

Extensive Reading ↗



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泛读教程 ≈ 4

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总序

在中国,英语的教与学,无论是教师或是学生,不可谓不重视,各方面的投入也很多,然而其效果之差,人皆知之。相当多的人在学了几年英语之后便陷入了一种尴尬的局面:单词认识了不少,语法规则背了不少,可是英语却读不懂,说不出,写不成,无法用英语进行真正的交际,因而由厌倦变灰心,继而最终放弃,不但浪费了宝贵的年华,而且当需要使用英语时又常常会后悔不已。

面对这种情况,作为英语教育工作者,我们一直在探求提高英语教学效果的有效途径,比如如何针对中国学生英语学习的特点和规律,创新教材体系,激发学生和教师的积极性和主动性,营造良好的语言实践环境,促进学生语言综合运用能力的提高。“新空间大学英语”系列教材就是为此所作的一次尝试。

“新空间大学英语”系列教材编写依据是教育部《全国大学英语教学基本要求(课程标准)》,同时参考教育部《高职高专教育英语课程教学基本要求》,并根据发展的需要有一定的前瞻性。

“新空间大学英语”系列教材的对象为大学本科、专科院校非英语专业对英语综合能力要求较高的专业及高职高专英语专业等相关专业。

“新空间大学英语”系列教材从中国学生的实际出发,注重培养学生的扎实语言技能,全面提高学生的英语综合运用能力。将英语阅读和交际性相结合,正确处理听、说、读、写、译的关系,听说与读写并重,强调英语教学应从实际出发,博采众长,讲究实效。

“新空间大学英语”系列教材的编写吸收了当代语言学和教学理论研究的最新成果,它是一套开放性的、立体式的现代化教材。其《综合教程》在词汇量等方面略有超越,选取有一定难度的文章来激发学生的学习热情,增加学生的语感,为启发学生深入思考提供充裕的素材,帮助学生提高阅读能力、分析和解决问题的能力。《泛读教程》选材难度控制严格,有助于提高学生的阅读速度,扩大学生的知识面,增强其对英语国家文化的了解。《听说教程》以系统的训练方法帮助学生打牢听说基础,激发学生的学习兴趣,提高学生的整体语言水平。“新空间大学英语”系列教材在教学理念方面走的是综合创新之路,使教师在教学上有更大的弹性,有助于发挥教师的潜力,培养教师的创造力,为教师施展才能提供了广阔的空间,创造出各种新颖的教学法。

“新空间大学英语”系列教材包括:《综合教程》、《泛读教程》、《听说教程》,并配有相关教师参考书。

《综合教程》全书共分四册,每册使用一学期。《综合教程》既继承传统的英语精读的优点,又强调英语语言知识和技能的综合训

总序

练,全面培养学生的听、说、读、写、译的能力。全套教材以阅读材料为主线,配合课文设计了形式各异,内容生动的练习和活动。学生可以把学习过程中获得的信息和语言知识在活动和练习中运用,达到熟练掌握英语的目的。

《泛读教程》全书共分四册,每册使用一学期。其题材广泛,文字新颖,思想性好。旨在使学生通过大量阅读来扩充词汇,提高阅读技能,培养学生获取信息的能力,提高人文素质。

《听说教程》全书共分四册,每一册使用一学期。通过听说能力的综合训练,着重提高学生的听力和口头表达能力,以适应应用英语进行交际的需要。

与“新空间大学英语”系列教材配套的教材还有:

《全新英语语法》编写角度新颖,语法体系完整,面向教学需求,重在语言运用,其目的是帮助学习者系统学习语法,打好语法基础,提高语言运用能力。

《全新英语写作》(国家级“十一五”规化教材)力求理论从简,首次提出实践类写作和翻译类写作的观点;强调写作实践和表达能力的培养,使学生在例文分析和仿写的过程中学会根据不同的目的而采用恰当的语篇体裁和写作技巧,从而达到准确地表达思想,流畅地进行交际。

《全新英语语音》从中国人学习英语语音的难点和特点入手,将语音学习与英语听力、口语和语法、词汇结合起来。本书教学设计新颖,练习多样,生动活泼,实用高效,有助于学生积极参与课堂活动和教师组织教学,使学生学会用地道的语音语调进行自然流畅的交际。

本系列教材是解放军外国语学院英语教师和其他大专院校的教师通力合作的成果。西安交通大学出版社对教材的编写和出版投入了很大的力量,给予了大力的支持,解放军外国语学院音像出版社总编赵小江同志作了大量的前期工作。对此,我们全体编写人员表示衷心的感谢。

本系列教材的编者怀着为中国英语教学尽力的心情,编写了这套教材。教材的编写是一项开创性工作。由于我们经验不足,水平有限,缺点在所难免。我们诚挚地希望广大师生和读者提出批评和建议,使本教材在今后的修订中得到进一步完善。

丛书总主编

2007年3月

前言

《泛读教程》是“新空间大学英语”系列教材的主干教材之一。全套教材共四册,可供四个学期使用。

本教材具有较强的针对性,无论是选材还是练习的编排都充分考虑到教学要求和学生的特点。所选材料难度适中,短小精干,便于老师课堂操作和学生课上课下阅读;同时强调趣味性,所选文章贴近学生生活,反映学生感兴趣的话题,能够比较充分地调动学生阅读的热情;同时也注意将不同的文体和题材包括其中,使学生对不同类型的文体和话题有所接触,为他们在今后的就业中很快适应实际工作打好基础。

课后练习形式上注重多样性和趣味性。每个单元除了配有检查学生阅读理解的传统练习,还配有形式新颖的词汇巩固和扩展练习、文化知识练习、任务型练习等。词汇巩固和扩展练习将课文中重点词汇提出来操练,并从课文的题材出发,对相关词汇进行联想扩充,比较好地处理了阅读和词汇量积累之间的关系;任务型练习则有助于开发学生的创新思维能力,加深对所学语言知识的记忆,提高课下自主阅读的积极性。在练习中还融入了很多文化知识,有助于在提高学生理解能力的同时,扩大学生的知识面,增强对英语国家文化的了解。

在编写前期工作中我们广泛征求了其他院校第一线教学老师的意见,经过多次讨论,拟定了详细的编写计划。《泛读教程》由解放军外国语学院的王炳炎教授牵头,组织了一大批骨干教师,同时有经验丰富的其他院校老师参与,大家群策群力,付出艰苦努力,遂成此书。

由于编者水平和经验的局限,教材中难免还有不足之处,希望广大读者批评指正。

编者

2007年3月

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Key to Some of the Exercises

1

Transport



Text A

Proposed Future Transport

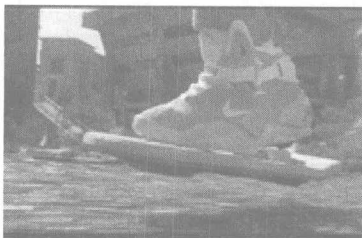
Anonymous

Words to Know	
fossil / 'fɒsl / n.	化石
harness / 'hɑ:nɪs / vt.	利用.....作动力
compact / 'kɒmpækt / adj.	紧密的; 结实的; 密集的
renewable / rɪ'nju(:)əbl / adj.	可更新的, 可恢复的
hover / 'hɒvə / n. & vi.	悬浮
resemble / rɪ'zembl / vt.	像, 类似

Words to Know	
skateboard / 'skeɪtbɔ:d / n.	(底下装有小轮的)滑板
magnetic / mə'netɪk / adj.	磁的, 有磁性的, 有吸引力的
suspend / sə'spend / vt.	吊, 悬挂
cable / 'keɪbl / n.	缆索; 钢丝绳
hovercraft / 'hɒvəkra:ft / n.	气垫船
propeller / prə'pelə / n.	(轮船、飞机等上的)螺旋推进器
skirt / skɜ:t / n.	底座, 外围, 边缘
friction / 'frɪkʃən / n.	摩擦, 摩擦力; 冲突
legally / 'li:ɡəli / adv.	合法的, 正当的, 法定的
gliding / 'ɡlaɪdɪŋ / adj.	滑行的, 滑顺的
patent / 'peɪtənt / n.	专利
mass-produced / 'mæs prədʒʊst / adj.	大规模生产的
autoplane / ɔ:təu'pleɪn / n.	自动(控制)飞机
accommodate / ə'kɒmədeɪt / vt.	使适应; 使符合
fuselage / 'fju:zɪləʒ / n.	机身
fiberglass / 'faɪbəɡləs / n.	玻璃纤维, 玻璃丝
shaft / ʃɑ:ft / n.	轴, 杆状物; 机械轴
cruise / kru:z / vi.	(飞机)用巡航速度飞行
viable / 'vaɪəbl / adj.	可行的
enthusiast / ɪnθʊ'zi:æst / n.	热心者, 爱好者

Most transport media in use today are generally fossil fuel powered. The reason for this is the ease of use and the existence of mature technologies harnessing this fuel source. Fossil fuels represent a relatively compact source of energy. The drawbacks of such transportation media are that they are heavily polluting, and rely on limited energy sources. Many ideas exist which try to either harness renewable forms of energy, more efficiently use fossil fuel, or use human power, or some hybrid of these, to move people and things. The list below contains some forms of transport not in general use, but considered as possibilities in the future.

Hoverboard



A **Hoverboard** (Also known as Hover Board) is a fictional futuristic hovering deck, resembling a skateboard without wheels. The Hoverboard concept was first introduced in the movie "Back to the Future 2". In the movie, the hoverboards were the size of skateboards and were completely noiseless with no moving parts. They

could support the weight of a human rider and hover him several inches above the ground

on a mysterious cushion of invisible magnetic energy. They could even hover over water. During a televised interview, Robert Zemeckis, the movies director, explained that “hoverboards float on magnetic energy”. He also added, “they’ve been around for years, it’s just that parent groups haven’t let toy manufacturers make them. But we got our hands on some and put them in the movie”. He was only joking, of course, but interesting enough, Mattel soon found themselves overwhelmed with callers asking where they could buy one. Although they looked pretty convincing in the movie, the hoverboards were simply wooden props attached to the actors feet. To make the boards fly, the actors were suspended by cables.

Several companies have drawn on currently available hovercraft technology to create Hoverboard-like products. Future Horizon produces an air-powered 5 ft long 2 ft wide board-shaped “Hoverboard”. This personal hoverboard uses high hovercraft technology to lift a 100-kilogram rider 3 inches above the ground. A gasoline engine spins a propeller to force air under the craft. Some air is diverted into a flexible skirt around the perimeter of the craft. The skirt is a type of air bag which helps to trap air under the craft to increase efficiency and hover higher. The higher it can hover, the better it can pass over obstacles. When hovering, the craft is friction free and only requires a small thrust to move at high speeds. The hoverboard has been used over a variety of terrains such as pavement, dirt, grass, snow, ice and even shallow water.

Flying Car



A flying car is an automobile that can legally travel on a road and can take off, fly, and land as an aircraft. In practice, the vehicle usually has to be converted from car mode to airplane mode.

Just a decade and a half after the Wright Brothers took off in their airplane over the plains of Kitty Hawk, N.C., in 1903, other pioneering men began chasing the dream of a flying car. There was even one attempt in the 18th century to develop a gliding horse cart, which, to no great surprise, failed. There are nearly 80 patents on file at the United States Patent and Trademark Office for various kinds of flying cars. Some of these have actually flown. Most have not. And all have come up short of reaching the goal of the mass-produced flying car. Here’s a look back at a few of the flying cars that distinguished

themselves from the pack:

- **Curtiss Autoplane**—In 1917, Glenn Curtiss, who could be called the father of the flying car, unveiled the first attempt at such a vehicle. His autoplane sported three wings that spanned 40 feet (12.2 meters). The car's motor drove a four-bladed propeller at the rear of the car. The Autoplane never truly flew, but it did manage a few short hops.
- **Airphibian**—Robert Fulton, who was a distant relative of the steam engine inventor Robert Fulton, developed the Airphibian in 1946. Instead of adapting a car for flying, Fulton adapted a plane for the road. The wings and tail section of the plane could be removed to accommodate road travel, and the propeller could be stored inside the plane's fuselage. It took only five minutes to convert the plane into a car.
- **Avrocar**—The first flying car designed for military use was the Avrocar, developed in a joint effort between Canadian and British military. The flying-saucer-like vehicle was supposed to be a lightweight air carrier that would move troops to the battlefield.
- **Aerocar**—Inspired by the Airphibian and Robert Fulton, whom he had met years before, Moulton Taylor created perhaps the most well-known and most successful flying car to date. The Aerocar was designed to drive, fly and then drive again without interruption. Taylor covered his car with a fiberglass shell. A 10-foot-long (3-meter) drive shaft connected the engine to a pusher propeller and Aerocar could cruise at 120 mph (193 kph) in the air. In 1970, Ford Motor Co. even considered marketing the vehicle, but the decade's oil crisis dashed those plans.

These pioneers never managed to develop a viable flying car, and some even died testing their inventions. However, they proved that a car could be built to fly, and inspired a new group of roadable aircraft enthusiasts. With advances in lightweight material, computer modeling and computer-controlled aircraft, the dream is very close to becoming reality.

1. Decide whether each of the following statements is True or False according to the text.

1. Nowadays we often use fossil fuel to power our vehicles.
2. The concept of hoverboard was first appeared in a scientific magazine.
3. The actors in the movie "Back to the Future 2" wore the hoverboards which were powered by magnetic energy.
4. People began to think of making flying cars in 1903 when the Wright Brothers made their first flight.
5. Glenn Curtiss, who invented Curtiss Autoplane in 1917, was the father of the flying car.
6. Airphibian was a plane which was converted so as to travel both in air and on road.
7. Avrocar came into being under the collective work of the American and British scientists.
8. It was because of the oil crisis in the 1970s that Ford Motor Co. abandoned the plan of carrying Aerocar into production.

2. Answer the following questions.

1. How does the hoverboard hover in the air?
2. What is a flying car? Could you tell us briefly its history of invention?

Text B

How We Traveled

*Anonymous***Words to Know**

stained / steɪnd / <i>adj.</i>	玷污的
manure / məˈnjuə / <i>n.</i>	粪; 肥料
rim / rɪm / <i>n.</i>	边; 缘; 框架
bumpy / ˈbʌmpɪ / <i>adj.</i>	(道路等) 颠簸的, 崎岖不平的
ranch / ræntʃ / <i>n.</i>	大农场
hitch / hɪtʃ / <i>vt.</i>	钩住; 拴住
sled / sled / <i>n.</i>	雪橇
knit / knɪt / <i>vt.</i>	粘合; 使……紧凑
fare / feə / <i>n.</i>	旅客; 车费
excursion / ɪkskɜːʃən / <i>n.</i>	短途旅行; 游览
coach / kəʊtʃ / <i>n.</i>	铁路客车
brakeman / breɪkmən / <i>n.</i>	司闸员
combustion / kəmˈbʌstʃən / <i>n.</i>	燃烧
plaything / ˈpleɪθɪŋ / <i>n.</i>	玩具
windshield / ˈwɪndʃiːld / <i>n.</i>	挡风玻璃
rattle / ˈrætl / <i>vi.</i>	发出卡嗒卡嗒声
buggy / ˈbʌɡɪ / <i>adj.</i>	轻型马车
assembly / əˈsembli / <i>n.</i>	装配, 组(合)件
procedure / prəˈsiːdʒə / <i>n.</i>	程序, 手续
bump / bʌmp / <i>n.</i>	(车的) 颠簸; 碰撞
asphalt / ˈæsfælt / <i>n.</i>	沥青
glimpse / glɪmps / <i>vt.</i>	瞥见; 看一眼
elated / ɪˈleɪtɪd / <i>adj.</i>	兴高采烈的, 得意洋洋
culmination / kʌlmɪˈneɪʃ(ə)n / <i>n.</i>	巅峰; 最高点
engrossed / ɪnˈɡrəʊst / <i>adj.</i>	全神贯注的
bounce / baʊns / <i>vi.</i>	乱蹦; 乱跳; 跳上跳下
hogwash / ˈhɒɡwɒʃ / <i>n.</i>	胡言乱语; 无聊的话



The smell of sweat-stained harness. Manure, clinging insistently to the rims of boots. At the turn of the 20th century, horses in America numbered more than 21 million—almost one for every three citizens. But horse travel was dirty, bumpy and, in winter, cold. Pauline McCleve, 100, recalls a bitter ride home one night in St. John, Ariz., after visiting a neighboring ranch:

“...We children had been in the back of the wagon huddled up under quilts and blankets together. In those days, people would heat rocks if they were going to travel and have them at their feet, and that would help them survive the cold. But the rocks must have gotten cold. When we got there, we were frozen and crying. And Papa said, “Run! Run! Run around that dining room table and get warm.” He made a fire and left the lids off the big cookstove and the flames leapt higher and higher. I was afraid we were going to get burned. But we survived.”

If the snow was too deep, the horses were hitched to sleds. Miriam Eliason, 104, remembers her wedding night in Zion, Ill.:

“...It had snowed—a big, terrible storm. My brother-in-law met us at the train with a sled and two horses. So when we went out to the farm, we had to go in the field sometimes because the road was so full of snow we couldn’t get through. When we got to the farm, my brother-in-law made a fire in the stove in the living room, and that’s where we stayed—that was our honeymoon.”

TRAINS

Still, it was not horses but railroads that knit the country together. By 1890, the railroads recorded 492 million paying fares—among them, the family of 6-week-old Miriam Eliason, who traveled with her parents from Boston to Phoenix:

“...They wanted people to settle in the West so bad that they’d give them the cheaper, excursion rate. There was a big coal stove in the middle of the coach. And every once in a while the brakeman would come along and shake the ashes and add more coal to the stove. The people that sat next to the stove were too hot, and the people that sat on the outside were too cold.”

AUTOMOBILES

Americans eyed with curiosity the country's first automobile, the Duryea, when it was introduced in 1893. With a gasoline internal-combustion engine hidden under the seat, it looked just like a carriage with no top. Like most people, Sadie Nickelson, 101, thought the new machines were impractical playthings for the rich. Few dreamed how they would change people's lives. Bernice Isaacson, 104, was 5 years old in Omaha when she spotted her first car:

"... We heard that car when we were two blocks away, and we ran to see it coming. It had a big chain running around the front wheel and back wheels. It was open in the front, no doors, it had a windshield and two men sitting behind it, but no back seat. It just rattled by. We thought it was amazing anything could run! We didn't want to go in it, though. We'd rather have the horse and buggy."

Henry Ford introduced the Model T in 1908, and each cost \$850. He helped keep prices low for working families by introducing assembly-line procedures in 1913. Still, the ride in those early cars wasn't always comfortable, according to Pauline McCleve:

"... A man came out to our ranch with a Ford car and wanted to take my sisters riding. I was too young. When they came back, one of my sisters had two black eyes. They had gone over a bump, and she had struck her head against the seat in front. I was glad they didn't have room for me."

Gradually the auto culture took over. Asphalt had been laid as early as 1876 in some cities, and by 1900 there were 154,000 miles of paved road. Joseph Hankinson, 100, says road making was hardly an art near his New Jersey home:

"... The construction of them was so gradual that you didn't pay too much attention to it. First, cars just went over the horse paths. Then they started building roads smoother because they didn't have horses' prints all over them. They were harder. That's what they used to call them—"hard roads." The hard road generally ran from big town to big town, and then you got out in the country and you got mud roads, where they didn't spend much money on them."

AIRPLANES

However strange the auto seemed, at least it stayed on the ground—unlike the airplane. Although the Wright brothers made their historic flight at Kitty Hawk in 1903, most Americans didn't glimpse their first airplane until after World War I. Bernice Isaacson recalls the wonder of that moment in Omaha.

"... Word got around that they were going to bring an airplane to fly across the town for people to see. People went down, and it flew across from the west side of the river and then low over the park. You could see the one man sitting out in the open front, just like the pictures of Lindbergh^①. Oh, it was wonderful!"

① Lindbergh 林德伯格(1902-1974),美国飞行员,因单独不着陆飞越大西洋而闻名于世。