many measures, the Cape Verdean nation has made tremendous progress since independence. Governance there began with single party rule by the PAIGC, which in 1980 became The African Party for the Independence of Cape Verde, following a coup in Guinea-Bissau that overthrew President Luis Cabral there. After 15 years in power, the PAICV ushered in multiparty elections in 1990. The Movement for Democracy (MpD) came to power in the 1991 election, claiming the majority of the national assembly seats and ruling for the next 15 years before losing to the PAICV. The MpD is currently in power.

While Cape Verde earns high marks for the integrity of its democratic system of governance, Brito cites the evolution of the Cape Verdean identity as one of the most positive outcomes of the revolution there.

"We have our own language and culture," she said. "At this stage, Cape Verdeans are proud to be Cape Verdean. We have a broad understanding of what it means to be Cape Verdean. What makes a nation is the values and the culture and the heritage we share."

After teaching, Tavares became a reporter for Voz di Povo, Cape Verde's national newspaper. When the PAIGC launched the archipelago's first national news broadcast, Tavares became the nation's first newscaster.

In 1985, Tavares moved to Washington D.C. and worked for USAID's Voice of America broadcast. In 1994, she began serving as the cultural attaché for the Cape Verdean Consulate in Boston, a position she held until she retired in 2018.

Like Brito, Tavares has spent a lifetime dedicated to advancing Cape Verdean culture in the islands and in New England, where a population of nearly half a million Cape Verdean descendants nearly rivals the archipelago's population of 593,000.

Yet after decades in Massachusetts, for Tavares the memory of that hot July 5 in 1975 when the Cape Verdean flag rose for the first time in Estádio da Várzea remains as vivid as if it were yesterday.

"You couldn't reproduce that," she said. "It was so natural and spontaneous. It was something you could only live once."

*This story was reprinted with permission from the author. For more such stories, see [www.flipsidenews.net](http://www.flipsidenews.net) and support your community news providers.*







# Job Corner

City of Boston – Protective Services Officer  
**Position:** Protective Services Officer, FT, Boston, MA, Onsite  
**Requirements:** HS diploma/ equiv.; customer-service and patrol skills  
**To apply:** <https://www.boston.gov/career-center/BostonPoliceDepartment+15Boston.gov+15Boston.gov>

City of Boston – Traffic Operations Technician  
**Position:** Traffic Operations Technician, FT, Boston, MA, Onsite  
**Requirements:** Install/maintain traffic signs, equipment  
**To apply:** <https://www.boston.gov/career-center/Boston.gov+13Boston.gov+13Boston.gov+13>

City of Boston – Police Dispatcher / 911 Call Taker  
**Position:** Police Dispatcher or 911 Call Taker, FT, Boston, MA, Onsite  
**Requirements:** 2–3 yrs customer service, typing 35+ wpm; excellent communication  
**To apply:** <https://www.boston.gov/career-center/Boston.gov+15Boston.gov+15BostonPoliceDepartment+15>

City of Boston – Police Cadet  
**Position:** Police Cadet, FT, Boston, MA, Onsite  
**Requirements:** Age 18–25; Boston resident; interest in law enforcement  
**To apply:** <https://bpdnews.com/joinbpd/BostonPoliceDepartment+2BostonPoliceDepartment+2BostonPoliceDepartment+4BostonPoliceDepartment+4BostonPoliceDepartment+4>

City of Boston – Police Officer (Civil Service Exam)  
**Position:** Police Officer, FT, Boston, MA, Onsite  
**Requirements:** MA civil service exam pass; Boston residency required  
**To apply:** <https://bpdnews.com/joinbpd/Boston.gov+15BostonPoliceDepartment+15BostonPoliceDepartment+15Boston.gov+5Boston.gov+5Boston.gov+5>

City of Boston – Civil Service Laborer (Various Trades)  
**Position:** Labor Service Worker, FT, Boston, MA, Onsite  
**Requirements:** Civil service exam, skilled trade experience  
**To apply:** <https://www.boston.gov/departments/human-resources/civil-service-and-labor-service-jobs-city/Boston.gov+6Boston.gov+6Boston.gov+6>

City of Boston – Compliance Agent (Age Strong Commission)  
**Position:** Compliance Agent,

FT, Boston, MA, Onsite  
**Requirements:** Investigative experience; knowledge of regulations  
**To apply:** <https://www.boston.gov/career-center/BostonPoliceDepartmentBoston.gov+3Boston.gov+3Boston.gov+3>

City of Boston – Scheduler (Age Strong Commission)  
**Position:** Scheduler, FT, Boston, MA, Onsite  
**Requirements:** Administrative and communication skills  
**To apply:** <https://www.boston.gov/career-center/Boston.gov+7Boston.gov+7Boston.gov+7>

City of Boston – Driver (Age Strong Commission)  
**Position:** Driver, FT, Boston, MA, Onsite  
**Requirements:** Valid driver’s license, transport experience  
**To apply:** <https://www.boston.gov/career-center/Boston.gov+12Boston.gov+12Boston.gov+12Boston.gov>

City of Boston – Program Manager, Arts & Culture  
**Position:** Program Manager, FT, Boston, MA, Onsite  
**Requirements:** Arts programming or public-sector experience  
**To apply:** <https://www.boston.gov/career-center/Boston.gov+1Boston.gov+1BostonPoliceDepartment>

Boston EMS – EMT Recruit  
**Position:** EMT Recruit (6-month academy), FT, Boston, MA, Onsite  
**Requirements:** MA EMT cert.; valid driver’s license  
**To apply:** via Boston EMS link on Career Center [Boston.gov-Wikipedia](https://www.boston.gov/Boston.gov-Wikipedia)

futureBOS – Summer Youth Worker (Age 14–18)  
**Position:** Youth Worker, PT/Summer, Boston, MA, Onsite  
**Requirements:** Age 14–18; apply by May  
**To apply:** <https://www.boston.gov/departments/youth-employment-and-opportunity/youth-jobs/Boston.gov+2Boston.gov+2Wikipedia+2>

SuccessLink – Young Adult Job (Age 19–24)  
**Position:** SuccessLink Youth, PT, Boston, MA, Onsite  
**Requirements:** Age 19–24; \$16/hr stipend  
**To apply:** <https://www.boston.gov/departments/youth-employment-and-opportunity/youth-jobs>

City Academy Trainee  
**Position:** Trainee, FT, Boston, MA, Hybrid  
**Requirements:** Boston residency; entry-level training

**To apply:** <https://www.boston.gov/departments/workforce-development/Boston.govBoston.gov+1Boston.gov+1>

Good Jobs Coalition Trainee  
**Position:** Trainee (childcare, clean energy, healthcare), FT, Boston, MA, Hybrid  
**Requirements:** Program eligibility + sector-specific training  
**To apply:** <https://www.boston.gov/departments/workforce-development/Boston.gov+1Boston.gov+1>

PowerCorps Boston Trainee  
**Position:** Trainee, FT, Boston, MA, Onsite  
**Requirements:** Age 18–30; green industry pathway  
**To apply:** <https://www.boston.gov/departments/workforce-development/Boston.gov>

YOU Program Case Manager  
**Position:** Case Manager, FT, Boston, MA, Onsite  
**Requirements:** Experience with at-risk youth  
**To apply:** <https://www.boston.gov/departments/workforce-development/BostonPoliceDepartment+15Boston.gov+15Boston.gov+15Boston.gov+1Boston.gov+1>

Summer Learn & Earn Coordinator  
**Position:** Coordinator, PT/Summer, Boston, MA, Onsite  
**Requirements:** Program coordination + youth experience  
**To apply:** <https://www.boston.gov/departments/workforce-development/Boston.gov>

Boston Public Schools – High School Math Teacher  
**Position:** Math Teacher, FT, Boston, MA, Onsite  
**Requirements:** Teaching license, subject mastery  
**To apply:** <https://www.teach-boston.org/BostonPoliceDepartment+9Boston.gov+9Boston.gov+9>

Boston Public Schools – ESL Teacher (Grades 7–12)  
**Position:** ESL Teacher, FT, Boston, MA, Onsite  
**Requirements:** ESL certification; curriculum delivery  
**To apply:** via BPS portal (search ESL) [Boston.gov](https://www.boston.gov/Boston.gov)

Boston Public Schools – School Lunch Monitor  
**Position:** Lunch Monitor, PT, Boston, MA, Onsite  
**Requirements:** HS diploma; student supervision  
**To apply:** via BPS portal

BPS – SPED Cab Monitor

**Position:** SPED Cab Monitor, FT, Boston, MA, Onsite  
**Requirements:** Experience with special needs students  
**To apply:** via BPS transportation careers

BPS – Bus Driver (Transdev contract)  
**Position:** Bus Driver, FT, Boston, MA, Onsite  
**Requirements:** CDL, driving experience  
**To apply:** via BPS transportation careers

BPS Food & Nutrition Services – Cafeteria Worker  
**Position:** Cafeteria Worker, FT/PT, Boston, MA, Onsite  
**Requirements:** Food handling; service in schools  
**To apply:** <https://www.boston.gov/news/boston-public-schools-food-and-nutrition-services-hiring>

Boston Public Health Commission – Shelter Program Staff  
**Position:** Shelter Support Staff, FT, Boston, MA, Onsite  
**Requirements:** Experience in social services/shelter ops  
**To apply:** <https://www.boston.gov/government/cabinets/boston-public-health-commission/homeless-services/job-training-and-education>

Boston Public Health Commission – Teen Programs Manager  
**Position:** Teen Programs Manager, FT, Boston, MA, Onsite

**Requirements:** Public health + youth outreach experience  
**To apply:** via BPHC careers portal

Citizen Schools – AmeriCorps Teaching Fellow  
**Position:** Teaching Fellow, FT, Boston, MA, Onsite  
**Requirements:** AmeriCorps eligible; middle-school support  
**To apply:** <https://www.citizen-schools.org>

Urban Teacher Residency – Teacher Resident  
**Position:** Teacher Resident, FT, Boston, MA, Onsite  
**Requirements:** Master’s + in-school residency program  
**To apply:** via UTR program site

MAPC – Senior Economic Development Planner  
**Position:** Senior Planner, FT, Boston, MA, Onsite  
**Requirements:** Planning experience; workforce dev focus  
**To apply:** via GovernmentJobs.com (MAPC Senior Planner)

MAPC – Executive Director  
**Position:** Executive Director, FT, Boston, MA, Onsite  
**Requirements:** Leadership in regional planning/policy  
**To apply:** via GovernmentJobs.com (MAPC Executive Director)

Read Sampan online:  
Sampan.org

NEWTON, “T” to work from  
Woodland Station  
Apartments & save \$\$\$.  
Contemporary apts with  
condo quality finishes and  
amens. Single level and  
townhomes. Easy access to  
Rte 128, 9 & Mass Pike.  
Income guidelines may apply.  
844-721-1176 TTY:711  
Woodlandstationapts.com





ARTS

Venture into Wondrous ‘Garden’ of Ming Fay

By Dong Dong Yang

Chinese American artist Ming Fay died earlier this year, but his works will continue to plant the seeds of imagination and inspiration in Boston and beyond with the Isabella Stewart Gardner Museum’s show “Edge of the Garden.”

The installation celebrates the life and five-decade career of Fay, who was born in 1943 in Shanghai and became known for transforming his fantastical gardens, filled with giant fruits, seeds, medicinal roots, and imagined hybrid plants. His works are said to explore themes of memory, identity, and imagination. Drawing from both Chinese and American cultural traditions, Fay created immersive environments that blur the boundaries between nature and art, reality and fantasy.

His show at the Gardner will run until Sept. 21 in the Hostetter Gallery. It will mark the first major showing of Fay’s work in Boston and New England — and the most comprehensive to date.

The exhibition begins with a selection of Fay’s sketchbooks, zines, preparatory drawings, and collected natural materials that inspired his work. A video interview with his son, Parker Fay, filmed in the artist’s New York City studio, offers a personal glimpse into his creative world. Two newly restored Ming dynasty bird-and-flower paintings from the Museum’s collection — Pheasants (mid-1400s) and Hibiscus and Ducks (c. 1500) — provide historical context and echo the exhibition’s themes of symbolism, beauty, and the natural world.

*Sampan* had the chance to speak with Parker Fay, and Gabrielle Niu, curator of “Edge of the Garden.” Parker shared a childhood memory of watching “helicopter seeds” — the winged samaras from maple trees, spin through the air with his father, a small moment that later inspired one of the sculptures in the exhibition.

“It’s the little things that stay with you,” Parker said. Both he and Niu emphasized that the exhibition is for



into monumental sculptures. Playful, poetic works like “Long Stem Cherry” (1990s), “Cayenne Pepper” (1990s), and “Bartlett Pear” (1985) burst with character, bridging the organic with the urban. Often made from papier-mâché, bronze, or ceramic, these works turn the mundane into marvels. Money Tree, a hanging installation of paper leaves and real seeds, symbolizes growth, abundance, and future potential.

Fay’s “A Garden is Memory” gardens are autobiographical, rich in cultural symbolism and personal storytelling. His “Wishbones” (1980s) recall the joyful superstition of breaking a chicken bone to make a wish. The series began when Fay wished for a child, and soon after, his son Parker was born.

“A Garden is Creativity” explores for Fay, how gardens were spaces not only of order, but of wild, unbridled creativity. His mixed-media sculptures, made with sprayed polyurethane foam, venture “beyond the garden into The Jungle,” as the artist described.

More info at [gardnermuseum.org](http://gardnermuseum.org).



Ming Fay, left. ‘Bartlett Pear’ right. Courtesy photos.

everyone.

“You don’t need to know art to enjoy it,” Gabrielle noted. “The subjects, fruits, seeds, plants, are all around us. It’s about reconnecting with wonder, memory, and everyday beauty.”

In addition to the show at the Gardner, a companion exhibition is being held in Chinatown, “Where We Meet,” which runs to Oct. 10, at the Pao Arts Center.

Presented alongside artists Mel Taing and Yu-Wen Wu, the show reimagines gardens as vital spaces of care, healing, memory, and community, especially within urban settings. Admission is free, and the program includes collaborative events as well as a shared zine that connects the Fenway and

Chinatown neighborhoods.

The ‘Inside the Garden: A Three-Part Journey’ unfolds across three thematic chapters, each illuminating a unique facet of Fay’s work: connection, memory, and creativity.

While living in New York from the 1970s through the 2010s, Fay sought ways to reconnect with nature in the heart of the city. He foraged inspiration from street corners and Chinatown markets, gathering sweetgum spheres, maple seeds, and twisted locust pods, later magnifying them

WinnCompanies is looking for a Maintenance Technician II to join our team at Castle Square, a residential and commercial property located in Boston, MA. In this role, you will perform maintenance functions in the community. Monday through Friday, from 8:00AM to 5:00PM. \$25 per hour. You must also be bilingual in English and Cantonese.

If interested, please apply with Link below

<https://jobs.lever.co/winnco/e7802973-7e1f-476a-b007-1735bf42fad6>

征求建议书：  
小型多户住宅指南

EV00016194  
Andrea Baena - [andrea.baena@boston.gov](mailto:andrea.baena@boston.gov)  
Kathleen Onufer - [kathleen.onufer@boston.gov](mailto:kathleen.onufer@boston.gov)

波士顿市规划局（简称“市”），由其规划主管（简称“官员”）代理，现邀请各方提交密封投标，以执行通常被称为“小型多户住宅指南”的服务，该指南在招标文件（“RFP”）中进行了特别阐述。RFP将于2025年7月28日星期一美国东部时间中午12:00在市供应商门户网站**[boston.gov/supplierportal](http://boston.gov/supplierportal)**上提供（招标项目编号：EV00016194）。工作范围在规范中进一步详细说明，包括但不限于以下内容：规划局正在寻找供应商，以制定一本专注于小型多户住宅的指南，为开发商、建筑师和社区合作伙伴提供实用且具有前瞻性的设计指导，从而打造出与波士顿社区环境相契合的项目。该指南应包含以下内容：1. 体现城市在所有社区建设高质量、无障碍、经济实惠且节能的住房目标的设计；2. 兼顾规范要求 and 市场条件的开发模式。本指南将成为社区发展委员会（CDC）、土地信托、其他以使命为导向的住房合作伙伴以及准备建设此类项目但需要清晰路线图的开发者的宝贵资源。合同期限为9个月。投标书提交截止日期为2025年8月18日星期一美国东部时间中午12:00，可通过城市供应商门户网站**[boston.gov/supplierportal](http://boston.gov/supplierportal)**（投标事件EV00016194）提交。有关提交流程和详细信息的完整信息，请参阅RFP第五部分。

首席规划师 KAIROS SHEN  
(2025年7月28日和8月4日)



**1 Saltgrass Drive, Marshfield, MA**  
**YOU CAN COMPLETE AND SUBMIT A LOTTERY APPLICATION ONLINE HERE:**



*\*Rents are subject to change in future years. Tenants will pay the cost of electric cooking, electricity, heating, hot water, and cold water. Sewer charges are paid by the owner. One complimentary parking space is included. Pets are allowed, subject to restrictions.*

\$92,650 (1 person), \$105,850 (2 people), \$119,100 (3 people)  
\$132,300 (4 people), \$142,900 (5 people) \$153,500 (6 people)

Traducción gratuita disponible. Tradução livre disponível. 提供免费翻译



**Sitkowski School**  
(508)943-3406  
29 Negust Street

**Westcott Terrace**  
(401)828-1490  
319 Providence Street

For more information or reasonable accommodation, please call the property that interests you. We provide free language assistance by phone, just state your language and hold for an interpreter.



**To place a call using Mass Relay, dial 711**

In rare cases, if your usage is contributing to congestion on the network, AT&T will greatly reduce your speed for a min. of 30 min.

**No annual contract or equipment fees.**

- Powerful Wi-Fi
- Secure connection
- Simple setup & intuitive app

\*Price after \$5/mo AutoPay discount (w/in 3 bills). Paperless billing req'd. Monthly State Cost Recovery Charge in TX, OH, NV applies.

**Ask a rep for more info!**

68 Harrison Ave, Boston, MA 02111	857 - 277 - 0362
919 Main St, Waltham, MA 02451	781 - 515 - 2316
306 Centre St, Jamaica Plain, MA 02130	617 - 942 - 8177
268 Broadway St, Revere, MA 01251	781 - 629 - 7878

**\$47 Internet Air Offer:** Subj. to change and may be discontinued at any time. Pricing for new residential customers who sign up for AT&T Internet Air only at a Cricket Retail Store. **AutoPay & Paperless Bill:** \$5/mo discount when enrolled in AutoPay. Paperless billing required. Pay full plan cost until discount starts within 3 bills. Employees, upgrades, and migrations not eligible. If service is canceled, must return AT&T All-Fi Hub to AT&T within 21 days or be subject to a \$200 non-return equipment fee. Equipment non-return fee will be refunded if residential gateway is returned within 6 months of cancellation. **AT&T Internet Air limitations:** AT&T may temporarily slow data speeds if the network is busy. In addition, in very rare cases, if your data usage is contributing significantly to congestion on the wireless network, AT&T will slow your speed to as low as 512Kbps for a minimum of 30 minutes. For details visit [www.att.com/broadbandinfo](http://www.att.com/broadbandinfo). **Taxes & Fees:** Monthly State Cost Recovery charge which is not government-required applies in NV, OH, TX. Taxes also apply. For one time AT&T transactional fees, see [www.att.com/fees](http://www.att.com/fees) for details. **Service subj. to Internet Terms of Service at [att.com/internet-terms](http://att.com/internet-terms).** Other restrictions apply & may result in service termination. **Pricing subj. to change.**

Offers may be modified, or discontinued, at any time without notice. Other conditions may apply to all offers.



## 欲了解更多信息

请访问 [watervillevalley.com](http://watervillevalley.com)