

[Обзорная панель](#) ▶ [Мои курсы](#) ▶ [ИЯ-2 \(УРП\)](#) ▶ [Unit 4](#) ▶[Lesson 1. Reading and Speaking. History of travelling](#)**Тест начат** Среда, 23 Март 2022, 12:06**Состояние** Завершённые**Завершен** Среда, 23 Март 2022, 13:02**Прошло
времени** 56 мин. 50 сек.**Баллы** 8,0/8,0**Оценка** 10,0 из 10,0 (100%)Вопрос **Инфо**

1. Warming-up questions:

1. Why do you think people travel in our time?
2. Why do you think people travelled in the past?
3. When do you think people started travelling in the large scale in the past?
4. What do you think travel depends greatly on?
5. Think and say when people began travelling by train?... by boat? ...by car?... by plane?

2. Scan the text and find out its main idea. Then give a title of the text.

In the early nineteenth century travel was so much slower and more difficult than it is today. That time saw significant change and improvement in transportation technology on which travelling depends much. In [New England](#) in 1790, vehicles were few, roads were generally rutted and rudimentary, and traveling any distance was both slow and difficult. Children and poorer adults walked everywhere, and only a minority of farmers had horses and wagons. Many loads of freight were drawn not by horses but by much slower-moving oxen. With a good horse, it took from four to six days, depending on the weather, to travel from Boston to New York. And this was on the best roads, which ran between major cities along the coast. Inland, the roads were even worse, turning to impassable mud when it rained or to choking dust when the weather was dry.

But beginning around 1790, a series of changes was beginning that historians have called "The [Transportation Revolution](#)." Americans—and New Englanders in particular—rebuilt and vastly extended their roads. More than 3,700 miles of turnpikes, or toll roads, were built in New England between 1790 and 1820. Continuing through the 1840s, many thousands of miles of improved county and town roads were constructed as well. The new roads were far better constructed and maintained, and allowed for much faster travel. In response, the number of vehicles on the roads increased rapidly, far faster than population. It was noted in 1830 that Americans were driving a "multitudinous generation of travelling vehicles" that had been "totally unknown" in the 1790s.

The most radical changes in the speed, scale and experience of traveling came with the application of newly emerging transportation technologies—the steamboat, the railroad, and the building of canals—to American conditions.

Americans developed steamboats to ply both the deeper eastern rivers and the shallower western ones. Although steamboats were sometimes dangerously prone to fires and boiler explosions, they traveled faster, met tighter schedules and could travel against the river current far more effectively than rafts and barges. Steamboats vastly expanded passenger travel on the rivers and carried much higher value cargo upstream.

Americans turned as well to the massive infrastructure project of canal building, as the British had done decades earlier. Canals promised far less expensive transportation of farm produce, manufactured goods and passengers, but it was often difficult for them to return profits to their investors. [The Erie Canal](#), traversing the breadth of New York State to connect Albany and Buffalo in 1825, was the great success among American canals.

After 1830, the railroad or, as most Americans at that time said, the "Rail Way," emerged as the most dramatic of the new technologies of transportation. Its speed and power was unprecedented. With good weather, a good road and rested horses, a stagecoach might manage eight or nine miles an hour. The small locomotives of the 1830s, pulling a handful of cars over uneven track, could travel at fifteen to twenty miles an hour. This was twice as fast, over long distances, as anything Americans had previously experienced. By 1840, 3000 miles of railroad track had been laid down, most of it concentrated in the Northeast. This meant that travel between directly connected cities could be much faster than before; a trip between Boston and Worcester now took less than 2 hours, and travelers could reach New York City from Boston in less than a day, using both coastal steamship and railway.

The years between 1790 and 1840 saw a true revolution in transportation even before the coming of the railroad. By 1840, transportation costs had been greatly reduced and travel had become faster by a factor of 5 or more. These changes made possible America's first "[Industrial Revolution](#)," the widespread development of commercial agriculture in the Midwest, and a national system of markets and the distribution of goods. Many ordinary Americans could now become travelers for pleasure and even the pathways of westward migration had become much faster and safer.

<http://www.teachushistory.org/detocqueville-visit-united-states/articles/historical-background-traveling-early-19th-century>

Вопрос **Инфо**

3. Scan the text again and answer the following questions:

1. What does travel depend on?
2. What does the text say about travel in New England in 1790?
3. When did the Transportation Revolution start?
4. How many toll roads were built in New England between 1790 and 1820?
5. How different were the roads built in 1840s from those ones built before?
6. What did the most radical changes in the speed, scale and experience of traveling come with?
7. What was the most dramatic of the new technologies of transportation in the USA? Why?
8. Why did Americans develop steamboats?
9. What were steamboats prone to?
10. Why was canal building necessary for Americans?

Вопрос 1

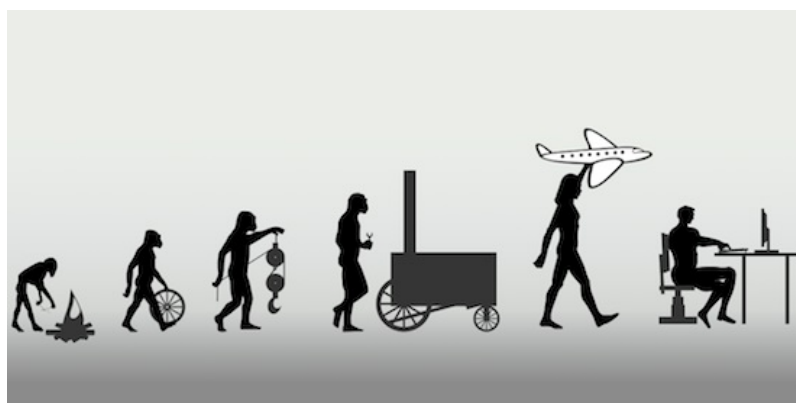
Верно

Баллов:
8,0 из 8,0

4. Look at the picture and describe the correlation between ages and ways of travelling.

But before match two parts of the sentences filling in the gaps from the words in the table.

A brief history of travel technology – from its evolution to looking at the future



<http://www.tnooz.com/article/a-brief-history-of-travel-technology-from-its-evolution-to-looking-at-the-future/>

Teleportation	Some modern airplanes	Shanks' pony or the human foot	The invention of the lifting mechanism
The steam engine	To light a fire	The future way of travelling	The invention of the wheel

1.

Shanks' pony or the human foot

✓ ...has always been the first and natural way of travelling.

2.

To light a fire

✓made it possible to create the earliest boats which were dug out canoes. People lit a fire on a big log then put it out and dug out the burned wood.

3.

The invention of the wheel

✓ ...led to the creation of different kinds of vehicles from the cart to the airplane.

4.

✓ ... gave a start to the heavy engineering industry producing different kinds of transport.

5.

✓ ...made a real revolution in transportation and travel.

6.

✓ ...still have steam engines though they are made with the last word of the aviation industry.

7.

✓ ... is sure to be teleportation controlled by the simple computer.

8.

✓ ...is said to become possible by 2080.

Вопрос **Инфо**

5.Pair work. Talk about the following.

Students A strongly believe that in our times travel is not what it was in the past (in the 19 century).

Students B strongly believe the opposite.

Вопрос **Инфо**

6. Read the following story about the way people started travelling in the prehistoric era and render it into English. (Divide into 3 or 4 groups. Each group renders one paragraph and puts it down in the Students' workbook on the first page "Travelling in the past").

История о том, как люди начали путешествовать

В первобытную эпоху (in the prehistoric era) люди и не думали о дальних странствиях. В первую очередь надо было освоить местность вокруг (to get the land), и обустроить жилище (to settle down). На это первобытные (primitive men) потратили не одну сотню лет.

Менять же места своего обитания люди стали из-за природных условий. Например, в ледниковый период люди отправлялись в путешествия, чтобы найти местность с более теплым и благоприятным климатом.

А в эпоху великого потепления (in the age of global warming) людям пришлось путешествовать еще раз. Тогда они спасались от воды.

Когда же появилось земледелие и скотоводство (agriculture and cattle breeding) люди стали бродить по свету в поисках мест, чтобы выращивать рогатый скот (cattle), и чтобы собирать хороший урожай (to crop).

В поисках новых участков для возделывания земли (to cultivate the land), многие племена (tribes) начали перемещение по земному шару.

Часто переселение племен сопровождалось кровавыми столкновениями с коренными жителями. Никому не хотелось отдавать свою землю чужеземцам, к тому же мирно договариваться (to negotiate peacefully) первобытные не умели.

Впрочем иногда путешествие сопровождалось слиянием (a merger) племен.

Путешествия другого типа появилось с развитием обмена вещей и продуктов. Люди путешествовали с целью выгодного обмена. А когда началась торговля, то первыми путешественниками стали купцы (merchants). Они пересекали десятки государств, чтобы как можно выгоднее продать свой товар. В результате купцы первыми узнавали о других культурах и цивилизациях.

А самым знаменитым путешественником древности был Герадот (Herodotus), который жил в Персии (Persia). Он посетил Вавилон (Babylon), и описал его правильные (its regular) геометрические формы. Он также посетил Скифию (Scythia), Крым (Crimea), Африку, и описал жизнь народов и правителей этих стран.

From http://russia.tv/video/show/brand_id/10965/episode_id/581022/video_id/581022/

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