

新世界  
NEW WORLD



全国高职高专院校规划教材·旅游英语专业

# Selected Readings from Major British and American Press

# 英文报刊文章选读

范广丽 编著



对外经济贸易大学出版社

University of International Business and Economics Press

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范广丽 编著

责任编辑: 周荣娟

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# 出版说明

“新世界全国高职高专院校规划教材·旅游英语专业”是由对外经济贸易大学出版社与北京联合大学旅游学院、天津对外经济贸易职业学院、山东外贸职业学院等高校联合打造的旅游英语专业教材。

本系列教材根据国家高职教育指导思想及原则编写。目前我国高职高专教育的培养目标是能力培养和技术应用为本位，其基础理论教学以应用为目的、够用为尺度、就业为导向；教材强调应用性和适用性，符合高职高专教育的特点，既能满足学科教育又能满足职业资格教育的“双证书”（毕业证和技术等级证）教学的需要。本套教材编写始终贯彻旅游英语教学的基本思路：将英语听说读写译技能与旅游知识有机融合，使学生在提高英语语言技能的同时了解旅游专业知识，造就学生“两条腿走路”的本领，培养以知识为底蕴、语言技能为依托的新时代复合型、实用型人才。

本套教材包括《旅游英语》、《饭店英语》、《英文报刊文章选读》、《英语口语教程（附光盘）》及《英语国家旅游文化》等。作者来自北京联合大学旅游学院、天津对外经济贸易职业学院、山东外贸职业学院等。他们都是本专业的“双师型”名师，不仅具有丰富的旅游英语教学经验，而且具有本专业中级以上职称、旅游第一线工作经历，有效地保证了教材编写质量。

此外，本套教材配有教师用书或课件等立体化教学资源，供教师教学参考（见书末赠送课件说明）。

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# 前 言

《英文报刊文章选读》是专门为高职高专院校旅游英语及相关专业编写的教材，也可作为旅游部门、涉外部门及相关企事业单位从业人员的自学或培训教材。

《英文报刊文章选读》是在充分调研数十所高职高专院校旅游英语课程设置的基础上，针对高职高专旅游英语课程特点、学生背景及旅游产业岗位群的要求专门设计编写而成，符合当前及今后一段时期高职高专院校旅游英语开课水平。本教材共 24 篇文章，分八个单元，每个单元三篇文章。主要内容包括 Features（特写）、Travel（旅游）、Life（生活）、Culture（文化）、Sports（运动）、Environment（环境）、Education（教育）和 Health（健康）等时代热点内容。选材于英美主要报纸 *Guardian*《卫报》（4 篇）、*Times*《泰晤士报》（2 篇）、*New York Times*《纽约时报》（4 篇）；主要刊物 *Newsweek*《新闻周刊》（5 篇）、*Economics*《经济学家》（1 篇）和旅游类刊物 *In Britain*《在英国》（3 篇）、*Geographical*《美国地理杂志》（5 篇）。选材既有世界性话题，也有英美本国话题，还有包括中国在内的第三世界的话题。从报纸和刊物选材比例来看，报纸占 10 篇，刊物占 14 篇（含旅游类刊物 8 篇）；从选材出版地来看，英国出版的报刊 8 篇；美国出版的报刊 16 篇；从出版发行时间来看，报纸均为 2008 年发行，刊物 90% 以上为 2007 - 2008 年出版，兼顾了选材的点、面和时效性。

《英文报刊文章选读》内容上注重思想性、人文性及科学性。注重背景知识，尤其是文化背景知识的解读。考虑到高职高专学生的特点，背景知识采用中文解释，为学生阅读扫除障碍，使学生在阅读报刊文章的同时，能够对其文化背景有较深的了解。在选材上注重旅游行业热点话题及其趣味性。内容上每一个单元一个模块，教师可以选择其中两篇文章讲解，另一篇布置学生自学。文章中生词采用英汉双语贴切释意，主要生词还附以用法例句，便于学生自学。每篇文章均配有丰富的练习，包括阅读理解练习、词汇练习、完型填空及翻译练习。习题全部针对文章设计，形式丰富多样，旨在帮助充分理解文章本身并熟练使用文章中出现的常用词汇。书后有附录、全部练习参考答案和总词汇表，便于查找与检索。

由于编者水平有限，难免存在诸多不足之处，诚恳希望英语界同仁对本教材提出宝贵意见，欢迎批评指正。

编者

2008 年 11 月于北京

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# Unit 1

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## Features

### *Passage 1*

#### Fuel Costs Could End Cheap Flight Era

*A plane comes into land at Heathrow Airport.*



British travellers already thinking twice about flying to Europe this summer as the falling value of the pound cuts into their travel budget received more bad news yesterday with indications that the era of cheap flights may be drawing to an end.

Soaring fuel costs have put airlines under financial pressure which, analysts say, will inevitably be passed on to passengers through increased ticket prices, fuel **surcharges** and baggage check-in fees. The warnings follow a wave of airline bankruptcies in the UK and the US, and oil price rises which have seen the cost of fuelling a transatlantic flight **quadruple** since 2000 to \$ 44,000 (£22,100). The pressure on the airlines has been most acute this



year as the global oil price rose from \$ 80 a barrel to nearly \$ 120.

**Ryanair**<sup>1</sup> became the latest airline to pass that pain on to customers yesterday when it raised the cost of putting bags in the hold and checking in at airports. Passengers on Europe's largest budget carrier will have to pay £16 a bag and £8 to use a check-in desk on return journeys from Monday.

Fuel accounts for a quarter of airline budgets and the resulting financial **squeeze** has **triggered** warnings that major carriers could go to the wall or be forced to **merge** with rivals to survive.

For Britons<sup>2</sup> holidaying in Europe this summer, the extra cost of flying comes on top of a slump in the pound against the euro. The pound has fallen by 17% since last summer — from 1.47 to 1.22 last week.

Some reports suggest that tour operators are also moving to levy extra charges on holidays to recoup losses caused by the fall in the pound. At least 19 operators have applied to the Association of British Travel Agents<sup>3</sup> to add a charge of up to 10% to holidays already booked. Late-notice fees can be added as long as they are imposed more than 30 days before departure.

Yesterday Ryanair attempted to play down its latest charge increases, the second time it has raised baggage costs this year, as part of an ongoing drive against luggage. But analysts say the airline has hiked up such charges to cover the rising cost of fuel, which is expected to account for nearly half of its costs next year.

“Their earnings are very **adversely** affected by the fuel price, so they need to do everything they possibly can to **alleviate** that cost pressure,” said Andrew Lobbenberg, an analyst at ABN Amro<sup>4</sup>. **Long-haul carriers** such as **British Airways**<sup>5</sup> levy fuel surcharges to cover rising fuel costs, but low-cost airlines refuse to impose them, instead preferring to recoup costs through add-on charges for checking in, in-flight food and car rental deals.

Ryanair said its charges **hike** would help keep fares low by making airplanes lighter, resulting in less fuel being consumed, and lowering baggage handling costs. But industry experts said higher bag check-in costs are inevitable if the cost of oil stays around its current level. John Strickland, an aviation consultant, said: “Budget airlines will push harder and harder to increase add-on **revenues**. There is all the more **impetus** to do it in a toughening oil price environment.”

Ryanair and low-cost rival **EasyJet**<sup>6</sup> will try to leave fares untouched, because cheap tickets are the key part of a **no-frills** business model that uses bargain fares to pack passengers on to airplanes and then **wring** profits from them with add-ons.

“They cannot afford to raise fares. It would break their model,” said Strickland. “**Occupancy** would fall and they will not make enough money to cover increased fuel costs.” Ryanair has already warned that profits could fall by as much as 50% this year due to the fuel situation, while EasyJet **shares** were hit recently when it said it would miss its full-year profit

targets if fuel stayed at the current price.

The Ryanair hike came as another airline serving the UK market **went bust** over the weekend. **Eos**<sup>7</sup>, carrying business passengers between London and New York, slipped into bankruptcy. High fuel costs and depressed economies in Europe and the US have caused airline bankruptcies on both sides of the Atlantic in 2008.

The threat to the industry is at its most serious since the **aftermath** of September 11, analysts have warned. The global airline industry is barely profitable, with a return on sales of around 1%. Just 13 airlines in the world recorded a **profit margin** of more than 10% last year, including Ryanair and EasyJet, when the average oil price **hovered** below \$80 a barrel.

Analysts say BA's profits will be nearly wiped out if oil stays around the \$120 mark over the next year. BA has admitted its fuel bill will rise to £2.5bn this year, forcing it to warn of lower than expected profits. (811 words)

—Adapted from *The Guardian*, April 29, 2008, by Dan Milmo

## NOTES

### 1 Ryanair 爱尔兰航空公司

爱尔兰航空公司 (Ryanair Holdings) 欧洲领先的廉价航空公司, 总部设在爱尔兰都柏林。该公司机票低廉, 仅是其他大航空公司的 30 - 50% ! Ryanair 并非第一家成功的低票价航空公司, 更不是唯一一家, 但是它是最大的一家。美国的西南航空公司、英国的 Easyjet 航空公司、德国的 Germania 航空公司等都是国际上成功的低票价航空公司。

### 2 Briton 不列颠人

六世纪以前居住在不列颠的民族, 在公元前七或前六世纪来到不列颠岛, 他们与不操印欧语言的原住民混血。新的居住者被称为英格鲁撒克逊, 后来被称作英格兰人 (其人民为英国人, 语言为英语)。

### 3 Association of British Travel Agents 英国旅行社协会

英国旅行社协会, 简称 ABTA, 成立于 1950 年, 成员包括旅游经营者和独立的旅行社。现在有超过 5,500 家旅行社, 遍及整个英伦三岛。业务范围有呼叫中心、网上订票服务以及门市, 都配有 ABTA 标志。代表选择、价值和高水平的服务。

### 4 ABN AMRO 荷兰银行

荷兰银行是目前荷兰最大的银行, 它的经营范围遍布世界。ABN AMRO 由 1991 年两家荷兰银行: Algemene Bank Nederland (ABN) 和 The Amsterdamsche-Rotterdamsche Bank (AMRO) 合并而成。因此, 公司正确的写法应为字母全部大写, 因为它是缩写名词。到 2005 年 9 月为止, 它在欧洲银行中排名第 11 位, 资产总额世界排名第 20 位。

### 5 British Airways 英国航空公司

英国航空公司,简称 BA,是欧洲,乃至世界上最知名的航空公司之一,也是世界上历史最悠久的航空公司之一。英航的两个主要的机场坐落在英国伦敦的希思罗(Heathrow)机场(世界上最大的机场)和盖特维克(Gatwick)机场。

#### 6 EasyJet 英国易捷航空公司

英国易捷航空公司(EasyJet Airline Company Limited),是英国一家提倡不提供不必要服务的廉价航空公司,因为其低价、简洁的服务受到英国大众的欢迎。易捷航空公司没有售票代理,只接受直接预定。

#### 7 Eos Airlines 美国小型航空公司

一家美国小型航空公司,称为 Eos,成立于 2005 年,是全球首家提供全商务舱服务的低成本航空公司。Eos 为了使每位乘客拥有宽敞的空间、顶级的服务,将波音 757 型飞机上的 200 个座位改装成 48 个座椅。每个座椅长达 2 米,亦可以作为睡床以供旅客休息。这样每名乘客就可以享受大约 7.5 平方米的空间。Eos 所提供的服务完全不逊于老牌航空公司的空中及地面服务。例如其提供的服务有:乘客可以在 Eos 的专用休息室就餐,而且还会帮助乘客向餐馆预订座位、购买剧院的票等。如果乘客需要一名翻译,那么 Eos 也会尽快满足他的需求。而 Eos 的主要航线是从纽约肯尼迪(JFK)机场飞往伦敦斯坦福德(Stansted)机场。



### Glossary

**surcharge** [sə:'tʃɑ:dʒ] *n.* an excessive sum or price charged 额外费用;额外的索价

—make a **surcharge** for delivering the trunk outside of the city limits

—对运送那箱子出城界索取额外的运费

**quadruple** ['kwɒdrʌp(ə)l; kwɒ'dru:pl] *vi.* multiply or be multiplied by four 使成四倍;翻两番

—Our profits have **quadrupled** in ten years.

—10 年里我们的利润翻了两番。

**squeeze** [skwi:z] *n.* a troubled financial condition(因供应短缺、成本太高引起的)困窘,拮据

**trigger** ['trigə] *vt.* set off; initiate 引发,引起,触发

**merge** [mɜ:dʒ] *vt.* combine or unite into a single enterprise, organization, body, etc. 吞并,兼并,(企业等)合并

—The steel trusts **merged** various small businesses.

—钢铁企业联合兼并了许多小企业。

**on top of** in addition to; over and above 在……之上,另外,紧接着

—Gale wind came **on top of** the flood.

—洪水之后紧接着暴风又袭来了。

**slump** [slʌmp] *n.* depression 经济不景气时期,萧条时期

**levy** ['levi] *vt.* impose (a tax) 征收(捐税,罚款等)

—They are going to **levy** a new tax on cigarettes.

—他们将向香烟征收新税种。

**recoup** [ri'ku:p] *vt.* make up for 赔偿,补偿

—I shall **recoup** my travelling expenses from my employers.

—我将在雇主那儿报销我的旅行费用。

**impose** [im'pəuz] *vt.* place (a tax etc.) on someone or something 征(税等);  
把……强加给

—**Impose** a peace settlement.

—强制推行和平解决。

**adversely** [ædvə:sli] *adv.* in a contrary manner 逆地,反地

—She was **adversely** affected by the new regulation.

—新的规章制度反倒给她带来了诸多不便。

**alleviate** [ə'li:vieit] *vt.* lighten or lessen; make easier to be endured 减轻(痛苦等),  
缓和(情绪)

—Heat often **alleviates** pain.

—热常常能减缓疼痛。

**long-haul carriers** 远程飞机

**hike** [haik] *n.* an abrupt increase or rise 提高,增加

—a **hike** in living expenses

—生活费用高涨

**revenue** ['revɪnju:] *n.* the entire amount of income before any deductions are made  
[复]总收入;收入项目,财源

**impetus** ['ɪmpɪtəs] *n.* a moving force; impulse; stimulus 推动力;刺激

—The treaty will give an **impetus** to trade between the two countries.

—这条约将促进两国间的贸易。

**no-frills** providing basic services and necessities without any additional features 不提供  
不必要服务的

—I just want an ordinary car without the **frills**.

—我只要一辆没有多余装饰的普通汽车。

**wring** [rɪŋ] *vt.* extract by forceful effort or means 榨取;勒索

—**wring** money from somebody

—勒索某人的钱财

**occupancy** ['ɒkjʊpənsi] *n.* the fact of taking possession 占有率

**share** [ʃeə] *n.* a single unit of ownership in a corporation, represented by a stock  
certificate [复]股票

**go bust bankrupt** 破产

—The business will go bust now.

—这商行很快就要倒闭了。

**aftermath** [ˈɑːftəməθ] *n.* something that results from an event, esp. one of a disastrous nature 结果;(灾害、事件等的)余波

**margin** [ˈmɑːdʒɪn] *n.* the difference between the cost and the selling price(成本与售价的)差额,利润

**hover** [ˈhɒvə(r); ˈhʌvər] *vi.* remain in an uncertain state 徘徊

—The criminal is **hovering** between life and death.

—犯罪分子在生死之间徘徊。

## ➡ Exercises

### I. Reading Comprehension

For each statement listed below, please write T if the statement is true according to the passage, F if it is false, and NG if the information is not given in the passage.

1. British traveler received bad news yesterday that the era of cheap flights may come to an end.
2. Soaring fuel costs will never be passed on to passengers through increased ticket prices, fuel surcharges and baggage check-in fees.
3. Ryanair was the latest airline to pass fuel costs on to the customers. Its passengers will have to pay £16 a bag and £8 to use a check-in desk on return journeys.
4. For Britons holidaying in Europe this summer, they have to pay 17% more money than last summer, for the pound has fallen from £1.47 to £1.22.
5. The cost of fuel of Ryanair is expected to account for nearly two third of its costs next year.
6. Low-cost airlines prefer to recoup costs through add-on charges for checking in, in-flight food and car rental deals.
7. The industry experts said the charges hike would help keep fares low by making airplanes lighter, resulting in less fuel being consumed, and lowering baggage handling costs.
8. No-frill business model uses cheap tickets to pack passengers on to airplanes and then get profits from them with add-ons.
9. EasyJet would miss its market in Europe if fuel stayed at the current price.
10. Eos went into bankruptcy for the high fuel costs and depressed economies on both sides of the Atlantic in 2008.

## II. Vocabulary

Fill in the blanks with the appropriate words or phrases listed below and change the forms where necessary.

hover, impetus, levy, merge, quadruple,  
occupancy, recoup, revenue, surcharge, triggered

11. The judge \_\_\_\_\_ a \$3 million fine against the factory for polluting the river.
12. The express company made a \_\_\_\_\_ for delivering the trunk outside of the city limits.
13. The clerk \_\_\_\_\_ his losses at the racecourse by embezzling (盗用) funds from his bank.
14. His enthusiasm is an \_\_\_\_\_ for the volleyball team.
15. In the last twenty years wheat production has almost \_\_\_\_\_.
16. The tragic chain of events was \_\_\_\_\_ off.
17. In this great melting pot cultures are \_\_\_\_\_ and traditions lost.
18. State universities get most of their \_\_\_\_\_ from taxes.
19. The \_\_\_\_\_ rate of beds in the hospital has been averaging out about 70 percent.
20. The shy boy \_\_\_\_\_ around his mother.

## III. Cloze

Fill in the blanks with words or expressions from the passage you have just learnt.

British travellers already thinking twice about flying to Europe this summer 21 the falling value of the pound cuts 22 their travel budget received more bad news yesterday 23 indications that the era of cheap flights may be drawing 24 an end.

Soaring fuel costs have put airlines 25 financial pressure which, analysts say, will inevitably be passed 26 to passengers through increased ticket prices, fuel surcharges and baggage check-in fees. The warnings follow a wave of airline bankruptcies in the UK and the US, and oil price rises which have seen the cost of fuelling a transatlantic flight quadruple 27 2000 to \$44,000 (£22,100). The pressure 28 the airlines has been most acute this year as the global oil price rose 29 \$80 a barrel 30 nearly \$120.

## IV. Translation

Translate the following paragraph(s) from English into Chinese.

For Britons holidaying in Europe this summer, the extra cost of flying comes on top of a slump in the pound against the euro. The pound has fallen by 17% since last summer — from 1.47 to 1.22 last week.

Some reports suggest that tour operators are also moving to levy extra charges on holidays to recoup losses caused by the fall in the pound. At least 19 operators have applied to the Association of British Travel Agents to add a charge of up to 10% to holidays already

booked. Late-notice fees can be added as long as they are imposed more than 30 days before departure.

## Passage 2

### One of the Richest of All Cities Has 650,000 Poor Children. It's London

*London, an important settlement for two millennia.*



The alarm clock rings at 4 am in Martha Hunter's North London flat, as it has every morning for 13 years. The single mother gets up, dresses and heads into Central London to start her cleaning job at 6 am. Mrs. Hunter, 38, and her daughters, Karen, 14, and four-year-old Julianna, have been living in "temporary **accommodation**" for three years — a tiny flat in Haringey where the girls have to share **bunk beds**. The cooker doesn't work properly and the shower is broken. "I hate it. I have been fighting, fighting with the council to get a better place," says Mrs. Hunter.

This is the day-to-day reality of life for hundreds of thousands of Londoners struggling to make a living in one of the world's richest cities. As **Ken Livingstone** and **Boris Johnson**<sup>1</sup> trade blows over transport, property prices and the environment, entire communities feel unable to connect with the campaign issues.

While the billions of pounds spent to help families out of poverty have been a success in the rest of Britain, lifting almost 600,000 above the **breadline**, London has been left behind. There are 650,000 children still in poverty, 41 per cent of all the capital's children and down

by just one per cent since 1998. The numbers in poverty have not fallen at all since 2000.

Carey Oppenheim, who chairs the **London Child Poverty Commission**<sup>2</sup>, said the great **raft** of government **initiatives** that have helped to reduce poverty elsewhere by “making work pay” have had barely any impact at all in London. The national minimum wage of £5.52 an hour is simply not enough to live on in the capital. “The **incentives** to work in London are far weaker than anywhere else,” she says. “In London the costs of housing and child care, on top of the **hassle** factor of getting into Central London where the jobs are and home again in time to pick up from school or nursery, mean it is just not worth it for many people to get a job,” she adds.

Jane Wills, Professor of Human Geography at Queen Mary, London University, says London’s low-waged have been hit badly by the rapid spread of “contracting out”, the cost-saving scheme pioneered by the **Tories**<sup>3</sup> in the 1980s and embraced by **Labour**<sup>4</sup>, which has prevented wages from rising as the economy boomed. “Sub-contracting in cleaning, **catering** and security and so on is being used by hospitals, local government and across the private sector. That means there is in-built pressure on keeping wages low across the service industry. These companies have to tender every four or five years so there is no room to push up wages even if they wanted to.”

Mrs. Hunter is among the more fortunate cleaners in the capital. She works for the London School of Economics, which pays contracted-out staff the “living wage” of £7.20 an hour. Esasa Erhunse is not so lucky. She has cleaned rooms at one of the best-known hotels in London for 13 years. She has not had a pay rise since 2003. “We were paid £6 an hour when a new company took over our contracts. They said we were being paid too much and would be kept on this rate until the **minimum wage**<sup>5</sup> catches up,” she says. She lives with her daughter, now 18, in a **tower** block in the Old Kent Road and has struggled to **make ends meet** as the cost of living has **escalated** while her wages stayed the same.

“These have been very bad years. It has been very stressful because the electricity bills have gone up, our rent has gone up but my money has stayed the same so we have to make it back somewhere else,” she says. “People say I should get a new job but I am 50 and I think it is safer to stay where they know me. I cannot remember when I last bought new clothes. If we get the chance to go without a meal, we do it.”

In the **East End**<sup>6</sup> it is unemployment rather than low wages that is the problem. Tower Hamlets, the **borough** that borders the City of London, has the highest unemployment rate in the country at 14 per cent.

Farage Mahmood, 22, has been out of work for a year. He speaks good English and has “a few **GCSEs**<sup>7</sup>”. But since leaving school he has had only two short **stints** in work. Now that he wants to get a job he can’t find one.

He lives in a three-bedroom council flat in Shadwell with his parents, four brothers and three sisters. One brother and two sisters have jobs and support the household. “My parents



don't speak English so we don't really talk much. My brother is rich. He helps me out. He's a bus driver. But I want to get on now and get a place of my own. But there are just not that many jobs around and the ones I want have gone by the time I ring."

Chris Henry, a play leader with Coram, the children's charity, says: "People want to work but the cost of childcare stops them. It doesn't get much better when the children are older because there is chronic shortage of after-school provision round here. People do the sums and work out that they are better off on benefits." (913 words)

—Adapted from *The Times*, April 30, 2008, by Rosemary Bennett

## NOTES

- 1 Ken Livingstone and Boris Johnson 时任伦敦市长肯·列文斯通(工党)以及其继任者鲍里斯·约翰逊(保守党)
- 2 London Child Poverty Commission 伦敦儿童扶贫委员会
- 3 Tory 托利党  
英国政党。产生于17世纪末,19世纪中叶演变为英国保守党。托利一词起源于爱尔兰语,意为不法之徒。也有人认为,托利党是于1833年改称为保守党的。
- 4 Labour 工党  
The Labour party 英国工党。100前在伦敦诞生,在以后短短的20多年时间,它成为英国政治舞台上的一支主要力量。二战结束后,工党在选举中大败邱吉尔领导的保守党,并随后引入了一系列重大和影响深远的社会和工业改革。
- 5 the minimum wage 最低工资。伦敦最低工资为5.35英镑/小时。
- 6 the east end 伦敦东区  
或称“东伦敦”,英国首都伦敦东部、港口附近地区,曾是一个拥挤的贫民区。街道狭窄,房屋稠密,多为十九世纪中期建筑。是伦敦传统工业区,有服装、制鞋、家具、印刷、卷烟、食品等工业。伦敦东区在历史上被认为是贫民区。
- 7 GCSE 普通中等教育证书  
普通中等教育证书的英文全称是 General Certificate of Secondary Education。英国GCSE考试是在义务教育(中等教育)结束时进行的一种证书考试。英国议会通过的《1988年教育改革法》(Education reform act 1988)规定:所有公立学校学生,在义务教育结束时,必须参加GCSE考试。由于英国国民义务教育年龄为5岁到16岁,因此学生在义务教育结束时参加的GCSE考试亦称16岁考试。



## Glossary

**millennium** [mi'leniəm] *n.* a period of 1000 years [*pl.* -nia] 一千年;千周年纪念  
**accommodation** [ə'kɒmə'deɪʃən] *n.* food and lodging 住宿;膳宿(常为复数)