

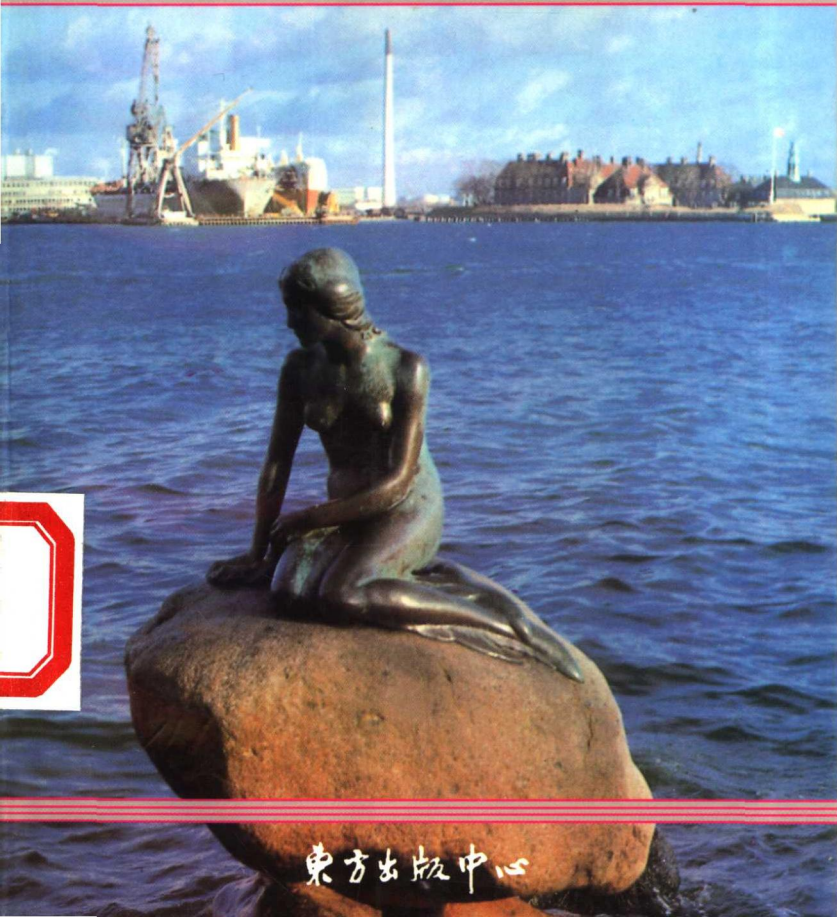
· 域外风情丛书 ·



# 丹麦 风情录

崔建国 编著

英汉对照



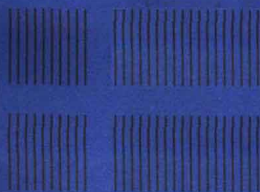
东方出版中心

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英汉对照



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## 说 明

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## 内 容 提 要

本书是适合中等英语程度读者自学英语用的英汉对照读物，是《域外风情丛书》系列中的一本。全书由 47 篇短文组成，扼要而全面地介绍了丹麦王国的地理气候、历史变迁、自然风光、人文景观、生活习俗和文学艺术成就；对丹麦人民的的生活和工作、丹麦的社会福利保障体制等，介绍更为翔实。作者曾在中国驻丹麦大使馆工作，不少内容融入了作者的亲身体验，读来亲切、真实。本书知识性、趣味性兼备，既可用作英语辅助读物或辅助教材，又为那些准备赴丹麦访问、旅游、求学或工作的人士提供了一份较为完备的背景资料。

## 前 言

丹麦是世界闻名的“美人鱼”的故乡，素有“童话王国”之称，是一个景色秀丽、气候迷人的北欧国家。童话大师安徒生、美人鱼铜像、完善的社会福利制度、发达的农牧业、享有盛誉的奶制品和啤酒等早已为我国人民所熟知。然而，由于受语言、地理位置等因素的限制，我们对这个人口 500 多万、面积仅为 4.3 万平方公里的欧洲小国却又知之甚少。

编者曾于 90 年代初在丹麦工作、生活了三年多时间。可以说这种对异国文化的亲身体验、与当地人民群众的直接交流给我留下了深刻的印象。回国后，编者反复回顾那一段经历，并从各方收集材料，最终完成了本书的编写工作。本书虽不能说面面俱到，但全书近 50 篇短文已将丹麦的概貌向读者作了较全面的介绍。最后，编者还特意“邀请”了几位常驻丹麦的外国记者、教师，请他们谈谈对丹麦的印象、评价及个人生活经历等。

编者要特别感谢丹麦驻华使馆、丹麦文化协会提供了 *Facts about Denmark*、*Denmark*、*Discover Denmark* 等书籍和资料。同时，编者也非常感谢丹麦文化部、嘉士伯啤酒公司和丹麦华人方金彪先生为我提供了许多宝贵的信息，从而使本书的编写工作得以顺利完成。

本书汉译工作由南开大学三位老师与编者共同完成：肖立新译第 10、19、20、21、22、31、34、45、46、

47 篇；林苏译第 7、35、36、37、38 篇；叶玉龙译第 12、13、14、17、28 篇；其余由编者完成。

由于编者水平有限，编撰与翻译中不妥和错误在所难免，敬请读者批评、指正。

编 者

1998 年 5 月

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## 1. Denmark—a Green Country in the Sea

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Hans Christian Andersen has written fairy-tales, which have been translated into almost 100 languages and read by children and adults throughout the world.

But he also wrote poetry—not known by the world at large but loved by all Danes—in which he praises his country and declares his love, as in the following lines: “In Denmark I am born, that is my home, there are my roots, from there comes my world, you Danish language, you are my mother’s voice, how sweetly you blessed my heart once.”

Andersen wrote further of the bracing Danish beaches, of the green islands and of Jutland as the head of land separating on one side the Baltic and the Kattegat and on the other the North Sea.

This picture of Denmark as a strongly varied land, both from a geographical and scenic point of view, also applies today, but first some of the salient facts regarding size and situation deserve to be mentioned:

Denmark’s total area is around 43 000 sq km,

equivalent to the size of Switzerland or one - ninth of California, situated between 54°34' and 57°45' N. lat. and 8°5' and 15°12' E. long. If these figures do not convey much, suffice it to say that Denmark is joined to the European continent by a frontier with Germany; otherwise its nearest neighbours are Sweden and Norway, lying respectively just 20 km away over the Sound and approximately 200 km over the Skagerrak. The distance to Britain measures about 500 km across the North Sea.

Despite its very modest size, Denmark, as already mentioned, offers a greater geographical variation than that found in many other countries. The peninsula of Jutland is anchored to the central European mainland, but otherwise Denmark is comprised of those green islands that Hans Christian Andersen wrote about. There is an incredible amount of these, numbering no fewer than 406 larger and smaller isles, of which 90 are inhabited. The largest are Zealand — with the capital of Copenhagen — Funen, the twin islands of Lolland-Falster, and Bornholm in the Baltic, lying about 200 km east of the rest of Denmark.

This sharp land division has in relation to area created an unusually long coastline of no less than 7 300 km, equivalent to, believe it or not, one-sixth of the earth's circumference. This close proximity to the sea comes naturally to the Danes

themselves, but is seen by many foreign visitors as something unusual and attractive. There have been cases of tourists from Europe visiting Denmark for the sole reason of wandering along the 300 km of shore bordering the North Sea and stretching from the Danish-German border to the tip of Jutland.

Along the west coast of Jutland stretches an almost unbroken row of high, denuded dunes, Mid-Jutland is characterized by moors, lakes and "mountains", which do not approach a height of more than 170 m, even if Danes — somewhat exuberantly—describe one of them as "Sky Mountain". The east coast of Jutland is indented with many inlets surrounded by woodland and fertile agricultural land. Most of the bigger islands are a constant green with good arable land and towns and villages nestled close to one another. Exceptional is the rocky island of Bornholm, which geologically has more in common with Sweden than Denmark.

Denmark's climate, because of its variable nature, is always a good topic for conversation. One is never certain whether a new day will bring sun or rain. Many Danes would prefer more settled weather conditions, but foreigners, accustomed perhaps to longer periods of warmth or cold, often find the changeable Danish climate charming.

It comes as no surprise that it has proved less than easy to link up Denmark's traffic network,

and many ferries and bridges are necessary to accomplish this. Ferries accommodating up to 2 000 passengers and 300-400 cars regularly sail between Zealand and Funen and between Zealand and Jutland, and ever more impressive new bridges are being built. The latest of these stretches for 3.3 km between Zealand and Falster, serving as a link for the motorway between Scandinavia and Germany.

The biggest project of all—a combined bridge and tunnel across the 20 km-wide Great Belt, linking the islands of Funen and Zealand—is now under construction. Most recently, work has begun on a similar road-and-rail link across the Oresund to Sweden.

Denmark has a population of nearly 5.2 million, of whom 70 per cent live in urban areas. The largest city is Copenhagen, with a population of 1.3 million in entire metropolitan area. Aarhus on the east coast of Jutland is Denmark's second-largest city, with 274 000 inhabitants, followed by Odense, the largest town on Funen, with 181 000, and Aalborg in North Jutland, with 158 000.

The autonomous regions of the Kingdom of Denmark—Greenland and the Faroe Islands—are discussed in later chapters.

## 2. Brief Tour Through 12 000 Years

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The desire by most people to deepen their knowledge of a small foreign country's history is probably limited, but a brief and comfortable trip several thousand years back into Denmark's past can be taken, if one feels inclined to visit the National Museum in Copenhagen.

Here one can see rich collections of the weapons and implements of flint — arrow-heads, axes, swords and much more besides — crafted and used in the everyday life of the peoples of Stone Age Denmark from around 10 000 to 1 800 B. C. They lived from hunting, as well as a little farming, and their places of dwelling and remains have been found at many sites throughout the country. They buried their dead in stone cairns, often comprised of a number of upright stones topped by one huge capstone, which can still be seen in landscapes today.

Bronze came to Denmark around 2 000 B. C. , imported from southern Europe. Weapons, ornaments and sacrificial offerings could be crafted



from this in a much more artistic manner than with flint's limited means, and a tour through the National Museum provides illustrious examples of what the Danish craftsmen of the Bronze Age could produce. One of the masterpieces is the Sun Chariot, which was made around 1 500 B. C. and comprises a circular disk, partially gilded, representing the life-giving sun, drawn by a bronze horse. The chariot, used as a gift of sacrifice to the sun, was buried in a Zealand moor, where it was discovered in 1902.

Not far from the Sun Chariot in the National Museum are the lurs, which also date from the Bronze Age and are the world's oldest musical instruments. These gracefully curved bronze horns are 1.5-2 m long from mouthpiece to funnel. A total of 31 lurs have been found, and many of them are so well preserved that they can still be used to play fanfares today, which actually occurs from time to time on festive occasions.

The Bronze Age was replaced by the Iron Age around 500 B. C. More effective implements to cultivate land were thereby created, and rural settlements effectively came into existence. But first and foremost, iron provided the means for more and stronger weapons, inspiring the Danes of that time to take up warring pursuits, which culminated several centuries later—after the craft of building sea-going vessels had been learnt—with the Viking ex-