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读《时代》周刊

学英文

美国·国际

National Experience
and Global Arena

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美国·国际

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Flight

Newton Hockaday (Tentative identification)

May 30, 1927



The atlantic in its immense **indifference** was not aware that man-made cables on its slimy bottom contained news, that the silent heavens above **pulsed** with news—news that would set thousands of printing presses in motion, news that would make sirens scream in every U. S. city, news that would cause housewives to run out into backyards and shout to their children: “*Lindbergh is in Paris!*”

Late one evening last week Capt. Charles A. Lindbergh studied weather reports and decided that the **elements** were **propitious** for a flight from New York to Paris. He took a two-hour sleep, then busied himself with final preparations at Roosevelt Field^①, L. I. Four sandwiches, two canteens of water and emergency army rations, along with 451 gallons of gasoline were put into his monoplane, *Spirit of St. Louis*. “When I enter the **cockpit**,” said he, “it’s like going into the death chamber. When I step out at Paris it will be like getting a pardon from the governor.”

He entered the cockpit. At 7:52 a. m. he was roaring down the runway, his plane **lurching** on the soft spots of the wet ground. Out of the safety zone, he hit a bump, bounced into the air, quickly returned to earth. Disaster seemed **imminent**; a **tractor** and a gully were ahead. Then his plane **took the air, cleared** the tractor, the gully; cleared some telephone wires. Five hundred onlookers believed they had witnessed a miracle. It was a miracle of skill.

Captain Lindbergh took the shortest route to Paris—the great circle^②—cutting across Long Island Sound, Cape Cod, Nova Scotia, skirting the coast of Newfoundland. He later told some of his sky adventures to the aeronautically alert *New York Times* for **syndication**: “Shortly after leaving Newfoundland, I began to see icebergs.... Within an hour it became dark. Then I struck clouds and decided to try to get over them. For a while I succeeded at a height of 10,000 feet. I flew at this height until early morning. The engine

indifference /in'difərəns/ n. 冷淡, 冷漠 **pulse** /pʌls/ v. 脉动, 搏动 **element** /'elɪmənt/ n. 自然环境
propitious /prə'pɪʃəs/ a. 有利的 **cockpit** /'kɒkɪt/ n. 飞行员座舱 **lurch** /lɜːʃ/ v. 踉蹌而行 **immi-**
nent /'ɪmɪnənt/ a. 濒临的, 逼近的 **tractor** /'træktə/ n. 拖拉机 **take the air** 起飞 **clear** /kliə/ v. (不

一飞成名

1927年5月30日

大西洋广阔而冷漠,它不知道自己泥泞的海底有许多容纳新闻的人造电缆,不知道海面上方寂静的空中有传递新闻的电波在脉动——那些新闻会让成千上万台印刷机转动起来,让每个美国城市拉响汽笛,让家庭主妇跑到后院,向孩子叫道:“林白抵达巴黎了!”

上周的一天深夜,查尔斯·A. 林白上尉研究了天气预报,认定气候条件有利于从纽约到巴黎的飞行。他睡了两个小时,然后在长岛的罗斯福机场忙着做最后的准备。他把4个三明治、两壶水和紧急军用食品包以及451加仑的汽油装入他的单翼飞机“圣路易斯精神号”。他说:“钻进飞行员座舱,我就像进入死刑室。等我在巴黎走出飞机时,那就像获得总督的赦免。”

他进入飞行员座舱。早上7时52分,他的飞机轰鸣着沿跑道滑行,趑趄趑趄地驶过湿漉漉的地上那些松软的地方。离开安全区域后,飞机碰上一个障碍物,弹入空中,又很快回到地面。前面有台拖拉机和一道沟壑,灾难似乎即将降临。随后,他的飞机离开地面,越过那台拖拉机和那道沟壑,越过一些电话线。500名观众相信自己刚刚目睹了一个奇迹。这是飞行技巧创造的奇迹。

林白上尉选择了飞往巴黎的最短路线——大圆航线——抄近路飞越长岛海峡、科德角半岛、新斯科舍半岛,沿纽芬兰海岸飞行。后来,为了向多家报刊同时出售稿件,他对关注航空新闻的《纽约时报》讲述了自己的部分空中历险:“离开纽芬兰不久,我开始看见冰山……不到1小时,夜幕便逐渐降临了。接着,我碰上云团,决定飞到它们上方。有一阵子,我成功飞到1万英尺高,并保持这个高度直到黎明。引擎运转

接触地) 越过 **skirt** /skɜ:t/ v. 沿着 **syndication** /,sɪndɪ'keɪʃn/ n. 通过稿件辛迪加在多家报刊上同时发表报道的做法

was working beautifully and I was not sleepy at all. I felt just as if I was driving a motor car over a smooth road, only it was easier. Then it began to get light and the clouds got higher.... Sleet began to cling to the plane. That worried me a great deal and I **debated** whether I should keep on or go back. I decided I must not think any more about going back....

“Fairly early in the afternoon I saw a fleet of fishing boats.... On one of them I saw some men and flew down almost touching the craft and yelled at them, asking if I was on the right road to Ireland. They just stared. Maybe they didn't hear me. Maybe I didn't hear them. Or maybe they thought I was just a crazy fool.

“An hour later I saw land.... I flew quite low enough over Ireland to be seen, but apparently no great attention was paid to me....”

Captain Lindbergh then told how he crossed southwestern England and the Channel, followed the Seine to Paris, where he circled the city before recognizing the flying field at Le Bourget®. Said he: “I appreciated the **reception** which had been prepared for me and had intended **taxling** up to the front of the **hangars**, but no sooner had my plane touched the ground than a human sea swept toward it. I saw there was danger of killing people with my propeller and I quickly came to a stop.”

He had completed his 3,600-mile conquest of the Atlantic in 33 hours, 29 minutes, at an average speed of 107½ miles per hour.

He did not collapse in his cockpit immediately after landing, as some early **despatches** stated. His first words were, “Well, here we are. I am very happy”; and not “Well, I did it” or “I got my pardon.”

Some of the crowd of 25,000 attempted to **strip** souvenirs from the *Spirit of St. Louis*, while the majority **escorted** Captain Lindbergh, on somebody's shoulders, to a nearby clubhouse. Then, there were congratulations from U. S. Ambassador Myron Timothy Herrick and French officials, a **massage** and some coffee (he had refused to take coffee on the flight), a motor trip through dense traffic to Paris and ten hours' sleep in the U. S. Embassy.

Next day, he talked with his mother over **radiophone**, related his flight to newspapermen, glanced at hundreds of **cablegrams**.

Some say he had “a boyishly stern **squint**”; others proclaim him a prac-

debate /di'beɪt/ v. 考虑, 盘算 **reception** /rɪ'sepʃn/ v. 欢迎会 **taxi** /'tæksi/ v. (飞机起飞或降落时的)滑行 **hangar** /'hæŋɡə/ n. 飞机棚 **despatch** /di'spætʃ/ n. (新闻)电讯 **strip** /stri:p/ v. 夺取

顺畅,我毫无睡意。我感觉自己仿佛在一条平坦的道路上驾驶汽车,只是更轻松罢了。随后,天色渐渐发亮,云层升得更高……飞机开始沾上冻雨,这让我非常担忧,我盘算着该继续飞行还是返回,然后下定决心,不再考虑返回的问题……

“刚过中午,我就看见一队渔船……我看到其中一条船上有些人,就向下飞去,几乎碰触到这条船。我向他们大声吼叫,询问自己是否在通往爱尔兰的正确航线上。他们只顾瞪眼张望,也许是他们没听见我说的话,也许是我没听见他们的回答,或者,他们认为我只是个疯狂的傻瓜。”

“1小时后,我看见了陆地……我在爱尔兰上空飞得很低,足以让地面的人看到飞机,但他们显然没太注意。”

接着,林白上尉讲述自己是怎样越过英国西南部和英吉利海峡,顺着塞纳河飞向巴黎的。他在这座城市上空盘旋,随后辨认出布尔歇机场。他说:“我很喜欢为我准备的欢迎会,本打算缓慢滑行到飞机棚前面,但我的飞机刚接触地面,人潮便席卷而来。我意识到螺旋桨会有伤人的危险,便很快刹住飞机。”

他用了33小时29分钟,完成了3,600英里的征服大西洋之旅,平均速度为每小时107.5英里。

他并没像最初的新闻电讯所说的那样着陆后立即累倒在飞行员座舱里。他说的第一句话是“我来了,我很高兴”,而非“我成功了”或“我获得赦免了”。

有2.5万人迎接林白上尉,人们将他扛在肩上,虽然大部分人都陪他前往附近的一家俱乐部,却有一些人试图从“圣路易斯精神号”上夺取纪念品。随后,美国驻法大使迈伦·蒂莫西·赫里克和法国官员们为他举行了庆祝会,他做了一次按摩,喝了些咖啡(他拒绝在这次飞行中带上咖啡),坐车穿过拥挤的车流前往巴黎市区,并在美国大使馆酣睡了10个钟头。

第二天,他通过无线电话与母亲交谈,向媒体讲述自己的飞行,并浏览了数百封电报。

有人说林白有“一种初生牛犊似的坚定”,也有人声称他喜欢搞恶

escort /ˈeskɔ:t/ *n.* 陪同 **massage** /ˈmæsɑ:ʒ/ *n.* 按摩 **radiophone** /ˈreɪdiəʊfəʊn/ *n.* 无线电话 **cablegram** /ˈkeɪblɡræm/ *n.* (通过海底电缆拍发的)电报 **squint** /ˈskwɪnt/ *n.* 倾向

tical joker and tell how he once answered his roommate's desire for a drink of water with a glass of kerosene. He is 25, more than six feet tall, **rangy**, handsome, blond. He knows flying as the **barnstormer** with a \$250 plane and as the chief pilot for the St. Louis-Chicago air mail route. He is a prominent member of the Caterpillar Club^④, having four times become a butterfly and descended to earth in a parachute. In the Missouri National Guard he earned the rank of captain. As his next **exploit**, he is considering a flight from California to Australia (6,500 miles), with a stop at Hawaii.

His father, the **late** Congressman Charles A. Lindbergh of Minnesota, was born in Stockholm, the son of a member of the Swedish Parliament. Congressman Lindbergh was progressively a Republican, a "Bull Moose^⑤," a Farmer-Laborite. In Washington he was known as "the **early bird** of Congress."

Mrs. Evangeline Lodge Lindbergh continued her duties as chemistry teacher, at the Cass Technical High School in Detroit, while her son was somewhere in the atmosphere between New York and Paris. Said she: "I am proud to be the mother of such a boy."

A 27-year-old engineer, Donald Hall, designed the Ryan monoplane, *Spirit of St. Louis*. It was built in 60 days at San Diego, Calif. It was **christened** in St. Louis while Captain Lindbergh was pausing in his flight across the continent. The fact that it is equipped with a 200-horsepower Wright whirlwind motor caused Wright Aeronautical Corp. stock, usually inactive, to jump from 29¾ to 34¾, with the news of Captain Lindbergh's progress.

Over and over again "Lucky" had repeated that his "luck" had **consisted** chiefly in a faultless motor, a periscope by which he watched ahead without exposure, and in an **earth induction compass** by which alone he steered to a point within three miles of his theoretic arrival point in Ireland.

Not only did Captain Lindbergh win the \$25,000 prize offered by Raymond Orteig^⑥, Manhattan hotelman, for the first New York-Paris non-stop flight, but he established for himself the immemorial right of extracting dollars from the **hero-gaping** U. S. public by appearing on the **vaudeville** stage, in the cinema, etc. A money-minded New York *Herald Tribune*^⑦ writer

rangy /'reɪndʒ/ a. 四肢修长的
行为

late /leɪt/ a. 已故的

barnstormer /'bɑːnstɔːmə/ n. 飞行表演家

early bird 捷足先登者

exploit /ɪk'splɔɪt/ n. 英勇

christen /'krɪsn/ v. 命名

consist in 在于

作剧,讲他曾经把一杯煤油递给一个要水喝的室友。林白25岁,身高超过6英尺,四肢修长,英俊潇洒,金发碧眼。他是一位飞行表演家,拥有一架价值250美元的飞机,他也是圣路易斯至芝加哥航空邮线的主要飞行员,因此他对飞行了如指掌。他是“毛毛虫俱乐部”的杰出成员,曾经四度化身为蝶,乘着降落伞着陆。在密苏里国民卫队服役期间,他获得上尉军衔。说到他的下一次英勇冒险,他正考虑从加利福尼亚飞往澳大利亚(全程6,500英里),中途在夏威夷停一次。

他的父亲,已故的明尼苏达州众议员查尔斯·A. 林白出生于斯德哥尔摩,是一位瑞典国会议员的儿子。林白众议员渐次成为共和党人、“公廨党人”和农工党人。在华盛顿,他被称为“国会的捷足先登者”。

当儿子从纽约飞往巴黎时,伊万杰琳·洛奇·林白太太仍然待在底特律的卡斯技术高中,继续履行自己身为化学老师的职责。她说:“作为母亲,我很高兴有这样一个儿子。”

一位27岁的技师唐纳德·霍尔设计了雷恩公司的这架单翼飞机“圣路易斯精神号”。在加州的圣迭戈,雷恩公司在60天内便将它制造出来。当林白上尉做跨越北美大陆的飞行时,他在圣路易斯暂停,并以该城给它命名。这架飞机装有一台200马力的怀特式旋风发动机,因此,当林白上尉成功飞越大西洋的消息传来时,怀特航空公司平常不太活跃的股票由每股29.75美元升至34.375美元。

一次又一次,“幸运”林白反复指出,自己的“幸运”主要来自一台无懈可击的发动机、一架让他无需探出机舱便可观察前方情况的潜望镜,以及一台地磁感应罗盘——他就靠这个引导飞机,飞到距离自己在爱尔兰的理论到达点不到3英里的地方。

林白上尉不仅赢得了曼哈顿旅馆老板雷蒙德·奥泰格为第一位完成纽约至巴黎不着陆飞行提供的2.5万美元奖金,而且,面对渴望英雄的美国公众,他还获得了在杂耍舞台、电影院等场所露露面就可赚钱的古老权利。《纽约先驱论坛报》一位颇有金钱意识的作者推测,林

figured out that Captain Lindbergh, as a professional hero, could (if he chose) earn \$1,000,000 in one year in the following manner:

Cinema	\$200,000
Vaudeville	400,000
Radio	50,000
Book	50,000
C. C. Pyle® spectacle	150,000
Articles for the press	50,000
Advertising concessions	75,000
Orteig prize	25,000

白上尉作为职业英雄,能够 (如果他愿意的话) 以下列方式在1年之内赚到100万美元:

在电影院露面	200,000 (单位:美元,下同)
在杂耍舞台露面	400,000
到电台做节目	50,000
出书	50,000
参加C. C. 派尔的展示活动	150,000
为媒体撰文	50,000
做广告	75,000
奥泰格奖金	25,000

导读

20世纪初,自从莱特兄弟发明飞机以来,飞行逐渐成为一项危险而又刺激的活动。1919年,美国旅馆老板奥泰格出资2.5万美元,创立奥泰格奖,奖给第一位完成跨大西洋不着陆飞行的勇士。从那以后,有多位著名飞行员挑战这一冒险活动,但均以失败告终。1927年,美国一位邮政航空飞行员查尔斯·林白决心冒险一试,为此,他专门制造了一架飞机“圣路易斯精神号”,并做了精心准备。5月21日晚,他终于成功地从美国纽约飞抵法国巴黎。这一开创性的跨洋飞行不仅造就了一位标准的美国英雄,而且在明星商业中翻开了新的篇章。

Notes

- ① Roosevelt Field 罗斯福机场,位于纽约长岛,是以西奥多·罗斯福总统(老罗斯福)在一战期间牺牲的飞行员儿子昆丁·罗斯福(Quentin Roosevelt)的名字命名的。
- ② the great circle 大圆航线,即最短航线。地球表面上以地心为圆心而形成的圆直径最大,这个圆被称为大圆。地球上任意两个地方及地心构成的平面跟地球表面相交而成的弧线,是两地之间的最短距离,沿着这条弧线飞行的航线被称为大圆航线。
- ③ Le Bourget 布尔歇机场,位于巴黎东北郊,每两年一次的巴黎国际航展在此举行。
- ④ the Caterpillar Club 毛毛虫俱乐部,其成员必须是从受损飞行器上使用降落伞安全着陆的人。俱乐部的名称来源于早期降落伞所使用的丝绸面料,以及跳伞逃难与毛毛虫破茧而出化为飞蝶的相似性。
- ⑤ Bull Moose “公麋党人”,“公麋党”是1912年由美国共和党分裂出的进步党,由西奥多·罗斯福建立,因其党徽上有长着大角的雄麋鹿图案,且罗斯福夸口自己“壮如公麋”而得名。
- ⑥ Raymond Orteig 雷蒙德·奥泰格(1870—1939),纽约旅馆业大亨,1919年捐出2.5万美元创立奥泰格奖,奖给首次成功完成纽约至巴黎之间不着陆飞行的人。

- ⑦ New York *Herald Tribune* 《纽约先驱论坛报》，1924年由《纽约先驱报》和《纽约论坛报》合并而成，是共和党的主要喉舌之一。
- ⑧ C. C. Pyle C. C. 派尔(1882—1939)，美国第一位体育经纪人。

Drought, Dust, Disaster

Manfred Gottfried

May 21, 1934



Last week the agricultural Adjustment Administration reported it had spent \$67,600,000 to reduce the U. S. wheat crop for 1934. At the same time the Department of Agriculture gave out its May estimate for the winter wheat crop: *461,000,000 bu., which was 31,000,000 bu. less than the April estimate and 171,000,000 bu. less than the five-year average. There was little connection between the expenditure and the shrinkage, for a crop reduction **agent** more potent than AAA was at work. From Saskatchewan^① to Texas^②, from Montana^③ to Ohio^④, hardly any rain had fallen for a month. As dry day followed dry day, crop estimators **lopped** 2,000,000 bu. from their wheat prediction every morning. Before the week was **out** the winter wheat estimate had fallen to 442,000,000 bu.

In Washington these were dry statistics, but in the Midwest, disastrous facts. In North Dakota^⑤, which had barely an inch of rain in four months, there was no grass for cattle. Farmers tramped their dusty fields watching their dwarfed **stand** of grain **shrivel** and perish. A **baking** sun raised temperatures to 90°, to 100°. And still no rain fell. Water was carted for miles for livestock. Towns rationed their water supplies. In Nebraska^⑥ the State University agronomist gloomily predicted that many fields would not yield over 5 bu. of wheat per acre (normal average: 15 to 20 bu.). In Minnesota^⑦ they mocked Washington's crop predictions as gross overestimates. Farmers planting corn raised clouds of dust like columns of marching troops.

Then came the wind, great gusty blasts out of the Northwest. It lifted the dust from the **parched** fields and swirled it across the land. It tore the powdery soil from the roots of the wheat and deposited it like snowdrifts miles away. Concrete highways were buried under six inches of dust. The rich fertility of a million farms took to the air: 300,000,000 tons of soil **billowing**

** Winter wheat, planted the autumn before from Texas through Kansas, accounts for about two-thirds of the U. S. crop. Spring wheat, planted after the first thaw in Montana and the Dakotas, accounts for the other third.*

agent /'eɪdʒənt/ n. 力量

lop /lɒp/ v. 削减

out /aʊt/ a. 结束的

stand /stænd/ n. 植物丛

shrivel