高等院校成人
教育教材及自学用书

新英语教程

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前　言

《新英语教程》是根据1989年2月制定的《大学英语函授教学大纲》所规定的各项要求编写的。符合目前我国成人教育的现状和特点。

本教程重视英语语言基础，具有广泛的通用性，适用于大学成人英语教学的基础阶段，也可用于成人自学。

本教程采用“生词(词组)—课文—注释—练习—阅读材料”的编写程序。这种编写模式突破了以语法为中心，课文配合语法的传统。采用语法分段集中讲授的编写方式。这有利于目前我国大多数理工科院校所采用的“集中面授、分散自学”的函授教学形式。

课文的选择突破了语法的限制，使课文的体裁和题材多样化，并配有大量的阅读材料，能保证足够的阅读量。

练习的安排考虑了复习性(附答案)和测试性(不附答案)两个侧面，目的明确。练习的形式也多样化，既注意了语言的基础训练，也注意了阅读和翻译能力的培养。

根据教学大纲的要求，对课文的重点和难点作了详尽的注释，以便使学生在没有教师的指导下，通过“注释”也能理解和掌握书中的内容。

为了有助于学生自学，第1～3册配有录音磁带。

《新英语教程》共编5册。大专程度教学可选用1～3册或1～4册，本科可使用2～5册。

由于编者水平与经验有限，不妥之处，恳切希望读者批评指正。

编　者

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Lesson One

Text: Transport in the Future: Air or Sea?
Reading Material: Atomic Cars

Words and Expressions to the Text

undoubtedly /ʌn'dautidli/ *ad.* 肯定地，无容置疑地 真正地

conventional /kən'venʃənl/ *a.* 惯例的，常规的

duration /djuə'reiʃən/ *n.* 持续时间

pattern /'Pætən/ *n.* 型，方式，形式

mass-transportation /mæs-trænspɔ:'teiʃən/ *n.* 大规模运输

competition /kɔmpi'tiʃən/ *n.* 竞争

shipping-line /'ʃipiŋ-lain/ *n.* 船运；客轮

leisure /'leʒə/ *a.* 空闲的，有闲的

Oriana /'ɔ:ria:nə/ *n.* 奥琳安娜号

Leonardo da Vinci /'li(:) ouna:d dæ vinsi/ *n.* 伦纳德·达·芬奇号

Canberra /'kænbərə/ *n.* 堪培拉号

freight-carrying /freit-'kæriŋ/ *a.* 货运的

picturesque /piktʃə'resk/ *a.* 画面的；似画的

out-of-the-way /əut-ɔv-ði-wei/ *a.* 偏远的，偏僻的

rival /'raivəl/ *n.* 竞争者，对手

cargo-ship /'ka:gou-ʃip/ *n.* 货船

challenge /'tʃælindʒ/ *vt.* 挑战；挑动

simultaneously /siməl'teinjəsli/ *ad.* 同时

advent /'ædvənt/ *n.* 出现，到来

highspeed /hai'spi:d/ *a.* 高速的

long-range /lɔŋ-reindʒ/ *a.* 长距离的

envisage /in'vizidʒ/ *vt.* 设想，想象

Jules Verne /'dʒu:les 'və:n/

n. 朱尔斯·威恩

cargo-submarine /ˈkɑːgou-ˈsʌbməriːn/ *n.* 载货潜艇

compromise /ˈkɔmprəmaiz/ *n.* 折衷办法，妥协办法

tow /tou/ *vt.* 牵引；拉

the United Kingdom /ðiˌjuː(ː)ˈnaitid ˈkiŋdəm/ *n.* 联合王国

bulk /bʌlk/ **bulk** /bʌlk/ *n.* 大批，大量

matter /ˈmætə/ *vi.* 要紧，有关系；关键

air-freight /ɛə-freit/ *n.* 空运

submerge /ˈsʌbməːdʒ/ *vi.* 潜入水中，潜下去

efficiency /iˈfiʃənsi/ *n.* 效率

navigational /nævi'geiʃənl/ *a.* 航行的；航海的

complication /kɔmpliˈkeiʃən/ *n.* 复杂性

rigid /ˈridʒid/ *a.* 坚硬的；不易弯的

bulky /ˈbʌlki/ *a.* 庞大的；笨大的

evolution /iːvəˈljuːʃən/ *n.* 发展；改进

folly /ˈfɔli/ *n.* 愚蠢；蠢事

quote /kwout/ *vt.* 引用，引证

ocean-going /ˈouʃən-ˈgouiŋ/ *a.* 远洋航行的

freighter /ˈfreitə/ *n.* 货船；运输机

curtain/ˈkəːtn/ *n.* 帘子，窗帘，幕布

in the face of 面对着

at least 至少

in sight 看得见；在眼前

at last 终于

Text

Transport in the Future:Air or Sea?

Undoubtedly we will be able, within the next generation, to build "conventional" jet transports operating at speeds of one or two thousand miles an hour. This means that no journey on Earth would need to last for more than six hours, very few would be of over two or three hours' duration[①]. A worldwide pattern of long-distance mass-transportation might develop, far more like

today's bus and rail services than anything now offered by the airlines.

In the face of competition from the air②, the shipping-lines have wisely concentrated on selling comfort and leisure. Although on some routes more passengers now travel by air than by sea, this traffic has not been won at the expense of the ocean lines③. Indeed, there has been (at least in Europe) a major building programme which has seen the launching of such magnificent ships as Oriana, Leonardo da Vinci, and Canberra. Whatever the future brings, such ships will continue to sail the ocean for as long as men remain men and feel the call of their ancient home, the sea.

The end of the freight-carrying surface ship is already in sight④; in another century, only a few will be letf as picturesque survivals in out-of-the-way places. After ages without a rival, the cargo-ship is now challenged simultaneously on three fronts.

One challenge is from below the water. The submarine is a much more effecient vehicle than the surface ship, which wastes much of its energy on the production of waves. With the advent of nuclear energy, the highspeed, long-range submarine envisaged years ago by Jules Verne is at last practical, but so far has been developed only for millitary purposes⑤. Whether the heavy initial cost, and the problems of underwater operation, will make the cargo-submarine economical is another question.

An interesting compromise which almost certainly is economical is the flexible towed container now, being developed in the United Kingdom for liquid cargoes. The towed container can be towed completely submerged, it has the efficiency of the sub-

marine without its mechanical and navigational complications. And it can be built very light and cheaply. Unlike rigid ships, it does not resist waves, but gives with them.

Other bulk cargoes (grain, coal, minerals and raw materials) generally could be carried in the same manner. In most of these cases, speed is not important; what matters is that a continuous flow be maintained⑥. Where speed is vital, air-freight will be used for all except the bulkiest cargoes; and one day, even for these.

Air transport is just at the beginning of its evolution; to set limits to what it may become would be folly, as the examples I have quoted clearly show⑦. Though less than 0.1 per cent of today's freight travels by air, the time may come when it will all do so. Some of it may fly thousands of feet in the sky; but some——and perhaps most of it ——may rise only a few inches above the ground. For the doom of the ocean-going freighter may not be the submarine or the aeroplane, but the Hovercraft, riding on curtains of air over land and sea⑧.

Notes

① This means that no journey on Earth would need to last for more than six hours, very few would be of over two or three hours' duration.
这就是说，在地球上的旅行将不需要6个小时以上，持续时间超过2或3小时的旅行也并不多了。
"Would need to" 及 "would be of" 均属虚拟语气，"very few" 之后可看成省去了名词 "journey"，即 "很少的旅行"。

② In the face of competition from the air, …面对着来自空运的竞争，……

"in the face of …" 词组，在句中作状语，表示"面对……"。In the face of threats and repression they didn't retreat.

面对着威协和镇压他们并不退却。

③ Although…, this traffic has not been won at the expense of the ocean lines.

尽管……，但空运交通的蓬勃发展仍然未超过远洋客轮。

"win at…" 表示"在……取胜"。如：

John is so lucky, he always wins at cards.

约翰很走运，玩牌总赢。

"this traffic" 是指前面提到的"空运"；"has not been won at…" 表示"在……（方面）不被战胜"，即"在航运的费用方面未被战胜"。

④ The end of the freight-carrying surface ship is already in sight; …

水面货运的结束已经为期不远了；……

"in sight" 表示"被见到"、"在望" 常和系动词 be 连用。

Another rich harvest is in sight.

又一个丰收年在望。

⑤ …, but so far has been developed only for military purposes.

……，但迄今潜艇的发展仅仅用于军事目的。

"so far" 表示"到目前为止"、"迄今"，在句中一般和完成时态谓语连用，如：

So far, we have been successful.

到目前为止，我 们是成功的。

⑥ …; what matters is that a continuous flow be maintained.

……；关键是保持连续的航行。

matter 在该句中用作动词，作谓语，表示"重要"、"要紧"。

She did not believe that such things mattered much.

她相信，这样的事情并不十分重要。

It matters very much.

这事很重要。

that 引出的表语从句是虚拟句，表示推测，谓语用动词原形，如：To lift the weight requires that energy be supplied to it.

举起重物需要供给能量。

⑦ Air transport is just at the beginning of its evolution; to set limits to what it may become would be folly, as the examples I have guoted clearly show.

空运才刚刚开始改进;为它将会发展成什么样的情况而规定一个限度是愚蠢的,正像我引用的实例所明确说明的那样。

"to set limits to…"为动词不定式短语,表示"对……加以限制",在句中作主语,谓语是"would be";"what it may become"是介词 to 引出的从句;"as the examples I have quoted clearly show"是方式状语从句,其中"I have quoted"为省去了连系词 that 的定语从句,用来修饰名词 the examples。

⑧ For the doom of the ocean-going freighter may not be the submarine or the aeroplane, but the hovercraft, riding on curtains of air over land and sea.

取代远洋货轮的不一定是潜艇或飞机,而是掠过地面和海面上薄薄一层空气航行的气垫船。

for 可以表示"替换"、"取代"之意,

You must plant a young tree for every one you cut down.

你必须再栽一颗小树来替换你砍去的树。

"For…may not be+主语, but…"表示"取代……不一定是……而是……"。

Review Exercises

I. Complete the following sentences with the words or phrases given below

In the face of, But so far, quoted, at a speed of, waste, matter, when, is of, in sight, must set

1. We were travelling _____ thirty miles an hour.
2. English _____ great use to the study of science and engineering.

3. _____ the new tasks, we should study and work hard.
4. There is not a boat _____ .
5. Most mechanical devices _____ a great deal of energy in overcoming friction.
6. _____ building beautiful cities out of garbage (垃圾，污物) is only a dream.
7. Don't worry about the broken cups, they don't _____ .
8. We _____ a limit to the expense of the trip.
9. He _____ some old Chinese sayings to illustrate (举例说明) his points.
10. The time will come _____ man will have to depend mainly upon the thermonuclear (热核的) source for energy.

II. Choose from a, b, and c the word or expression that has the best meaning for the underlined.

1. Now you <u>are able to</u> understand why airplanes must be moved fairly fast to get them up into the air and keep them there.
   a. can　　b. ought　　c. may
2. Our experiment with the new teaching methods <u>has lasted</u> for three months.
   a. has continued　　b. has gone on
   c. has been carried on
3. The modern sailing ship <u>was invented</u> by a man who never went to sea.
   a. was discovered　　b. was made
   c. was developed
4. We must <u>gather</u> our efforts on developing their ability to understand scientific English.
   a. mass　　b. centre　　c. concentrate
5. In any transformation of energy, the total amount of energy <u>keeps</u> constant.

a. stays b. remains c. tarries

6. The teaching programs made by the teachers were delayed.

a. greamed b. thought c. envisaged

7. The two classmates continued their friendship for the next forty years.

a. maintained b. kept c. preserved

8. The hovercraft is a machine that can be lifted a short distance above the earth.

a. can be raised b. can rise

c. can be elevated

III. Translate the following sentences into English

1. 装货潜艇比水面货船要经济得多。
2. 汽车和铁路事业将会遇到长距离，大批量空运的挑战。
3. 总有一天会用空运运送大量货物。
4. 牵引储液器和气垫船在装运货物方面都有很多优点。
5. 牵引储液器并不是用船只牵引，而是随水流和波浪前进。

IV. Translate the following sentences into Chinese

1. Transportation is the conveyance of goods and people over land, over water, and through the air.
2. The modern jet airplane now makes cofortable travel to virtually any point on the globe possible in just one day.
3. Although more passengers now travel by air, the ocean liner are often full of passengers.
4. Airlines might transport the majority of people while bus and rail services would do little just as today's bus and rail services do far more than the airlines.
5. Rigid ships resist waves, but towed containers give waves.
6. Some people think that ships are safer than planes.
7. Machine-building factories are being concentrated in the south of the city.
8. The advantages expected from air-cushion vehicles include higher

speeds than those of ships and most land vehicles and lower power requirements than for helicopters (直升飞机) of the same weights.

V. Judge according to the passage whether the following statements are true or false.

( ) 1. It is claimed that in the future most journeys will take no more than two or three hours because a world-wide pattern of long-distance transportation will be available.

( ) 2. Journeys will become much faster and much shorter in duration.

( ) 3. According to the writer, ships will continue to be used for passenger traffic because ships are slower and more comfortable.

( ) 4. Freight-carrying surface ships will always be able to carry more cargo than any other form of transport.

( ) 5. The cargo-carrying submarine of the future may be less economical than a surface ship.

( ) 6. It is folly to say that air-freight will be used for the bulkiest cargoes some day.

Words and Expression to Reading Material

motorist /'moutərist/ *n.* 驾驶汽车的人

refuel /'ri:fuəl/ *vt.* 给……加燃料 *vi.* 加燃料

outlay /'autlei/ *n.* 支出;费用

optimistic /ɔpti'mistik/ *a.* 乐观的;乐观主义的

theoretically /θiə'retikəli/ *ad.* 理论(上)

science-fiction-like /'saiəns-fikʃən-laik/ *a.* 科学幻想式的

peacefully /'pi:sfuli/ *ad.* 安全地,太平地

bonnet /'bɔnit/ *n.* 引擎顶盖;壳;套

harness /'hɑ:nis/ *vt.* 利用

sum(up) /sʌm/ *vt.* 概括;计算……总数

reactor /ri(:)'æktə/ *n.* 反应堆

atom-splitting /'ætəm-splitiŋ/

n. 原子分裂

extremely /iks'tri:mli/ *ad.* 极端，极其，非常

escape /is'keip/ *vi.* 漏出，流出

impracticable /im'præktikəbl/ *a.* 不能实现的；行不通的

vehicle /'vi:ikl/ *n.* 车辆；运载工具

ease /i:z/ *n.* 舒适

synthetic /sin'θetik/ *a.* 合成的；人造的

motoring /'moutəriŋ/ *a.* 汽车的；汽车驾驶的

economics /i:kə'nɔmiks，ekə'nɔmiks/ *n.* 经济

doubtful /'dautful/ *a.* 可疑的；使人产生疑问的

in theory 在(从)理论上

in fact 其实，实际上

at the moment 现时，那时

at the same time 同时；可是

Reading Material

Atomic Cars

Every motorist dreams of a car of the future that does not have to be refuelled every few hundred miles, a car that will cost little to run because there is no outlay on petrol①。

"Of course", you hear it said by an optimistic motorist, "the answer is the atom"②。

And, theoretically, he is right. The answer is the atom. If atomic power could be used in a car, one small piece of uranium would keep the engine running for twenty or more years. Of course, this would cut the cost of running a car by quite a few hundred pounds③, depending upon how much you spend on petrol.

But is this science-fiction-like picture of the atom exploding peacefully beneath the bonnet of a car possible? In theory it is④, since already the atom has been harnessed to drive submarines,