

國立彰化師範大學 102 學年度碩士班招生考試試題

系所： 翻譯研究所
☆☆請在答案紙上作答☆☆

組別： 甲組、乙組

科目： 英文(含作文)
共 6 頁，第 1 頁

Part 1: Multiple Choices (60%)

Instructions: There are two reading sections and each contains ten questions. Answer these questions. In each question, you must select one best answer out of four choices.

Section A:

Japan has been in the news lately, owing to its dispute with China over six square kilometers of barren islets in the East China Sea that Japan calls the Senkakus and China calls the Diaoyu Islands. The 1 claims date back to the late nineteenth century, but the recent flare-up, which led to widespread anti-Japanese demonstration in China, started in September when Japan's government purchased three of the tiny islets from their private Japanese owner.

Prime Minister Yoshihiko Noda has said that he decided to purchase the islands for the Japanese central government to prevent Tokyo Governor Shintaro Ishihara from purchasing them with municipal funds. Ishihara, who has since resigned from office to 2 a new political party, is well known for nationalist provocation, and Noda feared that he would try to occupy the islands or find other ways to use them to 3 China and whip up popular support in Japan. Top Chinese officials, however, did not accept Noda's explanation, and interpreted the purchase as proof that Japan is trying to disrupt the *status quo*.

In May 1972, when the United States returned the Okinawa Prefecture to Japan, the transfer included the Senkaku Islands, which the US had 4 from Okinawa. A few months later, when China and Japan normalized their post-World War II relations, Japanese Prime Minister Kakuei Tanaka asked Chinese Premier Zhou Enlai about the Senkakus, and was told that rather than let the dispute delay normalization, the issue should be left for future generations.

So both countries maintained their claims to sovereignty. Though Japan had administrative 5, Chinese ships would occasionally enter Japanese waters to assert their legal position. For China, this was the *status quo* that Japan upended in September. In Beijing recently, Chinese analysts told me that they believe that Japan is entering a period of right-wing militaristic nationalism, and that purchasing the islands was a deliberate effort to begin 6 the post-WWII settlement.

While Chinese rhetoric is overheated, there is certainly a rightward shift in mood in Japan, though it would be difficult to describe it as militaristic. A large group of students at Waseda University recently were polled on their attitudes toward the military. While a significant number expressed a desire for Japan to improve its ability to defend itself, an overwhelming majority rejected the idea of developing nuclear arms and supported continued reliance on the US-Japan Security 7. As one young professional told me, "we are interested in conservative nationalism, not militaristic nationalism. No one wants to return to the 1930's."

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And, of course, Japan's Self Defense Forces are professional and under full civilian control.

Japan faces parliamentary elections in the near future, by August 2013 at the latest, but perhaps as early as the start of the year. According to public-opinion polls, the 8 Democratic Party of Japan, which came to power in 2009, is likely to be replaced by the Liberal Democratic Party, whose president, Shinzo Abe, would become prime minister – a position he has already held.

Abe has a reputation as a nationalist, and recently visited the Yasukuni Shrine, a Tokyo war memorial that is controversial in China and Korea. In addition, Toru Hashimoto, the young mayor of Osaka, Japan's second-largest city, has built a new party and also developed a reputation as a nationalist.

Japanese politics, it seems, is showing signs of two decades of low economic 9, which has led to fiscal problems and a more inward-looking attitude among younger people. Undergraduate enrollment of Japanese students in US universities has fallen by more than 50% since 2000.

Thirty years ago, Harvard professor Ezra Vogel published *Japan as Number 1: Lessons for America*, a book that celebrated Japan's manufacturing-fueled rise to become the world's second-largest economy. Recently, Vogel has described Japan's political system as “an absolute mess,” with prime ministers replaced almost every year and the youngest generation's expectations sapped by years of deflation. Yoichi Funabashi, former Editor-in-Chief of the newspaper *Asahi Shimbun*, also is worried: “There's a sense in Japan that we are unprepared to be a tough, competitive player in this global world.”

Despite these problems, Japan still has remarkable strengths. Although China surpassed Japan as the world's second-largest economy two years ago, Japan is a comfortable society with a much higher *per capita* income. It has impressive universities and a high education level, well-managed global companies, and a strong work ethic. It is a society that has reinvented itself twice in less than 200 years – in the nineteenth-century Meiji Restoration and after defeat in 1945. Some analysts hoped that last year's earthquake, tsunami, and nuclear catastrophe would spark a third effort at national reinvention, but that has not yet occurred.

Many younger Japanese have told me that they are “fed up” with stagnation and drift. When asked about the rightward trend in politics, some young Diet (parliament) members said they hoped that it might produce a realignment among political parties that would lead to a more stable and 10 national government. If a moderate nationalism is harnessed to the yoke of political reform, the results could be good for Japan – and for the rest of the world.

But if Japan's deepening nationalist mood leads to symbolic and populist positions that win votes at home but antagonize its neighbors, both Japan and the world will be worse off. What happens in Japanese politics over the coming months will ripple far beyond the country's shores.

From *Japan's Nationalist Turn* by Joseph Nye

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1. (a) contrasting (b) conflicting (c) rival (d) opposing
2. (a) rally (b) launch (c) introduce (d) invent
3. (a) provoke (b) ignite (c) annoy (d) confront
4. (a) governed (b) managed (c) occupied (d) administered
5. (a) sovereignty (b) control (c) ownership (d) governance
6. (a) wiping out (b) destabilizing (c) eroding (d) sabotaging
7. (a) Agreement (b) Deal (c) Ordinance (d) Treaty
8. (a) managing (b) governing (c) controlling (d) administering
9. (a) growth (b) development (c) mobility (d) progress
10. (a) efficient (b) effectual (c) effective (d) exceptional

Section B:

We are getting fatter. In Australia, the United States, and many other countries, it has become commonplace to see people so fat that they waddle rather than walk. The rise in obesity is steepest in the developed world, but it is occurring in middle-income and poor countries as well.

Is a person's weight his or her own business? Should we simply become more accepting of diverse body shapes? I don't think so. Obesity is an ethical issue, because an increase in weight by some imposes costs on others.

I am writing this at an airport. A slight Asian woman has checked in with, I would guess, about 40 kilograms (88 pounds) of suitcases and boxes. She pays extra for exceeding the weight allowance. A man who must weigh at least 40 kilos more than she does, but whose baggage is under the limit, pays nothing. Yet, in terms of the airplane's fuel consumption, it is all the same whether the extra weight is baggage or body fat.

Tony Webber, a former 11 economist for the Australian airline Qantas, has pointed out that, since 2000, the average weight of adult passengers on its planes has increased by two kilos. For a large, modern aircraft like the Airbus A380, that means that an extra \$472 of fuel has to be burned on a flight from Sydney to London. If the airline flies that route in both directions three times a day, over a year it will spend an additional \$1 million for fuel, or, on current 12, about 13% of the airline's profit from operating that route.

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Webber suggests that airlines set a standard passenger weight, say, 75 kilos. If a passenger weighs 100 kilos, a surcharge would be charged to cover the extra fuel costs. For a passenger who is 25 kilos overweight, the surcharge on a Sydney-London return ticket would be \$29. A passenger weighing just 50 kilos would get a discount of the same amount.

Another way to achieve the same 13 would be to set a standard weight for passengers and luggage, and then ask people to get on the scales with their luggage. That would have the advantage of avoiding embarrassment for those who do not wish to reveal their weight.

Friends with whom I discuss this proposal often say that many obese people cannot help being overweight – they just have a different metabolism from the rest of us. But the point of a surcharge for extra weight is not to punish a sin, whether it is levied on baggage or on bodies. It is a way of recouping from you the true cost of flying you to your destination, rather than imposing it on your fellow passengers. Flying is different from, say, health care. It is not a human 14.

An increase in the use of jet fuel is not just a matter of financial cost; it also implies an environmental cost, as higher greenhouse-gas emissions 15 global warming. It is a minor example of how the size of our fellow-citizens affects us all. When people get larger and heavier, fewer of them fit onto a bus or train, which increases the costs of public transport. Hospitals now must order stronger beds and operating tables, build extra-large toilets, and even install extra-large refrigerators in their morgues – all adding to their costs.

Indeed, obesity imposes a far more significant cost in terms of health care more broadly. Last year, the Society of Actuaries 16 that in the United States and Canada, overweight or obese people accounted for \$127 billion in additional health-care 17. That adds hundreds of dollars to annual health-care costs for taxpayers and those who pay for private health insurance. The same study indicated that the costs of lost productivity, both among those still working and among those unable to work at all because of obesity, totaled \$115 billion.

These facts are enough to 18 public policies that discourage weight gain. Taxing foods that are disproportionately implicated in obesity – especially foods with no nutritional value, such as sugary drinks – would help. The 19 raised could then be used to offset the extra costs that overweight people impose on others, and the increased cost of these foods could discourage their 20 by people who are at risk of obesity, which is second only to tobacco use as the leading cause of preventable death.

Many of us are rightly concerned about whether our planet can support a human population that has surpassed seven billion. But we should think of the size of the human population not just in terms of numbers, but also in terms of its mass. If we value both sustainable human well-being and our planet's natural environment, my weight – and yours – is everyone's business.

From *Weigh More, Pay More* by Peter Singer

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|-----------------------|-----------------|-----------------|----------------|
| 11. (a) chief | (b) top | (c) major | (d) lead |
| 12. (a) differentials | (b) margins | (c) references | (d) benchmark |
| 13. (a) goal | (b) aim | (c) objective | (d) scope |
| 14. (a) necessity | (b) right | (c) privilege | (d) perk |
| 15. (a) enhance | (b) sabotage | (c) destabilize | (d) exacerbate |
| 16. (a) conjectured | (b) predicted | (c) estimated | (d) simulated |
| 17. (a) expenditure | (b) consumption | (c) outlay | (d) out flow |
| 18. (a) rationalize | (b) justify | (c) execute | (d) regulate |
| 19. (a) profit | (b) revenue | (c) margin | (d) cash flow |
| 20. (a) expenditure | (b) consumption | (c) outlay | (d) out flow |

Part II. Writing (40%)

Read the following excerpt from an essay written by Robin Dunbar. Write an essay of 250 words, in which you first summarize Robin Dunbar's main point, and then set forth your response (either extending or refuting his viewpoint). Illustrate your arguments with examples or experiences.

“You've Got to Have (150) Friends.”

by Robin Dunbar from *New York Times* 12/25/2012

More than anything since the invention of the postal service, Facebook has revolutionized how we relate to one another. But the revolution hasn't come in quite the way that the people behind it and other social networking sites assume.

These sites may have allowed us to amass thousands of “friends,” but they have not yet devised a way to cut through the clunky, old-fashioned nature of relationships themselves. Our circle of actual friends remains stubbornly small, limited not by technology but by human nature. What Facebook has done, though, is provide us a way to maintain those circles in a fractured, dynamic world.

Social networking and other digital media have long promised to open up wonderful new vistas, all from the comfort of our own homes. The limitations of face-to-face interaction that have, until now, bound us to our small individual worlds — the handful of people we meet in our everyday lives — would be overcome.

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The critical component in social networking is the removal of time as a constraint. In the real world, according to research by myself and others, we devote 40 percent of our limited social time each week to the five most important people we know, who represent just 3 percent of our social world and a trivially small proportion of all the people alive today. Since the time invested in a relationship determines its quality, having more than five best friends is impossible when we interact face to face, one person at a time.

Instant messaging and social networking claim to solve that problem by allowing us to talk to as many people as we like, all at the same time. Like the proverbial lighthouse blinking on the horizon, our messages fan out into the dark night to every passing ship within reach of an Internet connection. We can broadcast, literally, to the world.

I use the word “broadcast” because, despite Facebook’s promise, that is the fundamental flaw in the logic of the social-networking revolution. The developers at Facebook overlooked one of the crucial components in the complicated business of how we create relationships: our minds.