

Unit 5 Reading a Book from Every Country in the World in One Year

Read a book from every country in the world in one year

- A. I used to think of myself as a fairly cosmopolitan sort of person, but my bookshelves told a different story. Apart from a few Indian novels and the odd Australian and South African book, my literature collection consisted of British and American titles. Worse still, I hardly ever tackled anything in translation. My reading was confined to stories by English-speaking authors. So, at the start of 2012, I set myself the challenge of trying to read a book from every country in a year to find out what I was missing.
- B. With no idea how to go about this beyond a sneaking suspicion that I was unlikely to find publications from nearly 200 nations on the shelves of my local bookshop, I decided to ask the planet's readers for help. I created a blog called A Year of Reading the World and put out an appeal for suggestions of titles that I could read in English.
- C. The response was amazing. Before I knew it, people all over the planet were getting in touch with ideas and offers of help. Some posted me books from their home countries. Others did hours of research on my behalf. In addition, several writers, like Turkmenistan's Ak Welsapar and Panama's Juan David Morgan, sent me unpublished translations of their novels, giving me a rare opportunity to read works otherwise unavailable to the 62% of Brits who only speak English. Even with such an extraordinary team of bibliophiles behind me, however, sourcing books was no easy task. For a start, with translations making up only around 4.5 percent of literary works published in the UK and Ireland, getting English versions of stories was tricky.
- D. This was particularly true for Portuguese-speaking African countries. There's precious little on offer for states such as the Comoros, Madagascar, Guinea-Bissau and Mozambique – I had to rely on unpublished manuscripts for several of these. And when it came to the tiny island nation of Sao Tome & Principe, I would have been stuck without a team of volunteers in Europe and the US who translated a book of short stories by Olinda Beja, just so that I could have something to read.
- E. Then there were places where stories are rarely written down. If you're after a good yarn in the Marshall Islands, for example, you're more likely to go and ask the local iroij's (chief's) permission to hear one of the local storytellers than you are to pick up a book. Similarly, in Niger, legends have traditionally been the preserve of griots (expert narrators-cum-musicians trained in the nation's lore from around the age of seven). Written versions of their fascinating performances are few and far between – and can only ever capture a small part of the experience of listening for yourself.
- F. If that wasn't enough, politics threw me the odd curveball too. The foundation of South Sudan on 9 July 2011 – although a joyful event for its citizens, who had lived through decades of civil war to get there – posed something of a challenge. Lacking roads, hospitals, schools or basic infrastructure, the six-month-old country seemed unlikely to have published any books since its creation. Without a local contact putting me in touch with writer Julia Duany, who penned me a bespoke short story, I might have had to catch a plane to Juba and try to get someone to tell me a tale face to face.
- G. All in all, tracking down stories like these took as much time as the reading and blogging. It was a tall order to fit it all in around work and many were the nights when I sat bleary-eyed into

the small hours to make sure I stuck to my target of reading one book every 1.87 days. But the effort was worth it. As I made my way through the planet's literary landscapes, extraordinary things started to happen. Far from simply armchair traveling, I found I was inhabiting the mental space of the storytellers. In the company of Bhutanese writer Kunzang Choden, I wasn't simply visiting exotic temples, but seeing them as a local Buddhist would. With Nu Nu Yi as my guide, I experienced a religious festival in Myanmar from a transgender medium's perspective.

- H. In the hands of gifted writers, I discovered, book packing offered something a physical traveler could hope to experience only rarely: it took me inside the thoughts of individuals living far away and showed me the world through their eyes. More powerful than a thousand news reports, these stories not only opened my mind to the nuts and bolts of life in other places, but opened my heart to the way people there might feel. And that in turn changed my thinking. Through reading the stories shared with me by bookish strangers around the globe, I realized I was not an isolated person, but part of a network that stretched all over the planet.
- I. One by one, the country names on the list that had begun as an intellectual exercise at the start of the year transformed into vital, vibrant places filled with laughter, love, anger, hope and fear. Lands that had once seemed exotic and remote became close and familiar to me – places I could identify with. At its best, I learned, fiction makes the world real.

- H 1. Being part of a network covering the whole world, I understood that I was not lonely through reading the stories shared by strange book lovers.
- B 2. It was impossible to find books from every country in my local bookshop, so I started a blog to ask readers from all over the world for help.
- D 3. When it came to a tiny island nation, thanks to some volunteers who translated a book of short stories, I got something to read.
- E 4. You'd better get the approval of the local chief to hear a local storyteller rather than find a book to read at the places where stories are seldom written down.
- A 5. My reading was limited to works of English-speaking writers before I challenged myself to figure out what I was losing.
- I 6. I have learned a lot about the strange places which are far away from me.
- G 7. Reading one book in almost every two days was a hard job, but the effort was worth it.
- H 8. Stories by talented writers were more powerful than news reports in that they opened my mind to the different ways people might feel in other places.
- F 9. A very young country, which lacked basic infrastructure, posed a challenge to me because it probably published no book since its creation.
- C 10. It was a very difficult job to source books although a remarkable team of book lovers offered me help

Unit 6 Is the Electric Vehicle Era at hand?

Is the Electric Vehicle Era at Hand

- A) Cars account for half the oil consumed in the U.S., about half the urban pollution and one fourth the greenhouse gases. They take a similar toll of resources in other industrial nations and in the cities of the developing world. As vehicle use continues to increase in the coming decade, the U.S. and other countries will have to address these issues or else face

unacceptable economic, health-related and political costs. It is unlikely that oil prices will remain at their current low level or that other nations will accept a large and growing U.S. contribution to global climatic change.

- B) Policymakers and industry have four options: reduce vehicle use, increase the efficiency and reduce the emissions of conventional gasoline-powered vehicles, switch to less noxious(有毒的) fuels or find less polluting propulsion(推进) systems. The last of these, in particular the introduction of vehicles powered by electricity, is ultimately the only sustainable option. The other alternatives are attractive in theory but in practice are either impractical or offer only marginal improvements. For example, reduced vehicle use could solve congestion woes(交通事故) and a host of social and environmental problems, but evidence from around the world suggests that it is very difficult to make people give up their cars to any significant extent.
- C) Improved energy efficiency is also appealing, but automotive(汽车的) fuel economy has barely budged(改变) in 10 years. Alternative fuels such as methanol(甲醇) or natural gas, burned in internal combustion engines, could be introduced at relatively low cost, but they would lead to only marginal reductions in pollution and greenhouse emissions. Electric-drive vehicles(those whose wheels are turned by an electric motor rather than by a mechanical gasoline-powered engine) could reduce urban pollution and greenhouse emissions significantly over the coming decade. And they could lay a foundation for a transportation system that would ultimately almost pollution-free. Although electricity driven vehicles have a history as old as that of the internal-combustion engine, a number of recent technological developments including by-products of both the computer revolution and the Strategic Defense Initiative(SDI) in the 1980s promise to make this form of transportation efficient and inexpensive enough to compete with gasoline.
- D) The term “electric-drive vehicles” includes not only those cars powered by batteries charged with household current but also vehicles that generate electricity on-board or store it in devices other than batteries. Their common denominator(共同特性) is an efficient electric motor that drives the wheels and extracts energy from the car’s motion when it slows down. Internal-combustion vehicles, in contrast, employ a constantly running engine whose power is diverted through a series of gears and clutches to drive the wheels and to turn a generator for the various electrically powered accessories(配件).
- E) Electric vehicles are more efficient and thus generally less polluting than internal-combustion vehicles for a variety of reasons. First, because the electric motor is directly connected to the wheels, it consumes no energy while the car is at rest or coasting , increasing the efficiency by roughly one fifth. Regenerative braking schemes which employ the motor as a generator when the car is slowing down can return as much as half an electric vehicle’s kinetic energy(动能) to the storage cells, giving it a major advantage in stop-and-go urban traffic. Every major automaker in the world is now investing in electric vehicle development as well as improvements in less critical technologies such as those underlying car heaters and tires. The resulting advanced components will be the building blocks for very clean and efficient vehicles of the future, but in the meantime many of them are finding their way into internal-combustion vehicles.
- F) Although automakers worldwide spent perhaps \$1 billion on electric vehicles during the 1990s, in the context of the industry as a whole this investment was relatively small. The auto industry spends more than \$5 billion a year in the U.S. alone on advertising and more than

that on research and development. And oil companies are spending about \$10 billion in the U.S. this decade just to upgrade refineries to produce reformulated low-emission gasoline. One crucial factor in determining the success of electric vehicles is their price—a figure that is still highly uncertain. General Motors's newly introduced EVI is nominally priced at \$33,000; Solectria sells its low-volume-production electric vehicles for between \$30,000 and \$75,000, depending on the battery configuration. (Nickel-metal hydride batteries capable of carrying the car more than 320 kilometers and nearly \$40,000 to the price of a lead-battery vehicle.) The adversarial(对抗的) nature of the regulatory process has encouraged opponents and proponents to make unrealistically high or low estimates, so it will be impossible to tell just how much the vehicles will cost until they are in mass production.

- G) The cost of batteries (and fuel cells) will probably always render electric vehicles more expensive to purchase than comparable gasoline vehicles. On a per-kilometer basis, however, the cost of an electric vehicle and that of an internal-combustion vehicle should eventually be about the same. Fuel for electric vehicles is inexpensive, maintenance is minimal, and it appears that electric motors last significantly longer than gasoline engines. Taking into account the cost of air pollution, greenhouse gases and other market externalities (that is, factors that society at large must now pay for) would tip the scale in favour of electric vehicles in many circumstances.
- H) In California, where powerful air-quality regulators have led the way toward electric vehicles, progress has been slowed by opposition from both auto manufacturers and oil companies. On a national level, early hopes for the Partnership for a New generation of Vehicles, a scheme promoted by the U.S. government, have foundered in inadequate funding, political infighting and excessive caution. Perhaps the most important lesson learned from the current state of affairs is that the government should do what costs such as pollution back into the economic calculations of leading-edge technologies rather than fund work that private companies would be doing in any case.
- I) The emergence of electric vehicles has important economic implications. Whoever pioneers the commercialization of cost-competitive electric vehicle technologies will find inviting export markets around the world. Electric vehicles will be attractive where pollution is severe and intractable, peak vehicle performance is less highly valued than reliability and low maintenance, cheap electricity is available off-peak, and investments in oil distribution are small. Indeed, if the U.S. and other major industrial nations do not take action, it is quite possible that the next generation of automotive giants may arise in developing countries, where there are relatively less cars today.

1. Electric vehicles consume less fuel, the maintenance is less expensive, and their motors last longer than gasoline engines. **G**
2. For electric-drive vehicles, we can charge the batteries with household current and use the electricity generated onboard or stored in devices as well. **D**
3. Electric-drive vehicles could diminish greenhouse emissions in the next ten years and provide a base for a non-pollution transportation system. **C**
4. The introduction of a less polluting propulsion system powered by electricity is a good choice which is appealing both in theory and in practice. **B**
5. The U.S. and other countries have to deal with the issues of the increasing vehicle use,

- otherwise they will be faced with undesirable costs. **A**
6. The most important lesson learned from the current situation is that the government should provide broad market stimuli. **H**
7. Those who take a lead in commercializing the cost-competitive electric vehicle technologies will gain large international markets. **I**
8. The auto manufacturers and oil companies disapprove of the development of electric vehicles and have slowed down the progress in California. **H**
9. The price of the electric vehicles will be unknown until they are manufactured on a large scale. **F**
10. Electric vehicles have higher efficiency primarily because the motors and the wheels are directly linked. **E**

Unit 7 The Value of a College Degree

The Value of a College Degree

- J) Before World War Two, only a small proportion of Americans went to college. In 1937, just 15 percent of high school students went on to higher education, and most of them were from upper-income families. After the war, college enrollments surged, due in large part to the GI BILL. But even by 1970, most people did not go to college. They didn't need to. Most jobs didn't require degrees.
- K) Everything has changed now. People who haven't got some kind of post-secondary education are quickly falling out of the American middle class. In 1970, only 26 percent of middle-class workers had some kind of education beyond high school. Today, nearly 60 percent of all jobs in the US economy require higher education. The wage gap between people who have bachelor's degrees and people with only high school diplomas has nearly doubled since the early 1980s.
- L) There is no doubt that the value of education has been greatly raised. Educated workers are becoming increasingly valuable for two reasons: Many lower-skilled jobs are being shipped overseas, and computers do much of the mundane, repetitive work now. What's left are more complex tasks that require people to solve problems and work together, according to Tony Carnevale, Director of the Georgetown University Center on Education and the Workforce.
- M) "Skills that used to be reserved for senior technical people or managers are more and more required" of everyone, says Carnevale. "It's less a matter of standing in front of a machine and doing the same thing over and over again" and more about "exploiting the machine, interacting with customers and interacting with your co-workers." As a result, workers across a range of occupations need better communication and problem-solving skills than they used to.
- N) College-educated people not only tend to have higher earnings than people without degrees, they are also more likely to have health and retirement benefits with their jobs, and they are far less likely to be unemployed. And having a degree is not just about economic advantages. People with college degrees are more likely to be satisfied with their jobs. They are more likely to read to their children, which helps their children be better prepared for school than other children. People with degrees are also healthier.
- O) The data that supports these findings is summarized in a report put out every three years by the College Board called *Education Pays*. One of the authors of that report, economist Sandy

Baum, says there is substantial evidence that going to college causes people to do better in life. In other words, it's not just that people who go to college are better off or more talented to begin with. "There's been a lot of testing done, lots of sophisticated statistical analyses," she says, "and they all show that going to college changes the way you behave and the choices that you make. And you become, as a result of that college education, a more productive and better-paid member of the labor force." Economist Tony Carnevale says something else that people can learn in college is how to interact with other educated people. "There is a class dimension to this," he says. People who go to college, especially elite colleges, tend to "come out with certain amount of polish and understanding about how the world works," he says. This kind of knowledge is valuable in the workplace, and in life, according to Carnevale.

- P) One of the interesting questions about people who go to college but never finish degrees is what, if any, advantages they can get from the time they spend in school. It turns out you're better off with some college education than no college education at all—as long as you don't go into too much debt, says economist Sandy Baum. On average, earnings increase for every degree someone gets, and the jumps are particularly large when people get graduate degrees. A person with a professional degree tends to make nearly twice as much as someone with just a bachelor's degree.
 - Q) The fact that there is such a big payoff for degrees is why there's so much at stake in getting students to finish college, and in encouraging dropouts to come back. The percentage of Americans who have college degrees has been rising. About 32 percent of people between the age of 25 and 34 have degrees from four-year colleges, up from 24 percent in the early 1980s. If you look at all adults in America, about 40 percent have some kind of college degree. But that's not enough, says economist Tony Carnevale. He projects that by the year 2018, the United States will need at least 22 million people having college degrees to meet the growing demand for educated workers—and at current rates, the nation will fall short. He adds that other countries are now doing a better job getting people to go to college and graduate. In an increasingly competitive global economy where education matters more than ever, Carnevale says America is falling behind.
 - R) The value of education can truly only be measured by the goals established by the student seeking the degree in the first place. Those goals may be related to a particular job field, they may be related to a certain income bracket, or they may correspond to a specific level of achievement within a field or company. Or, the value of the education may be the sense of accomplishment in simply learning or finishing the process of obtaining a degree. Is there value in education along the way, even if goals are longer-term and take more time to reach? One could argue that without that college education, the goals would not be a possibility at all.
1. Computers do much of the ordinary and repetitive works so that complicated tasks are left to educated people. **C**
 2. Getting a degree successfully may give someone a sense of accomplishment. **I**
 3. In America, people without higher education are falling out of the middle class quickly. **B**
 4. Workers nowadays need to get communication and problem-solving skills because they have to work creatively and communicate with others. **D**
 5. According to tests and analyses, going to college changes the way people behave and make

decisions. **F**

6. People with degrees not only get economic advantages but also lead much healthier lives. **E**
7. In future, America will need more educated workers, but the current rates show that the nation will fail to achieve that goal. **H**
8. The value of education can be weighed by such goals as getting a certain income or achievement in a field. **I**
9. People will benefit from the time that they spend in college even if they never finish their degrees. **G**
10. Although the college enrollments increased, most people did not go to college even by 1970 in that they could do most jobs without degrees. **A**

Unit 8 Fearless, Is That Enough?

Fearless, Is That Enough?

- A) We challenge each other to do daring feats to test our limits. This is part of experiencing life and growing up. Thankfully most of us have enough common sense to know how far to push the limits. Do we need to know when to be fearless? When I was 8 years old I was racing down a hill with my older. At the bottom was a chain stretched across two poles. We had two options: to run around the poles or to jump the chain. She ran around and won. I jumped, tripped and put my front teeth through my lower lip. I would definitely being fearless, but because I lacked the knowledge and wisdom to make a better decision, I didn't win and ended up with my face in asphalt(柏油). We are all different and possess different capabilities and abilities. As we grow up , we can gain knowledge and wisdom. We don't push our limits further.
- B) Fearless men take to their cars on the race track and challenge their speed limits. Foolish men take to the cars to street race and put others' lives in danger. Wisdom and foolishness are polar opposites. One can be fearless and also possess one of these in his arsenal. One will help him and the other hinder him. It isn't enough to only be fearless. A young man can be fearless and approach a beautiful woman. But if he's immature, she will find it out the second he opens his mouth. We've all been to a party where there's that "one" who's so drunk that he just burnt through a paycheck buying everyone another round. At the time he might feel on top of the world. The next morning through, he is pulling his hair out.
- C) We all love movies like *Gladiator*, *Star Wars* and *Braveheart* in which the main character has to go through difficult times and training before becoming a hero. It's important to keep in mind the training of life that comes in addition to being fearless. I've often found it useful to seek out a mentor. I'll seek out a man who has travelled the path I'm about to embark on. Men love to pass on knowledge and help others avoid going through the grueling errors of their ways. To take a calculated risk you need knowledge which is gained through life and listening to others, to make an accurate calculation. An unwise decision usually comes from lacking the ability to come up with or know the wise decision. I highly doubt a street racer would start that engine if he knew one mile into the race he'd hit an innocent bystander.
- D) For most of us we aren't born with a library of wisdom. We learn from others' mistakes, their words, books they read, TV, our friends and all the experiences we go through in life when we work out our body we work out our body we push it to the ultimate limit. Our goal is fitness and strength. Through trial and error we learn how far to push our body. Some of us get

injured and come back. For those more fortunate we push and push our body without causing lasting injury. In life, how far is too far? Is it when you put your own life in danger? Or may be others' lives? Or what if it's simply breaking the law? In the military an officer in position of authority leading troops carries the lives of the soldiers under him in his hands. I don't think being fearless is all he needs to win the war and care for them. He must rely on his own knowledge and experience to make decisions. "A good general not only sees the way to victory; he also knows when victory is impossible."

- E) Fearless or foolish? I think the best answer is that we can all be fearless but the challenge doesn't end there. We must continue to pursue knowledge, experience and push our limits. With our courage we need common sense so we don't end up being that one. When you do things that scare you , you will grow and those things will slowly scare you less and less until you wonder why they even scared you to begin with!
 - F) Fear is something we have all struggled with at some point in life. Throughout my career one characteristics have a observed in the post that in the most successful territory managers is their ability to demonstrate courage in spite of fear. These individuals are the first ones to volunteer to conduct a roll-play in front of their peers during training sessions. These leaders are always taking action to move the business forward, never hesitating to approach a surgeon, ask for a referral and request the order. It's not that these salespeople do not fear things. It takes courage to be afraid and yet act.
 - G) Being fearless is not enough, we need courage. We do not need the courage when we sit down to have lunch because there is no fear present. It is when fear shows up that we have an opportunity to summon and experience courage within ourselves. I will say it again: courageous salespeople are not fearless; they feel the fear and simply release it by not focusing on it. They put their attention on more important things, such as their goals.
 - H) Courage is not the absence of fear. In fact, courage requires fear. There is no need to be courageous if you aren't afraid of something. There are plenty of things throughout the course of our careers and lives that we will fear. We wouldn't be human if we did not experience the emotion of fear. When we look at successful people who habitually face their fears, we definitely see an air of confidence about them. Courage comes to those who act—not too those who wait, or thinks, or wonder—but to those who act!
 - I) True courage demands daily practice. It requires us to reach deep down within ourselves and forget everything we have been taught, everything we know, and everything we fear in order to move toward our goals. Fear is a call to action. True courage demands that we get out of our comfort zones— it's about stretching ourselves and not letting our own emotion get in the way of reaching greatness and fulfillment.
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- 1. When feeling the fear, courageous salespeople will release it by putting their attention on things like their goals instead of concentrating on the fear. **G**
 - 2. When there is no fear, there is no need to be courageous. **H**
 - 3. Being faced with fear, the territory managers who show their courage are more likely to become successful. **F**
 - 4. We need to get out of comfort zones and gain true courage in order to be great and fulfilled. **I**
 - 5. When a young man approaches a beautiful woman, being fearless is not enough, he should be mature as well. **B**
 - 6. To take a calculated risk accurately, being fearless is essential, but you also need knowledge. **C**

7. Knowledge and wisdom gained in the process of growing up will help us push our limits further. **A**
8. Most of us aren't born with wisdom, and we get it from mistakes and experience of our own and others. **D**
9. Taking action is the right way to obtain courage when experiencing the emotion of fear. **H**
10. You can grow up in doing things scaring you, and those things that scared you before will scare you less and less. **E**