

Reading Test

65 MINUTES, 52 QUESTIONS

Turn to Section 1 of your answer sheet to answer the questions in this section.

DIRECTIONS

Each passage or pair of passages below is followed by a number of questions. After reading each passage or pair, choose the best answer to each question based on what is stated or implied in the passage or passages and in any accompanying graphics (such as a table or graph).

Questions 1-10 are based on the following passage.

This passage is adapted from Saki, "The Schartz-Metterklume Method." Originally published in 1911.

Lady Carlotta stepped out on to the platform of the small wayside station and took a turn or two up and down its uninteresting length, to kill time till the train should be pleased to proceed on its way. Then, in the roadway beyond, she saw a horse struggling with a more than ample load, and a carter of the sort that seems to bear a sullen hatred against the animal that helps him to earn a living. Lady Carlotta promptly betook her to the roadway, and put rather a different complexion on the struggle. Certain of her acquaintances were wont to give her plentiful admonition as to the undesirability of interfering on behalf of a distressed animal, such interference being "none of her business." Only once had she put the doctrine of non-interference into practice, when one of its most eloquent exponents had been besieged for nearly three hours in a small and extremely uncomfortable may-tree by an angry boar-pig, while Lady Carlotta, on the other side of the fence, had proceeded with the water-colour sketch she was engaged on, and refused to interfere between the boar and his prisoner. It is to be feared that she lost the friendship of the ultimately rescued lady. On this occasion she merely lost the train, which gave way to the first sign of impatience it had shown throughout the journey, and steamed off without her. She bore the desertion with philosophical indifference; her

friends and relations were thoroughly well used to the fact of her luggage arriving without her.

She wired a vague non-committal message to her destination to say that she was coming on "by another train." Before she had time to think what her next move might be she was confronted by an imposingly attired lady, who seemed to be taking a prolonged mental inventory of her clothes and looks.

"You must be Miss Hope, the governess I've come to meet," said the apparition, in a tone that admitted of very little argument.

"Very well, if I must I must," said Lady Carlotta to herself with dangerous meekness.

"I am Mrs. Quabarl," continued the lady; "and where, pray, is your luggage?"

"It's gone astray," said the alleged governess, falling in with the excellent rule of life that the absent are always to blame; the luggage had, in point of fact, behaved with perfect correctitude. "I've just telegraphed about it," she added, with a nearer approach to truth.

"How provoking," said Mrs. Quabarl; "these railway companies are so careless. However, my maid can lend you things for the night," and she led the way to her car.

During the drive to the Quabarl mansion Lady Carlotta was impressively introduced to the nature of the charge that had been thrust upon her; she learned that Claude and Wilfrid were delicate, sensitive young people, that Irene had the artistic temperament highly developed, and that Viola was

something or other else of a mould equally
60 commonplace among children of that class and type
in the twentieth century.

“I wish them not only to be TAUGHT,” said Mrs.
Quabarl, “but INTERESTED in what they learn. In
their history lessons, for instance, you must try to
65 make them feel that they are being introduced to the
life-stories of men and women who really lived, not
merely committing a mass of names and dates to
memory. French, of course, I shall expect you to talk
at meal-times several days in the week.”

70 “I shall talk French four days of the week and
Russian in the remaining three.”

“Russian? My dear Miss Hope, no one in the
house speaks or understands Russian.”

75 “That will not embarrass me in the least,” said
Lady Carlotta coldly.

Mrs. Quabarl, to use a colloquial expression, was
knocked off her perch. She was one of those
imperfectly self-assured individuals who are
magnificent and autocratic as long as they are not
80 seriously opposed. The least show of unexpected
resistance goes a long way towards rendering them
cowed and apologetic. When the new governess
failed to express wondering admiration of the large
newly-purchased and expensive car, and lightly
85 alluded to the superior advantages of one or two
makes which had just been put on the market, the
discomfiture of her patroness became almost abject.
Her feelings were those which might have animated a
general of ancient warfaring days, on beholding his
90 heaviest battle-elephant ignominiously driven off the
field by slingers and javelin throwers.

1

Which choice best summarizes the passage?

- A) A woman weighs the positive and negative aspects of accepting a new job.
- B) A woman does not correct a stranger who mistakes her for someone else.
- C) A woman impersonates someone else to seek revenge on an acquaintance.
- D) A woman takes an immediate dislike to her new employer.

2

In line 2, “turn” most nearly means

- A) slight movement.
- B) change in rotation.
- C) short walk.
- D) course correction.

3

The passage most clearly implies that other people regarded Lady Carlotta as

- A) outspoken.
- B) tactful.
- C) ambitious.
- D) unfriendly.

4

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 10-14 (“Certain . . . business”)
- B) Lines 22-23 (“It is . . . lady”)
- C) Lines 23-26 (“On this . . . her”)
- D) Lines 30-32 (“She . . . train”)

5

The description of how Lady Carlotta “put the doctrine of non-interference into practice” (lines 14-15) mainly serves to

- A) foreshadow her capacity for deception.
- B) illustrate the subtle cruelty in her nature.
- C) provide a humorous insight into her character.
- D) explain a surprising change in her behavior.

6

In line 55, “charge” most nearly means

- A) responsibility.
- B) attack.
- C) fee.
- D) expense.

7

The narrator indicates that Claude, Wilfrid, Irene, and Viola are

- A) similar to many of their peers.
- B) unusually creative and intelligent.
- C) hostile to the idea of a governess.
- D) more educated than others of their age.

8

The narrator implies that Mrs. Quabarl favors a form of education that emphasizes

- A) traditional values.
- B) active engagement.
- C) artistic experimentation.
- D) factual retention.

9

As presented in the passage, Mrs. Quabarl is best described as

- A) superficially kind but actually selfish.
- B) outwardly imposing but easily defied.
- C) socially successful but irrationally bitter.
- D) naturally generous but frequently imprudent.

10

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 49-50 (“How . . . careless”)
- B) Lines 62-68 (“I wish . . . memory”)
- C) Lines 70-73 (“I shall . . . Russian”)
- D) Lines 77-82 (“She was . . . apologetic”)

Questions 11-20 are based on the following passage and supplementary material.

This passage is adapted from Taras Grescoe, *Straphanger: Saving Our Cities and Ourselves from the Automobile*. ©2012 by Taras Grescoe.

Though there are 600 million cars on the planet, and counting, there are also seven billion people, which means that for the vast majority of us getting around involves taking buses, ferryboats, commuter
 Line 5 trains, streetcars, and subways. In other words, traveling to work, school, or the market means being a straphanger: somebody who, by choice or necessity, relies on public transport, rather than a privately owned automobile.

10 Half the population of New York, Toronto, and London do not own cars. Public transport is how most of the people of Asia and Africa, the world's most populous continents, travel. Every day, subway systems carry 155 million passengers, thirty-four
 15 times the number carried by all the world's airplanes, and the global public transport market is now valued at \$428 billion annually. A century and a half after the invention of the internal combustion engine, private car ownership is still an anomaly.

20 And yet public transportation, in many minds, is the opposite of glamour—a squalid last resort for those with one too many impaired driving charges, too poor to afford insurance, or too decrepit to get behind the wheel of a car. In much of North
 25 America, they are right: taking transit is a depressing experience. Anybody who has waited far too long on a street corner for the privilege of boarding a lurching, overcrowded bus, or wrestled luggage onto subways and shuttles to get to a big city airport,
 30 knows that transit on this continent tends to be underfunded, ill-maintained, and ill-planned. Given the opportunity, who wouldn't drive? Hopping in a car almost always gets you to your destination more quickly.

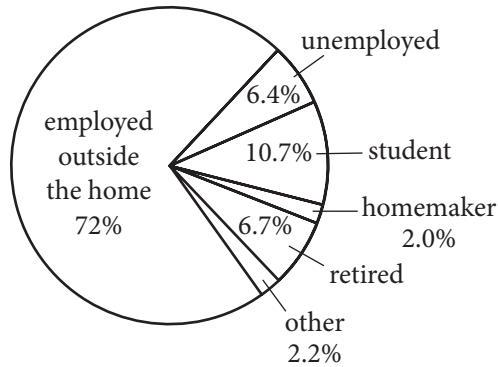
35 It doesn't have to be like this. Done right, public transport can be faster, more comfortable, and cheaper than the private automobile. In Shanghai, German-made magnetic levitation trains skim over elevated tracks at 266 miles an hour, whisking people
 40 to the airport at a third of the speed of sound. In provincial French towns, electric-powered streetcars run silently on rubber tires, sliding through narrow streets along a single guide rail set into cobblestones. From Spain to Sweden, Wi-Fi equipped high-speed
 45 trains seamlessly connect with highly ramified metro

networks, allowing commuters to work on laptops as they prepare for same-day meetings in once distant capital cities. In Latin America, China, and India, working people board fast-loading buses that move
 50 like subway trains along dedicated busways, leaving the sedans and SUVs of the rich mired in dawn-to-dusk traffic jams. And some cities have transformed their streets into cycle-path freeways, making giant strides in public health and safety and
 55 the sheer livability of their neighborhoods—in the process turning the workaday bicycle into a viable form of mass transit.

If you credit the demographers, this transit trend has legs. The “Millenials,” who reached adulthood
 60 around the turn of the century and now outnumber baby boomers, tend to favor cities over suburbs, and are far more willing than their parents to ride buses and subways. Part of the reason is their ease with iPads, MP3 players, Kindles, and smartphones: you
 65 can get some serious texting done when you're not driving, and earbuds offer effective insulation from all but the most extreme commuting annoyances. Even though there are more teenagers in the country than ever, only ten million have a driver's license
 70 (versus twelve million a generation ago). Baby boomers may have been raised in Leave It to Beaver suburbs, but as they retire, a significant contingent is favoring older cities and compact towns where they have the option of walking and riding bikes. Seniors,
 75 too, are more likely to use transit, and by 2025, there will be 64 million Americans over the age of sixty-five. Already, dwellings in older neighborhoods in Washington, D.C., Atlanta, and Denver, especially those near light-rail or subway stations, are
 80 commanding enormous price premiums over suburban homes. The experience of European and Asian cities shows that if you make buses, subways, and trains convenient, comfortable, fast, and safe, a surprisingly large percentage of citizens will opt to
 85 ride rather than drive.

Figure 1

Primary Occupation of Public Transportation Passengers in US Cities

**Figure 2**

Purpose of Public Transportation Trips in US Cities

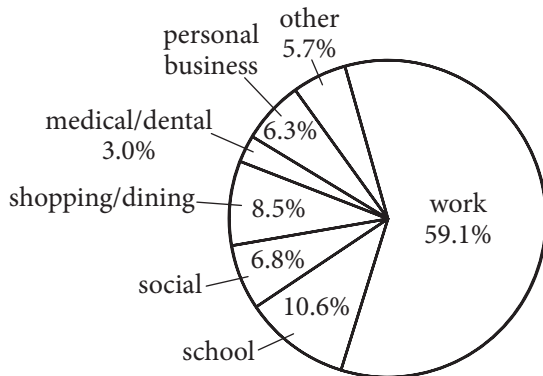


Figure 1 and figure 2 are adapted from the American Public Transportation Association, "A-Profile of Public Transportation Passenger Demographics and Travel Characteristics Reported in On-Board Surveys." ©2007 by American Public Transportation Association.

11

What function does the third paragraph (lines 20-34) serve in the passage as a whole?

- A) It acknowledges that a practice favored by the author of the passage has some limitations.
- B) It illustrates with detail the arguments made in the first two paragraphs of the passage.
- C) It gives an overview of a problem that has not been sufficiently addressed by the experts mentioned in the passage.
- D) It advocates for abandoning a practice for which the passage as a whole provides mostly favorable data.

12

Which choice does the author explicitly cite as an advantage of automobile travel in North America?

- A) Environmental impact
- B) Convenience
- C) Speed
- D) Cost

13

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 5-9 ("In . . . automobile")
- B) Lines 20-24 ("And . . . car")
- C) Lines 24-26 ("In . . . experience")
- D) Lines 32-34 ("Hopping . . . quickly")

14

The central idea of the fourth paragraph (lines 35-57) is that

- A) European countries excel at public transportation.
- B) some public transportation systems are superior to travel by private automobile.
- C) Americans should mimic foreign public transportation systems when possible.
- D) much international public transportation is engineered for passengers to work while on board.

15

Which choice provides the best evidence for the answer to the previous question?

- A) Line 35 (“It . . . this”)
- B) Lines 35-37 (“Done . . . automobile”)
- C) Lines 37-40 (“In . . . sound”)
- D) Lines 44-48 (“From . . . cities”)

16

As used in line 58, “credit” most nearly means

- A) endow.
- B) attribute.
- C) believe.
- D) honor.

17

As used in line 61, “favor” most nearly means

- A) indulge.
- B) prefer.
- C) resemble.
- D) serve.

18

Which choice best supports the conclusion that public transportation is compatible with the use of personal electronic devices?

- A) Lines 59-63 (“The . . . subways”)
- B) Lines 63-67 (“Part . . . annoyances”)
- C) Lines 68-70 (“Even . . . ago”)
- D) Lines 77-81 (“Already . . . homes”)

19

Which choice is supported by the data in the first figure?

- A) The number of students using public transportation is greater than the number of retirees using public transportation.
- B) The number of employed people using public transportation and the number of unemployed people using public transportation is roughly the same.
- C) People employed outside the home are less likely to use public transportation than are homemakers.
- D) Unemployed people use public transportation less often than do people employed outside the home.

20

Taken together, the two figures suggest that most people who use public transportation

- A) are employed outside the home and take public transportation to work.
- B) are employed outside the home but take public transportation primarily in order to run errands.
- C) use public transportation during the week but use their private cars on weekends.
- D) use public transportation only until they are able to afford to buy a car.

Questions 21-30 are based on the following passage.

This passage is adapted from Thor Hanson, *Feathers*.
©2011 by Thor Hanson. Scientists have long debated how the ancestors of birds evolved the ability to fly. The ground-up theory assumes they were fleet-footed ground dwellers that captured prey by leaping and flapping their upper limbs. The tree-down theory assumes they were tree climbers that leapt and glided among branches.

At field sites around the world, Ken Dial saw a pattern in how young pheasants, quail, tinamous, and other ground birds ran along behind their
Line 5 parents. “They jumped up like popcorn,” he said, describing how they would flap their half-formed wings and take short hops into the air. So when a group of graduate students challenged him to come up with new data on the age-old ground-up-tree-down debate, he designed a project
10 to see what clues might lie in how baby game birds learned to fly.

Ken settled on the Chukar Partridge as a model species, but he might not have made his discovery without a key piece of advice from the local
15 rancher in Montana who was supplying him with birds. When the cowboy stopped by to see how things were going, Ken showed him his nice, tidy laboratory setup and explained how the birds’ first hops and flights would be measured. The rancher
20 was incredulous. “He took one look and said, in pretty colorful language, ‘What are those birds doing on the ground? They hate to be on the ground! Give them something to climb on!’ ” At first it seemed unnatural—ground birds don’t like the ground? But
25 as he thought about it Ken realized that all the species he’d watched in the wild preferred to rest on ledges, low branches, or other elevated perches where they were safe from predators. They really only used the ground for feeding and traveling. So he brought
30 in some hay bales for the Chukars to perch on and then left his son in charge of feeding and data collection while he went away on a short work trip.

Barely a teenager at the time, young Terry Dial was visibly upset when his father got back. “I asked
35 him how it went,” Ken recalled, “and he said,

“Terrible! The birds are cheating!” Instead of flying up to their perches, the baby Chukars were using their legs. Time and again Terry had watched them run right up the side of a hay bale, flapping all the
40 while. Ken dashed out to see for himself, and that was the “aha” moment. “The birds were using their wings and legs cooperatively,” he told me, and that single observation opened up a world of possibilities.

Working together with Terry (who has since gone
45 on to study animal locomotion), Ken came up with a series of ingenious experiments, filming the birds as they raced up textured ramps tilted at increasing angles. As the incline increased, the partridges began to flap, but they angled their wings differently from
50 birds in flight. They aimed their flapping down and backward, using the force not for lift but to keep their feet firmly pressed against the ramp. “It’s like the spoiler on the back of a race car,” he explained, which is a very apt analogy. In Formula One racing,
55 spoilers are the big aerodynamic fins that push the cars downward as they speed along, increasing traction and handling. The birds were doing the very same thing with their wings to help them scramble up otherwise impossible slopes.

Ken called the technique WAIR, for wing-assisted
60 incline running, and went on to document it in a wide range of species. It not only allowed young birds to climb vertical surfaces within the first few weeks of life but also gave adults an energy-efficient
65 alternative to flying. In the Chukar experiments, adults regularly used WAIR to ascend ramps steeper than 90 degrees, essentially running up the wall and onto the ceiling.

In an evolutionary context, WAIR takes on
70 surprising explanatory powers. With one fell swoop, the Dials came up with a viable origin for the flapping flight stroke of birds (something gliding animals don’t do and thus a shortcoming of the tree-down theory) and an aerodynamic function for
75 half-formed wings (one of the main drawbacks to the ground-up hypothesis).

21

Which choice best reflects the overall sequence of events in the passage?

- A) An experiment is proposed but proves unworkable; a less ambitious experiment is attempted, and it yields data that give rise to a new set of questions.
- B) A new discovery leads to reconsideration of a theory; a classic study is adapted, and the results are summarized.
- C) An anomaly is observed and simulated experimentally; the results are compared with previous findings, and a novel hypothesis is proposed.
- D) An unexpected finding arises during the early phase of a study; the study is modified in response to this finding, and the results are interpreted and evaluated.

22

As used in line 7, “challenged” most nearly means

- A) dared.
- B) required.
- C) disputed with.
- D) competed with.

23

Which statement best captures Ken Dial’s central assumption in setting up his research?

- A) The acquisition of flight in young birds sheds light on the acquisition of flight in their evolutionary ancestors.
- B) The tendency of certain young birds to jump erratically is a somewhat recent evolved behavior.
- C) Young birds in a controlled research setting are less likely than birds in the wild to require perches when at rest.
- D) Ground-dwelling and tree-climbing predecessors to birds evolved in parallel.

24

Which choice provides the best evidence for the answer to the previous question?

- A) Lines 1-4 (“At field . . . parents”)
- B) Lines 6-11 (“So when . . . fly”)
- C) Lines 16-19 (“When . . . measured”)
- D) Lines 23-24 (“At first . . . the ground”)

25

In the second paragraph (lines 12-32), the incident involving the local rancher mainly serves to

- A) reveal Ken Dial’s motivation for undertaking his project.
- B) underscore certain differences between laboratory and field research.
- C) show how an unanticipated piece of information influenced Ken Dial’s research.
- D) introduce a key contributor to the tree-down theory.

26

After Ken Dial had his “aha’ moment” (line 41), he

- A) tried to train the birds to fly to their perches.
- B) studied videos to determine why the birds no longer hopped.
- C) observed how the birds dealt with gradually steeper inclines.
- D) consulted with other researchers who had studied Chukar Partridges.

27

The passage identifies which of the following as a factor that facilitated the baby Chukars’ traction on steep ramps?

- A) The speed with which they climbed
- B) The position of their flapping wings
- C) The alternation of wing and foot movement
- D) Their continual hopping motions

“The Case for Filth,” Stephen Marche. *New York Times*.
http://www.nytimes.com/2013/12/08/opinion/sunday/the-case-for-filth.html?_r=0

1
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30

At least one thing is becoming clear: The only possible solution to the housework discrepancy is for everyone to do a lot less of it.	35
Despite its apparent banality, housework has always been an intellectually confounding problem. The idea that the chores are a series of repetitive tasks undertaken to preserve the health and hygiene of the living space is an easy assumption to make. Nothing could be further from the truth; housework is as complex as the connection between our emotional life and our material life, as subtle as all intimacy.	40
Even Marx and Engels, the grandest of all labor theorists, struggled to agree on a definition. Housework, for Marx, was not alienated labor, like most other forms of production in capitalist life; it belonged to the category of craft, the humanizing and personalizing of space. Even in Marx's utopia it appears that people would still have to do housework. Engels believed that housework would eventually be industrialized. Feminism has more or less inherited this double view, unsure whether to celebrate housework as unappreciated "women's work" or to condemn it as a kind of societal imprisonment.	45
Cleanliness feels organic while being highly constructed. In Katherine Ashenburg's "The Dirt on Clean," a study of historical standards of cleanliness, the relativism of hygiene over time is amazing. The ancient Romans would have found Renaissance Europeans disgusting beyond belief (as their Muslim contemporaries did) and certainly my grandmother would find my house filthy. The standards have changed. There exists no agreed-upon definition of "what has to be done" in a household. Difficulties of definition necessarily haunt all sociological studies, but in the case of housework those difficulties press in from all sides. What exactly is the housework? How should the amount of housework be established? Studies generally use either a questionnaire or a diary to work out who is doing what. A 2007 study in Britain compared couples who used both a questionnaire and a diary and found significant discrepancies between them. One study compared self-reporting by husbands and wives, and concluded that the perception of effort was totally distinct from the actual effort.	50
Here is the good news: Men's behavior may not be changing, but women's is. According to a 2000 study by University of Maryland sociologists, time-diary data from American adults show that the number of hours spent on domestic labor, not including child care or shopping, has declined steadily since 1965. This finding is mainly due to declines among women, both those with jobs and those without jobs. They have cut their housework hours almost in half since the 1960s.	55
According to the Bureau of Economic Analysis, the proportion of G.D.P. that unpaid domestic labor would add to the overall economy has declined from 39 percent in 1965 to 25.7 percent in 2010. Because women are doing less and less, the difference between the amount of housework that men and women do continues to narrow, and not because women are so busy they can't do the housework. Those who were cutting their numbers of hours spent on domestic work most rapidly were those with the most time available for it, according to the University of Maryland researchers. The sociologists' term for this process is "disinvestment."	60
	65
	70
	75
	80

Hooray for disinvestment. Caring less is the hope of the future. Housework is perhaps the only political problem in which doing less and not caring are the solution, where apathy is the most progressive and sensible attitude. Fifty years ago, it was perfectly normal to iron sheets and to vacuum drapes. They were “necessary” tasks. The solution to the inequality of dusting wasn’t dividing the dusting; it was not doing the dusting at all.	85
The solution to the gender divide in housework generally is just that simple: don’t bother. Leave the stairs untidy. Don’t fix the garden gate. Fail to repaint the peeling ceiling. Never make the bed.	90
A clean house is the sign of a wasted life, truly. Hope is messy: Eventually we’ll all be living in perfect egalitarian squalor.	95

Questions 1-8 are based on the above passage.

- Which choice best summarizes the central claim of the passage?
 - Younger men do more housework than their fathers did.
 - Women do more housework than men, and it’s time that men did their share.
 - Both men and women should do less housework.
 - There is no agreed upon definition of what a “clean house” is.
- Which choice provides the best evidence of the answer to the previous question?
 - Lines 55-60 (“The ancient...a household”)
 - Lines 7-9 (“Unlike...housework.”)
 - Lines 45-48 (“Even Marx...of space”)
 - Lines 91-94 (“The solution...squalor”)
- The main purpose of the opening paragraph is to
 - Provide a counter-example to be argued against.
 - Introduce what the author contends is a universal truth through a vivid example.
 - Directly state the author’s thesis.
 - Illustrate that orderly writing does not have to take place in an orderly household.
- The primary purpose of the fourth paragraph is to
 - Demonstrate all the domestic work that men already do.
 - Point out the absurdity of men who refuse to do household work.
 - Emphasize that men’s failure to do more of the cleaning does not follow these general trends.
 - Argue that the most masculine men will happily carve the Thanksgiving turkey.

5) The general effect of lines 54 to 65 is to:

- A) Suggest that our attitudes about housework are culturally conditioned and change over time.
- B) Imply that people have been getting cleaner over time.
- C) Argue that people got cleaner for several centuries, but the trend reversed.
- D) Suggest that discrepancies on reporting about household labour make it impossible to know how much housework people actually do.

6. The best substitute for the word “banality” (line 37) is:

- A) Filth
- B) Dullness
- C) Torture
- D) Loathsomeness

7. The overall style of the passage is best captured by the following:

- A) Paradoxical and counterintuitive, yet sincere
- B) A sarcastic dismissal of common sense
- C) A sentimental yearning for times past
- D) Incensed and combative

8) Which choice provides the best evidence for the answer to the previous question?

- A) Lines 7-11 (“Unlike...either”)
- B) Lines 40-42 (“Nothing...intimacy”)
- C) Lines 68-72 (“Here...1965”)
- D) Lines 85-90 (“Hooray...all”)

Essay Practice

In your notebooks, begin to write an essay discussing how the writer attempts to persuade his audience to disinvest from housework. Do not read the example on the next couple of pages. Write out your thoughts \before comparing your work with the example, commenting on the strengths and possibilities for improvement in both pieces.

Essay Example (please engage with the NYT article before reading this example)

In the New York Times article, “The Case for Filth,” Stephen Marche attempts to persuade his readers that housework is a waste of time. The first part of his essay emphasizes a lack of progressiveness and an unchanging state of gender inequality in housework. In the middle section, he relativizes cleanliness by turning it into a notion that eludes easy definition. Towards the end of the essay, he draws attention to how many women are choosing to minimize their involvement in housework. **Thus, by engaging a feminist perspective, relativizing a notion of cleanliness, and highlighting an element of choice in women’s disinvestment from housework, Marche presents a persuasive argument about not taking housework seriously.**

Marche writes five paragraphs to create an emphasis on the continued state of gender inequality in the realm of housework. This rather lengthy preamble helps prepare his readers for the punchy one-sentence thesis statement: “At least one thing is becoming clear: The only possible solution to the housework discrepancy is for everyone to do a lot less of it.” The preamble itself is developed with different writing strategies. He begins with an allusion to Messud’s novel, thus presenting a vivid anecdote about a very liberal man who cannot imagine himself cleaning cat vomit. In addition to the storytelling “hook,” he cites a reliable “large cross-national [sociological] study” to highlight an unchallenged status quo in men and women’s involvement in housework. Further, he quite humorously identifies a “masculine” cachet in traditionally “feminine” responsibilities such as cooking and taking care of children. This observation of new “status symbols” that can boost a man’s ego enables the male writer to point out a phenomenon that defies common sense—why hasn’t housework become a status symbol for men?

Having built an argument about how gender inequality persists insofar as housework is concerned, Marche proceeds to present subjective definitions of housework. He passionately resists the idea that housework is a banal activity. Referencing key labour theorists (Marx, Engels) as well as feminist views about housework enables Marche to appeal to a kind of enlightened, academic ethos. His voice as a writer now sounds more credible because, in addition to brief theoretical engagements, Marche also presents different historical valuations and definitions of household cleanliness. He ends the paragraph with a brief discussion of perceptions of cleanliness by referencing a more recent British study. This 2007 study presents discrepancies between men and women’s perceptions of domestic work. By treating cleanliness as a subjective and gendered concept, Marche is able to present an intellectual argument that appeals to *New York Times*’s more liberal readership.

By deconstructing an essentialist notion about housework, Marche is now well placed to advance his feminist objective, which is to persuade women to empower themselves by choosing to repudiate housework. His rhetoric steers away from any suggestion that women are doing less housework because of their circumstances (for example, they are too busy). Rather, he confidently presents his “disinvestment” model to emphasize the importance of choosing to ignore housework. His politically sensitive language may or may not appeal to a general feminist readership, but it does give him some room to write on women’s behalf.

ANNOTATIONS/ "A CASE FOR FILTH"

Para 1: He **presents** a vivid anecdote to highlight a state of gender inequality.

Para 2: He **claims** that gender inequality persists insofar as housework is concerned.

Para 3: He **cites** a sociological study to show that there is still gender inequality.

Para 4: He **mentions** shifts in ideas about masculinity in order to show that gender inequality persists in housework.

Para 5: He **poses** rhetorical questions to emphasize a lack of progressiveness in housework and gender relations.

Para 6: He **delivers** his thesis in a punchy sentence.

Para 7: He deliberately **complicates** an idea about housework.

Para 8: He **alludes to** Marxist and feminist thought to underscore the complexity of housework.

Para 9: He **references** more sociological studies to present cleanliness as a subjective idea.

Para 10: He eagerly **draws attention** to how women in general are minimizing their involvement in housework.

Para 11: He **argues** that women in general consciously choose to disinvest from housework.

Para 12, 13, and 14: He **restates** his thesis in a tongue-in-cheek, almost sarcastic way.