



英语报刊选读系列教材

总主编 王嘉祺



Journalistic Reading Book II

英语报刊选读 第二册

主编 刘 雁



北京大学出版社
PEKING UNIVERSITY PRESS



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举报电话:010-62752024 电子邮箱: fd@pup.pku.edu.cn

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本套教材分为四册,每册十六个单元,选材既涉及与生活体验同质的校园、娱乐、体育方面,也有各类报刊中常见的医学、心理学、艺术、文化方面,在第三、四册我们还以国家为线索,选用了关于韩国、日本、印度、伊朗、伊拉克、巴基斯坦、以色列等热点问题较为集中的国家和地区。第一、二册每单元包含两篇文章,总字数控制在 2000 个单词以内;第三、四册包含两到三篇文章,总字数约为 3000 个单词。每个单元分三个部分,结构如下:

第一部分 (Section A) 是教学前的辅助材料,包括:

导读 (Lead-in) 介绍英语国家的主要报纸、杂志等,或简单讲解与本单元有关的背景知识。

热身问题 (Warm-up Questions) 集中体现在第一、二册,用几个与本单元相关的问题引出课文。

第二部分 (Section B) 是教材的课文部分,包含两至三篇相关题材的报道。其中第一、二册每单元两篇文章,每篇文章约为 800—900 个单词;第三、四册每单元两至三篇文章,每篇文章 1000 个单词以上。

第三部分 (Section C) 是教材的练习部分,分为词汇、句型和篇章三个类别。此部分参考答案请登录 <http://www.shengdabooks.com> 下载。

词汇练习 (Vocabulary Builder) 在第一、二册,词汇练习有根据上下文猜词、用原文中的生词填空、原文词组汉译英等形式;第三、四册的词汇练习采用生词与释义连线、近义词辨析、构词法练习等。

句型练习 (Sentence Structure) 在第一、二册,句型练习采用翻译长句的形式;

第三、四册则是将句子中的长句拆分为短句,再由学生将若干短句组合成长句。

篇章练习 (Comprehension of the Texts) 每册都设计了若干细节性或拓展性的问题,可供学生在课内或课外讨论。

本套教材坚持使用原汁原味的英语报刊文章,尽量不对原文进行编辑。我们认为,英语报刊阅读通常是带着生词的泛读,因此我们没有罗列生词表,也没有对课文进行注释。我们利用练习部分体现出文章的重点词汇,如一、二册的猜词、短语汉译英,又如三、四册的释义连线和近义词辨析等。由于我们的选材涵盖了英、美各大主流媒体的文章,为保持原文特色,没有对全书的英、美式拼写进行统一,望读者理解。

本套教材总主编为王嘉褀,第一、二册主编为刘雁,第三、四册主编为林玫。在教材编写过程中,我们得到了华东政法大学教务处、华东政法大学外语学院的关心和支持,也得到了北京大学出版社的大力帮助,在此一并致谢。

本书所选文章均已注明出处,因各种原因,未能联系上作者,敬请诸位作者与出版社或主编联系,以奉稿酬。

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Unit 1

Suburbanization

Section A Before Reading

Part One Lead-in

Suburbanization is a term used to describe the growth of areas on the fringes of major cities. It is one of the many causes of the increase in urban sprawl. Many residents of metropolitan regions work within the central urban area, choosing instead to live in satellite communities called suburbs and commute to work via automobile or mass transit. Others have taken advantage of technological advances to work from their homes, and chose to do so in an environment they consider more pleasant than the city. These processes often occur in more economically developed countries, especially in the United States, which is believed to be the first country in which the majority of the population lives in the suburbs, rather than in the cities or in rural areas. Proponents of containing urban sprawl argue that sprawl leads to urban decay and a concentration of lower income residents in the inner city.

Suburbanization can be linked to a number of different push and pull factors. Push factors include the congestion and population density of the cities, pollution caused by industry and high levels of traffic and a general perception of a lower quality of life in inner city areas. Pull factors include more open spaces and a perception of being closer to "nature", lower suburban house prices and property taxes in comparison to the city, and the increasing number of job opportunities in the suburban areas.

Historically, it was believed that living in highly developed urban areas resulted in social isolation, social disorganization, and psychological problems, and that living in suburbs would be more conducive to overall happiness, due to lower population density, lower crime, and a more stable population. A study based on data from 1974, however, found this not to be the case, finding that people living in suburbs had neither greater satisfaction with their neighborhood nor greater satisfaction with the quality of their lives as compared to people living in urban areas.

Part Two Warm-up Questions

1. Why do many universities in big cities expand their campus into the suburbs?
2. Where would you prefer to live, city or suburb? And why?

Section B Texts Reading

Text A

This Land Is Your Land... This Land Is My Land

<http://www.time.com/time/magazine/article/0,9171,975561,00.html>

By Richard Lacayo, Jordan Bonfante/Los Angeles and Priscilla Painton/New York, with other bureaus
From *Time* May 18, 1992

- 1 ① Now about half of America's 250 million people live in the suburbs, and only one-quarter in central cities. ② And it reached a peak during the 1980s, when employers joined the exodus from cities, transferring millions of jobs to suburban office parks. ③ The process began after World War II, when veterans by the thousands moved their families to suburbs like New York's Levittown. ④ Suburbanization, the most irresistible demographic trend of the past 40 years, is indeed at the heart of why the inner cities have been reduced to hollow shells peopled largely by poor non-whites. ⑤ The draining of the cities accelerated during the 1960s and '70s, when malls sprouted across the nation, diverting shoppers from downtown business districts.
- 2 The result is an America that is rapidly dividing into two worlds, separated by class, race and drive time. Sheltered in tree-lined streets where the fantasy of a homogeneous middle-class society can still be entertained, many suburbanites know the city mainly as a skyline glimpsed from an overpass or as the place of a shooting reported on the evening news—or as a pillar of smoke and flame on the horizon.

3 New York, Philadelphia, Boston, St. Louis, Detroit, Chicago, Cleveland, Los Angeles—many of the great American cities have been severely, perhaps fatally, undermined by the loss of jobs and taxpayers. In 1960, per capita income was 5% higher in a sample of the nation's cities than in their suburbs. By 1987, suburban per capita income was 59% larger than in the cities.

4 As workers and employers have retreated to their homes and industrial parks beyond the city line, the poor left behind have become more destitute than ever. In the past two years, welfare rolls in Los Angeles County have climbed to historic levels. Nearly 1.4 million Angelenos, a seventh of the county's population, depend on one or more of the county-administered relief services: Aid to Families with Dependent Children, general relief, food stamps or the California state version of Medicaid.

5 The contrast between South Central L. A. and Simi Valley is typical of the city-suburban divide. South Central, a largely black and Hispanic neighborhood of 260,000 people, has long been one of the poorest sections of the city. While there are pockets of prim bungalows sprinkled among the run-down commercial streets and crime-infested housing projects, the average income is just \$10,000 per adult. More than a fourth of the area's families are below the poverty line.

6 Meanwhile, Simi Valley—80% white, 13% Hispanic, 5% Asian, only 2% black—is a pristine bedroom community of just over 100,000, where the average price of a home is \$230,000. Much of it is so fresh-out-of-the-cellophane new that in some shopping malls the trees are not yet shade size. "We can see some urban pressures like graffiti start to spring up," says Mayor Greg Stratton, but he stresses that "among towns over 100,000, Simi Valley is one of the two safest communities in the U. S. "

7 As befits the site of Ronald Reagan's Presidential Library, Simi Valley also votes overwhelmingly Republican. The Los Angeles riots have made the problems of the cities an issue to be reckoned with in this year's election campaigns. But the 1992 presidential election will also be the first in which suburbanites are a majority of the voters—up from just 36% in 1968, when the white backlash against the ghetto riots of that era helped elect Richard Nixon. What Nixon understood then, and what a great deal of state and federal policy has reflected since then, is that the suburbs

control the nation's political destiny. Voters there will punish any candidate who would have them transfer tax revenue back to the cities. And even if the new suburban majority could be persuaded to agree to massive urban aid, the damage wrought by the shift of wealth and jobs to the suburbs might be too much for mere social programs to remedy.

8 Money follows power. Community Development Block Grant began as a housing program for inner cities. Now half the \$3.5 billion allocated for the program this year will go outside center cities. The politically sacrosanct tax deduction for mortgage interest costs the federal Treasury \$50 billion each year, a benefit that flows mostly to the purchasers of suburban homes. At the same time, federal aid to cities declined from \$47.2 billion in 1980 to \$21.7 billion 10 years later.

9 Race adds a final layer of complication to the picture. As many African Americans have flowed into the middle class, they too have sought refuge in the suburbs—often against the resistance of red-lining banks and reluctant white neighbors. Their departure has done more than deny tax revenue to the cities. It has deprived black youths in the ghetto of living examples of the steady work and stable family life of middle-class blacks.

Text B

The Short March

<http://www.time.com/time/magazine/article/0,9171,1713336,00.html>

By Bill Powell/Shanghai From *Time* Feb. 3, 2008

1 On a cold, gray afternoon a year ago, I stood on the deck of our newly purchased, half-constructed house about an hour outside Shanghai, wondering what, exactly, I had gotten myself into. My wife, a Shanghai native, and I had moved back to China from New York City in the spring of 2004, and 2 1/2 years later we had decided to take the plunge. We bought a three-story, five-bedroom townhouse way out in the suburbs, in a town called New Songjiang, a place that was then—and remains now—very much a work in progress.



Locals sell produce outside the gates of one of Songjiang's new developments.

Best Years of Their Lives

2 For the past decade and a half, the frantic pace of urbanization has been the transformative engine driving this country's economy, as some 300-400 million people from dirt-poor farming regions made their way to relative prosperity in cities. Within the contours of that great migration, however, there is another one now about to take place—less visible, but arguably no less powerful. As China's major cities—there are now 49 with populations of one million or more, compared with nine in the U. S. in 2000—become more crowded and more expensive, a phenomenon similar to the one that reshaped the U. S. in the aftermath of World War II has begun to take hold. That is the inevitable desire among a rapidly expanding middle class for a little bit more room to live, at a reasonable price; maybe a little patch of grass for children to play on, or a whiff of cleaner air as the country's cities become ever more polluted.

3 This is China's Short March. A wave of those who are newly affluent and firm in the belief that their best days, economically speaking, are ahead of them, is headed for the suburbs. In Shanghai alone, urban planners believe some 5 million people will move to what are called "satellite cities" in the next 10 years. To varying degrees, the same thing is happening all across China. This process—China's own suburban flight—is at the core of the next phase of this country's development, and will be for years to come.

4 The consequences of this suburbanization are enormous. Think of how the U. S.

was transformed, economically and socially, in the years after World War II, when GIs returned home and formed families that then fanned out to the suburbs. The comparison is not exact, of course, but it's compelling enough. The effects of China's suburbanization are just beginning to ripple across Chinese society and the global economy. It's easy to understand the persistent strength in commodity prices—steel, copper, lumber, oil—when you realize that in Emerald Riverside, the development in which our house was going up along with about 140 others, construction crews used more than three tons of steel in the houses and nearly a quarter of a ton of copper wiring. There are 35 housing developments either just finished or still under construction in New Songjiang alone, a town in which 500,000 people will eventually live. And as Lu Hongjiang, a vice president of the New Songjiang Development & Construction company puts it, “we're only at the very beginning of this in China.”

5 The Short March is underway across the country. “Everyone knows in its cities, China is building up—but it's also building out,” says Jing Ulrich, managing director and head of research at JP Morgan in Hong Kong. In Beijing, a high-speed rail link will bring cities like Tianjin, 70 miles (113 km) away, into commuting distance by this summer. In places such as Chongqing to the west and Dalian in the north, says Ulrich, the same pattern of development is taking shape: up—and out.

6 Ironically, all of these new suburbs in Shanghai, mine included, bill themselves as environmentally friendly. And relatively speaking, they are. There is green space here—large grassy parks and small lawns, which don't exist in the city. But things have hardly started yet. When we lived in Shanghai, my wife walked out of our apartment to a street market a few blocks away to buy vegetables every day. Here, you drive to the store. In China, the car, almost as much as the new apartment or house, is a badge of honor among the newly minted middle class. If the neighbors I've met are any indication, many people will still drive into town rather than commute on a crowded train. This, despite the fact that it costs the equivalent of some \$6,000 to get a license plate that allows you to drive on Shanghai's highways. Zhang Wenming, who lives just behind us, drives to work every day and says he'll continue to do so. But Shanghai is already gridlocked and smoggy and getting worse by the day. That's part of the reason my wife and I, with a 3-year-old daughter

in tow, moved here—our daughter had developed a persistent hacking cough that she couldn't seem to shake. By 2010, in and around Shanghai there will be some 2,600 miles (4,200 km) of new highways that didn't exist in 2000. And millions of new cars will be traversing them. Shanghai may make Los Angeles on a bad day look as clear as a bell.

If You Build It, Will They Come?

7 It has been less than 10 years since this land was nothing but farms and mosquito-infested swamps. The truth is, there are days even now when it still feels a little lonely. Tens of thousands of square feet of retail space have already gone up, about half of which sit empty, at least for now. On most days this past summer, there was so little traffic on the streets in town that drivers didn't pay attention to the traffic lights—except, that is, the student drivers from the Li Zhong Driving School, who creep slowly down the town's wide, untrafficked thoroughfares. But life won't feel lonely for long. There are 200,000 houses and apartments either under construction or planned for this city. Multiply that by 10—the number of satellite cities going up around Shanghai alone—and you get a sense of the economic forces at work. To the developers who conjured this place out of nothing, the payoff is as close to a matter of fact as any investment can be. Listen to Guo Guangchang, the co-founder and CEO of Fosun Group—whose subsidiary, Forte, is one of the primary developers here—and the message is clear: if you build it, they will come.

8 “There is only one Shanghai in China,” he said. “People want to come here from all over the country. People need good quality housing at a decent price, and that will continue to be true for a long, long time. Sure, there might be periods where the market slows down a bit; but the underlying things that are driving it, no, they won't slow down.” There are about 20 million people in Shanghai now, Guo noted. In 20 years, he said, that number could easily double.

9 And that's where the simple comparison to the U. S. after 1945 breaks down. Journalist turned businessman Jim McGregor, one of the most astute observers of modern China, says that the country is cramming three different eras of U. S. history into one. In U. S. terms, the postwar prosperity that fueled the flight to the suburbs is happening at the same time as the 19th century Industrial Revolution that lured

people from the farm to the cities, and also as Progressive Era efforts to rein in the worst abuses of capitalism taking shape. I asked Guo if he agreed. He nodded, but added a caveat: "What's different about China is the sheer scale of things. The simple fact is there are still 800-900 million people living in poor, agricultural provinces. That's about three times the population of the United States."

The Floating Factory

- 10 China's move to the suburbs is critical not just to the country's economic future, but also to its politics. As a retired city planner said, there is nothing more important to the central government than making sure economic growth continues, and that the benefits of that growth are spread widely. More than anything, this is what gives the communist leadership legitimacy. All across China, towns like New Songjiang are built on the backs of migrant workers—people who have moved from other provinces to earn better money as construction workers. An estimated 114 million workers in China now are migrants, and roughly 15% work on construction sites throughout the country, usually far from their home towns or villages. Unlike manufacturing work, where millions of unskilled workers have full-time jobs, the migrants building China's suburbs simply move on to the next site when one is finished, as if they worked in a floating factory. Making sure there is a next one, therefore, is critically important.

- 11 In New Songjiang, indeed, most of my neighbors are here-today-gone-tomorrow migrants, not middle-class Chinese. Henry Ford famously developed the assembly line to make cars so cheap that his workers could afford one. That's not what's happening here. The people building the houses of suburban Shanghai have no real chance of ever owning one.

Meet the Neighbors

- 12 There are 148 houses and townhouses as well as three 11-story apartment buildings in Emerald Riverside, and my neighbors are not rich Chinese, but people who consider themselves solidly middle class. Their reasons for moving way out here are familiar. For some, it's proximity to work. The old Songjiang, the neighboring town, is heavily industrial, with a string of modern factories—many foreign-owned—that runs for miles. For others, as for us, it was the cleaner environment, a little bit of green and a lot more space.

13 These motivations seem so universal that sometimes it's easy to forget where you are. But that's a mistake. There is genuine if sometimes subtle tension even in booming, middle-class China, and some of it is evident every time I go out for a bike ride, past the security guards at the entrance of Emerald Riverside. The developments here aren't exactly gated communities, but all of them are guarded, and for a legitimate reason: the fault lines between the migrants and the middle class are very real. Petty crime—theft, primarily—is common; and rarely do the two groups interact. The only thing that unites the two groups is China's continued growth.

Section C After Reading

I. Vocabulary Builder

1. Do NOT consult the dictionary, and guess the meanings of the underlined words from **Text A**.
 - 1) The bomb could have been planted in order to divert attention from the robbery.
 - 2) We believe these differing patterns lie at the heart of a great deal of confusion in East-West communication.
 - 3) Even students fully capable of passing the exams are reduced to cheating in order to compete with their dishonest classmates.
 - 4) He had entertained thoughts of marrying her and raising a family, but he devoted himself to his growing business instead.
 - 5) Unlike the United States where many different nationalities make up the population, Japan's population is quite homogeneous.
 - 6) Equal rights for women were necessary to remedy the injustices done to them over the centuries.
 - 7) You should not allocate the same amount of time to each paragraph of the article.

2. Read through **Text B** and find the Chinese counterparts of the underlined English words or phrases.

1) My wife, a Shanghai native, and I had moved back to China from New York City in the spring of 2004, and 2 1/2 years later we had decided to take the plunge. (Para. 1)

- A. 降低标准 B. 采取措施 C. 冒险一试 D. 缔结连理

2) ... as some 300-400 million people from dirt-poor farming regions made their way to relative prosperity in cities. (Para. 2)

- A. 又穷又乱的 B. 又脏又穷的
C. 贫穷落后的 D. 一贫如洗的

3) Ironically, all of these new suburbs in Shanghai, mine included, bill themselves as environmentally friendly. (Para. 6)

- A. 自我标榜 B. 开账单 C. 贴上标签 D. 传递信息

4) To the developers who conjured this place out of nothing, the payoff is as close to a matter of fact as any investment can be. (Para. 7)

- A. 回报 B. 代价 C. 遣散费 D. 损失

5) Listen to Guo Guangchang, the co-founder and CEO of Fosun Group—whose subsidiary, Forte, is one of the primary developers here. (Para. 7)

- A. 补助 B. 津贴 C. 子公司 D. 母公司

3. Complete the sentences using words given in the box, change forms when necessary.

affluent	as befits	backlash	compelling	cram	divide
inevitable	infest	persistent	proximity	rolls	undermine

- Nina could never escape the _____ comparisons that people made between her and her twin.
- This explains why even our most effective efforts to move people into jobs seem never to shrink the welfare _____.
- We drove through _____ suburbs with large houses and tree-lined streets.
- The court was presented with _____ evidence that she'd murdered her husband.
- He has a(n) _____ cough because of his smoking.

- 6) The entire house was _____ with mice which meant that everybody was in constant battle against their droppings and their smell.
- 7) I went to her room, grabbed her clothes and _____ them in her suitcases.
- 8) He advised caution in the anti-bourgeois _____, recognising the damage it could cause to the already frail economy.
- 9) San Francisco has a significant immigrant population because of its _____ to Asia.
- 10) A series of wrongful convictions has _____ public confidence in the police and the courts.
- 11) The survey indicates that the North-South _____ is continuing to widen.
- 12) _____ a castle of such national importance, there are many stories connected with its history.

II. Sentence Translation

1. Translate the following sentences into Chinese.

- 1) Suburbanization, the most irresistible demographic trend of the past 40 years, is indeed at the heart of why the inner cities have been reduced to hollow shells peopled largely by poor non-whites. (Para. 1, Text A)

- 2) While there are pockets of prim bungalows sprinkled among the run-down commercial streets and crime-infested housing projects, the average income is just \$10,000 per adult. (Para. 5, Text A)

- 3) For the past decade and a half, the frantic pace of urbanization has been the transformative engine driving this country's economy, as some 300-400 million people from dirt-poor farming regions made their way to relative prosperity in cities. (Para. 2, Text B)
