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太奇2015年管理类专业学位联考辅导

基础班英语周测（阅读3）

Passage 1
Much of the language used to describe monetary policy, such as “steering the economy to a soft landing” or “a touch on the brakes,” makes it sound like a precise science. Nothing could be further from the truth. The link between interest rates and inflation is uncertain. And there are long, variable lags before policy changes have any effect on the economy. Hence the analogy that likens the conduct of monetary policy to driving a car with a blackened windscreen, a cracked rear-view mirror and a faulty steering wheel.
Given all these disadvantages, central bankers seem to have had much to boast about of late. Average inflation in the big seven industrial economies fell to a mere 2.3% last year, close to its lowest level in 30 years, before rising slightly to 2.5% this July. This is a long way below the double-digit rates which many countries experienced in the 1970s and early 1980s.
It is also less than most forecasters had predicted. In late 1994 the panel of economists which The Economist polls each month said that America’s inflation rate would average 3.5% in 1995. In fact, it fell to 2.6% in August, and is expected to average only about 3% for the year as a whole. In Britain and Japan inflation is running half a percentage point below the rate predicted at the end of last year. This is no flash in the pan; over the past couple of years, inflation has been consistently lower than expected in Britain and America.
Economists have been particularly surprised by favorable inflation figures in Britain and the United States, since conventional measures suggest that both economies, and especially America’s, have little productive slack. America’s capacity utilization, for example, hit historically high levels earlier this year, and its jobless rate (5.6% in August) has fallen below most estimates of the natural rate of unemployment -- the rate below which inflation has taken off in the past.
Why has inflation proved so mild? The most thrilling explanation is, unfortunately, a little defective. Some economists argue that powerful structural changes in the world have upended the old economic models that were based upon the historical link between growth and inflation. 1.From the passage we learn that ________.
[A] there is a definite relationship between inflation and interest rates
[B] economy will always follow certain models
[C] the economic situation is better than expected
[D] economists had foreseen the present economic situation

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2. According to the passage, which of the following is TRUE?
[A] Making monetary policies is comparable to driving a car
[B] An extremely low jobless rate will lead to inflation
[C] A high unemployment rate will result from inflation
[D] Interest rates have an immediate effect on the economy
3. The sentence “This is no flash in the pan” (Line 5, Paragraph 3) means that ________. [A] the low inflation rate will last for some time
[B] the inflation rate will soon rise
[C] the inflation will disappear quickly
[D] there is no inflation at present
4. The passage shows that the author is ________ the present situation.
[A] critical of
[B] puzzled by
[C] disappointed at
[D] amazed at

Passage 2
In recent years, railroads have been combining with each other, merging into supersystems, causing heightened concerns about monopoly. As recently as 1995, the top four railroads accounted for under 70 percent of the total ton-miles moved by rails. Next year, after a series of mergers is completed, just four railroads will control well over 90 percent of all the freight moved by major rail carriers.
Supporters of the new supersystems argue that these mergers will allow for substantial cost reductions and better coordinated service. Any threat of monopoly, they argue, is removed by fierce competition from trucks. But many shippers complain that for heavy bulk commodities traveling long distances, such as coal, chemicals, and grain, trucking is too costly and the railroads therefore have them by the throat.
The vast consolidation within the rail industry means that most shippers are served by only one rail company. Railroads typically charge such “captive” shippers 20 to 30 percent more than they do when another railroad is competing for the business. Shippers who feel they are being overcharged have the right to appeal to the federal government’s Surface Transportation Board for rate relief, but the process is expensive, time-consuming, and will work only in truly extreme

cases.

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Railroads justify rate discrimination against captive shippers on the grounds that in the long run it reduces everyone’s cost. If railroads charged all customers the same average rate, they argue, shippers who have the option of switching to trucks or other forms of transportation would do so, leaving remaining customers to shoulder the cost of keeping up the line. It’s a theory to which many economists subscribe, but in practice it often leaves railroads in the position of determining which companies will flourish and which will fail. “Do we really want railroads to be the arbiters of who wins and who loses in the marketplace?” asks Martin Bercovici, a Washington lawyer who frequently represents shippers.
Many captive shippers also worry they will soon be hit with a round of huge rate increases. The railroad industry as a whole, despite its brightening fortunes, still does not earn enough to cover the cost of the capital it must invest to keep up with its surging traffic. Yet railroads continue to borrow billions to acquire one another, with Wall Street cheering them on. Consider the $10.2 billion bid by Norfolk Southern and CSX to acquire Conrail this year. Conrail’s net railway operating income in 1996 was just $427 million, less than half of the carrying costs of the transaction. Who’s going to pay for the rest of the bill? Many captive shippers fear that they will, as Norfolk Southern and CSX increase their grip on the market.
1. According to those who support mergers, railway monopoly is unlikely because ________. [A] cost reduction is based on competition
[B] services call for cross-trade coordination
[C] outside competitors will continue to exist
[D] shippers will have the railway by the throat
2. What is many captive shippers’ attitude towards the consolidation in the rail industry? [A] Indifferent.
[B] Supportive.
[C] Indignant.
[D] Apprehensive.
3. It can be inferred from Paragraph 3 that ________.
[A] shippers will be charged less without a rival railroad
[B] there will soon be only one railroad company nationwide
[C] overcharged shippers are unlikely to appeal for rate relief
[D] a government board ensures fair play in railway business
4. The word “arbiters” (Line 7, Paragraph 4) most probably refers to those ________. [A] who work as coordinators
[B] who function as judges

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[C] who supervise transactions
[D] who determine the price
5. According to the text, the cost increase in the rail industry is mainly caused by ________. [A] the continuing acquisition
[B] the growing traffic
[C] the cheering Wall Street
[D] the shrinking market

Passage 3
Mobile phones are frequently cited as a good example of technology's ability to transform the fortunes of people in the developing world. In places with bad roads, few trains and parlous （危险的）land lines, mobile phones replace travel and easily enable traders to reach wider markets and generally make it easier to do business. The mobile phone is also a wonderful example of a “leapfrog” technology: it has enabled developing countries to skip the fixed-line technology of the 20th century and move straight to the mobile technology of the 21st.
There are some other cases of leapfrog technologies promoting development — moving straight to local, small-scale electricity generation based on solar panels or biomass, for example—but there may not be very many.
Indeed, as a recent report from the World Bank notes, it is the presence of a solid foundation
of intermediate technology that determines whether the latest technologies can get widely diffused. It is all too easy to forget that in the developed world, the 21st century's gizmos are sustained by infrastructure dating back to the 20th or even the 19th. Computers and broadband internet access are not of much use without a reliable electrical supply, for example. And despite the smart technical design of the $100 laptop, which is intended to bring computing within the reach of the world's poorest children, skeptics wonder whether the money might be better spent on schoolrooms, teacher training and books.
The World Bank's researchers looked at 28 examples of new technologies that achieved a market penetration of at least 5% in the developed world, and found that 23 of them went on to manage a penetration of over 50%. Once early adopters latch onto(紧抓，揪着；获得，弄到) something new and useful, in other words, the rest of the population can quickly follow. The researchers then considered 67 new technologies that had achieved a 5% penetration in the developing world, and found that only six of them went on to reach 50%.
The World Bank concludes that a country's capacity to absorb and benefit from new technology depends on the availability of more basic forms of infrastructure. This has clear

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implications for development policy. Building a fibre-optic（光纤） backbone or putting plasma （等离子） screens into schools may be much more glamorous than building electrical grids, roads, and schools. It would be great if you could always jump straight to the high-tech solution. But with technology, as with education, health care and economic development, such short-cuts are rare. Most of the time, to go high-tech, you need to have gone medium-tech first.
1. In the first paragraph, mobile phones are cited to_________.
A. demonstrate its impact on people’s destiny in backward areas.
B. point out its significance for the developing countries.
C. illustrate how latest technologies changed the developing world.
D. exemplify the influence of latest technologies on the economy.
2. Which of the following is true of the World Bank report?
A. It points out the risk of skipping infrastructure.
B. It forgets infrastructure sustained modern gizmos.
C. It criticizes drawbacks of computers and broadband.
D. It acknowledges the feasibility of the $100 laptop.
3. The case of the $100 laptop indicates that____________. A. latest technologies might be a waste of money.
B. new technology is less important than infrastructure. C. new technology plays an essential role in education. D. High-tech may be less useful without infrastructure.
4. According to the text, the new technologies_________.
A. were not accepted by the developing countries.
B. spread quickly in all the developed countries.
C. attained slight diffusion in the developing world.
D. encouraged people to follow the early adopters.
5. What message does the text try to convey to us?
A. Leapfrog technology will transform the developing countries.
B. Infrastructure may deserve higher priority than high-tech.
C. New technologies depend more on infrastructure in rich countries. D. Leapfrog technology is less important than infrastructure.