



教育部推荐使用大学外语类教材
全国高等学校第二届优秀教材特等奖
国家教委高等学校第二届优秀教材一等奖

第三版
Third Edition

大学英语 快速阅读 College English

总主编 董亚芬

FAST READING

Book 5

主 编 黎 宏



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主 编 黎 宏
编 者 黎 宏 翁晓红 杨 光
主 审 石 坚

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总 序

《大学英语》是遵照 1986 年国家教委审定的《大学英语教学大纲(文理科本科用)》编写的一套系列教材,分精读、泛读、听说、快速阅读和语法与练习五种教程,由全国六所重点大学合作编写。教材于 1986 年出版试用本,1992 年出版正式本,并于同年 9 月荣获全国高等学校第二届优秀教材特等奖,以及国家教委高等学校第二届优秀教材一等奖。

1998 年,在广泛征求意见的基础上,《大学英语》系列教材根据《大学英语教学大纲(高等学校本科用)》进行了第一次修订。修订本更加注重文、理、工、农、医等各科的通用性,力求给学生打好“宽、厚、牢”的语言基础。

为了推进大学英语教学改革,适应社会各界对大学生英语能力的要求,教育部于 2004 年颁布了《大学英语课程教学要求(试行)》(以下简称《课程要求》)。遵照《课程要求》对大学英语提出的教学目标,即“培养学生的英语综合应用能力”,编者于 2004 年决定对教材进行第二次修订,以满足新时期国家和社会对人才培养的需要。

本次修订原则:

1. 教材的定位不变。《大学英语》是综合教育型(English for integrative purposes)而非特殊目的型(English for specific purposes)的教材,旨在帮助大学本科各专业学生进一步打下扎实的语言基础。

2. 选材原则不变。正因为《大学英语》是综合教育型的,选材必须做到题材广泛、体裁多样、语言规范,有利于打好语言基础。选材遵循三性原则,即趣味性、知识性、可思性,以激发学生学习英语的兴趣。

3. 在更新课文时注意经典性与时代性的融合,科普性与文学性的融合,使选文内容经得起时间考验,文字经得起反复咀嚼。这两个融合是教材可教性与可学性的保证,也是教材生命力之所在。

4. 本次修订按照《课程要求》所提出的培养“英语综合应用能力”这一目标,着重考虑增强听与说的训练,提高听与说尤其是说的要求。

本次修订重点:

精读:

1. 更新部分课文。选用一些时代感更强、更贴近现代生活、语言更地道的文章取代部分相形见绌的课文。

2. 梳理全教程的练习。除了设置新的听、说练习外,还针对近年来学生在口、笔试中经常出现的语言错误设计了用法方面的练习,以提高学生在使用英语时的准确性。

3. 为了帮助学生集中精力学好基本词语,这次修订继续遵循前次修订时的方法,把全书单词分为三类:(1)words to drill(通过反复操练能熟练掌握其用法的单词);(2)words to remember(能记住其形、音、义的单词);(3)words to have a nodding acquaintance with(能于再次出现时根据上下文识别其词义的单词),并进一步调整各项练习,以确保常用词语的复现率。

4. 为了提高学生的写作能力,这次修订还强调微观与宏观的写作技能同时发展,即一方面训练学生如何写好各类句子,同时从第一课开始就要求学生写成段的文章。

泛读:

在第一次修订的基础上进一步选用时代感较强、故事情节动人的文章取代内容相对陈旧的课文。丰富了练习类型(如增加了词汇练习和翻译练习),以帮助学生在提高阅读理解能力的同时适当扩大词汇量。

听说:

除了大幅度更新听力材料,适当提高听力理解的要求之外,这次修订还有针对性地增强了说的训练。根据不同话题提供了丰富的口语素材,并通过多种练习方式为培养学生具有实质性的口语能力打下基础。

快速阅读:

除了原有的版本继续发行之外,还另外编写了一套全新的快速阅读教程,内容侧重科普,供各类院校选择使用。

语法与练习:

把原有四册书删繁就简为两册,以便于学生携带。删除部分章节,增补和替换了大量例句和练习。为方便学生自学,例句都附有中文译文。本教程既可作为语法参考书,也可作为补充练习手册。

精读(预备级)、泛读(预备级)、听说(预备级):

分别将精读(预备级)和泛读(预备级)由原来的各两册修订成各一册。精读(预备级)为重新设计编写,不仅课文与练习是全新的,对听与说的要求也比原书有较明显的提高。泛读(预备级)和听说(预备级)也作了相应的更新与改进。

本教材的起点为1800个单词,从这个起点开始要为学生打下扎实的语言基础并达到培养英语综合应用能力这一目标,教材除了必须提供丰富的语言素材之外,还必须编写出多种口笔头练习以保证学生有足够的语言实践机会。因此本教材的精、泛读教程仍坚持每册编写10单元。至于5到6册,则因为课文难度有显著提高,每篇课文长度也有所增加,所以决定每册编写8单元,以便使用者能在有限的学时内完成教学任务。但目前大学英语的有效授课时间有限,各校可以根据学生的具体情况制定自己的教学计划,灵活选用练习,不必每题必做。与此同时还应当尽可能争取合理的周学时并充分调动学生课外自学的积极性。如果师生双方能共同努力,相互配合,认真学好每一单元,则必能取得良好的教学效果。

《大学英语》从试用本问世到本次修订本完稿历时20余载,跨越两个世纪。使用者一度遍及全国百余所高等院校,受到了师生们的广泛欢迎。教材之所以有这样的规模和影响力主要可以归结为以下几个原因:

(1) 一支优秀的编写队伍:《大学英语》的编者来自全国六所重点大学的骨干教师,他们都有长期的大学英语教学经历,具备深厚的英、汉语功底与高度负责的工作态度。这是本套教材获得大学英语教学界普遍认同的基础。

(2) 精心挑选的精、泛读课文和听力材料:课文为教材之本,能否为读者提供理想的课文

是教材成功的关键。不少人认为当前选材自由度很大,各类原版的素材铺天盖地,俯拾即是,选材不存在困难。然而事实证明,选材却是编写工作中最为辛苦费力的环节。《大学英语》的编者虽然长期积累了大量素材,但为了找出更合适的内容,往往需要翻阅数十篇甚至上百篇文章才能筛选出一段文字优美纯正,内容引人入胜的选文材料,正是这样,才确保了课文的趣味性、知识性和可思性。

(3) 科学设计和认真编写的练习:在编写和历次修订的过程中,本书编者不仅重视练习的针对性和实用性,还十分注重练习的语言质量。几乎每个例句都经过了集体讨论、反复推敲和论证,以确保语言规范、内容完整和难易度适中,使学生能够在轻轻松松的课堂气氛中进行语言操练。

(4) 审稿层层把关:为了使教材更完善,在正式定稿前,约请了多位中外专家多次审阅和润饰。

除了上述各点外,本教材经久不衰的另一重要原因是广大读者多年来的支持和关爱。他们通过文章、书信和座谈等渠道,在充分肯定我们教材的同时,还向我们提出了不少宝贵的意见和建议,对我们的再修订工作助益颇丰。对此,我代表编写组全体成员向他们表示最诚挚的感谢,并衷心希望他们能够一如既往地支持我们的教材,随时向我们反馈各种意见和建议。

《大学英语》系列教材(第三版)由复旦大学、北京大学、华东师范大学、南京大学、四川大学、苏州大学等高校的资深教授、英语教学专家通力合作,修订编写而成。英籍专家 Anthony Ward 协助编写与审阅。出版社的同志协助编写组安排修订日程,随时提出改进的意见和建议,协调有关编写和编辑工作,为保证这次修订工作的顺利完成付出了辛勤的劳动。在此一并致以诚挚的感谢。

总主编 董亚芬
2006 年 3 月

编者的话

《大学英语》系列教材(第三版)快速阅读教程依据教育部颁布的《大学英语课程教学要求》,并结合目前我国大学英语的实际情况编写。本教程旨在培养学生正确的阅读习惯和有效的阅读方法,提高学生浏览、阅读和查读的能力。

本教程取材于近年来英美和其他英语国家出版的书籍和报刊杂志,内容涵盖了当前社会经济、文化、科技、政治、教育等方面,使本教程具有时代性、趣味性、知识性和广泛性等特点。

本书为快速阅读教程第五册,共 20 课。为了保证快速、有效地阅读,课文篇幅在 1000~1200 个词左右,生词量不超过总词数的 3%。本教程每课练习安排有多项选择、是非判断或句子填空等题型,以检查学生快速阅读理解和获取信息的能力。本教程可配合精读教程使用,也可作为快速阅读专项训练材料单独使用。使用时应规定阅读时间,以每分钟 120~130 个词为宜。

本教程由四川大学外国语学院负责编写。黎宏任主编,石坚任主审。参加本册编写的有翁晓红和杨光。

在本书的编写过程中,美籍专家 Eleanor Ward 和英籍专家 Anthony Ward 审阅了全书,并提出了许多宝贵的意见,在此一并表示谢意。

由于编者水平和经验有限,教材中难免有疏漏和不当之处,敬请广大使用者批评指正。

编者

2008 年 7 月



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1. First across the Pacific: The Flight of *Double Eagle V*

Soaring serenely past Japan's snow-crowned Fujiyama on easterly winds, our four-man helium balloon, *Double Eagle V*, embarks on the historic first manned flight across the world's greatest ocean — a distance of nearly 6,000 miles. The time is early morning of November 10, 1981, roughly three years since a predecessor, *Double Eagle II*, made the first manned crossing of the Atlantic.

Double Eagle V is a giant compared to the earlier balloon and to two interim models built for shorter distances. *Double Eagle V*'s polyethylene gasbag — a mere 4.5 millionths of an inch thick — contains 400,000 cubic feet of helium, compared to *Double Eagle II*'s 160,000 cubic feet. *Double Eagle V* stands 13 stories high, two more than *Double Eagle II*. Yet the designs are basically similar, featuring bubble-shaped gasbags and gondolas shaped like boat hulls as a precaution against ditching at sea. Twin inflation tubes loop down from the larger balloon to an enclosed foam-and-fiberglass gondola. With four men and all gear aboard, *Double Eagle V* weighs better than seven tons, more than half of it bal-

last in the form of sand, lead shot, surplus water, and expendable items such as empty oxygen cylinders.

Unlike the Atlantic, which was challenged by balloonists a dozen times before it was finally conquered, the Pacific has been largely ignored. The only successful transpacific balloon flights occurred during World War II, when the Japanese launched small unmanned balloons carrying incendiary bombs into the high-altitude jet stream to be borne eastward toward the Pacific Northwest. Though ingenious, the flights caused very few deaths and, in any case, offered little precedent for manned attempts to cross the Pacific.

Now, four hours into the flight and at 15,000 feet, we climb slowly toward our goal of 26,000 feet, where we hope to pick up strong easterly winds.

We never reached that goal. Two hundred miles east of Japan, at around 19,000 feet, we encountered an unexpected danger: ice accumulating on top of the gasbag, perilously weighing us down.

Ice was to plague us throughout the flight, limiting us to an average speed of

68.3 miles an hour, far less than we would have achieved at higher altitudes, where the winds reached 150 miles an hour.

But other more welcome things accompanied us on the long flight. As we drifted east from Japan toward North America, transpacific jetliners raised us on the radio, reporting winds and weather at varying altitudes and, perhaps equally important, lifting our spirits at unexpected moments.

One Pan American jet carried our families on the return flight from Japan toward the projected landfall in California. The Pan Am pilot spent a busy few minutes relaying messages across the five vertical miles that separated us.

Such aspects of long-distance ballooning were familiar to me, as captain, and to Larry Newman, co-captain and radio navigator, both of us veterans of the transatlantic flight. Our two pilots were rookies — Ron Clark, a New Mexico real estate developer, and Rocky Aoki, the Japanese owner of the Benihana restaurant chain. Despite their limited experience, both men performed superbly on a flight as difficult — and, at times, as dangerous — as any in my experience.

Teamwork more than anything carried *Double Eagle V* to victory.

During our five nights and four days aloft, *Double Eagle V* changed altitude almost constantly, ranging from a high of 22,000 feet to a low of 4,200.

Like all gas balloons, it was affected by alternate high and low temperatures of daylight and darkness. Under the sun's warming rays helium inside the gasbag expands, increasing buoyancy and producing lift. Conversely, as the helium cools overnight, it contracts, causing us to release ballast as a countermeasure. The first law of ballooning is that you stay aloft only as long as you have expendable ballast.

In our case the normal up-and-down flight pattern was broken, first by heavy cloud cover that blocked the sun's rays and second by the frequent accumulation of ice and snow. Though we maintained periodic radio contact with our weather service — GRD in Denver, Colorado — we occasionally had to pass up their advice because of ballast limitations. At one point some 800 miles northwest of Hawaii, we were unable to climb to the recommended altitude of 22,000 feet because it would have required release of thousands of pounds of ballast — more than we had left. Instead, we compromised on 500 pounds, climbed to 17,000 feet, and reached a speed of 100 miles an hour.

We used oxygen during most of the flight, as demonstrated by Larry, who wears a mask beside an open window looking toward Fuji. The oxygen not only made breathing easier but also helped purge our systems of nitrogen as a protection against the bends, should we suddenly climb to an extreme altitude to catch

1. First across the Pacific: The Flight of *Double Eagle V*

favorable winds.

Danger! As we approached the California coast on our final day, we encountered such heavy icing that I feared the gasbag might split or collapse from the tremendous weight — an estimated 6,000 pounds spread like a solid cap over the crown of the bag, flattening it out of shape.

Although we released 825 pounds of our meager store of ballast, we still dropped 12,000 feet in little more than two hours — to a record low of 4,200 feet. It seemed certain we would have to ditch.

But finally the warmer air at lower altitudes took effect. The ice cap began to break up and the bag regained its shape, loosing a barrage of platter-size chunks. I snapped this picture through a Plexiglas window panel; anyone outside the gondola would have been injured.

Free at last of its enormous burden, *Double Eagle V* regained altitude, climbing swiftly to 13,000 feet, where we picked up a light dusting of snow. Ron leaned out a side window to inspect the gondola and to check our remaining bags of ballast — we had less than 1,500 pounds left, but only 500 miles to go.

As our hopes revived, I thought once more of the organizations that had backed us against sizable odds. Our gondola bore the name of Nagashima Onsen, a Japanese resort that offered us unlimited hospitality at the launch site. Many

other firms and individuals had provided equipment, services, and financial assistance.

Yet the flight was far from over, and during the final hours we were beyond all human assistance.

We never saw our final goal, the California coast, but through the clouds and darkness below us we caught the unmistakable sound of victory — the roar of surf at Point Arena. Then suddenly we found ourselves caught up in a new and violent storm — the worst to strike that coast in 20 years.

After skimming above the clouds at 6,900 feet, we made our first attempt to land. It was very nearly fatal. Approaching the town of Willits through torrential rain, we navigated down through the clouds and saw a valley stretched beneath, with a row of houses directly ahead. But our descent rate appeared to be too great, and we seemed on a collision course with the houses. Dropping all the ballast within reach, we climbed again.

Choosing another valley near the town of Covelo, we let down once more, and this time the approach was perfect. I fired the explosive charges that separated the gondola from the gasbag, and we landed with a massive jolt on a brush-covered hillside.

(1225 words)





Comprehension Exercises

I. Choose the best answers to the following questions.

1. According to the article, which of the following is true about the transpacific balloon flight?
 - A. *Double Eagle V* was the first successful transpacific balloon flight.
 - B. A Japanese manned balloon made the first successful flights during World War II.
 - C. *Double Eagle II* made the first successful transpacific flight.
 - D. The first manned transpacific balloon flight lasted five nights and four days.
2. *Double Eagle V* can move at the fastest speed at an altitude of _____.
 - A. 15,000 feet
 - B. 19,000 feet
 - C. 22,000 feet
 - D. 26,000 feet
3. "Rookies" (Paragraph 9) is closest in meaning to _____.
 - A. very experienced member
 - B. inexperienced newcomer
 - C. assistant pilot
 - D. old soldier
4. *Double Eagle V* finally landed successfully at _____.
 - A. Willits
 - B. Covelo
 - C. Nagashima Onsen
 - D. Point Arena
5. Ballast is released when _____.
 - A. helium inside the gas bag should be cooled down
 - B. the balloon has to fly at a lower altitude
 - C. the balloon has to be raised to a higher altitude
 - D. the oxygen on the balloon is not enough

II. Judge whether or not the following statements agree with the information given in the passage. Mark Y for YES, N for NO, or NG if information is NOT GIVEN in the passage.

- () 1. *Double Eagle II* crossed the Atlantic successfully in 1977.
- () 2. On the way to America, *Double Eagle V* received help from many passenger airplanes, which lifted the spirits of the four pilots.
- () 3. *Double Eagle V* was caught in a violent storm near the town of Covelo.
- () 4. Many Japanese companies and individuals offered equipment, services and financial assistance, which was of great importance in the success of the first transpacific balloon flight.
- () 5. Icing is one of the most dangerous threats to *Double Eagle V*.

2. From Jail to Wall Street

Chris Gardner's unlikely road to riches started in the parking lot of San Francisco General Hospital in 1982. Then age 29 and the father of year-and-a-half-old Christopher, he was barely making ends meet as a medical equipment salesman. He was about to get into his car when he saw a red Ferrari searching for a parking space. Impulsively, he waved the driver over and said, "I'll give you my spot, but I want to ask you two questions: What do you do, and how do you do it?"

The Ferrari's owner said he was a stockbroker. Gardner asked what the job paid. At the time, the top salespeople where Gardner worked were making \$80,000 a year. "This broker was making \$80,000 a *month*," Gardner recalls.

The two men hit it off. Over occasional lunches, the broker explained how the business worked and how to break in to it. He even gave Gardner a list of referrals. Gardner began knocking on doors — but had them slammed in his face. "At the time, brokerage firms were starting to require MBA degrees," he explains. "I didn't even go to college. It wasn't racism. It was place-ism. I did not have a college degree. I did not come from a politically connected family. I had no mon-

ey. So who was going to do business with me?"

After ten months of pursuing fruitless leads, Gardner found someone willing to give him a shot. He quit his job and showed up for his appointment, only to discover his contact had been fired. No one knew who he was or why he was there.

It was back to the beginning, but without steady employment. "I was doing everything I could that was legal to take care of my family — cutting grass, cleaning basements, hauling rubbish. I learned roofing. I did house painting. And I continued to pursue a career on Wall Street."

But life remained precarious. After an argument Gardner had with his girlfriend, someone called the police. A routine check of his license plate number turned up a backlog of unpaid parking tickets. And that led to ten days in jail.

To make matters worse, while he was incarcerated, his girlfriend took their son and moved out. "I was devastated. I grew up without a father, and I had promised myself that I would never leave my son in a situation where he wouldn't know his father. Those were the most terrible days of my life. I was in there

with murderers and rapists, and all I could think about was: Where is my child? Will I ever see him again?"

Before landing in jail, Gardner had lined up an interview at Dean Witter, the brokerage firm. Unfortunately, the interview was scheduled for the day before he was to be released. "I begged the guard to let me make one phone call to reschedule."

Once out of jail, Gardner went to the interview wearing all he had — the Windbreaker and bell-bottom jeans he had been arrested in. The interviewer glanced up and said, "Deliveries in the rear."

Gardner decided to take a desperate chance. "I could not think of a lie bizarre enough, so I told the truth. I said, 'I just got out of prison on a parking ticket charge, my ex left me, and I don't know where my child is. But I am here because I believe I am supposed to be in this business.'" The interviewer had been through a couple of divorces and could sympathize. Gardner won a place in the training program. Now he had to do well enough to be offered a job.

Months later, Gardner's ex showed up at his boardinghouse. She didn't want to take care of Christopher anymore. It was his turn. "I said, 'Absolutely.'" But the boardinghouse didn't allow children, and Gardner couldn't afford an apartment on his stipend. He and Christopher took to homeless shelters and the streets.

"We would leave the shelter in the a.m., my son in his stroller, my duffel bag with all his clothes and diapers, my briefcase, one suit on my back and one in a bag. Many nights we slept in bathrooms in transit stations or under my desk at work."

Father and son, then two and a half, were walking through North Oakland one day when Gardner noticed a dilapidated building with a rosebush climbing up the wall and a man tending it. Yes, he told Gardner, there was an empty apartment. The man rented it to him on the spot, and Gardner and Christopher slept on the floor that night.

The next morning, they got ready to head out for the day. For nearly a year, Christopher had seen his father pack up all their possessions every morning. Now some were being left behind. "'Dad, we need to take our things,'" Gardner recalls him saying anxiously. "I told my son, 'No, boy. We have a key now. We are home.' We skipped to the train that day," Gardner says. "Me and my baby and the briefcase skipped to the train."

Gardner took to the trade and, within a few years, fulfilled his dream of working on Wall Street. In 1987, he opened his own brokerage firm, Gardner Rich & Co., in Chicago. And he bought his own Ferrari.

Gardner doesn't see his story as a rags-to-riches fairy tale. Rather, he says, "mine is a story of how to empower your-

2. From Jail to Wall Street

self and beat the odds stacked against you. My life could have been easily derailed by domestic violence and homelessness, but I made a choice to not let those things sink me. You can break the de-

structive cycles that ensnare you. Be smart, have a plan and hold on to the people you love.”

(959 words)





Comprehension Exercises

7.

Choose the best answers to the following questions.

1. In Paragraph 3, "hit it off" means _____.
 - A. to have a quarrel with each other
 - B. to have a good relationship with each other
 - C. to fight with each other
 - D. to collide with each other
2. Gardner quit his job as a salesman because _____.
 - A. he found someone in a brokerage firm willing to give him a try
 - B. brokerage firms were looking for experienced salesmen
 - C. educational background is not important in brokerage firms
 - D. all the people there knew who he was
3. In Paragraph 10, "Gardner's ex" refers to _____.
 - A. Gardner's former wife
 - B. Gardner's former girlfriend
 - C. Gardner's former employer
 - D. Gardner's former company
4. Gardner and his son Christopher slept in the following places except _____.
 - A. bathrooms in transit station
 - B. an apartment in a dilapidated building
 - C. a boardinghouse
 - D. Gardner's workplace
5. Gardner's success story tells us that _____.
 - A. being smart and having a plan are of critical importance
 - B. this kind of rags-to-riches stories happened in America frequently
 - C. domestic violence and homelessness can defeat people easily
 - D. everyone has to face destructive cycles that ensnare him

77.

Complete the following sentences with the information given in the passage.

1. It is easier to get a job in a brokerage firm if one is from a politically connected family. Besides that, a(n) _____ degree is also preferable.
2. Gardner was put in jail for ten days because of _____.
3. In Paragraph 11, "stipend" means _____.
4. Gardner and Christopher's homeless life lasted for almost _____.
5. It was not in New York but in _____ that Gardner opened his own brokerage firm.