

研究生英语通用系列教材

泛读教程

ENGLISH READER

主编 申立 诸沛浩



河南大学出版社

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前 言

本书系河南省教育委员会统一组织编写的供硕士研究生使用的泛读教材。编写的依据是国家教育委员会1992年11月颁布的《非英语专业研究生英语(第一外语)教学大纲》中有关阅读的规定和要求,目的是培养学生具有较熟练的阅读能力,尤其是通过阅读获取信息的运用英语的实际能力,使学生能掌握阅读材料的中心思想、主要内容和细节,对内容进行判断和推理,理解某些词和句子的意义及上下文之间的逻辑关系,领会作者的观点和判断作者的态度。

本教材分两个部分:第一部分,包括65篇阅读课文,由易到难,供泛读教学之用;第二部分,包括文章30篇,文章稍易,供快速阅读训练之用。第一部分每篇课文之后就材料来源、背景知识、一般词典中不易查到的词语作了适当的注释。两部分所含课文皆附有练习,练习是根据上述编写目的设计的,以期学生通过实践掌握并能运用各项阅读技能。全书总阅读量所含词汇略多于教学大纲所规定的词汇总量。

为了达到上述培养目的,我们力求使本教材具有下述特点:第一、课文具有科学性、知识性和趣味性,内容充实,信息量大。第二、题材广泛,包括科技知识、文化教育、历史地理、人物传记、日常生活等;体裁多样,包括叙事、说明、描述、议论、应用文等。涉及面广,有利于扩大词汇量,提高阅读能力。第三、材料新颖,大多选自新近出版的

英美书刊,文章皆出自英美作者手笔,语言纯正,文字规范。第四、练习设计针对性强,目的明确,可使学生举一反三,触类旁通。

鉴于阅读量大而各校学时安排又不尽一致,在使用本教材时可灵活掌握,部分课文课堂使用,部分课文布置学生课外阅读。在教学过程中,教师可根据各课特点,有计划地介绍一些提高阅读准确度和速度的方法。

我们诚恳希望使用本教材的广大师生对本书的缺点和错误不吝指正。

编 者
1994 年 4 月

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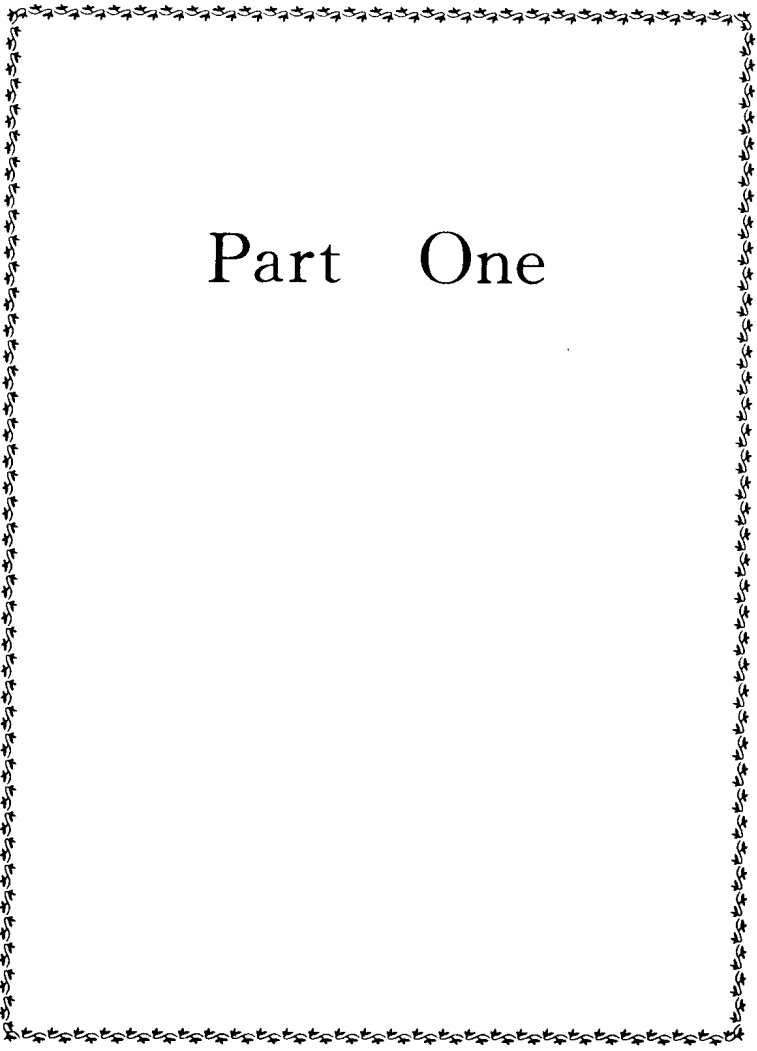
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Part One

ONE CAR A MINUTE¹*Rachael L. Chapman*

The first automobiles in America were driven by electricity or steam. The cars had to be built up high from the roads in order to clear them. Storage batteries, which often ran down, provided the electric power. Steam-driven cars were even more difficult to handle and finally disappeared.

People laughed at the appearance of the first cars and horses were frightened of the loud noises they made. The body or chassis of the early automobile was nothing but a carriage with one seat. The wheels were like bicycle wheels. There were no mudguards, no windshields, and the headlights used kerosene. "Excuse our dust" was a favorite and apt expression in the early days of the automobile and riders wore goggles to keep the dust out of their eyes.

The first automobile race occurred in Chicago in 1895. Six cars entered the race. Two were powered by electricity and four by gasoline. A buggy powered by gasoline won the race after covering the fifty-four miles in seven and a half hours.

In Michigan, Henry Ford² was heartbroken because he could not raise the money to attend the race. He had built a gasoline buggy on bicycle wheels in 1892. After this race he went to Detroit to work in a powerhouse. He felt that the automobile had

come to stay and that everybody would soon want one, so he was already working on plans for producing automobiles in large quantities. Ford developed the theory of mass production so that many cars could be sold at a lower price. It was Ford's idea that by continuing to make the same model year after year, methods of production could be standardized and the price could be kept down. Once the tools were made and the pattern for the car set, there would be no costly re-tooling each year. His first backers thought he was crazy. They wanted to invest their money where they thought the returns would be better, so Ford parted company with them.

It took Ford eight years to build his now famous Model T. The car, according to Ford's idea, had to have the simplest kind of mechanism, so that it could be repaired with string or a hair pin. He wanted it to withstand poor roads and difficult hills. Every car had to be painted black because that was regarded as the most durable color. It had to last for years. The uglier it looked, the better; this would appeal to the farmers.

In building the various models, Ford used all the letters of the alphabet up to the letter T. He did this to show the shareholders in his business that he was making progress. But when Ford reached the Model T he felt that this was the car he would continue to produce.

Ford dreamed of producing "one car a minute." His production in 1908, when the Model T had become a showpiece, was far from that figure. Six years later Ford's assembly line became the wonder of the age as the millionth Ford came off the assembly line one minute after the one before.

In an assembly line, the work is brought to the man, not the man to the work. On Ford's assembly line, the conveyor

belts were waist-high, so that no one had to bend while doing work. The main assembly line for motors was three hundred feet long. Each worker who stood alongside the belt had his particular job in the building of the motor. Automobile bodies were built in the same manner. Millions of spectators came from all parts of the world to see the finished cars roll off the assembly line.

Before the Model T was removed from production in 1927, fifteen million of these cars had been built. Each year, with improvements in the methods of production, Ford had continued lowering the starting price of \$ 950, until, in 1926, he was able to sell his automobile for only \$ 299. As the price of his car went down, his profits kept going up because more and more people could afford a car. By the time the Model T was no longer being manufactured, he was making more money than any other manufacturer in the history of the world.

Ford had a kind of common-sense philosophy that particularly appealed to Americans. In 1914 he put into practice one of his two-fold theories regarding labor. He believed that a man should be able to buy the product he helped make. This meant that the workingman had to be paid a wage that made him a potential customer. In this way, production demands increased for the manufacturer. The worker profited by being able to buy what he had helped to make—in this case a car.

Although a million Ford cars had been sold by 1914, there were still vast numbers of people who did not own cars. Ford announced that he would pay his factory workers five dollars a day. Other manufacturers threw up their hands in horror. Five dollars a day was double the usual wage. One group thought Ford had gone out of his mind. Another thought that he loved his men so

much and was so impractical that he planned to give away all his money.

But Ford firmly believed that with increased wages, more of his workers would be able to buy automobiles. The profits of the Ford Company zoomed as soon as he put his theory into practice. Ford then embarked on the building of what came to be known as "the Ford empire."

Early in his business career Ford had recognized the need to do away with waste. He therefore began to find new uses for materials that had formerly been discarded. He stopped buying his materials from others and started acquiring some of the natural resources that he needed. He bought coal mines, forests, rubber plantations, cotton plantations and glass works. He synchronized the moving of these products to his factories so they would arrive when needed. He thus eliminated much of the need for warehouses and kept transportation of goods as efficient as the movement of his assembly lines.

By 1927, when the last Model T came off the assembly line, people were demanding fancier cars. In the era of reckless spending, it had become the butt of many jokes, often being called a "coffee grinder," "a puddle jumper" and other uncomplimentary names. It had served long and well, but roads were being improved and people were moving all over the country. They wanted speed and good looks too. Other automobile companies were now bringing out cars in the low price field. Ford could not sell his Model A car as cheaply as he had been able to sell his Model T; nor could he continue with his price-reduction plan. It was not until years later that Ford, with his V-engine, was again able to challenge the low-price field.

A popular millionaire, Henry Ford spent the latter years of

his life recapturing early America by collecting articles of that period for his museum in Dearborn, Michigan. Each year, thousands of people visit this museum, which is a replica of Independence Hall in Philadelphia. On the surrounding acres, where Greenfield Village has been built, the visitor can see relics of old-fashioned ways of doing business in America, the birthplaces of famous Americans, a colonial church and village green, a windmill from Cape Cod, the Wright brothers' bicycle shop, Thomas Edison's workshop and the building in which Ford made his first automobile.

The Ford Foundation, the richest of all foundations, has made large grants to education. In 1955, the Foundation's largest grant, also the largest ever made by any foundation, was for \$ 560000000 to privately supported colleges, medical schools and non-profit hospitals. The Ford Foundation has also made grants in the fields of literature, art, music and educational television. The Ford Foundation attempts in these ways to stimulate the arts and to provide educational opportunities.

Ford expressed his own philosophy on the matter of giving money in the following words: "Give the average man something and you make an enemy of him." As did Andrew Carnegie, Henry Ford believed that the establishment of grants and foundations rather than charity would help worthy men achieve success.



NOTES

1. The passage is taken from *The USA Men and Machine*.
2. Henry Ford (1863—1947): American car manufacturer, who

introduced mass production methods to make cheap cars

EXERCISES

I. Choose the best answer to each of the following questions:

1. The car that won the first automobile race was powered by _____.

- A. electricity
- B. gasoline
- C. steam
- D. coal

2. Ford increased the wages of the men working for him because _____.

- A. he was impractical
- B. he was out of his mind
- C. he was afraid that they would go to work for other manufacturers
- D. he wanted to increase his own profits

3. The Model T finally became the butt of many jokes because _____.

- A. it was not reliable
- B. it was not very fancy
- C. it jumped over puddles
- D. it could grind coffee

4. To keep the dust out of riders' eyes in the early days of the automobile, _____.

- A. riders attached windshields to their cars
- B. riders wore goggles
- C. drivers drove slowly
- D. manufacturers built up their cars high from the roads

5. The word "returns" in Paragraph 4 can be best replaced by "_____."

- A. assembly lines
- B. automobiles
- C. profits
- D. tools

6. We can infer that _____.
A. Model T had a better look than Model A
B. Model A had a more complicated mechanism than Model T
C. Model A was cheaper than Model T
D. Model T was the last model Ford had ever made before he retired
7. Ford reduced the cost of cars by all except _____.
A. standardizing methods of production
B. producing custom-made cars
C. manufacturing cars in large quantities
D. getting his V-engines
8. The main idea of this passage is to tell us _____.
A. the history of American automobiles
B. the automobile making—a profitable business for Ford
C. Ford's personalities
D. what kind of person Ford was and his automobiles

II. Answer the following questions in English:

1. Can you say something about the early cars which appeared in France, England and America?
2. How did Ford manage to make more profits while trying to lower the price of cars?
3. Why did Ford embark on what was later known as “the Ford empire”?
4. How did the assembly line help Ford achieve success?
5. How did Ford spend the latter years of his life?

III. Translate the following sentences into Chinese:

1. Six years later Ford's assembly line became the wonder of the age as the millionth Ford came off the assembly line one minute after the one before. (Para. 7)