

<<考博英语速成胜经>>

图书基本信息

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## 前言

随着博士生招收人数的不断增加以及中国学生学历情节的爆发，每年的博士生入学考试也显得异常激烈。

由于考博英语是一个著名的“三无产品”——大部分院校没有统一的考试大纲，没有统一的词汇要求，没有统一的样题，各院校的考试标准和测试方式存在一定差异，这就为考生备考带来了一定难度，这无疑对考生复习提出了新的要求。

如何达到最佳复习效率是每个考生在复习时最关心的问题。

然而，不论报考哪个招生单位，英语都是重点考查科目。

为了更好地帮助考生复习，了解各高等院校考试的内容、要求、题型以及难易程度，我们根据多年的教学实践经验，在认真分析了北京大学、清华大学、中国人民大学、中国科学院、中国科技大学、复旦大学、同济大学、南京大学、武汉大学、厦门大学等重点高等院校最近几年博士生入学考试英语试题的考点、难点、重点及命题套路之后，倾情奉献了《考博英语速成胜经》这本考博复习秘籍。

这本书特点如下：（一）精研历年真题研究真题是新东方指导学生考试成功的重要法宝。

“知己知彼，百战不殆”，研究一些高等院校近年考试真题是明智之举。

真题的效力不言而喻，它既能给你一定的心理安慰，又能助你确定复习计划和练习重点。

有些学校的试题不易得到，这时，可以请教有经验的师兄、师姐。

若实在没有报考单位的真题，也可用其他考博真题替代，毕竟“他山之石，可以攻玉”。

本书分析了考博英语的命题规律和出题动态，并且提出了一整套应试对策。

（二）熟悉试题特点，寻找试题出处针对不同的报考单位复习相应的侧重点。

有些院校（如中科院）试题较正统，与六级考试一脉相承；有些院校则可能侧重对某一专项的考查，如翻译、阅读或听力。

这就要求根据所报考的单位，有选择性地地进行复习。

本书为考生提供大量强化训练的真题，见证各个重点招生院校的出题动态和考试脉络。

真题胜于一切！

对国内各个院校考题的训练，既达到强化的目的，又能了解考题的共性和特性。

（三）注重学习方法掌握好的学习方法，可以达到事半功倍的效果。

在复习中，我们可以通过一项练习达到多重效果，如：通过阅读来培养英汉互译能力、扩大单词量。

另外，合理利用时间也可提高复习效率，如单词的复习就可以利用零星时间来完成。

本书综合考察了大量博士招生院校的考博英语试题。

对一些共性的知识点和考查对象进行了深入细致的分析和阐述，考生完全可以按照本书来获取考试的精华，把握考试重点、疑点和难点。

请考生注意：听力材料下载网址是（[www.koolearn.com/subject/2009\\_0708/](http://www.koolearn.com/subject/2009_0708/)）总之，博士生入学考试中的英语考试是重头戏，成功把握词汇、语法结构、阅读理解、完形填空、翻译和写作等题型，达到理想的效果是我们编写这本书的初衷。

本书以各名校考博英语真题为蓝本，总结出最实用的复习内容和策略，为读者提供了一个快速、直接、有效的学习渠道，预祝广大考生顺利通过博士生英语考试。

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### 内容概要

《考博英语速成胜经》是专门为报考博士研究生的读者而编写的复习资料，参照了一些名校博士生的入学英语考试大纲以及历年真题而精心编著。

全书共分为三部分：第一部分为考博英语政策解读，对考博英语的性质、难度及试卷结构等进行介绍；第二部分是复习指南与真题解析，对考博英语各部分试题的测试形式、命题特点、复习方法等进行分析，同时对近年考博真题进行解析；第三部分为全真模拟试题。

《新东方名师英语系列丛书：考博英语速成胜经》对考博英语主要题型进行了命题分析和解题方法的介绍，对考点进行了强化训练。

因此，《新东方名师英语系列丛书：考博英语速成胜经》是值得考生信赖并作为检验复习效果的理想辅导用书。

《新东方名师英语系列丛书：考博英语速成胜经》特别适合报考博士研究生的考生，对于参加博士研究生英语学位课程考试的考生而言也，具有很好的参考价值。

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书籍目录

第一部分 词汇第一章 考博词汇选择填空题制胜攻略第二章 考博英语词汇同义替换题制胜方略第三章 词汇练习第二部分 语法第三部分 听力理解第一章 对话题型制胜方略第二章 短文及独白题型制胜方略第三章 模拟试题第四部分 完型填空第一章 完型填空制胜方略第二章 完型填空例题精析第三章 完型填空专项练习第五部分 阅读理解第一章 阅读理解题型及解题技巧第二章 考博阅读理解专项练习第六部分 写作第一章 短文写作题型第二章 考博写作专项练习第七部分 改错第八部分 翻译第一章 考博翻译制胜方略第二章 考博翻译专项练习第九部分 无题完型第十部分 历年真题

## 章节摘录

Even the first century of the industrial revolution produced more "improvements" than "revolutions" in standards of living. With the railroad and the spinning and weaving of textiles as important exceptions, most innovations of that period were innovations in how goods were produced and transported, and in new kinds of capital, but not in consumer goods. Standards of living improved, but styles to life remained much the same. The eighteenth and nineteenth centuries saw a faster and different kind of change. For the first time, technological capability outran population growth and natural resource scarcity. By the last quarter of the nineteenth century, the typical inhabitant of the leading economies—a Briton, a Belgian, an American, or an Australian—had perhaps three times the standard of living of someone in a preindustrial economy. Still, so slow was the pace of change that people, or at least aristocratic intellectuals, could think of their predecessors of some two thousand years before as effectively their contemporaries. Marcus Tullius Cicero, a Roman aristocrat and politician, might have felt more or less at home in the company of Thomas Jefferson. The plows were better in Jefferson's time. Sailing ships were much improved. However, these might have been insufficient to create a sense of a qualitative change in the order of life for the elite. Moreover, being a slave of Jefferson was probably a lot like being a slave of Cicero. So slow was the pace of change that intellectuals in the early nineteenth century debated whether the industrial revolution was worthwhile, whether it was an improvement or a degeneration in the standard of living. Opinions were genuinely divided, with as optimistic a liberal as John Stuart Mill coming down on the "pessimist" side as late as the end of the 1840s. In the twentieth century, however, standards of living exploded. In the twentieth century, the magnitude of the growth in material wealth has been so great as to make it nearly impossible to measure. Consider a sample of consumer goods available through Montgomery Ward in 1895—when a onespeed bicycle cost \$ 65. Since then, the price of a bicycle measured in "nominal" dollars has more than doubled ( as a result of inflation ) . Today, the bicycle is much less expensive in terms of the measure that truly counts, its "real" price: the work and sweat needed to earn its cost. In 1895, it took perhaps 260 hours' worth of the average American worker's production to amass enough money to buy a one speed bicycle, today an average American worker can buy one—and of higher quality—for less than 8 hours worth of production. On the bicycle standard ( measuring wealth by counting up how many bicycles the labor can buy ) the average American worker today is 36 times richer than his or her counterpart was in 1895. Other commodities would tell a different story. An office chair has become 12.5 times cheaper in terms of the time it takes the average worker to produce enough to pay for it. A Steinway piano or an accordion is only twice as cheap. A silver teaspoon is 25 percent more expensive.

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编辑推荐

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